

# ***SNIPE*** ***BULLETIN***



**AUGUST 1978**



# Ullman Sails

## WE GIVE RESULTS

1977

North Americans	1, 2	Finnish Championships	1
Sr. Nationals	2, 3, 4	Norwegian Championships	1
Jr. Nationals	1, 2, 3, 4, 5	Scandinavian Gold Cup	1
Crosby	1, 2, 3, 4, 5, 6, 7	Canadian Championships	1, 2

1978

BRAZILIAN NATIONAL CHAMPIONSHIPS\*\*1

ARGENTINE NATIONALS - 1

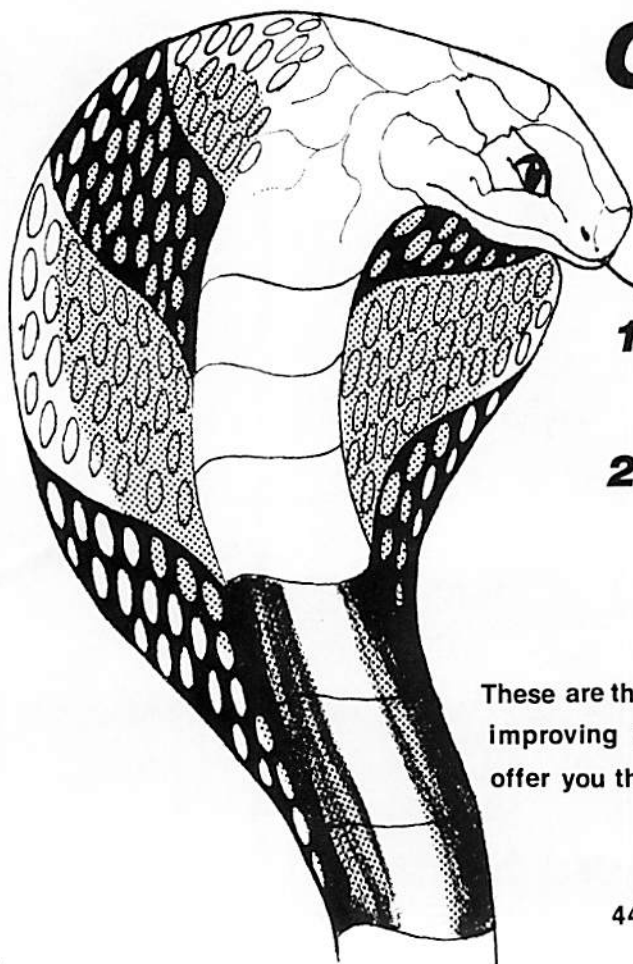
SOUTHERN CIRCUIT:	Midwinters Clearwater	1
	Don Q Miami	1, 2, 3, 4, 5
	Bacardi Nassau	1, 2
	Gamblin Nassau	1
	Zimmerman, overall Circuit -	1

WEST COAST MIDWINTERS - 1, 2, 3, 4, 5

GEORGIA STATE CHAMPIONSHIPS - 1

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# The Moment-Of-Inertia Game

I guess many of us wish it had never been invented, this here moment-of-inertia — because it's really tearing us up.

In fact, it has only become popular knowledge lately; some competitors knew of and understood it long ago. In brief, it is a measure of a boat's inherent ability to avoid "hobby horsing" in a chop. So weight is concentrated to avoid a dumbbell effect and crew weight similarly is usually kept together and near the Center of Gravity.

It's not just weight in the ends of the hull, but weight aloft (and below) that creates the dumbbell which has the momentum to continue plunging into a chop. A balanced water plane coupled with concentrated weight would give us an ideal boat. This may already be more than you want to know — but why do they get away on a beat in a chop?

The Moment-of-Inertia (MI) test was devised as a performance test, so if boats meet the criteria, regardless of how they're built, performance insofar as

weight distribution is concerned should be equal or nearly so. Structure is difficult to check in finished boats, but doesn't matter (except to the buyer) if performance is equivalent.

That would all be super-true if the test did what it was intended to do.

The darn boat jumps around its center of gravity, not its balance point on the keel. So, I can meet the test criteria with a whole range of construction methods (that's good), and by putting a lot of weight above the keel but in the athwartships plane of the center of gravity (that's bad). In performance, this does no harm at all, but 10 pounds in the ends will kill you. The mast weight game is similar and related.

The only way to guarantee structure is to really look at it — holes and all.

In order to avoid all that hassle, the MI test must really reflect performance. That sounds like we have to swing the whole boat (rigged) in three axes about the Center of Gravity. What a nightmare this

turns out to be. But a 12-pound spar with 8 pounds added at the Center of Gravity of the spar is not the same as a 20-pound spar, which is not the same as ... Rudder, tiller and boom similarly affect the whole performance.

Going back to the hull test, and to illustrate the point:

Assume CG is one foot above the pivot point on the bottom of the keel. Assume CG is 8 feet aft of the stem. In terms of moment (weight or force times distance) 5 pounds at the bow ( $x8 = 40$  ft. lbs.) has the same effect IN THE TEST as 40 pounds at the CG ( $x1 = 40$  ft. lbs.). Since the test is only done in one plane, 20 lb. under each deck will do it nicely. Change the numbers to suit yourself, the physics remains the same. And since ACTUAL performance in pitching is about the CG, the boat with light ends still wins.

Having brought up this mess, I should propose a solution.

Larry White  
Annapolis Fleet 532



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# SNIPER BULLETIN

SNIPER CLASS  
INTERNATIONAL RACING  
ASSOCIATION

AUGUST 1978  
VOL. XXVII No. 8

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subscription to the SNIPER BULLE-  
TIN.

