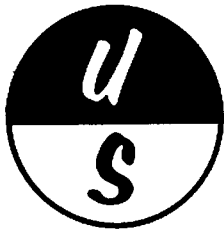


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BULLETIN



APRIL 1981



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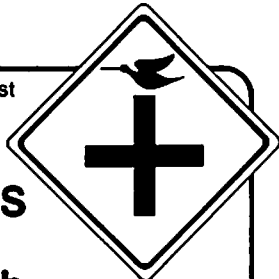
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To Prebend Or Not To Prebend

In this soliloquy Greg Fisher takes both sides in the debate on prebending the mast for racing. His conclusion is that: "It isn't for everyone" – light crews may find themselves overpowered, steering is more demanding, and some sailors feel they are slower downwind. But, if you want to try prebending for more speed and power, here is the way it should be accomplished.

By Greg Fisher

Recently major differences in tuning the Snipe have become apparent. For several years a loose rig has been popular. This tuning technique has allowed the Snipe sailor to sail with very few critical adjustments. He'd set his aft rake at 21'3"-21'5" and with slope of 6-8" fore and aft in the rig. Mast bend and jib luff sag were somewhat "self-adjusting" with the mainsheet alone being analogized to the throttle.

However, with the advent of the bendier masts, Snipe sailors found more adjustments, which helped them change gears quicker as the conditions changed. If a very tight rig was used it became possible to adjust the mainsail shape and jib shape independent of one another and thereby gauge speed/power needs on the specific conditions. "Prebending" of the mast is possible with the tight rig – one of the latest techniques made possible with the bendy mast. After reading this description of prebend tuning, perhaps it'll be easier to decide if it's for you.

We've all seen how in light winds every Snipe mainsail develops a relatively tight leech and the draft moves forward. In heavy winds we've all struggled to keep our masts from overbending and turning our mains inside out. Ideally we'd like to always tune the mainsail to set similar to the way it does in medium winds when we're able to set the upper batten parallel to the boom . . .

To achieve this we must be able to control mast bend, and the tight rig makes it possible. By prebending the mast in light winds we are able to flatten the entry of the main and open the leech to the upper batten parallel to the boom position; and in heavy winds, the tight rig helps restrict bend. This type of control gives us an infinite range of adjustments.

The tools needed to prebend the mast are fairly simple. Many Snipers who subscribe to prebend push their mast forward

with their mast pull/push lever under the deck. Others have installed a wire forepuller similar to forepullers popular six or eight years ago. An 8:1 to 10:1 purchase is all that is needed to prebend the mast 4-5". Remember this is 4-5" at the deepest point and the mast may only need to be moved 2" or less at deck level. The shrouds are pinned tighter so when the mast is pulled forward the boom does not stick way up above parallel to the deck. Start with a forward rake measurement of 20'10"-20'11".

The rule of thumb for degree of prebend is not complicated. We prebend the mast until we see the beginnings of overbend wrinkles from the clew to the mast, and then reduce the bend (ease off the forepuller) until they just disappear. Ideally, in choppy conditions where power is needed, we would straighten the mast more . . . but more important, we induce more power through the jib.

Jib halyard tension is very critical in gaining highest performance with the tight rig. The jib halyard is the main determination in the fullness of the jib. As we ease the halyard we create sag in the luff of the jib, which "shoves" more cloth into the jib making it fuller – i.e. more power. The tighter we pull the jib halyard, the straighter the jib luff, and the flatter the jib will become. Think of jib luff sag as opposite of mast bend . . . Jib luff sag must be constantly adjusted to match not only the boat's power requirements, but also the acceleration needs. Only in very heavy winds will the halyard be pulled up tight. The halyard tension of the jib must be correct to give the boat the "kick" needed.

There's no question that the tight rig, prebent tuning technique makes the boat more difficult to hold down in heavy winds, especially for light crews. Since power is not dumped through side bend as with the loose rig due to our very tight shrouds, the boat must be constantly steered and the mainsheet played quickly to reduce the power through twist up high in the main. For lighter crews it is necessary to ease the shrouds back up a couple of holes to allow the mast to bend sideways. However, for heavier crews, 300 lbs. plus, the tight rig can be extremely fast as it gives the control of the mainsail shape not found with the loose rig. Again, the tight tune is not as forgiving, so steering up and down in the puffs

and lulls is important – you must react quickly . . . But once in the groove the speed is excellent.

Some sailors have found speed problems downwind with the tight/prebent rig. It is important to have a loose forestay and a long jib halyard adjustment so we can ease the jib halyard when the pole is up, and sag the jib luff. Remember, we want to "change the leech to luff and the luff to leech" for the most efficient downwind jib shape when the pole is up. When sailing dead before the wind the forepuller is eased so the lower section of the mast will move back, allowing the outboard end of the boom to go forward (as the boom pivots around the leeward shroud) and the mainsail to go out further.

A plus while using the tight rig is, again, the lack of side bend which will keep the mainsail fuller and more powerful. Much of the power needed while working the boat down the waves will be kept since the rig will not give. As in any boat in any race, concentration is important to get the most from the boat downwind.

Prebending is another tuning alternative for those boats who sail with a bendier mast. It helps the boat "change gears" from condition to condition and powers up the boat for the heavier crews in a breeze. The mainsail and jib shapes can be adjusted independent of one another, allowing an almost infinite range of tuning possibilities. One suit of sails can be tuned to be competitive in all conditions. All sails and hulls presently built will perform when using prebend.

However, there are problems with prebending which means this system is definitely not for everyone. As we mentioned, the boat becomes much more demanding to steer. Practice is important to be able to use prebend effectively. Lighter crews must alter their tune as the breeze picks up, due to the lack of sidebend, which normally helps depower the boat. Finally, some sailors have had difficulties gaining the necessary speed downwind.

In closing, it's interesting, and should be mentioned that even though there is a great difference mechanically between the prebent rig and the loose rig, the speed differences achieved are always minor. It is this characteristic that keeps the Snipe, no matter how it is rigged, everyone's boat.

SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

APRIL 1981
Vol. XXX No. 4

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for the snipe
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does not understand
that you couldnt t
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all hail
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new exotic
will be mylar

tall spruce
your stately spars were
next you ll sport some
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world wide
your lasting fame
fifty years
but still the same

hark then
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the weight went out
we lived to try it

bow down
before this yacht
all are hot
though some are not

sturdy vessels
long and sleek
reward the brave
and bathe the meek

stand tall
stout water toys
men lose their poise
and act like boys

stout heart
is all it takes
i throw up
you get the shakes

praise to
the faithful crew
the smarts is me
the goofs is you

stand fast
it isn t funny
we race for blood
but never money

father mother
daughter son
scream at each other
just for fun

land ho
their bond s in pieces
some skippers have to
sail with nieces

glory be
o snipe to thee
you ply the lakes
you plough the sea

homage to
the little boats
right side up
they always floats

sail on
o little bird
never mind
your name s absurd

o er stormy seas
from ancient times
a cockroach treats you
to these rhymes

hows that
for some
mad ave
razzmatazz
eh boss

happy anniversary
troilus
the cockroach

p s
as you know
we cockroaches
have survived the
millenia essentially
unchanged as
for you sailors
just what are
the genetics of
kinetics will
they reverse
evolution and breed
future generations
of hyperthyroid
baboons

THE COVER

Lars and Torben Grael, shown here
blasting through waves on the Rio de la
Plata at the Western Hemisphere champi-
onship, are winners for the second time
of the Brazilian National Championship,
which is reported in this issue. Buzz Lamb
photo.

THE SCORE

Three numbers were issued during the
month and all went to the U.S.A. No new
fleets were formed, but Fleet 359 in Sav-
annah, Georgia has been reactivated. John
McIntosh has been instrumental in this
and reports 8 members with 8-10 pros-
pects. The new fleet captain is Ralph
Kuhn, 109 Country Club Dr., Savannah,
GA 31410. We welcome this new group.

Numbered SNIPES— 24742
Chartered Fleets— 777

Enrique Perez Named Uruguay's Secretary

The new national secretary for Uruguay will be Enrique Perez. He has sailed for many years and most recently did a great job as Public Relations man for the Western Hemispheres held in Montevideo last December. He was also in charge of "getting-anything-fixed-but-the-elevator." His address is Beyrouth 1441, Montevideo, Uruguay. We extend a warm welcome to Enrique.

A tremendous "MANY THANKS" goes to the retiring national secretary, Joe Murguia. Joe has been national secretary for over 10 years and was always efficient and prompt in his duties. After working on the World Championships in 1975, Joe was regatta chairman for the most recent Western Hemispheres. In addition, he was chairman of the race committee for both events — a record unmatched. Joe has earned a good rest, but we will miss him.

Annapolis Fleet Gears Up For U.S. Nationals

The Annapolis Snipe fleet #532 and the Severn Sailing Association will be co-hosts for the 1981 Golden Anniversary U.S. Nationals.

In order to insure the best possible wind conditions on Chesapeake Bay, the Nationals have been scheduled for July 10 to 17, 1981.

Along with the best sailing conditions the East has to offer, the Annapolis Snipe fleet is planning a great time for all. Extra curricular events include a 5 km foot race, several parties, a moonlight cruise on the Chesapeake Bay and a traditional Maryland crab feast.

