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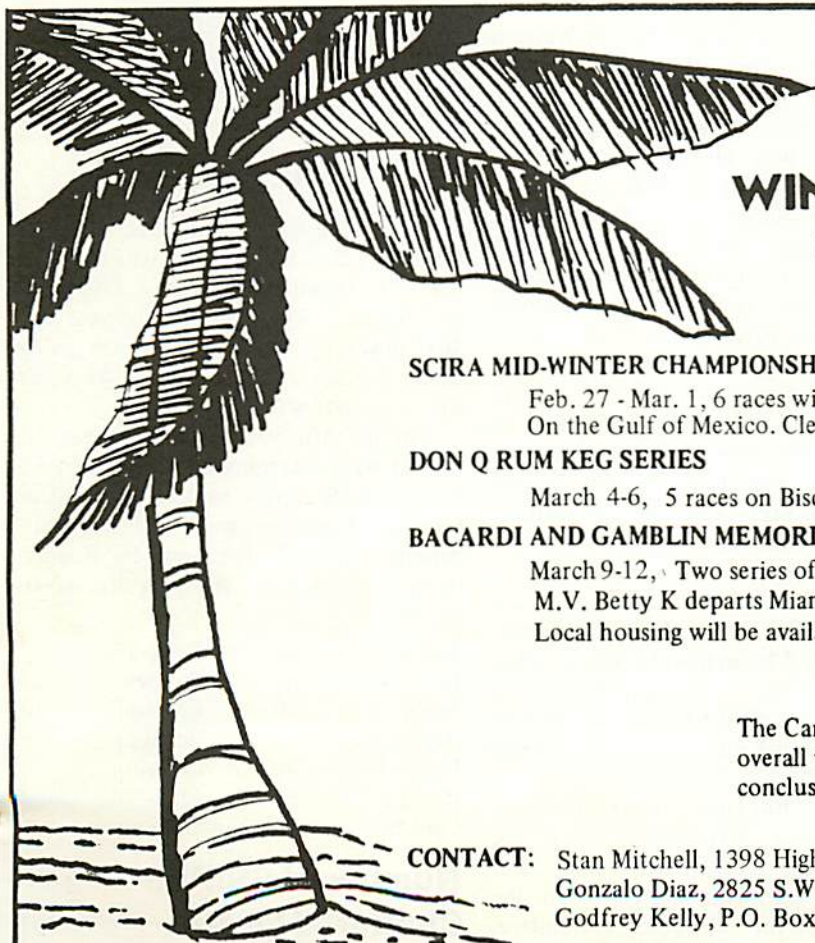
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SNIFE BULLETIN

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

FEBRUARY 1977
Vol. XXVI No. 2

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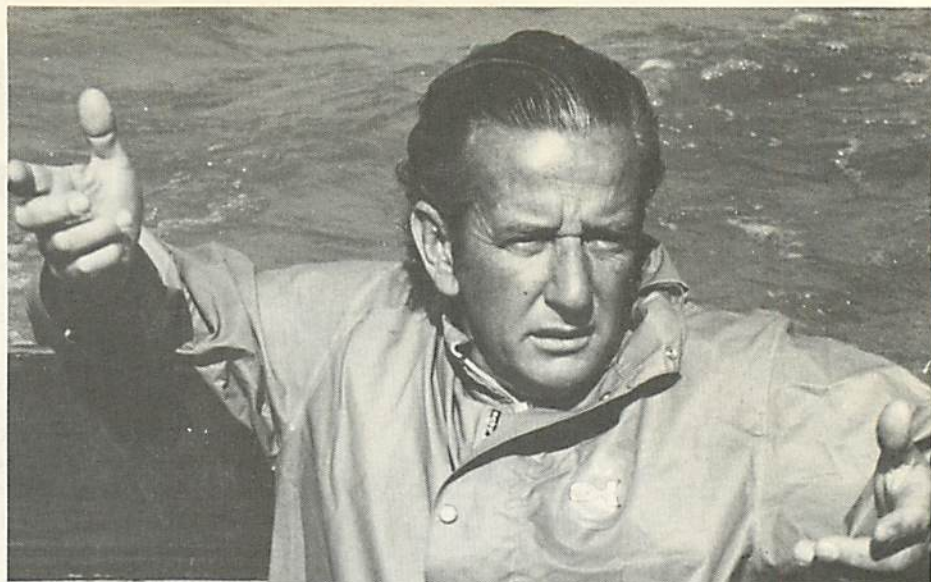
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Rear Commodore Flavio Caiuby (Buzz Lamb photo)

Introducing the Rear Commodore — Flavio Caiuby

Flavio Caiuby, Sao Paulo, Brazil is SCIRA's new Rear Commodore. He is the first Snipe sailor from South America to serve as a SCIRA flag officer.

Flavio came to Snipes from the Sharpie and Penguin classes, and has been active in the SCIRA organization in Brazil for 20 years. He is a leader in his home fleet and was National Secretary for Brazil in 1972. Flavio was named to the position of vice-secretary for the Western Hemisphere when the position was created in 1973. At the Western Hemisphere Secretaries' meeting in Nova Scotia, he was elected WH General Secretary, but resigned that position to take on the duties of Rear Commodore.