## CHANGE OF ADDRESS

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

## The Commodore and YOU

Dear Fellow Sniper:

This presentation is the last one before  
our U. S. Board Meeting in August. So, I  
am invoking my personal thoughts on all  
of the enclosed subjects:

1. Masts: There are many opinions and  
the consensus of some are that masts are  
built to sail in all winds; therefore, an  
aluminum sleeve should be inserted in  
any mast not weighing 20 pounds total  
up weight with the proper balance point.  
This would mean no lead allowed.

2. Daggerboards: There is a definite  
daggerboard problem. The international  
competition feels that the new dagger-  
board should be the only daggerboard  
allowed. However, the international na-  
tions have mixed feelings about same.  
Therefore, this one is going to be tough. I  
personally feel that if you are going to  
compete in your nationals to try and  
represent your country in the Inter-  
nationals then you should sail with the  
new board.

3. Decals and Membership Cards: This  
controversial consideration regarding De-  
cals and Membership Cards is leaning  
toward the feeling that why spend hun-  
dreds of dollars to try and correct a less  
than one hundred dollar violation of our  
class rules.

4. Rule Books: There is a definite  
trend to accept a 4 year rule book  
printing (instead of the two year) to save  
the class money and confusion. This also  
encompasses an annual January SCIRA  
Bulletin Publication that would announce  
the Fleet Captains, New Officers of  
SCIRA and any other pertinent informa-  
tion.

5. Mast Switching: Our present rules  
are not able to enforce the various chang-  
ing of masts in an entire racing season.  
Therefore, it should be a consideration to  
accept mast changes per regatta or build a  
control to enforce no mast changes per  
12 month period. The drift is to presently  
alter rules to only apply to the present  
regatta involved.

6. Two Suits of Sails per Season: This  
rule is violated by the greatest majority of  
us. It is a "phantom rule" and like masts  
is almost impossible to enforce. There-  
fore, it will be argued a long, long time.  
However, my feelings are that if our  
countries cannot enforce a rule then it is  
not beneficial to our class.

Now please consider the following:

No rule changes will occur until 1980.  
So, we all have time to think and re-

spond. Please do so and let's do the best  
thing for our SCIRA.

Happy Sailing,  
Commodore Bruce H. Colyer

## 1978 Snipe Junior World Championship

DATE: October 11 to 15, 1978

LOCATION: Mission Bay Yacht Club,  
San Diego, CA. Racing in the Pacific  
Ocean.

LODGING: Lodging will be provided  
for the first crew, National Secretaries  
and SCIRA officials in private homes. It  
is anticipated that lodging will be avail-  
able for all second crews.

SCHEDULE OF EVENTS: Wed 11 —  
Registration, Boat assignment, Housing  
assignment, Measuring, Practice Race,  
Social Event. Thursday 12 — Opening  
ceremony, skippers meeting, two races,  
Social. Friday 13 — Two races, Social.  
Saturday 14 — Two races, Social. Sunday  
15 — One race, Awards ceremony.

BOATS: Boats will be provided for all  
first place skippers who have not arranged  
for a boat in advance. Boats will be  
assigned by lottery with the first place  
skippers drawing first. Remaining boats,  
if available, will then be drawn for by  
second place skippers. A participant who  
brings his own boat must bring the  
measurement certificate for the boat.

SOCIAL: The junior members of Mis-

## THE COVER

Here he comes! Dave Chapin, 1977 US  
Junior Champion, crosses the line for his  
third first at the Southern; a perfect  
score in far from perfect conditions. As  
last year's winner, Dave defended his title  
convincingly. His brother Mark is his  
crew. Photo by Cecil Pearce.

## THE SCORE

Thirty-two numbers were issued in the  
last month with 20 going to Brazil, 5 to  
U. S. A., 4 to Norway, 2 to Paraguay and  
1 to Portugal. This brings the six-month  
total to 252 which is exactly 100 more  
than we had issued this time last year. No  
new fleets were chartered.

Numbered SNIPES — 23433  
Chartered Fleets — 756

sion Bay Yacht Club are assisting in the planning for events to allow the participants to enjoy the San Diego area.

**REGATTA CHAIRMAN:** Marshall Nemoy, 5018 Abuela Dr, San Diego, CA 92124. (714) 565-1093.

**REGISTRATION CHAIRMEN:** Tom and Carolyn Nute, 1111 Anchorage Lane, San Diego, CA 92106. (714) 224-2424.

## Vieri Lasino de Castilvero Trophy

Highlights of the proposed deed of gift —  
Emblematic of: Snipe Junior World Championship

**REGATTA:** Raced under Rules for Conducting National and International Regattas and IYRU Rules.

Seven races, Olympic courses. Course length five nautical miles minimum, 7 nautical miles maximum.

If six or seven races are completed, the worst race shall be dropped, including a disqualification. If four or five races are completed all shall count. The championship will be valid if four races are completed. The Olympic scoring system will be used.

Time limit: 2½ hours for the race, 1½ hours for the first lap.

**OPEN TO:** Contestants under 20 (not having their 20th birthday during the year the regatta is held). Skippers must be owners of measured Snipes in good standing with fleet, country and the Association. Skippers and crews must be citizens, or residents for at least one year of the country they represent, and present credentials signed by the National Secretary attesting that they are the entrants.

Two skippers from any country in good standing with SCIRA may participate, plus the current champion, who automatically qualifies to defend his title.

Skippers must use their own sails, but can measure two suits of sails.

Skippers may bring their own boats. The country holding the regatta must furnish an adequate number of equally matched boats with good racing capability to lend to contestants who do not bring their own boats.

The country holding the regatta is obliged to offer lodging and food facilities to the first crew of each country, national secretaries and SCIRA authorities. If conditions make it possible, they will offer these facilities to a second crew. When possible lodging will be in private homes to further international understanding and good will.