Lodging in Annapolis in July is best described as limited, so it is recommended that plans and reservations be made early to avoid disappointment. Due to demands for space, SSA must limit the number of vans allowed to stay at the club to 25. Although tent camping is not permitted at the club, there are sufficient camp grounds and good motels within easy commuting distance to Annapolis.

For further advance information, please contact Ivan (Ike) Lawton, 2347 Maytime Dr., Gambrills, MD 21054. Phone: 301-674-7595 (home) or 301-765-4693 (work).

Hotels, motels, camp grounds

The following hotels and motels are recommended. Make your own reservations. Facilities and rates vary widely.

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301, Annapolis, MD 21401 (near Bay Bridges) 301-757-2222.

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MARYLAND INN, Church Circle, Annapolis, MD 21401. 301-262-2641.

THR-RIFT INN, Riva Rd, Annapolis, MD 21401. 301-224-2800.

KOA, Campground, Rt 3 & Rt 31, Millersville, MD 21108. 301-923-2771.

Sea Cliff To Hold '81 North Americans

The North American National Secretaries voted in February to accept the bid of Sea Cliff Yacht Club Fleet #4 to hold the 1981 North American Championship. Dates announced are September 18th, 19th and 20th. The sailing will be in Long Island Sound. Further details will be published as soon as they are available.

Bids were also received from Mission Bay, California, and North Sydney, Nova Scotia. U.S. National Secretary Ralph Swanson expressed appreciation for all three bids.

1981 Dues Are Overdue

Dues not paid by March 31st for the current season are now delinquent. Dues notices will be mailed from the office on April 15th. If you receive a dues notice it means that YOUR DUES HAVE NOT BEEN RECORDED AS PAID. Contact our office if you believe you have paid your dues but have received a delinquent dues notice.

Dues notices are sent to all 1980 members who have not paid their 1981 dues.

FLEET CAPTAINS: If you are holding any dues for any reason, please send them on to the office to avoid having our members dunned for dues already paid.

The June issue will be the last for those not paid in 1981.

District V Elects New Governor

Lucius Bugbee, 9816 West Lake Rd, North East, PA 16428, has been elected Governor of SCIRA District V, replacing Chuck Fox, whose term expired in January.

Thoughts While Sailing

We are now starting off a new year, and before we finish it we will be into our second half-century. In July 1931 — 50 years ago — the plans for the Snipe were published in THE RUDDER. This year we are celebrating the 50th anniversary. We can say we have been through many trials and tribulations and are still going strong. We are no longer the world's largest sailboat class but we are probably the largest racing sailboat class. This speaks well of our little boat and its members, and I am proud to be a member of the group.

The anniversary is going to be observed around the world. We have received reports from many countries with glowing plans. Internationally, a big celebration will be held in conjunction with the World Championships in September in Long Beach, California, U.S.A.

The BULLETIN will have a special issue in September which will be full of photographs from by-gone years. We think everyone will enjoy it. Also, we plan to devote a bit of space each month to a bit of history. This month starts with an article on Ted Wells, the man who, next to the designer, has done more for the class than anyone.

Helen Bedford Chosen Olympic Course Chairman

Rear Commodore Doug De Souza sent the following note to the SCIRA office:

"Helen Bedford has been picked to run (R.C. Chairman) one of the Olympic courses for the 1984 games. She is in charge of the Finn and 470 classes.

Lou and Helen were one of the first MBYC Snipe owners, and Helen has run many Snipe races — Nationals, Junior Worlds, etc."

Congratulations to the Olympic Committee for their good judgement in appointing personnel.

England Will Raffle Golden Snipe

Tickets go on sale in March for the raffle of Golden Snipe 25050. The drawing will take place at the UK 50th Anniversary Regatta, Alexandra Y.C., Southend, England, which begins July 12. The raffle is open to any Snipe country so contact John R. Broughton, National Secretary (U.K.), 24, Empress Dr, Chislehurst, Kent, BR7 5BD, England for tickets before July 12.

Below: Ted can fly, but he can't swim!
Here he is tossed in the pool at Ft.
Gibson Nationals, 1968. Right: Ted
and Marge at awards banquet, U.S. Na-
tionals, 1961. Photo by E.G. Dudrow.



A Salute To Mr. Snipe — Ted Wells

Our story begins in Corning, Iowa in the year 1908 with Mr. and Mrs. Arthur Wells being blessed with a son, Theodore Arthur. During his early years, he fell in love with flying and at the age of 15,

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Leo Murphy
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began building his own airplane in the family garage. Four years later, it was completed. To further his desire for flying, he went to Princeton University and graduated in 1929 with one of the first Aeronautical Engineering degrees from that school. After graduation, he worked for Travel-Air, an airplane company in Wichita, and began racing airplanes. Five months later, he entered the Cross Country Derby of the National Air Races and won 1st prize of \$10,000. He went on to win many other air races.

With all the hours Ted spent in the air, he managed to land long enough to marry an Omaha beauty, Marjorie Adair. Their wedding took place July 5, 1930.

In 1932 Ted and Walter Beech resigned from Travel-Air right in the depths of the depression and started Beech Aircraft Corp. Ted became vice-president and chief engineer and soon the Beech airplanes were acclaimed throughout the world as magnificent aircraft.

In one of his flying experiences, Ted was forced to bail out of his plane and immediately became a member of the ground-loving group called the Caterpillar Club.

Since he could not afford the time that airplane racing took, Ted and Marge joined the Wichita Sailing Club in 1938. In 1941 Ted became Commodore of the club. He was instrumental in organizing the club's first Invitational Regatta in

1941 and has, for many years, served as the Regatta Chairman.

Ted has a long list of victories beginning with the local fleet, on through the District Championship, which he has won 5 times. He has won the U.S. Nationals Heinzerling Trophy, the John Hayward Western Hemisphere trophy, and the Hub Isaaks World Championship Trophy. In 1950, The Wells Trophy was named after Ted and is competed for by those not sailing in the Heinzerling series.

In 1954 at the U.S. Nationals in Ardmore Ted decided that work was really interfering with his sailing career. So what did he do? What any man would do given the chance — quit work.

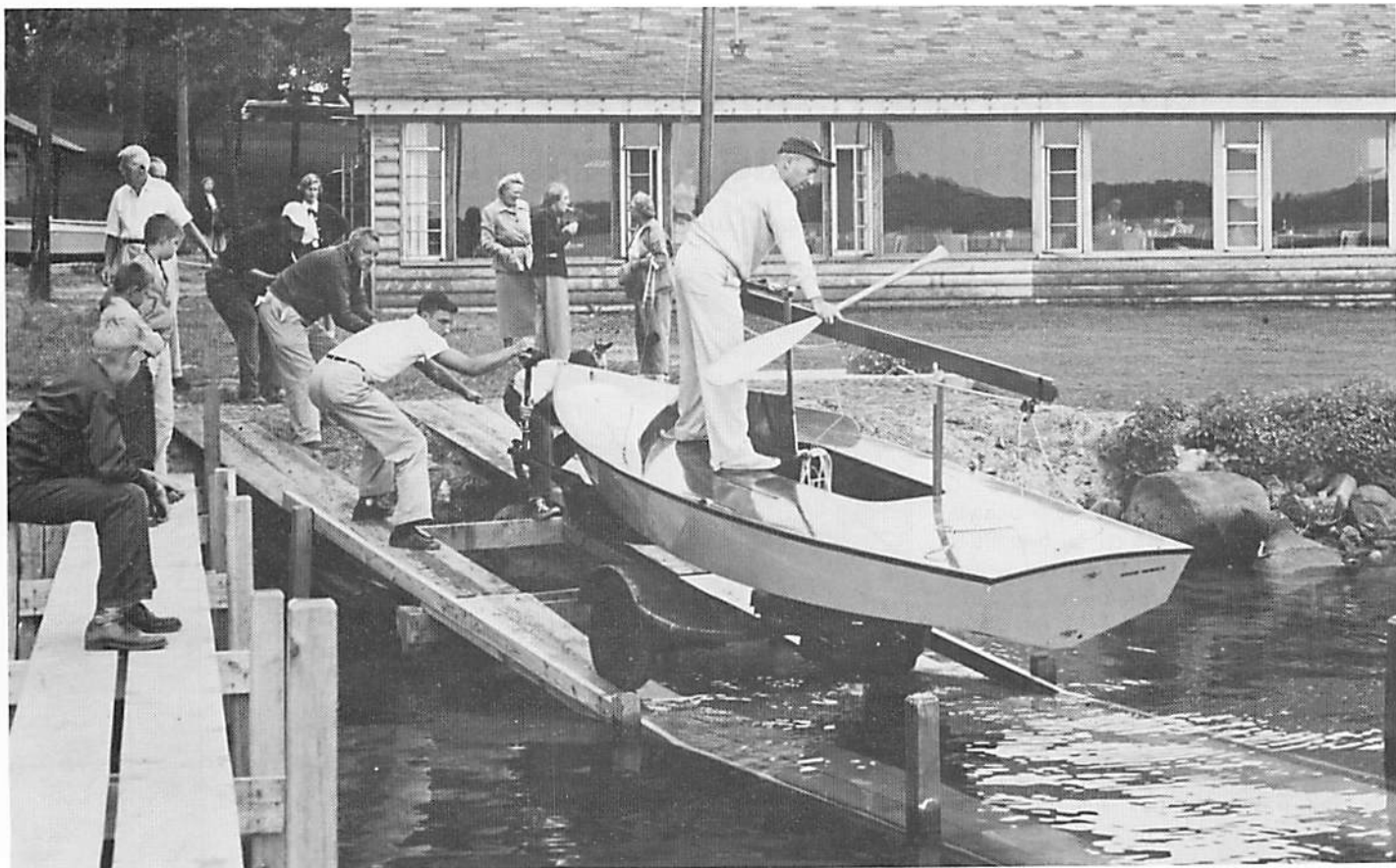
Ted is the author of *Scientific Sailboat Racing*, originally published in 1950; and you are all familiar with "Wells Wanderings" which appeared in the BULLETIN for years.

