from a piece of quarter-inch plywood. Using a template, I drove in four nails. A couple of extra holes were drilled on the extension of the wind line near the board edge and a cranger wire was attached for the mast of the wind yarn.

A template is provided in this article. I suggest that you transfer the pattern using tracing vellum or carbon paper onto a piece of plain paper.

I think that a nice cover could be made from two triangular wood pieces with two-inch high, quarter-inch diameter dowels for the posts. The dowels could be used to space the top and bottom pieces. Instead of using one dowel for the ailing-post, put a dowel on each side so that you can sight between them. You could also make the post for an 85-degree angle only ½-inch high, then you could sight over it. Perhaps Sketches I'll show you the idea. A hole is provided for the yarn mast to loop through. The end opposite the yarn can be hooked around a nail or the end of a post so that it can be collapsed when not in use. Also it can more easily be replaced if the mast should be broken or damaged.

Three ways are suggested for your consideration in constructing the Late Setting Device. I hope that you try it out and that it works well for you as it has for me.

SUGGESTED PROCEDURE FOR USING THE "LINE SETTING DEVICE"

1. Anchor the race committee boat securely.
2. Hold Device so wind yarn blows down the wind wall.
3. If the wind is shifty, then align the wind wall so it is in the direction of the average wind.
4. Sight from the ailing-post through the 85-degree line, i.e. "perfect line."
5. If the mark is not properly located within the acceptable range most of the time, direct the race boat to relocate it using megaphone, walkie-talkie or hand signals.
6. Complete line setting before the warning (10 minutes) signal or before the preparatory signal if allowed in sailing instructions.
7. Show the Device in a safe place when not in use.
8. Use the 90-degree line to locate the RC boat or finish line perpendicular to wind on beat (or perpendicular to course if finish will be on an off-wind leg.)

Carlos Wanderly Junior Cops South American Honors

A total of 51 boats attended the VI South American Championship held at Porto Alegre, a river city at the south part of Brazil. There were Snipes from Argentina (14 boats), Uruguay (10 boats) and from many other cities in Brazil. Snipe Fleet 427 was host for the championship at the Veleiros Do Sul. The top three places went to Brazilian teams, all sailing with boats built in Brazil by three different builders (self-racing woodboat by Alberto Linenbergen, fiberglass Carajas by Reginaldo and ferro cemento S by Jorge Weingart), using Brazilian mast/booms and sails.

The fourth place went to Uruguay's Carlos Murgin, Jose Torres, following the Argentinians from fifth to eighth places and again Brazil and Uruguay on midworld 10th.

Unfortunately the weather conditions during the regatta were not the best. Strong winds were reported on the first two days of racing, but light to almost no wind with fog and rain on the last three days. However, from a total of eight races, six were valid and the final result was considered very fair by all sailors.

Racing began with some 15-18 knots from the south with the usual waves of the Guabara River making the windward legs difficult and the reach-setting conditions fantastic. Marcelo Viana Reiz and Martin Catarina/Brazil lead the fleet with Nils Oestergren second, Eudy Francien third, both also from Brazil, and Johnny McCall from Argentina fourth.

On the second day two races were scheduled. Wind force for the second race was almost the same, but it was blowing from the east. Johnny McCall from Argentina was first with Ivan Pimentel second, Marcelo Viana Reiz third, George Neher fourth and Carlos Wanderly Junior fifth, all from Brazil.

For the third race the wind force was substantially increased and at the start it was blowing near 25 knots. Waves were even worse and windward legs were very hard to make. At the time the third race began the wind had increased its speed and at the finish the accidents were inevitable with many boats capsizing, some having broken masts (the rational secretary for Brazil had his boat dismasted by a squall at the beginning of the second reach). Forty-six boats started and 14 finished. Eudy Francien from Brazil was first, however, following a protest from Paulo Rita at Paulista the protest committee disqualified the race.

As far as race conditions were concerned, the third day was completely different. The wind came down to 17 knots, blowing more or less consistently from the south. The Guabara River calmed down to practically no waves. The right side of the course was favored and at the finish line Pablo Montes and Hector Longoria from Argentina were first and second, with Marcelo Viana Reiz from Brazil third, Johnny MeCall and Christian Bonfret from Argentina fourth and fifth.

On the second day of the race 10th of the series, the wind had dropped to some six knots. The right side of the course was favored even more, and Carlos Alberto Wanderly Junior commenced an incredible reaction that would bring him to win the championship. He led from the start to the finish line, being slightly disturbed by Alberto Vieira from Uruguay (second at the race) at the first reach. Cristian Bonfret from Argentina was third, with Ivan Pimentel and Marcelo Viana Reiz fourth and fifth.

On the fourth day races six and seven should have taken place, but no one informed the wind. For both races Carlos Wanderly Junior was leading with a consistent distance from the second place boat when the races were cancelled. A time

(Continued on page 12)
South Americans

(Continued from page 11)

limit of 2.5 hours was set for the sixth race, and sunset was the limit for the seventh.

On the fifth day the weather was certainly against all sailors, it began and finished with showers rained with fog. The third and sixth races were to be sailed. The third race started with some five knots and Carlos Alberto Wanderley Junior took the lead at the first windward leg and only at the middle of the last windward leg lost it to Ivan Pimentel. Carlos Margia from Uruguay was third. Paulo Renato Paradela from Brazil was fourth and Alberto Vieira from Uruguay was fifth.

The sixth race began with heavy fog but with the wind speed increasing from five knots of the third race to eight knots. Carlos Alberto Wanderley Junior, Marcelo Viana Ruga and Ivan Pimentel were now fighting for the championship with better chances for the first two. Carlos Alberto Wanderley Junior won the race and the championship. Alejandro Torre from Uruguay was second, Marcelo Viana Ruga third, Ivan Pimentel fourth and Carlos Margia from Uruguay fifth.

Bertinque Mota
SCIRA Secretary, Brazil

SOUTH AMERICANS CHAMPIONSHIP
(Top 6 of 9 entries)

<table>
<thead>
<tr>
<th>Boat Skipper/Crew</th>
<th>Country</th>
<th>Position</th>
<th>Finish</th>
</tr>
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<tbody>
<tr>
<td>2703 Carlos Wanderley/Juan Piera Zárate</td>
<td>Brazil</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>23498 Mario Viana Ruga/Anacleto Andrade</td>
<td>Brazil</td>
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<td>271</td>
<td>Ivan Pimentel/Luiz Franchini</td>
<td>Brazil</td>
<td>3</td>
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<tr>
<td>2266 Carlos Margia/Jorge Torre</td>
<td>Brazil</td>
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<tr>
<td>24679 John Scuff</td>
<td>Brazil</td>
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<td>5</td>
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<tr>
<td>25188 Cristian Borges/Alfredo Brito</td>
<td>Brazil</td>
<td>6</td>
<td>6</td>
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<tr>
<td>12612 Hector Longoria/Ricardo Pires</td>
<td>Brazil</td>
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<tr>
<td>235</td>
<td>Ivan Pimentel</td>
<td>Argentina</td>
<td>8</td>
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<tr>
<td>24052 Albertus Ruiz/Cleber</td>
<td>Argentina</td>
<td>9</td>
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Mardi Gras Regatta Sailed On Lake Pontchartrain

Bob Hughes of the home fleet won New Orleans Place 116 Mardi Gras Regatta at New Orleans Yacht Club, Lake Pontchartrain March 3-4. Brent McKenzie of the Lake Lanier, Georgia, fleet was second. Steve Suddath, also of Lake Lanier finished third.


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