**AWARDED TO:** The fleet of the winning

skipper and it shall be the responsibility of the fleet to see that the trophy is taken care of, and returned to the place designated for the next championship.

## Douglas Ansell

With regret I convey the passing of Douglas Ansell past National Secretary for the United Kingdom.

During the sixties Douglas founded the Steeple Bay Snipe Fleet involving his whole family in Snipe racing as well as introducing many members into our association. As National Secretary he founded the UK class constitution setting out a complete reform.

For Douglas Ansell his lasting memorial and tribute will be the British constitution which has now been established tried and proved over a decade therefore as long as SCIRA UK is in existence our own body of laws will be the governing factor as originally laid out by Douglas — his contribution to furthering the Snipe association.

I know the board of governors will join in the UK's condolence on his death whilst extending our deepest sympathy to his family.

John R. Broughton  
UK national secretary

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**AREA 4:** \$70.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon and Washington.

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# IS WOOD THAT GOOD?

*Bob Blomquist uses the WEST method for building a Snipe of wood.*

For several years, the challenge was to build a fiberglass boat that was as fast as wooden ones. Then, as manufacturers learned more and as class rules allowed, glass boats started to take over. Without real scantlings or performance criteria (such as moment of inertia testing) to control structure, these newer boats were optimized for performance and cost. The "no care" aspects of synthetics appealed to many competitors, and wood was out. "Costs too much," "can't get good labor," "rots," "spend all my time varnishing," and so on.

In fact, wood is still a good material and our new performance criteria encourage better structure if taken seriously. You *can* cheat on the M. I. Test, but the only motive now has to be production cost, not boat performance. Caveat emptor.

New techniques using wood have been recently developed, although the newness is in the glues rather than scheme — new resins — epoxy.

Bob Blomquist of the Annapolis Snipe Fleet (532) has long been a successful competitor in Snipes. He has been an innovator in techniques, made his own sails, rebuilt boats and most recently, has successfully built two wood Snipes using modern techniques. Both boats are successful in that weight and moment are competitive and performance has been superior.

Recently, Burt Eaton of Las Vegas wrote to Bob to ask him about the experience of building these new boats. The exchange of correspondence was in question and answer form — here interwoven:

Before I answer your questions specifically, I'll make some general comments. For the benefit of readers that are unfamiliar with the WEST system of construction, WEST means Wood Epoxy Saturation Technique whereby the boat is built of wood and all the pieces are coated and bonded together with Epoxy resin. No fastenings are necessary other than to mount the hardware. For a

complete explanation and instructions, contact:

Gougeon Brothers, Inc.  
706 Martin Street  
Bay City, Michigan 48706, USA

They developed this construction method and WEST system is their trademark.

A WEST system boat should survive your Lake Mead conditions well, but so will a good fiberglass boat, if properly cared for. Both boats need protection from Ultraviolet deterioration. Gougeon Bros. recommend painting for UV protection over epoxy and paint will protect fiberglass as well. I keep my boat covered at all times and would recommend the same for fiberglass.

Other considerations, which are commonly misunderstood, are that a WEST system Snipe is not cheaper to build nor faster than a brand new well built fiberglass Snipe. It isn't faster because all the manufacturers have learned long ago how to maximize boat speed against the Snipe rule. So why go through all the work of building one? Here are some of my reasons:

The WEST system, combined with good design, produces a very strong, stiff and lightweight boat. The new Snipe rulebook allows wide latitude in design and construction. The unique feature of my wooden Snipes is that they have no hullframes. The hull is double planked plywood laminated (molded) over a building jig of standard framing. When molding is complete, the empty shell of the hull is lifted off and the floor and deck are added on. The floor has supports (framing) and the deck has framing which has a way of rigidly bracing the whole structure.

The wooden boat will remain competitive for many years like several other old wooden Snipes that are still fast on the race course. I am not aware of any fiberglass boats older than No. 17000 that are still at the top of the class, yet I know of many old wooden boats, some with four digit numbers, that are still

active and competitive. Now, getting back to your specific questions: I hope these answers are sufficient.

Q. How much more did it cost to use WEST to build?

A. It cost me more money to build my first boat than it would have cost to buy a new fiberglass production boat when you consider the cost of the tools and the lumber to build the mold or building jig. The cost of the epoxy and associated materials was less than \$200 which would be offset by the cost of fastenings, paint and extra wood in a conventional wooden boat. An epoxy dispensing pump cost \$90 but I included that in the cost of the tools. I'd guess the cost to build a WEST Snipe is about the same as to build a conventional wooden Snipe.

Q. Did you WEST the deck?

A. Yes. I did epoxy coat the deck on my first boat No. 22699, however on my new boat No. 23182, I am trying Dek's Olje on the top surface. I think it may produce a prettier finish — I'll know more about that later.

Q. How did you comply with MDS No. 56? Please explain how you put the flotation in.

A. There is over 3 cubic feet of styrofoam bonded to the under side of the cockpit floor. See the sketch.

Q. Did you single plank or double plank?

A. The sides and bottom are double planked with 5 millimeter — 3 ply plywood. The deck and floor on No. 22699 are single planked with 6 mil ply and the deck on No. 23182 is double planked with 4 mil ply which allows less framing.

Q. Did you finish in natural or in a color?

A. Both boats are all natural finished except for white bottoms.

Q. Did you put in a color in your subcoat saturations?

A. No color is needed in subcoats. The interior of No. 22699 has color and No. 23182 is clear.

Q. Did you use any graphite fibers, and if so, where?

A. No graphite fibers were used or needed in the hull construction. I experimented with them on a whisker pole. George Lee, from Memphis, calls it the world's largest carbon fiber clothes pin.