You also know him as Chairman of the SCIRA Rules Committee and member of the SCIRA Board of Governors.

In 1972 he decided to venture back into business to help finance his sailing and what business would do the best? — the banking business, of course.

In this short article, we have raced through a great deal of history which all points to one man — Mr. Snipe himself, Ted Wells.

Marion Marsh, Secretary
Wichita Sailing Club



Ted Wells launching 6025 - Good News - from Norton's ramp at 1952 U.S. Nationals, Green Lake, WI. He won. Photo by George Lundeen.

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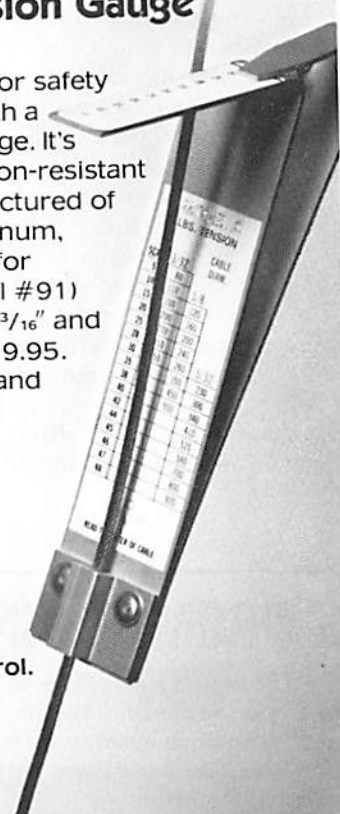
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Rob Gorman Earns Reichner, Minneford High Point Trophies

Massachusetts champ takes 15 of 16 season races

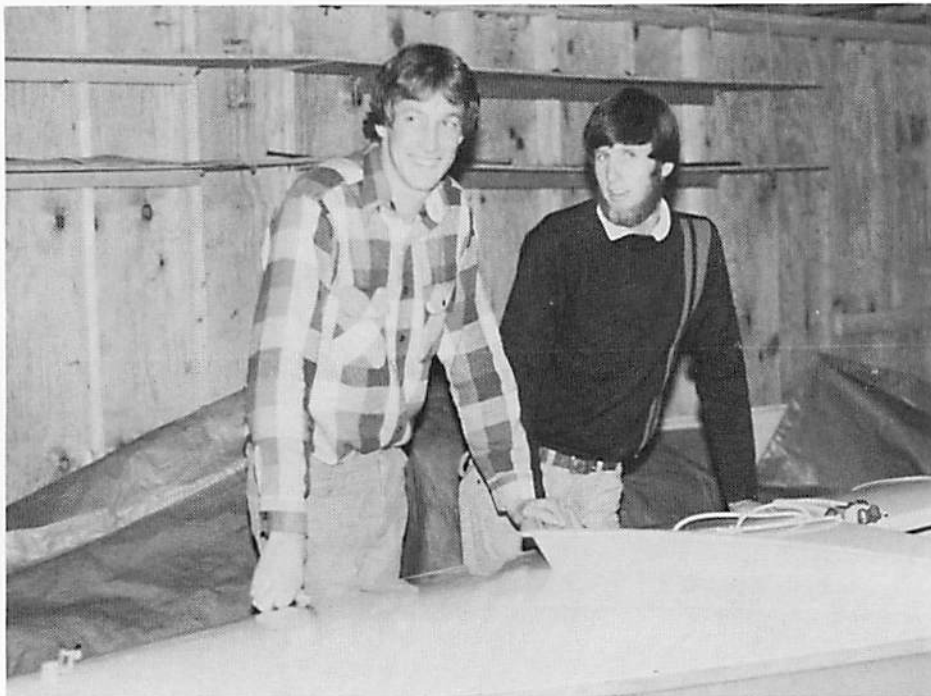
Rob Gorman, Quannapowitt, Massachusetts fleet 628 won 15 of 16 fleet point score races, ending the season with 1745.1 points, thus winning both the Reichner and Minneford trophies for 1980.

Rob began his sailing career with his father, Don Gorman, at Lake Mohawk, NJ in Snipe 11810, which he bought in the Spring of 1972. Their skills increased at the fleet level, and they won the Lake Mohawk Call of Fall regatta in 1978. After the family moved from Lake Mohawk, Rob entered several District I regattas, using pick-up crews. In 1980 he began the season by getting #24110 on the way to Clearwater for the Mid-winters. He and Wayne Huntley, his roommate, crewing for the first time, finished 13th in the heavy competition. They won, or placed, in the following 1980 District I regattas: Winchester Invitational, Whittemore-St. Johns, Board of Governors, District I Championship, New Englands, Blue-Grey, and the New Jersey Open.

Second place in the high point competition went to Henry Davis of Omaha, NE, with 14 firsts out of 15 races, and 1744.7 points. Bob Rowland of Cowan Lake, OH was third; Chuck Tucker, Evergreen Fleet, Bloomington, IL 4th, and Jack Wagener of Lincoln, NE was 5th. Chuck Webster, Newport Fleet 103, Bob Hill, Acton Lake, and Doug Goppert, Lake Lotawana were the only others who broke the 1700 mark.

This list represents lots of sailing by lots of sailors, but Steve Schwid of Omaha's Iowa-Nebraska fleet deserves special recognition for having sailed in 52 races, the most reported for any Snipe in 1980.

Congratulations to Rob, and Steve, and all who competed for the trophies in 1980.



Rob Gorman (left) and crew Wayne Huntley, 1980 Point Score Champions.