Flavio and Ceda, his wife, have traveled to many international championships. Their son and daughter Eduardo and Priscilla are both sailors. Eduardo sailed in the first Junior World Championship and in the 1975 North American Championship. Priscilla is Flavio's regular crew, and owns her own Laser. Ceda was Flavio's crew in the Penguin, but says, "I am not competitive. If someone else wants to win, I say: Let them win. It makes them happy."

Flavio's talents as a translator are always welcome at international regattas, as he speaks 7 languages. He knows jokes in all 7, and is in demand as an entertainer as well as a translator, since he is also a talented musician on both piano and guitar.

Flavio became interested in measurement problems when he translated the measurement data sheet into Portuguese. This interest led to the formation of the rules study committee, of which he was chairman, and to the

revision of the rules and the data sheet.

Flavio's formidable energy, enthusiasm and curiosity, fit him to be a dynamic leader for the class.

THE COVER

If you can't afford a cruise, just sit and look at our February cover picture. Rio State Championship photo is by Angela Pimental Duarte, Rio de Janeiro, Brazil.

THE SCORE

During the last two months of 1976 a total of 128 numbers were issued. Japan got 100, Argentina 21, U. S. 4, England 2 and Brazil 1. The total for the year was 361, down from last year but still giving us an average of 505 for the 45 years since the boat was designed.

For the fifth year in a row, Japan led the list with 100 numbers followed by 65 for the U. S. Spain took 40 to lead in Europe. Argentina was tops in South America with 32. The numbers assigned to each country for the year are shown below.

Japan	100	Denmark	17
U.S.	65	Sweden	15
Spain	40	England	10
Argentina	32	Belgium	5
Finland	30	Colombia	3
Brazil	21	Chile	2
Canada	20	Uruguay	1

Numbered SNIPES — 22720
Chartered Fleets — 751

Horacio Garcia Pastori Named WH Secretary

Horacio Garcia Pastori, Montevideo, Uruguay, is the new Western Hemisphere Secretary, replacing Flavio Caiuby, who resigned the position when he was elected Rear Commodore of the Class.

Horacio has represented Uruguay in many international regattas. He was 6th in the 1971 world championship, and moved up to 4th in 1975. He is a graduate of MIT, and as an engineer who speaks both Spanish and English, was a big help to the measurement committee at the Malaga WC. At that regatta, he made a bid for Uruguay to hold the 1975 championship. The bid was accepted, and he became chairman of that successful event.

Horacio, his beautiful wife, Maria Elena, and their six children, reside in Montevideo, but sail at Punta del Este. Horacio now owns two boats, one for himself, and one for his eldest son Horacio, who finished 9th in Uruguay's 1975 nationals.

Introducing New Board Members Wayne Soars, Graham Hoffman

Wayne Soares, Bermuda, and Graham Hoffman, U.S., have been elected for three year terms as members-at-large of the SCIRA Board of Governors.

Wayne is Bermuda's National Secretary. He is an active Snipe sailor who has won the Bermuda Race Week Trophy and Bermuda's National Championship. Most recently, he represented Bermuda at the Western Hemisphere Championship in Nova Scotia.

As SCIRA District V Governor, Graham's duties included the chairmanship of the 1976 U.S. Nationals. Not only did he organize and run a successful nationals, he also qualified for the Heinzerling Championship division, at the same time.

Graham and Wayne replace Chuck Loomis, U.S., and Ted Hains, Canada, whose terms have expired. SCIRA extends thanks to Chuck and Ted and welcome to the Board to Graham and Wayne.

Miss January BULLETIN?

Through an error on the part of the printer, last month's issue was printed as February on the front cover. It was actually the January issue and was correctly shown on page 4 in the

"masthead". So you really didn't miss the January issue. You will notice that this issue is also shown as February. January is getting shorted this year but it is probably just as well since the weather so far has been pretty bad.

Don't Move — without letting us know

Every BULLETIN returned by the Post Office now costs SCIRA a quarter.

Since the P.O. doesn't rush the returns back to us, frequently we get the changes after the next BULLETIN has been mailed, which means a second return. Half a buck per move is a lot of money — 5% of your dues down the drain.

Do, please, let us know your new address when you move.

Ski-Snipes on French Riviera

Yacht Club de Beaulieu, Nice, French Riviera, will sponsor three big events in February 1977 rather than the usual two. Snipes Au Carnival and the Mediterranean Snipe Championship, featuring 6 Snipe races, will be held February 19th, 20th, and 21st, and will be followed by ski

competition at Auron, 80 kms from Nice.

The Giant Slalom is open to all crews and friends and is suitable for beginners. There will be a ski classification and a combined ski-sailing classification.

Average temperatures on the French Riviera in February are: day — 16° in the shade, night — 10°, water — 14°. (Centigrade).

Write: Mrs. Violet Masini, La Ruine — 06360 Eze Village, France. Phone: (93) 01 53 01.