Q. Did you buy all materials from Gougeon for WEST or were you able to find another source?

A. All Gougeon Bros. products were used and I recommend them highly. Other products were found to be far more expensive.

Q. Did you coat the hull with any fiberglass, dynell or vectra?

A. No other material was used to cover the wood in addition to the epoxy resin. There is no advantage to be gained in adding fabric or glass.

Q. If not, were you satisfied with the WEST finish over wood for abrasion resistance?

A. I follow Gougeon Bros.' recommendation to add silica powder to my epoxy mix for abrasion resistance. The white bottom has the silica powder mix which produced the hardest surface I've ever seen on a boat.

Q. Your first boat was all mahogany. It's tough to get out here. Have you tried other woods such as pine-spruce-cedar-balsa which is much easier to obtain on the West Coast?

A. Mahogany was used to get a good looking natural boat, but there were

other more important advantages. Bruynzeel (Dutch) marine mahogany, plywood comes in the following thickness; most of which are useful:

4, 5, 6, 7, 9, 12, 15 and 18 millimeters  
6.35 mils approximately equals 1/4"  
9.5 mils approximately equals 3/8"

Six mil ply can be used for decks and two times 5 mils is over the 3/8" required for hulls.

4 mil ply bends easily

5 mil bends harder, but easy enough to bend on the hull

6 mil bends on the deck o. k., but is hard to bend on a rolled inside deck

If you were to use domestic plywoods in 1/4" or 3/8" thickness, they would not be nearly so easy to work with. Bruynzeel plywood is imported to the U. S. A. right here in Baltimore. Suppliers are:

\*M. L. Condon Co.

236 Ferris Ave.

White Plains, NY 10603

\*BULLETIN advertiser

Harbor Sales Inc.

1401 Russell Street

Baltimore, Maryland 21230

The wood used for the keel plank on NO. 22699 was white cedar which was expensive and hard to get locally. It cost about \$90 for this plank alone. When I compared the weight of the cedar with cheaper, easily found, hand picked, light weight, clear white pine, I found it to be

nearly the same. Gougeon Bros. said that the white pine would work just as well.

The key here is that any wood that is strong enough for the job will work when saturated with epoxy. Normal sizes of Snipe framing are more than adequate for strength. Now I use white pine for the keel, chine stringers, deck stringers and floor framing. There has been no need to use any other kinds of wood. (The keel in No. 23182 cost only \$15.)

Q. Did you do any laminating?

A. Yes, as mentioned before, the hull is laminated or double planked.

Q. How did it work out?

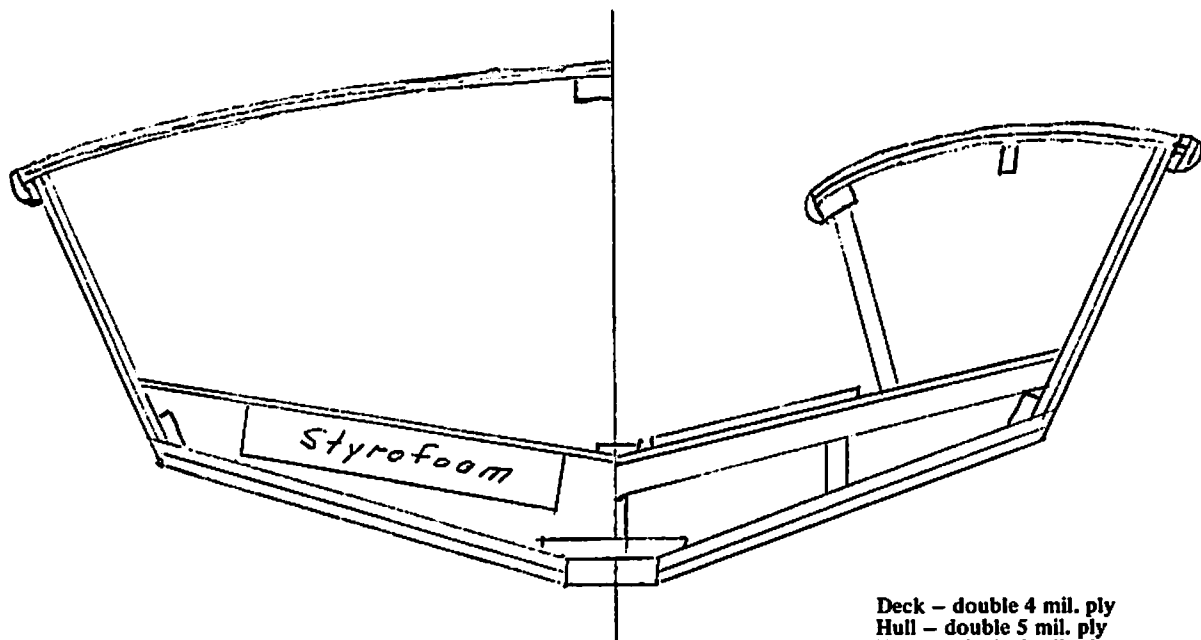
A. It was very successful.

Q. Do you have any words of wisdom?

A. There are possibly hundreds of comments or suggestions that I've learned through mistakes and experience that would be helpful, but I don't know where to begin. If you or any other Snipers have any more questions, please write and I'll try to answer them. I'll also forward the letters to Buzz Lamb if he would like to print them in the Snipe Bulletin. Maybe this will help inspire more wooden boat building.

There is one more thought I should mention. A Snipe is not the easiest hull shape to build and it requires many hours of work, but I feel the finished product is well worth the time and effort. I'm going to start building my third Snipe soon.