24110 Rob Gorman	Quannapowitt MA	16	1745.1	15003 Norm Tanner	Bow Mar CO	5	1634.2
24101 Henry Davis	Omaha NE	15	1744.7	16333 Guy Lovejoy	Keuka Lake NY	6	1634
24272 Bob Rowland	Cowan Lake OH	15	1723.8	23624 Sam Mollet	Akron OH	28	1633
22420 Chuck Tucker	Evergreen IL	15	1718.4	20585 James Pierotti	Smethport PA	24	1625.6
20630 Jack Wagner	Lincoln NE	17	1713.3	20548 Ted Horvath	Newport NY	15	1625.6
17733 Charles Webster	Newport NY	13	1705.8	20821 Ben Watts	Saugatuck MI	26	1623
21120 Bob Hill	Acton Lake OH	18	1702.1	22414 Anthony Picciano	Lake Washington	9	1621.3
24111 Doug Goppert	Lotawana MO	19	1700.5	19796 George Sewell	Rocky Mtn CO	6	1621
19064 Bill Eichelberger	Rocky Mtn CO	14	1695	20547 Rob James	Topeka KS	15	1620.9
23465 Means Davis	Atlanta GA	16	1691.6	20311 Charles Fox	Newport NY	11	1617.7
23288 James Hill	Acton OH	17	1690.1	24122 Bill Snowden	Atlanta GA	17	1615.4
12138 Robert Hunt	Ukiah CA	14	1689.5	22329 Mike Gabocy	Saugatuck MI	16	1615
20587 Andy Zeratsky	Green Lake WI	12	1687.3	16697 Irl Hicks	Chippewa OH	34	1614.5
23625 Dick Hand	Akron OH	30	1686.1	23620 Fred Ables	Sea Cliff NY	8	1612.5
23328 David Lence	Winchester MA	30	1681.3	16600 Bud Leonard	Diamond Lake MI	15	1612
19721 Les Larson	Chautauqua NY	8	1680	23749 Griff Hall	Annapolis MD	22	1611
19719 Philip Tanski	Chippewa OH	30	1678.9	22415 Bob Boden	Rocky Mtn CO	13	1611
23757 Doug Day	Lotawana MO	16	1676.7	19253 Mike Elser	Quassapaug CT	21	1610.7
24271 John Irvine	Cincinnati OH	19	1675.9	18663 Jack Fyffe	Chippewa OH	23	1608.6
20934 Steve Sherman	Dallas TX	16	1674.5	11315 Dana Perrigo	Cuba Lake NY	19	1608.2
23400 Dan Blodgett	Seattle WA	19	1674	24999 Ralph Swanson	Winchester MA	16	1608.1
20197 Rob Hill	Acton Lake OH	19	1671.7	8038 Jonathan Pegis	Newport NY	15	1607.3
				18323 Bob Nash	Seattle WA	22	1606.5
12192 Harry Levinson	Indianapolis IN	8	1670.1	22393 John Marx	Lake Mohawk NJ	16	1605.1
23662 Pete Fenner	Dallas TX	22	1669.8	23587 Dana Schnipper	Sea Cliff NY	13	1604.7
19091 Pete Duvoisin	Privateer	10	1668.6	20610 Robert Ewoldt	Lincoln NE	22	1603.4
23290 Gene Soltero	Dallas TX	14	1667.2	21777 Jim Menzies	Cincinnati OH	9	1603
22394 Bill Houghton	Lake Mohawk NJ	15	1666.7	17016 Dick Buckingham	Seattle WA	14	1601.8
24005 John Kelley	Winthrop MA	20	1666.5	24500 Jim Richter	Indianapolis IN	19	1600
24440 Skip Baxter	Grand Rapids MI	16	1665.6	22174 Joe Sepkoski	Lake Mohawk NJ	19	1599.7
23188 Joe Craig	Quannapowitt MA	18	1663.4	21005 Al Zachor	Quannapowitt MA	26	1598.2
23586 Bryan Dougherty	Sea Cliff NY	16	1662.6	20403 Dick Schoell	Lake Mohawk NJ	19	1597.5
23589 John Townsend	Charleston SC	15	1662.5	20993 Dan Biebel	Green Lake WI	12	1597.3
21803 John Maultsby	Quivira KS	7	1658.7	20875 Paul Festersen	Omaha NE	23	1596.2
20574 Tom Hunt	Ukiah CA	14	1656.2	24265 Frank Pontious	Diamond Lake MI	13	1595
24114 Buzz Levinson	Indianapolis IN	30	1655.3	17780 Bill MacCreery	Wall Lake MI	8	1592.3
20953 Marc Duvoisin	Privateer TN	15	1653.5	9106 Irving Margulies	Quassapaug CT	19	1591
20495 Jim Stearley	Lincoln NE	13	1652.2	22321 William Townsend	Charleston SC	15	1590.7
22284 Jack Pierotti	Smethport PA	20	1646.5	23200 David Dunakin	Grand Rapids MI	20	1586
9291 Bill Bees	Chippewa OH	18	1641.3	19939 Larry Briggs	Lincoln NE	24	1583.2
23289 Steve Garland	Redondo CA	8	1640.5	8570 Graefield Griffith	Chautauqua NY	8	1583
23275 Jim Chandler	Topeka KS	11	1639.1	20314 Harald Schmid	LaCrosse WI	8	1582.5
24170 Mike O'Brien	Omaha NE	15	1638.1	22468 Erle Bennett	Memphis TN	8	1582
19844 Russell Prewitt	Memphis TN	9	1638	19942 Jack Botteron	Lake Quivira KS	6	1581.3
19916 Lewis E Seabrook	Charleston SC	15	1636.1	23725 Bob Foster	Diamond Lake MI	14	1581
24077 Ron Barber	Quannapowitt MA	19	1634.9	19063 Richard Edwards	Cuba Lake NY	24	1580.2
19999 Ned Daly	Quassapaug CT	15	1634.6	17571 George Reiner	Lk Washington CA	7	1580
16288 Richard Grant	Grand Rapids MI	22	1634.3	22522 Phil Morse	Topeka KS	13	1579.1

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16851	Larry Colter	Bloomington IL	11	1576.5	20624	Robin Smith	Topeka KS	14	1459.7	23183	John Brodnax	Dallas TX	37	1400.1
23939	Ed Nelson	Dallas TX	27	1576.5	21554	Les Mood	Topeka KS	15	1459.6	21701	Dave Pontious	Diamond Lake MI	13	1400
24222	Dick Goppert	Lotawana MO	17	1574.5	18629	Tom Dillingham	Akron OH	41	1459	23394	Bob Tan	Annapolis MD	26	1400
21722	Van Elston	LaCrosse WI	8	1573.9	24088	Al Dunning	Grand Rapids MI	20	1457.8	23233	S Totten	Bdworth England	7	1397
7116	Gale Saint	Evergreen IL	5	1571.4	21109	Everette Kwizema	Grand Rapids MI	9	1456.4	21095	Jack Vermillion	Topeka KS	17	1396.5
20181	Mark Westgate	Evergreen IL	12	1570.6	17559	Charles Bartsche	Lakewood OH	10	1456	17169	Richard Lynham	Chippewa OH	29	1396.4
22699	Jim Smither	Atlanta GA	20	1569.3	24750	Mike McLaughlin	Privateer TN	6	1456	18504	Fred Seedhouse	Newport NY	6	1395.2
24442	Buzz Lamb	Privateer TN	19	1566.3	22327	Ken Frashier	Lake Lotawana	13	1454.5	23162	Andy Wedaman	Seattle WA	25	1395.1
23840	Terry Conway	Grand Rapids MI	25	1565.5	23330	Don Crenshaw	Redondo LA CA	7	1454.4	21604	Jon Skoog	Omaha NE	15	1394.1
24007	Jack Gannon	Winchester MA	21	1564.1	23182	Bob Blomquist	Annapolis MD	21	1454	22593	Don Pardee	Ukiah CA	10	1389.1
21917	John Lally	Winthrop MA	15	1562.9	20841	Ed Weitz	Omaha NE	40	1453.7	15468	William Butler	Lake Washington	7	1388.3
24035	Tommy Binion	Dallas TX	17	1562.7	21413	Art Holt	Annapolis	22	1453	19256	Ed Syracuse	Lake Mohawk NJ	20	1387.4
22357	Tony Kuolt	Lake Mohawk NJ	23	1560.4	11800	Ham Johnson	Grand Rapids MI	9	1452	22212	Susan Dierdorff	Annapolis MD	13	1386
18317	Don Ploetner	Lake Mohawk NJ	7	1560	23004	Chris Videll	Chautauqua NY	9	1452	21720	Mary Jane Bumby	Green Lake WI	12	1385.5
21108	Norm Spahr	Rocky Mtn CO	14	1558	16607	Nick Longworth	Memphis TN	5	1451	20685	Jo DiGiovanni	Winthrop MA	12	1385.5
23391	Charles Hagedorn	Winchester MA	20	1557.9	21631	Ernie Hardy	Winthrop MA	8	1450.3	13868	Tom Raphael	Winchester MA	12	1385.1
21716	Gram Hoffman	Keuka Lake NY	6	1556	23066	Chuck Laird	Dallas TX	20	1450.2	24006	Tom Jetton	Omaha NE	34	1383.4
18100	Jonathan Bartlett	Annapolis MD	42	1553	20026	Neal Brand	Quivira KS	7	1450	22285	Harry A Levinson	Indianapolis	9	1383
21555	Jay Hays	Sea Cliff NY	12	1552.8	22727	Ed vonWolfersdorf	Seattle WA	13	1449.5	20572	Ellen Wixted	Quannapowit MA	11	1381.5
19797	Charlie Wattles	Saugatuck MI	11	1552	14609	Gordon Peterson	Lincoln NE	17	1448.2	19918	Bill Hooper	Atlanta GA	25	1380.6
21791	Howard Wolff	Chippewa OH	26	1551.8	17461	Dick Dimes	Winthrop MA	12	1444.5	23277	Bill Jackson	Dallas TX	12	1379.4
20662	Tom Read	Charleston SC	15	1550	16381	Andrew Donald	Annapolis MD	18	1444	22823	Brian Mollet	Akron OH	14	1379
20402	Lou Joline	Lotawana MO	11	1547.9	20444	Robert Wightman	Keuka Lake NY	6	1443.5	21884	Jeff McGowan	Atlanta GA	10	1378.7
9448	LUke Czarny	Quassapaug CT	22	1545.6	23758	Chuck Falkenberg	Lotawana	6	1443.2	24107	Marc Montalto	Winthrop MA	15	1376.9
20554	Ben Howe	Sea Cliff NY	9	1545.2	20626	Dave Maupin	Acton Lake OH	15	1441.8	20985	Dick Eagle	Seattle WA	15	1376.7
20988	Paul Levinson	Indianapolis IN	11	1545	17762	Roy Biebel	Green Lake WI	10	1441	22363	Darwin Steele	Akron OH	31	1376
23600	Brad McFadden	Atlanta GA	21	1542.5	11900	Larry White	Annapolis MD	16	1440	14764	Marion Ford	Galway Lake NY	5	1375.2
17465	Tom Schaberg	Kalamazoo MI	7	1541.3	19020	Bill Simons	Privateer TN	5	1439	12224	Dennis Mizerak	Chippewa OH	14	1371.2
21758	Ned Towle	Winchester MA	17	1541.2	22594	Guy Costa	Quannapowit MA	17	1438.7	19697	Thomas Dugan	Cuba Lake NY	12	1370.7
21508	Fred Bradshaw	Atlanta GA	23	1540.9	20442	Alan Parsons	Keuka Lake NY	5	1436	21549	Ken Bedford	Evergreen IL	6	1370.2
24092	Jim Slomski	Dallas TX	22	1539.6	19262	Bob Zinke	Bow Mar CO	5	1435.2	21746	D. Smith	Bdworth England	32	1370
20995	Don Schaefer	Green Lake WI	13	1538.2	20702	Richard Palmer	Grand Rapids MI	21	1434.9	20965	Pete Charnley	Grand Rapids MI	10	1368.1
24104	Harold Horn	Lincoln NE	8	1536.1	21918	Bill Feffler	Seattle WA	27	1432.5	16791	Bill Headden	Seattle WA	25	1365.8
19906	Don Bynum	Dallas TX	18	1533.3	22776	Ed Olson	Dallas TX	33	1431.6	19924	Ken Simons	Privateer TN	21	1364.2
19711	Doug Diltz	Diamond Lake MI	13	1531	20573	Martin Fraser	Winchester MA	19	1431.3	17166	John Buckley	Lincoln NE	14	1364.1
13020	Paul Dovey	Indianapolis IN	23	1530	23965	Ken Weiss	Redondo LA CA	5	1431	19425	Jenny O'Flaherty	Cowan Lake OH	17	1364
18326	Lewis Law	Winchester MA	17	1529.2	21793	James Nordine	Keuka Lake NY	6	1429.6	19366	Jim McDonald	Indianapolis	23	1363
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22214	Tom Clevinger	Quivira KS	5	1524.8	7696	Ray Tyler	Quassapaug CT	19	1424.6	23180	Carl Levinson	Indianapolis	5	1362
24090	Glenn Ruff	Omaha NE	30	1523.9	22472	Norm Dahl	Newport NY	10	1423.3	24268	Carl Blomquist	Los Angeles CA	5	1361.8
17377	Alan Farwell	Quannapowit MA	11	1520.3	12021	Herb West	Atlanta GA	20	1423.1	18838	Robert Larson	Lincoln NE	9	1360.7
12885	Dick Patrick	Winchester MA	17	1520.2	20007	Cindy Braun	Cowan Lake OH	9	1422	22476	Laura Dahl	Newport NY	8	1359.5
21728	Charles Ash	Lake Mohawk NJ	8	1518.9	12875	Tom Hood	Omaha NE	15	1421.7	12226	Harvey Freeman	Lake Mohawk NJ	16	1359.1
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23595	Tran Alfrey	Acton Lake OH	14	1516.6	23762	A. Lewis	Bdworth England	41	1420	21096	Delmar Tucking	Topeka KS	13	1355.9
16800	Roy Stover	Newport NY	10	1515.6	18945	Bill Lefley	Saugatuck MI	20	1419.9	19915	Eric Purdon	Annapolis MD	18	1355
19380	George Stickler	LaCrosse WI	7	1515.5	15086	Giles Hamlin	Cuba Lake NY	15	1418.7	7377	Bill Wiersma	Wall Lake MI	7	1354.5
17767	Ken Remine	Seattle WA	22	1514	20644	John Crookston	Wall Lake	7	1417.2	23964	John Albertson	Seattle WA	12	1354
24102	Davis Simon	Omaha NE	24	1512.8	16216	Marty Johnson	Lincoln NE	8	1416.2	19716	Harry Huff	Indianapolis IN	11	1353
16104	John Muhlhausen	Atlanta GA	18	1512.3	16798	Bill Gillette	Saugatuck MI	15	1414.6	19255	Robert Reece	Privateer TN	17	1351.5
19257	Sue Taber	Winthrop MA	14	1511.9	22324	Phil Everhart	Omaha NE	33	1414.6	22267	Pat Hicks	Chippewa OH	22	1350.8
21312	Ken Kinas	Green Lake WI	13	1511.5	17144	Wayne Preston	Quivira KS	9	1411.4	20302	Tom Gougeon	Cowan Lake OH	25	1350
17513	Jesse Aronstein	Galway Lake NY	5	1511.4	18320	Henry Young	Akron OH	28	1411	23940	Greg Sloat	Dallas TX	12	1349.5
11769	Al Nicolaisen	Ukiah CA	14	1511.1	16099	Nancy Smith	Seattle WA	18	1410.1	23420	Jon Lanza	Winthrop MA	14	1349.5
24270	John Brannen	Indianapolis IN	30	1510	23232	Lisa Levaggi	Winchester MA	22	1410.1	18301	Craig Anderson	Saugatuck MI	12	1349.1
21792	Dick Cordell	Akron OH	6	1507	22395	Eugene Sartori	Winchester MA	27	1408.1	20196	John O'Donnell	Atlanta GA	13	1347.9
17105	Kirke White	Saugatuck MI	11	1504.9	21632	Steve Mangine	Quassapaug CT	19	1406	22325	Ray Schussler	Redondo LA CA	6	1347.2
18920	Tom Hudson	Redwood Valley	14	1501.4	20349	T. Boyd	Bdworth England	12	1405	16800	David Stover	Newport NY	6	1347.8
21106	Neil Harrell	Acton Lake OH	14	1500.3	20633	Ted Kersker	Topeka KS	14	1402.3					
21212	Tom Craig	Privateer TN	17	1500.2	18662	Arnold VanRossem	Akron OH	24	1402					
22811	Mark Schoenberger	Cowan Lake OH	23	1500			Chippewa OH	20	1401.9					
16960	Joel Zackin	Quassapaug CT	12	1497.1										
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19891	Clyde Castle	Bow Mar CO	5	1496.8										
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8571	Charles Ulrich	Chautauqua NY	5	1494										
20400	Jim Hayden	Diamond Lake MI	7	1494										
12416	Homer Banks	Lake Washington	6	1493.2										
19393	Leo Murphy Jr	Cuba Lake NY	14	1491.3										
21119	Frank Hiatt	Indianapolis IN	24	1491										
18313	Jack Bakken	Rocky Mtn CO	14	1489										
21913	John Layman	Lincoln NE	11	1488.5										
19747	Dan Williams	Privateer TN	18	1488.8										
21047	Geoffrey Chatterton	LaCrosse WI	8	1487.7										
22476	Peter Allen	Newport NY	14	1487.4										
21458	George Hock	Newport NY	9	1487.1										
19299	Buddy Leonard	Diamond Lake MI	12	1485										
22562	Jim Hater	Acton Lake OH	22	1483.7										
22194	Lane Grigging	Cowan Lake OH	5	1483										
21104	Bill Durbin	Akron OH	37	1483										
20990	Gu-nar Stickler	LaCrosse WI	8	1481.6										
14733	Robert Perrigo	Cuba Lake NY	16	1479.6										
16294	Dick Frost	Bow Mar CO	5	1479										
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24115	David Scalise	Winchester MA	24	1477.3										
18020	Ned Watts	Saugatuck MI	25	1477.3										
21933	Denny Bush	Chautauqua NY	9	1477										
24089	Robert D Jones	Omaha NE	17	1475.5										
22362	Dick Alberti	Winchester MA	12	1474.5										
19062	Nike Zalza	Cowan Lake OH	22	1474										
24153	M. Townsend	Bdworth England	40	1474										
4002	Chuck Loomis	Winthrop MA	17	1473.9										
18071	Rod Breiner	Rocky Mtn CO	10	1472										
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23395	Todd St John	Quassapaug CT	14	1468.8										
17728	Jack Williams	Sea Cliff NY	9	1468										
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21144 Chris Lanza	Winthrop MA	13 1335.7
21633 Jim Fraser	Winchester MA	19 1335.7
11536 Pat Dillon	Sea Cliff NY	7 1335.6
13932 Ted Corlett	Saugatuck MI	6 1335.6
20028 Jack McGrail	Dallas TX	17 1334.7
19364 Rod Taylor	Newport NY	5 1334.2
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18646 Chris French	Quassapaug	17 1329.1
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19058 Robert Cummings	Dallas TX	7 1322.7
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19437 Mark McCord	Privateer TN	5 1316.2
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18917 Hugh Donald	Annapolis MD	15 1258
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14607 Phil Pursely	Acton Lake OH	5 1247.4
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21411 Scott Young	Newport NY	5 1234.8
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15327 Jan Gleadhill	Annapolis MD	19 1194
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21870 Anthony Rodriguez	Newport NY	6 1188.5
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21805 Joe Spearing	Grand Rapids MI	10 1187.3
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13456 Ben Ansley	Cowan Lake OH	22 1187
	Akron OH	17 1187
23271 Steve Schwid	Omaha NE	52 1183.3
20350 M. Ainsworth	Bdworth	12 1181
19053 Charlie Coolidge	Dallas TX	9 1173.8
18044 Gina Blomquist	Annapolis MD	19 1173
19915 Tony Snyder	Annapolis MD	19 1173
14686 Dan Conway	Grand Rapids MI	18 1171.8
14608 Charles Wahl	Lincoln NE	9 1169.7
19254 John Moran	Winthrop MA	9 1167.7
23038 Bill Worster	Cowan Lake OH	29 1167
21550 Walt Jennings	Privateer TN	7 1165.6
21388 Steve Kays	Atlanta GA	13 1163.9
23233 J. Whittaker	Bdworth England	26 1163
20330 B. Totten	Bdworth England	14 1162
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18927 Cliff Wright	Seattle WA	10 1025.1
20246 J. Piedadell	Bdworth England	12 1025
19448 Fred Betz	Annapolis MD	22 1014
17768 Phil Richmond	Annapolis MD	19 1012
13013 Geoff Ferguson	Seattle WA	24 1009.2
18627 Jim Ritzert	Akron OH	9 1007
19395 Bruce Kitchen	Cowan Lake OH	5 1006
15677 Steve Miller	Seattle WA	19 1004.3
20246 R. Sharratt	Bdworth England	10 1003
19400 David Smith	Cowan Lake OH	23 987
18120 Nick Schmutte	Indianapolis IN	7 986
20264 S. Hackney	Bdworth England	18 981
16307 Ray Larsen	Seattle WA	8 977.4
22808 Joe Draughon	Indianapolis IN	6 976
22721 Karl Ritters	Cowan Lake OH	21 973
23393 Ivan Whitton	Annapolis MD	21 973
14380 Listy Hiatt	Atlanta GA	8 968.5
20184 A. Higgins	Bdworth England	19 964
18940 Philip Sensenig	Atlanta GA	5 954.4
23664 John Ciccone	Annapolis MD	19 949
19544 Chris Anderson	Omaha NE	17 940.6
22590 Larry Carroll	Arnold MD	11 931
21465 Bob Peterson	Cowan Lake OH	8 928
18915 Dave Amory	Seattle WA	10 882.5
18637 Brian Oberst	Omaha NE	8 880.6
18104 Ed Lovely	Cowan Lake OH	22 858
14485 Chuck Crowe	Seattle WA	6 851.7
20991 Mike Fruewald	Indianapolis IN	6 839
19922 Bob Perry	Annapolis MD	5 833
22392 George Steiner	Annapolis MD	6 827
16338 Wayne Markus	Omaha NE	8 823.8
20655 Tom Hennessy	Annapolis MD	19 778
20391 John Dugas	Annapolis MD	13 749
17710 Barker Dewies	Annapolis MD	12 664
20687 Kevin Dunn	Annapolis MD	7 633
18391 Dick Richter	Cowan Lake OH	5 631
22852 Eric Silverman	Annapolis MD	11 585
16140 Ted Schneider	Cowan Lake OH	6 553
17468 Alex Karlin	Annapolis MD	10 475