Typical Cross Sections No. 23182



Deck - double 4 mil. ply  
Hull - double 5 mil. ply  
Floor - single 4 mil. ply  
double 4 mil. ply in cockpit



See Wells Wanderings, November 1977

## Ted Wells Vindicated; Appeal No. 191 Changed

In the latest edition of Appeals, which has just been published, updating and conforming them to the 1977 rules, the decision in one case, Appeal No. 191, has been reversed. This was the case in which two Sunfish were running on the port tack to a leeward mark to be left to port. The yacht astern was overtaking and was attempting to establish an inside overlap before the yacht ahead came within two lengths of the mark. Just before the outside yacht (O) came within two lengths she hailed "no overlap." The inside yacht (I), though she felt she had an overlap, immediately bore off and as a result hit "O's" rudder.

The original decision disqualified "I" for infringing rule 37.1 on the basis that the collision had occurred more than — even though only slightly more than —

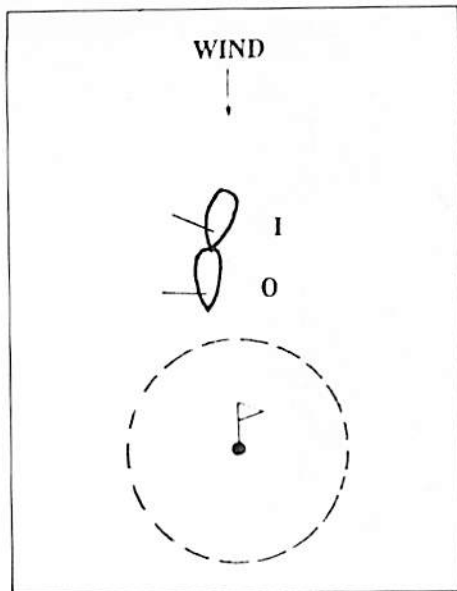
two lengths from the mark. The revised decision is as follows, verbatim:

The facts show that when "I" bore off and hit the windward side of "O's" rudder she thereby established that at that time she overlapped "O." Inasmuch as "O" was then very close to, but more than, two lengths from the mark and "I" was overtaking "O," it is inescapable that not only was the inside overlap established at a distance meeting the requirement of Rule 42.3(a)(ii) but also that it would have still existed when "O" came within two lengths of the mark.

"O's" hail "no overlap" is not to be assumed to be a bluff or inappropriately timed but simply a mistake in judgment, and its clear implication is that in "O's" opinion "I" had no right to room and was expected to round astern or outside. "I," if she acted immediately, as she did, was

entitled to rely on such a hail and if it was incorrect "O" must accept the responsibility for the resulting contact.

The decisions of the Protest and District Appeals Committees are sustained disqualifying "O" for failure to recognize the right to room to which "I" was entitled by Rule 42.1(a), which rule, when it applies, "over-rides any conflicting rule of Section B, Principal Right of Way Rules —" including, as pertinent in this case, the Same Tack - Basic Rule 37.1.



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The winners, L to R: Jody Hearn, 4th; Scott Cline, 2nd; Pete Duvoisin, 1st; Brad McFadden, 3rd; Orie Wade, 5th. (Dean Hearn photo)

## Duvoisin Retains 'Solo' Title

On Saturday, April 22, Snipes from throughout the North and Southeast (North Georgia and Southeast Tennessee) showed up in Atlanta to compete for the 2nd Annual Solo Snipe World Championship. Saturday's first race was light and shifty with Jody Hearn taking an immediate lead in his dad's new boat Ralph! But fickle winds soon moved Jody back to 5th with Pete Duvoisin winning the race. Steve Guebert from Atlanta was 2nd, Dan Williams 3rd, and Scott Cline 4th.

The 2nd race on Saturday was also sailed in light to medium winds. Cline jumped out to a good lead, but the Y Flyer fleet soon took care of this. Brad McFadden of Atlanta won this race with Duvoisin 2nd, and Cline 3rd. After 2 races on Saturday, Pete led the event with Cline in second, Jody Hearn and Brad McFadden tied for 3rd, and Orie Wade in 5th. Saturday night's party was won by PYC's trio of Karen Gregory, Bob Wardwell, and Scott Cline, with Bob Wardwell leading the trio to victory.

Sunday morning's race was started in good winds which died out toward the finish. Brad McFadden led most of the race except near the finish when overtaken by Cline coming up the shore.

After Cline finished a tacking duel with a couple of Y Flyers, McFadden had won the race, with Duvoisin getting 3rd. Duvoisin's 3rd was good enough to capture the title once again. Cline's 2nd gave him second overall. Brad's second 1st place broke his tie with Hearn for 3rd. Jody ended up 4th, with Orie Wade of Valdosta taking 5th.

Scott Cline



Pete Duvoisin and The Green Machine repeat as Solo champions of the world after circumnavigating Lake Allatoona. (Dean Hearn photo)

## Scientific Sailboat Racing

First appearing in 1950, this fine sailing book has become the "Sniper's Bible" and has proven so popular throughout the world it was revised and enlarged for a third printing. Not only does it tell how to rig your boat, but how to sail it - and win - as well.

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# Chapin Repeats As Southern Champ

*Wild winds invade Privateer Yacht Club for 27th annual Southern.*

A record 79 boats registered for the twenty-seventh annual Snipe Southern Championship Regatta hosted by Privateer Yacht Club, Chattanooga, Tenn. High winds and severe lake conditions kept many registrants on the shore, but failed to slow Dave Chapin with brother Mark crewing, as they put in a perfect performance of three firsts. The top notch team of brothers won last year's Southern, too, when Dave was still a Junior. Welcome to the senior ranks, Dave.