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- 1, 2, 3 – North Cape
- 1, 2, 3, 5 – Ontario Championship
- 1, 2 – Michigan State Champs
- 1, 4 – Wolverine
- 1, 2 – Memphis
- 1, 2 – Redneck
- 1, 5, 6 – Bermuda Race Week
- 1, 3 – Georgia State Champs
- 5 – Nationals, Heinzerling
- 1, 3 – Nationals, Wells
- 1, 2, 3 – Indiana Open
- 1 – Bolde Mother
- 1, 2, 3 – Frigid Digit
- 1 – District 5
- 1, 2, 3, 4, 5, – Snipe Hunt
- 3, 4 – North Americans

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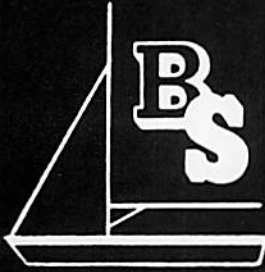
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In the fall of 1978 we decided to take on our largest challenge and start a Snipe spar from scratch. We looked at many Snipe spars on the market. With all the information we accumulated, the Bryant Spars staff discussed what to do. The results of those conversations is the CAB No. 1. This spar is a combination with a section of 2.49" x 1.94", a constant wall thickness of 0.96 with a side to side taper of 81" from the top.

We gathered together an assortment of mainsails and looked at how they fit our spar. What a surprise we had, that little or no adjustments had to be made to the sail. To you that means your sail should easily adapt to the CAB No. 1. The Bryant Spars staff has available upon request deflections of the CAB No. 1 compared to two spars currently on the market. We've also taken the courtesy of having these deflections available to a variety of Snipe sailmakers for your convenience.

If you have any questions, please call or write Mark Bryant or Andy Fox for more information about the CAB No. 1.

LOOK IN THE BULLETIN FOR MORE INFORMATION TO COME
"THINK SPEED"

Sincerely yours,

Mark Bryant

The Lighter Side



HELP! How would you like to be in Rob Gorman's boat (24110)? What would you do? A) Abandon ship, B) Pull out the paddle, C) Have a heart attack, D) Send up a distress flare, E) Take up sky diving. Kurt Muffleman photo and letter, Wakefield, MA. Ed. Note: For what Rob actually did, see the annual Point Score report.

Torben, Lars Grael Overwhelm Brazilian Fleet — Again

Torben and Lars Grael successfully defended their Brazilian National Championship in the 7 race series held January 26 through 31 on the lake at Brazilia. In doing so, the 1978 Junior World Champions defeated veteran Western Hemisphere and World Champions; Marco Aurelio Paradedda, second; Boris Ostergren, third; and Ivan Pimentel, 4th.

Iate Clube De Brazilia, located in Brazil's capital city, was host to the 59 boat championship fleet.

Of the top six finishers, all but Ivan, in 4th place, were sailing wooden boats.

Flavio Caiuby
National Secretary

BRAZILIAN NATIONAL CHAMPIONSHIP (Top 19 of 59 entries)

Boat	Skipper/Crew	UF	Places	Points	Finish
12296	Torben Grael/Lars Grael	RJ	4-1-1-2-14-1	11	1
12115	Marco Paradedda/Peter Nehm	RS	3-2-5-2-1-15-25	42.7	2
10883	Boris Ostergren/Diego Quevedo	RS	1-15-6-13-15-1-9	66.7	3
24214	Ivan Pimentel/Elbe Farias	RJ	25-4-16-7-13-2-2	68	4
16048	Carlos Chaves/Romulo Filho	RJ	2-9-2-40-3-25-6	69.3	5
22301	C.A. Wanderley/C. Wanderley	SP	5-8-11-21-35-4-16	98	6
22208	Hilton Piccolo/Pedro Szabo	RS	24-24-8-11-4-3-21	101.7	7
23023	George Nehm/Jose Ribeiro	RS	7-20-12-4-24-9-19	105	8
19000	M. Weinschenck/A. Chaves	SP	17-3-14-28-14-18-12	110.7	9
22302	Nils Ostergren/Lauro Wollner	RJ	6-25-3-16-22-32-7	111.4	10
13900	C. Hackerott/F. Hackerott	SP	40-6-7-22-25-5-14	113.7	11
23764	Edgard Hasselmann/M. Teixeira	DF	18-13-15-12-29-26-3	119.7	12
12742	Alan Adler/C. Bergmann	RJ	dsq-30-17-6-12-16-5	120.7	13
22504	IbAndersen/Luis Borba Jr.	SP	9-21-18-14-16-7-dnf	121	14
23016	Renato Almeida/Roberto Fontes	SP	21-33-4-5-10-20-33	126	15
23018	P.P. Petersen/Jose A. Justa	RJ	12-42-27-16-9-10-20	132	16
23645	Valerio Soares/Roberto Dias	SC	27-17-10-17-20-6-35	132.7	17
23006	Walter Filho/Luciano Sobral	SE	11-7-19-3-37-35-dnf	144.7	18
14714	Jose Lima/Antonio Sampaio	RJ	22-41-44-24-6-8-11	147.7	19

Augie Diaz Tops Tough Field At Comodoro Rasco Regatta

Augie Diaz and Alex Caviglia (from Argentina) won the XII Annual Comodoro Rasco Regatta sponsored by the Coconut Grove Sailing Club and Miami Snipe Fleet #7. Robert Lizano and Lazaro Nunez won the Fleet B trophy (* in fleet B).

Three races on Saturday Jan. 31 with Easterly winds 15 to 18 knots. Very steady winds allowed the race committee to set the course and never touch it for the three races. On Sunday Southeasterly winds 20 knots gusting 25 with two races run for a total of 5. The races on Sunday were all triangles.

Race Committee formed by ex-snipers from our fleet in Havana, Havana Snipe Fleet #22, Dr. Clemente Inclan, Mario M. Bustamante, Sr. (his sons Charlie and

Gaby were sailing) Gonzalo Melendez, Dr. Abby Inclan, Dr. Pipo Inclan and Abby's wife, Josefina Inclan. My brother Saul Diaz with his famous yellow boat helped set the marks and led the fleet to the windward and jibing marks.

After the trophy presentation the traditional "LA BOMBA" with all the winners, the race committee, etc. drinking and singing.

Gonzalo E. Diaz
Past Commodore, SCIRA

COMODORO RASCO REGATTA

Boat	Skipper/Crew	Club	Places	Points	Finish
23712	Augie Diaz/Alex Caviglia	CGSC	1-2-1-1-1	3	1
2404	Craig Martin/Mark Eldred	Mission Bay	2-1-2-2-2	12	2
23037	Dave Helmick/Robert Helmick	CRYC	3-3-5-3-6	38.8	3
23713	Gonzalo Diaz Sr./Ana Diaz	CGSC	4-5-3-6-4	43.4	4
20688	Richie Silverman/Peter Nordby	CGSC	5-6-6-4-5	51.4	5
20816	Gaby Bustamante/Juan Portuondo	CGSC	7-13-7-5-3	60.7	6
21503	*Roberto Lizano/Lazaro Nunez	CGSC	9-10-10-8-7	74	7
24042	Bruce Colyer/Adam Killerman	CRYC	6-12-11-7-dnf	75.7	8
22142	Charlie Bustamante/Guy Irving	CGSC	11-11-4-dsq-dnf	76	9
19389	*Ron Russell/Ray Russell	CGSC	8-9-8-10-dns	79	10
21502	Bruce Nolan/Margaret Nolan	CGSC	12-4-12-dns-dns	84	11
21711	*Bill Spencer/Billy Spencer	FLYC	13-7-9-dns-dns	87	12
19732	*Mike Funsch/Greg Thomas	BBYC	10-8-13-dns-dns	89	13
22292	Paco Calvet/Brian Peters	MYC	14-dns-dns-dns-dns	104	14

District V Regattas — 1981

Lake Ontario Open (Briody Cup),
Keuka Lake Y.C. — June 13-14
Graham Hoffman, 5738 Co. Rd.
33, RFD 3, Canandaigua, NY 14429

District V Championship, Jrs. & Srs.
Newport Y.C., Rochester, June 26-28
Norman Dahl, 577 Bending Bough
Dr., Webster, NY 14580

New York State Open, Cuba Lake Y.C.
July 18-19
Leo Murphy, Cuba Lake Rd., South
Shore, Cuba, NY 14727

Northeasterns and Ontario Open,
Oakville Y.C. — August 15-16
Chris Hains, 231 Westdale Rd.,
Oakville, Ontario, Canada

Champagne Regatta, Keuka Lake Y.C.
September 19-20
Graham Hoffman, 5738 Co. Rd. 33
RFD 3, Canandaigua, NY 14429



Sanctioned Snipe Regattas

APRIL 11-12, SNIPE HUNT, Atlanta Barefoot
Fleet 726, Bruce Hudson, 766 Mountain
Brooke Cir, Stone Mountain, GA 30087.

APRIL 11-17, PRINCESS SOFIA TROPHY,
PALMA INTERNATIONAL WEEK, Federa-
cion Espanola de Vela, Avda. Joan Miro, s/m
San Agustin (Calanova), Palma de Mallorca,
Balears, Spain.

APRIL 13-18, IV CAMPEONATO SUDAMERI-
CANO (SOUTHAMERICAN CHAMPIONSHIP),
Punta Del Este Fleet 725, Horacio Garcia Pas-
tori, Yacht Club Punta Del Este, Punta Del
Este, Uruguay.

MAY 1-3, COPPER CUP, Belgian Snipe Fleets,
Guy Lachappelle, Rue Dodonee 113, 1180
Brussels, Belgium. (At Nieuport, Belgium).

MAY 2-3, REDNECK REGATTA, Magnolia
Fleet 604, Zeke Downey, P.O. Box 1970, Jack-
son, MS 39205.

MAY 2-3, GEORGE HOWELL MEMORIAL,
Whitewater Valley Fleet 653, Don A. Rhoda,
3339 N.W. "C", Richmond, IN 47374.

MAY 27-31, EUROPEAN CUP and CRITERI-
UM NATIONAL OPEN, French fleets, Michel
Beaudoin, Zone Industrielle du Ty-Mor, 56700,
Hennebont, France.

JUNE 6-7, COLONIAL CUP, Annapolis Fleet
532, Fred Betz, 125 Granville Ave, Annapolis,
IN 21401.

JUNE 6-7, RIFF RAFF, Cowan Lake Fleet
433, W. J. Plack, 225 Charles St, Cincinnati,
OH 45215.

JUNE 13-14, LAKE ONTARIO OPEN (BRI-
ODY), Keuka Lake Fleet 382, Graham Hoff-
man, 5738 C.R. 33 RD 3, Canandaigua, NY
14424.

JUNE 13-14, GOVERNORS CUP, Island Bay
fleet 91, Jeff Evans, 835 S. Glenwood, Spring-
field, IL 62704.

JUNE 13-14, STONE INTERNATIONAL, Stone
Fleet 372, Stone S.C., St. Lawrence Bay, Essex
England. Write: John Broughton.

JUNE 20-21, CARLYLE SILVER CUP, Carlyle
Lake Fleet 705, Dan Card, 815 Westwood Dr,
Clayton, MO 63105.

JUNE 20-21, WOLVERINE REGATTA, Barton
Boat Club Fleet 520, John Johns, 1220 West
Washington, Ann Arbor, MI 48103.

JUNE 20-21, DISTRICT VII CHAMPIONSHIP,
Seattle Snipe fleet 444, Bill Leffler, 6709 128th
Ave S.E., Bellevue, WA 98006.

JUNE 26-28, DISTRICT III CHAMPIONSHIP,
North Cape Fleet 762, Terry A. Timm, 214 W.
Michigan Ave, Saline, MI 48176.

JUNE 26-28, DISTRICT V JUNIOR and SENI-
OR CHAMPIONSHIPS, (Juniors June 26,
Seniors 27-28), Newport fleet 103, Norman E.
Dahl, 577 Bending Bough Dr, Webster, NY
14580.

JUNE 27-28, WINCHESTER INVITATIONAL,
Winchester Fleet 77, David Lence, 3 Temi Rd,
Peabody, MA 01960.

JUNE 27-28, BROADSTAIRS OPEN, Broad-
stairs Fleet 388, Broadstairs, Kent, England.
Write: John Broughton.

JULY 11-12, U.S. JUNIOR NATIONAL
CHAMPIONSHIP, Severn Sailing Association,
Annapolis Fleet 532, Ivan Lawton, 2347 May-
time Dr, Gambrills, MD 21054.

JULY 12-18, 50TH ANNIVERSARY REGAT-
TA, UK NATIONALS, Southend, Essex, Eng-
land. John Broughton, 24 Empress Dr, Chisle-
hurst, Kent BR7 5BD, England.

JULY 13-17, U.S. NATIONAL CHAMPION-
SHIP, Severn Sailing Association, Annapolis
Fleet 532, Ivan Lawton, 2347 Maytime Dr,
Gambrills, MD 21054.

JULY 18-19, NEW YORK STATE OPEN, Cuba
Lake fleet 442, Leo Murphy, Jr., Cuba Lake
Rd, South Shore, Cuba, NY 14727.

JULY 25-26, NEW ENGLAND CHAMPION-
SHIP, Narragansett Bay Fleet 17 and Ida Lewis
Yacht Club, Heather Campbell, 143 Vernon
Ave, Middletown, RI 02840.

AUGUST 8-9, MICHIGAN STATE CHAMPION-
SHIP, Guli Lake Fleet 190, Tick Ticknor,
Box 717, Principia College, Elsiah, IL 62028.

AUGUST 15-16, ONTARIO OPEN/NORTH-
EASTERN OPEN CHAMPIONSHIP, Oakville
Fleet 321, Chris Hains, 231 Westdale Rd, Oak-
ville, Ontario, Canada.

AUGUST 22-23, DISTRICT III JUNIOR
CHAMPIONSHIP, Cowan Lake Fleet 433, John
Braun, 128 Wilmuth Ave, Cincinnati, OH
45215.

AUGUST 22-23, BLUE CIRCLE INTERNA-
TIONAL and BRITISH JUNIOR NATIONALS,
Blue Circle Fleet 545. Write: John Broughton.

SEPTEMBER 7-12, SNIPE WORLD CHAMPION-
SHIP, Alamitos Bay Fleet 218, Sherwood
Jones, 2702 Denmead Ave, Lakewood, CA
90712.

SEPTEMBER 12-13, NORTHWEST CHAMPION-
SHIP, Budworth Fleet 217, Budworth,
Cheshire, England. Write: John Broughton.

SEPTEMBER 12-13, INDIANA OPEN, Indian-
apolis Fleet 409, Jack Samuelson, RR 2 Box
494, Westfield, IN 46074.

SEPTEMBER 18-20, NORTH AMERICAN
CHAMPIONSHIP, Sea Cliff Fleet 4, Fred Abels,
113 Valley Ave., Locust Valley, NY 11560.

SEPTEMBER 19-20, CHAMPAGNE REGAT-
TA, Keuka Lake Fleet 382, Graham Hoffman,
5738 C.R. 33 RD 3, Canandaigua, NY 14424.

SEPTEMBER 19-20, JOE RAMEL MEMORI-
AL, Missouri YC Fleet 49, Dick Goppert, K-18
Rt 1, Lake Lotawana, MO 64063.

SEPTEMBER 19-20, OHIO OPEN, Chippewa
Fleet 621, Howard Wolff, 3516 Hoffman Rd,
Medina, OH 44256.

SEPTEMBER 26-27, OXFORD INCIDENT/
ACCIDENT, Acton Lake fleet 515, Tran Alfrey,
2258 Shenandoah Dr, Fairfield, OH 45014.

SEPTEMBER 26-27, SOUTHEAST CHAMPION-
SHIP, Maldon Fleet 362, Maldon, Essex,
England. Write: John Broughton.

OCTOBER 25, CROSBY OPEN, Crosby S.C.
Liverpool, Lancashire, England. Write: John
Broughton.

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boat; tacking; running; reaching;
jibing; heave-to; capsizing; all simplified
rules; thumb nail tactics; check list;
important Snipe measurements. A
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complicated. \$1.00 per copy — \$8.00
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Canada's Newest Fleet Holds First Regatta

The Fanshawe Yacht Club in London, Ontario held its first Snipe regatta on July 5th. Variable winds and sunny warm skies attracted six entrants from the southern Ontario area to Fanshawe Lake, situated north and east of the city. The "Pond" as it is sometimes referred to by locals can provide a wide variety of highly competitive sailing conditions to experienced and novice alike.