The wind blew all Saturday morning and had reached over 20 mph by the time for the Junior race. Twelve game Junior boats took to the lake to challenge the strong winds and three foot waves. The conditions proved too much for the fleet as ten out of the twelve starters capsized and were unable to finish the race. Steve Guebert and crew Bitsy Guebert of AYC managed to keep the mast dry and take first in the Juniors, followed by Jamie Hill with Bob Hill crewing in second. Third place was awarded to the boat that capsized nearest the finish and went to Jody and Tommy Hearn of PYC. All the Juniors deserve a medal for taking on such a challenge.

After watching the wind build to about 30 mph during lunch, the first race was postponed until 4:00 when conditions seemed to let up a bit. With the wind blowing a steady 25 mph with gusts to 30 and overcast skies, the first race got underway. Those who remained on shore were treated to a rare spectacle from the porch of PYC as boats planed, surfed and capsized all over the lake.

Boats were dumped, righted and bailed, and dumped again. For some it was a race, for many it was a survival course, but for all who went out, it was a day to remember. Crash boats and pickett boats were busy all day towing boats to shore and picking up chilled Snipers. But class does show as the Chapins took first followed by Robin Gales and Pete Duvoisin. As one who barely survived, I can't help but be amazed that people actually race hard in conditions like these.

Two races were scheduled Sunday to complete the series under conditions that had shown some improvement. The wind

was still about 20 mph and gusty, but the survivors were becoming accustomed to heavy air and some seemed to actually enjoy it. Again, it was all the Chapins as they completed their sweep with two more firsts. They were followed in the second race by Bill Buckles and John Aras. In the third race it was Brent

McKenzie and Pete Duvoisin who followed the Chapins home.

In the Bars fleet, Bill Humphries and Mark McCord battled for first with the trophy going to Humphries on the basis of more victories over McCord.

Bruce Macphee, Fleet Captain  
Snipe Fleet 142

## 1978 SNIPE SOUTHERN CHAMPIONSHIP REGATTA STARS FLEET (Top 15 of 54)

Skipper/Crew	Home	Places	Points	Finish
Dave Chapin/Mark Chapin	Springfield	1-1-1	0	1
Peter Duvoisin/Mark Duvoisin	PYC	3-8-3	25.4	2
Greg Fisher/Patti Burton	Newport	5-5-5	30	3
Robin Gales/Rob Fowler	San Diego	2-12-7	34	4
Brent McKenzie/Steve Cooper	LLSC	14-7-2	36	5
Bill Buckles/Peter Carelli	Cleveland	6-2-16	36.7	6
John Aras/Amy Davies	Cleveland	13-3-8	38.7	7
Fred Bradshaw/Barbara Bradshaw	AYC	8-6-13	44.7	8
Brad McFadden/Samantha Simpson	AYC	11-4-15	46	9
Dan Williams/Brainerd Cooper	PYC	19-13-14	52	10
James Hill/Bob Hill	Cincinnati	9-20-10	57	11
Dick Cookston/Kathy Cookston	Gull Lake	7-23-11	59	12
Eddie Craig/Tommy Craig	PYC	10-17-24	69	13
Larry White/Andrew White	Annapolis	16-9-27	70	14
Ken Simons/Tricia Wesley	PYC	20-15-21	74	15
Bob Wardwell/Carol Wardwell	PYC	15-16-25	74	15

## BARS FLEET (Top 5 of 25)

Bill Humphries/Mike McKeown	PYC	1-3-2	8.7	1
Mark McCord/Bruce McCord	PYC	2-1-3	8.7	2
Felicia Bamer/Dewitt Smith	Carlyle S.A.	dnf-2-1	17	3
Andy Wedaman/Wendy Wedaman	Memphis	dnf-4-4	30	4
Bruce Macphee/Gary Ray	PYC	dnf-dnf-dnf	35.7	5



B Fleet winner Bill Humphreys, left, poses with A fleet winner Dave Chapin and the Carter Patten Trophy. (Cecil Pearce photo)



Photo 1 (top, left), Jibe Mark, Duvoisin jibes behind Chapin as John Aras leads the way in heavy wind and crowded conditions. Photo 2, Jibe Mark, Duvoisin underway and Chapin out of control as McFadden in 21600 is the only boat still to face the moment of truth. (Cecil Pearce photos)

Brent McKenzie and Steve Cooper, Pete and Mark Duvoisin, Karen and Matt Gregory, Ken Simons and Patricia Wesley, and Bob and Jamie Hill on a wet beat.

Sunday morning, and conditions are a little more relaxed as the fleet runs toward the jibe mark.





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*John Sinclair prepares to round the mark behind Pete Duvoisin and Jamie Hill in the 1978 Southern Championship at Privateer Yacht Club. (Cecil Pearce photo)*



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Luke Czarny/Dave Jacobski  
Randy Nord/Chris Nord  
Mike Elser/Jim Elser  
Ned Daly/Pam Larrivee  
Dave Rogers, Jr./Sue Rogers  
Greg Roche/Greg W. Roche  
Glenn Younie/John Younie  
Rob Gorman/Don Gorman  
Joe Craig/Paula Craig  
Chuck Loomis/Lisa Petrucci  
Martin Fraser/Lee Fraser  
Joel Zackin/Linda Zackin  
John Doherty/Dave Scalisi

Club

Sea Cliff  
Quassapaug  
Quassapaug  
Pine Beach  
Quassapaug  
Quassapaug  
Quassapaug  
Medford  
Spofford Lake  
Westport, Conn.  
Quannapowitt  
Cottage Park  
Medford  
Quassapaug  
Medford

Points	Finish
36.7	1
41.0	2
43.7	3
45.0	4
46.7	5
48.4	6
53.7	7
53.7	8
60.7	9
68.7	10
93.0	11
94.0	12
105.0	13
105.0	14
105.0	15

## Whittemore-St. John Regatta Held at Quassapaug Y.C.

On June 17th and 18th the Quassapaug Yacht Club held the Whittemore-St. John Regatta, named for two club founders and long time supporters of Snipe Racing.