The first race was started about 11:00 o'clock under light wind conditions 5-7 mph. Ian and Leslie Brown, Oakville (super light weight crew) pulled off a first, as expected, followed by Gord and Doug Richards, London, and by Chris Hains and Ian McKinnell, Oakville, in third. The top three finishes were the same for the second race, as Ian and Leslie began to put a strangle hold on 1st

place. The lunch provided good conversation, and a chance to meet old friends and make new ones over a cup of coffee, or a brew or two, supplied by the Club.

For the remaining two races the wind continued to freshen progressively from 12-18 mph. Ian and Leslie Brown favoured to finish strong, fell back, to pick up two consecutive 4th places. Gord and Doug Richards took two strong 1st place finishes, followed closely in the third race by Rich Goldt, London and Chris Hains; and in the fourth race by Chris Hains and then Rich Goldt.

It's been said by many that consistency wins, and again proven by Richards finishing 1st with a 2,2,1,1 record, followed by Brown with 16 points, and Hains with 20.1 points.

All races were active and competitive and a good time was had by everyone on the water and on shore.

A special thanks to Elizabeth and Jan Reizebos who did an excellent job of running the regatta. Hope to see you all again next year.

*P. G. Richards
London Fleet No. 764*

FANSHAWE REGATTA

Boat	Skipper	Club	Places	Points	Finish
19921	G. Richards	London	2-2-1-1	6	1
21800	Ian Brown	Oakville	1-1-4-4	16	2
24116	C. Hains	Oakville	3-3-3-2	20.1	3
15114	Rick Goldt	London	5-4-2-3	26.7	4
19417	J. Hutter	Woodstock	4-6-dnf-5	42.7	5
22474	C. Holtved	Oakville	dns-5-dnf-dns	49	6

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ULLMAN SAILS - New jib, main used 5 times, bought 1980, Price \$250. Call 313-994-1119, Doug Behrendt.

LOFLAND, 16157, blue fiberglass hull, white deck, trailer, excellent condition, Proctor mast, 2 suits sails, ready to sail, excellent beginner boat, asking \$925. F. Kilcline, (609) 234-6318.

USED AND PROTOTYPE sails for sale - mainly in very good condition. All at reduced cost. Call or write Greg at Shore Sails (614) 221-2410 or (614) 299-3426.

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LEMKE 17689 - excellent condition, white fiberglass hull, beautiful mahogany deck, lowered teak floor, Proctor X mast, two suits of North sails, adjustable jib, top/bottom covers, sturdy trailer. \$1,750, or make offer. Call evenings or weekends (507) 433-8335.

FOR SALE - Caraja - new, unrigged but with fittings ready to be installed; sails, Bruder mast. \$2,500. Contact Bruce Colyer 305-564-7659 days, 305-564-8707 nights.

NEW 11" BOARD, built for Pan Am boats, owned by SCIRA/US. Ralph Swanson, days (617) 933-4200; nights (617) 729-2423.

LEMKE 16402, with trailer. Black fiberglass hull, mahogany deck. Excellent condition; boat a consistent winner. Two suits of sails, all rigging, top/bottom covers, and aluminum mast included. \$1,150. Michael or Gwen White, 1000 Neely, Muncie, IN 47303. (317) 288-6237 or 285-1151.

NORTH SAILS - many experimental and used mains and jibs for sale. Contact Mark Reynolds at North Sails, San Diego. (714) 224-2424.

LEMKE 18108, light green fiberglass with teak trim. North sails; Proctor mast; compass. \$1,100 or best offer. Tom Gougeon, 9470 Shadyoak Court, Cincinnati, OH 45231 (513) 977-2681; (513) 522-4973 evenings.

ACRYLIC SNIPE DRYSAIL COVERS, Yacht-acrylic will not rot, mildew, shrink or become brittle. Best cover material available. Outstanding workmanship. No. 1 full deck with 6" skirt for mast up and boom off. Flat type with halyard cockpit lifting bridle. \$99 white, \$103.50 blue. No. 2 same as No. 1 but has custom looking tapered full skirt for ultimate protection. Zipper at bow for glove-like fit. \$139 white, \$144 blue. Shipped UPS ppd. for orders with payment in full. Orders with 50% deposit are shipped balance COD including UPS charge. Contact Chris Rooke @ Rooke Sails, 1744 Prescott, South, Memphis, TN 38111. (901) 345-0647.

DUPLIN 22594, all glass, red hull, white deck, dry sailed, at minimum weight, Cobra mast, well equipped for racing, some extras, in excellent condition, sails are fair, no trailer. \$1,500 or B.O. Guy Costa, 25 Poe Rd., Billerica, MA 01821. (617) 663-6521.

Rule Book Addendum

CIRCULAR LETTER NO. 1 PERTAINING TO 1980-1983 RULE BOOK*

1. The measurement for mid-point girth of the main sail under paragraph number 67 does not include the bolt rope. The measurement is from the inside of the bolt rope to the leech.

2. In measuring the minimum offset of 2-5/8 inches for the top and bottom batten as shown on the sail drawing on page 53, battens should be in place and the leech should be subjected to a direct line pull of eight pounds as specified in paragraph number 66.

*Ted A. Wells
Chairman*

International Rules Committee

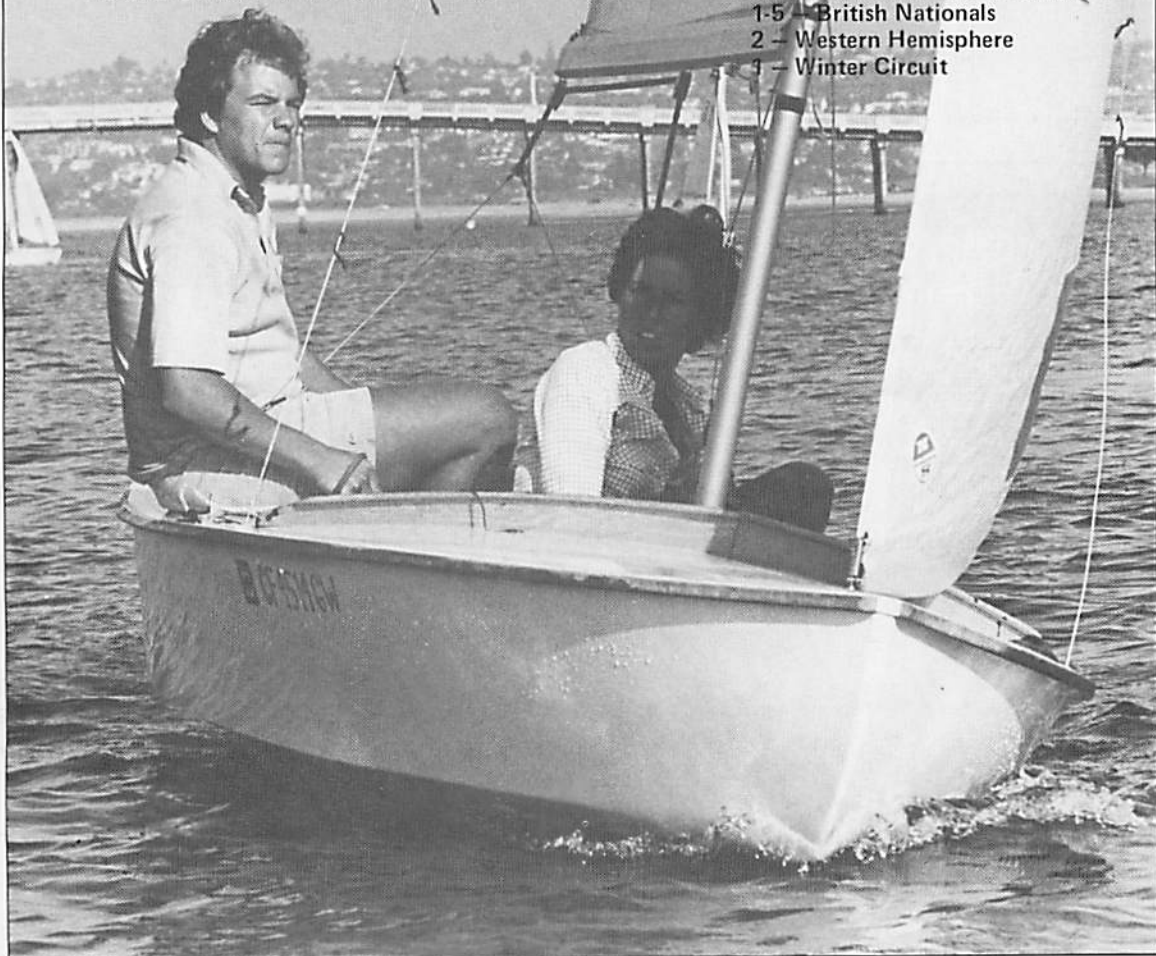
*"Whenever a 'Circular letter' from the International Rules Committee over the signature of the chairman appears in the SNIPE BULLETIN, the corrections, interpretations, or simplifications appearing therein shall become part of the current OFFICIAL RULE BOOK," 1980-1983 SCIRA Rule Book.

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1, 2 – Brazilian Championships
1 – Argentina Championships
1, 2, 4 – Japanese Nationals
1 – Canadian Nationals
1, 2 – U.S. Nationals (Crosby)
1-5 – British Nationals
2 – Western Hemisphere
1 – Winter Circuit



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