Entrants came from New Jersey, New Hampshire, New York and Massachusetts as well as Connecticut, for the five races which constituted a good test of sailing ability and weather prediction.

The first day was sailed under cloudy conditions, with relatively steady light winds. Lake Quassapaug is known for its many and varied shifts, and this regatta was no exception.

Race Committee, Whitney Held and Hal Cousey, did their usual yeoman's job, and set excellent lines for each of the five races. The second day dawned overcast and almost windless. As the sailors headed out for their first race, the wind began to come up. Before the end of the last race, the sun was shining and the wind blowing almost 10 knots.

Fred Ables and Miles Doherty of Sea Cliff Yacht Club won the regatta. Fred was second to Ned Daly of Quassapaug after the first day, but his consistent finishes and excellent starts moved him into first place on the second day. William Carroll of Quassapaug was second

overall and third place in the Regatta went to Luke Czarny of Quassapaug. Luke is sixty-two years of age and his crew, Dave Jacobski, is his ten year old grandson. Those who feel that a new boat is necessary for success should note that Luke sails a Snipe that he built twenty-seven years ago.

The regatta featured a roast beef dinner Saturday night, where the hundred sailors, family and friends were entertained by a strolling musician.

Quassapaug will sponsor another regatta on August 26-27 and information may be obtained from Fleet Captain Phil Paul, 23 Summit Rd, Naugatuck, CT 06770.

William J. St. John, Jr.  
Regatta Chairman, Fleet 231

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### Basic Snipe Sailing Manual

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## Manuel and Gloria Atria Crowned Paraguay Champions

Manuel and Gloria Atria are Paraguay's new National champions and will represent Paraguay at the Western Hemisphere Championship in Brazil in October. This marks the first time one of Carlos Gorostiaga's pupils has managed to beat him for the top position in the team for an international championship. Carlos finished second ahead of Enke Skipper, with only 1.7 points separating first from third positions.

The championship races were organized by the Yacht Club Ypacari at San Bernardino, on Lake Ypacari, 40 miles from the capital, Asuncion, and were held between April 30th and May 25th.

For the first race, there was little wind at the beginning, but suddenly a strong south wind came up, causing several boats

to abandon the race, which was won by Gianni Escarpeta and his young wife. The strong wind lasted only 20 minutes.

The second race was in very strong wind from the south, and few boats participated. Enke Skipper with Antonio Esteve won that race, followed by Carlos Gorostiaga with Luis Cordi. The third race, sailed on the same day, in the same conditions, was won by Gorostiaga followed by Skipper.

Enke Skipper won the fourth race, sailed in south wind and rain.

Manuel and Gloria Atria won all of the last three races in beautiful weather with light southerly wind. It is the first time that a mixed crew has won Paraguay's National Championship.

Final results (Top Six): 1. Manuel and Gloria Atria; 2. Carlos Gorostiaga and Luis Cordi; 3. Enke Skipper and Senorita Suma; 4. Antonio Esteve; 5. Gianni Escarpeta and his wife; 6. Carlos Palazon.

Bertrand Gayet

National Secretary, Paraguay

## Greg Fisher Tops Colonial Cup Fleet

Annapolis Snipe Fleet 532 held the annual Colonial Cup Regatta on the weekend of June 10 and 11 at the Severn Sailing Association, the fleet's home club.

After a week of heavy, muggy weather and afternoon thundershowers, the weekend dawned clear, and windy enough for good sailing, in smooth water Saturday and Chesapeake Bay lumps on Sunday. A tidal current change during each day's racing and a short line created an interesting tactical problem at the starts and widely divergent opinions on which lay

line to favor. Many entrants had really good boat speed, and a stumble was costly.

Five excellent races, separated by one outstanding party Saturday night, saw the lead shift from Monte Spindler on Saturday to Greg Fisher on Sunday.

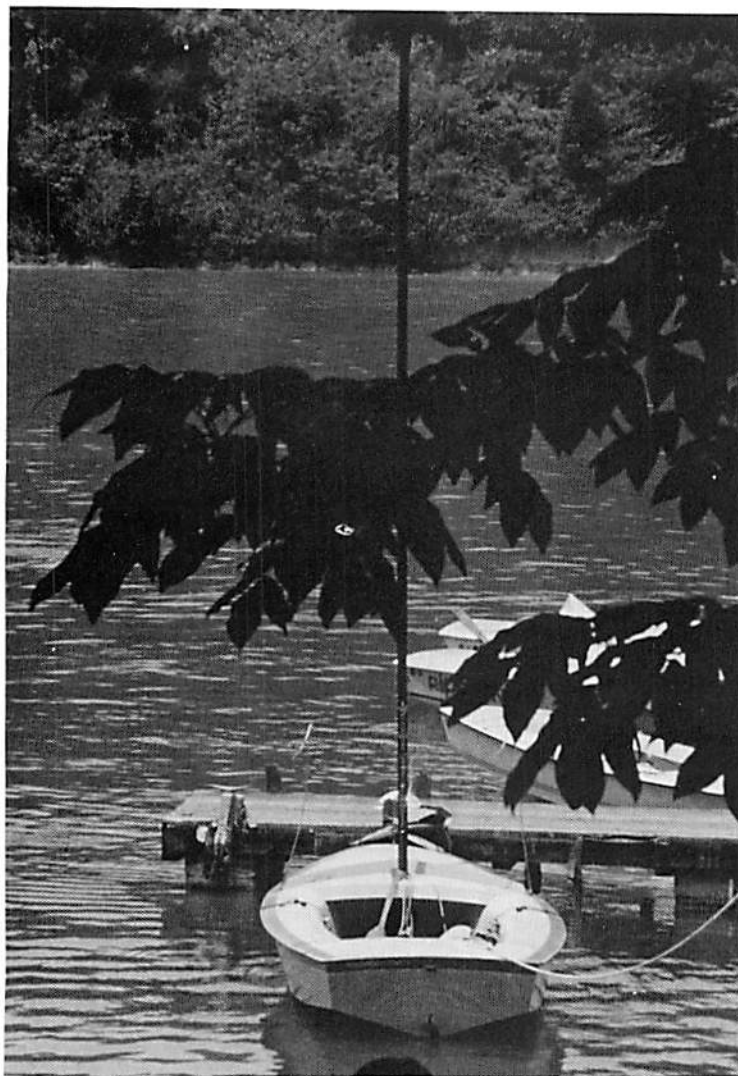
This is a good series, early enough in the year for good breezes here. Come see us next year.

Larry White  
Fleet Captain

### COLONIAL CUP REGATTA (Top 10 of 24 entries)

Boat	Skipper	Club	Places	Finish
22851	Greg Fisher	R.I.	2-5-4-3-2	1
14002	Keith Donald	SSA	6-4-2-1-5	2
19177	Fred Thurston	SSA	5-6-5-2-1	3
KB20997	Wayne Soares	Bermuda	8-2-1-4-6	4
19712	Steve Callison	SSA	1-14-3-5-4	5
23182	Bob Blomquist	SSA	16-1-7-6-3	6
22212	Monte Spindler	SSA	3-3-8-7-9	7
11900	Larry White	SSA	4-10-12-10-10	8
18917	High Donald	SSA	10-7-11-11-7	9
18100	Linda Stearns	SSA	11-8-6-12-11	10





*A quiet interlude on Lake Chickamauga. (David Cox photo)*

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AUGUST 7-11, U.S. NATIONAL CHAMPIONSHIP, Alamos Bay Fleet 218, Eric Conn, 291 Glendora, Long Beach, CA 90803.

AUGUST 7-11, CANADIAN NATIONAL CHAMPIONSHIP and PAN-AM GAMES TRIALS, Oakville Fleet 321, C. Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

AUGUST 12-13, WISCONSIN-MINNESOTA OPEN, LaCrosse Fleet 571, A.C.V. Elston, 2005 Cass St., La Crosse, WI 54601.

AUGUST 19-20, HOOSIER HARVEST, Muncie Fleet 557, Nyal Williams, 4516 N. Tillotson, Muncie, IN 47304.

AUGUST 19-20, BRIODY MEMORIAL CHAMPIONSHIP, Onondaga Fleet 18, Bud Booth, P. O. Box 42, Solway, NY 13209.

AUGUST 19-20, NEW JERSEY OPEN REGATTA, Pine Beach Fleet 256, Stephen C. Bannister, North Star Ave, Hopewell, NJ 08525.

AUGUST 21-27, EUROPEAN CHAMPIONSHIPS, Real Club Nautico De Valencia, Valencia, Spain.

AUGUST 26-27, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet 231, Philip Paul, 23 Summit Road, Naugatuck, CT 06770.

AUGUST 26-27, EVERGREEN REVITALIZER, Evergreen Fleet 740, Larry Colter, 1203 Fell, Bloomington, IL 61701.

SEPTEMBER 9-10, WEATHERBY LAKE 6th ANNUAL HOSPITALITY REGATTA, Weatherby Lake Fleet 698, Hank Freeman, 9797 N. W. 75th Terr., Kansas City, MO 64152.

SEPTEMBER 9-10, INDIANA OPEN, Indianapolis Fleet 409, Harry Huff, 21 Sleepy Hollow, Carmel, IN 46032.

SEPTEMBER 9-10, LONG ISLAND SOUND OPEN - CALL OF FALL, Sea Cliff Fleet 4,

David Lawson, 76 Wyatt Rd, Garden City, NY 11530.

SEPTEMBER 22-24, NORTH AMERICAN CHAMPIONSHIP, Annapolis Fleet 532, Eric Purdon, 3 Perry Avenue, Annapolis, MD 21403.

OCTOBER 7-8, OXFORD INCIDENT/ACCIDENT, Acton Lake Fleet 515, Jim Hater, 4591 Patron Ct., Cincinnati, OH 45238.

OCTOBER 8-9, OCTOBER SNIPE REGATTA, Seattle Snipe Sailors Fleet 444, Ivor Thomas, 9540 SE 5th St, Bellevue, WA 98004.

OCTOBER 12-15, SNIPE WORLD JUNIOR CHAMPIONSHIP, Mission Bay Fleet 495, Tom Nute, 4021 Bernice Dr., San Diego, CA 92107.

OCTOBER 19-27, WESTERN HEMISPHERE CHAMPIONSHIP, Clube de Campo de Sao Paulo, Sao Paulo, Brazil, Flavio Caiuby, Rua Libero Badaro 501 - 16º andar, Sao Paulo, 01009 Brazil.

OCTOBER 21-22, FRIGID DIGIT, Annapolis Fleet 532, L.A. White, 228 Claude St, Annapolis, MD 21401.

OCTOBER 28-29, HALLOWEEN REGATTA, Atlanta Yacht Club Fleet 330, Donald L. Simpson, 3432 Stoughton Dr. NE, Atlanta, GA 30319.

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SPANISH CHAMPIONSHIPS - 1, 3, 4, 5

ENGLISH CHAMPIONSHIPS - 1, 2, 3

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