Sailing Magazine to Feature Snipe

Be sure to look for the special spread on Snipes in the next issue of SAILING magazine. This magazine, subtitled The Beauty of Sail, features photographic coverage of all aspects of sailing. We appreciate this coverage, and welcome the opportunity to present our boat to a wider audience.



Board Member Graham Hoffman



*Top, right: Board
Member Wayne Soars
(Joan Lawson photo)*



*Western Hemisphere
Secretary Horacio
Garcia Pastori
(Buzz Lamb photo)*

Levinson Wins Oktoberschnipe at Seattle

The Seattle Snipe Sailors, Fleet 444, hosts of the 1976 Oktoberschnipe, were delighted to have Buzz and Winnie Levinson from Indianapolis, and Mike and Ann McLaughlin from San Diego travel to the Northwest to join in the Oktoberschnipe festivities.

The three races were held on October 14 and 15 on beautiful Lake Washington in Seattle. Light and shifting winds caused the first race to be abandoned as the 1st leg turned into a reach. When restarted, Buzz Levinson lead all the way

to win, with local sailors, Al Shelley and Dave North finishing 2nd and 3rd.

In the second race, it was John Rose all the way. John is back sailing Snipes after several years of big boat sailing. The former "King of the Lake" lost no time regaining his old form in the light air. Buzz finished 2nd, followed by Pete Bristow and Dick Buckingham.

The Saturday night festivities were held at Horatio's on Lake Union, a beautiful waterfront restaurant, where everyone enjoyed a superb dinner, a slide presentation of Snipe regattas, a few sea stories and plenty of good fellowship.

The wind was 10-12 for the final race

on Sunday. Mike McLaughlin lead the entire race, but was caught by Buzz at the finish line. Dave North finished third, with Terry Fowler 4th.

The Levinsons showed the local folks a thing or two about sailing Snipes as they easily won the first annual Oktoberschnipe. They also made a lot of new friends. The McLaughlins came to Seattle with a pretty new boat, and went back to San Diego with only a trophy. The Snipe stayed in Seattle with a very happy new owner. Next time, the McLaughlins stay and the boat goes back.

The Seattle Snipe Sailors had a good time, enjoyed the competition, and are looking forward to the 1977 Oktoberschnipe, to be held in Seattle sometime in October 1977.



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Boat	Skipper/Crew	Club	Races	Points	Finish
15317	Buzz Levinson/Winnie	ISC	1-2-1	3	1
14968	John Rose/Sharon Rose	CYC	6-1-5	21.7	2
17737	Dave North/Patty North	CYC	3-7-3	24.4	3
22416	Mike McLughlin/Ann	MBYC	10-5-2	29	4
20656	Pete Bristow/Libby Bristow	444	4-3-10	29.7	5
11926	Al Shelly/Peggy Shelley	ALSC	2-10-9	34	6
18915	Dick Buckingham/Judy B.	CYC	8-4-7	35	7
19442	Jim Muri/Linda Muri	CYC	5-8-6	35.7	8
17500	Terry Fowler/Shannon Goodfellow	CYC	7-11-4	38	9
17016	John Albertson/Terry Calvert	SYC	12-9-ns	51	10
B Fleet					
16767	Wolf Glende/Krista Glende	444	9-6-11	43.7	1
14485	Chuck Crowe/Julie Crowe	CYC	11-12-8	49	2

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TUNING RIGGING MAINTENANCE



The material in this article is excerpted from a booklet put out by Proctor Masts. Proctor was the first to build a metal mast for Snipe and has continued to design and build them since the class approved their use in the late 1950s. All material in the booklet has been included except certain sections dealing with options not permitted in our class, such as spinnaker poles. Also eliminated were certain items dealing with installation of a mast in the boat. We are indebted to Proctor Masts USA for permission to use this material.

TUNING, RIGGING AND MAINTENANCE OF MASTS AND BOOMS FOR RACING DINGHIES

1. The first requirement of a good mast is that it supports the sails correctly, bending in just the right way to enable the sail to set efficiently to produce maximum drive. Having achieved this fundamental objective, the best mast will be as light as possible and have good aerodynamic characteristics, in terms of minimum windage and minimum disturbance to the airflow over the sails.

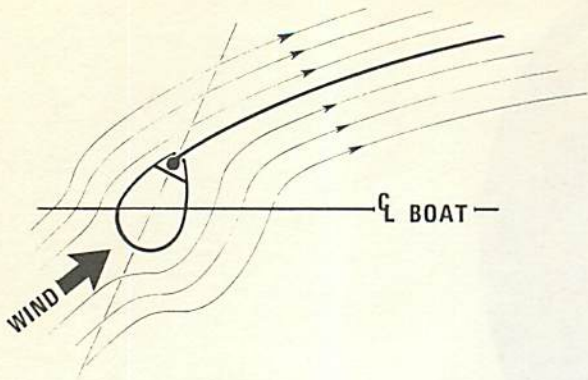
MAST WEIGHT

2. Low mast weight is important because of its contribution to the moment of inertia of the boat, which affects the speed loss as a boat pitches when it sails through waves. Many helmsmen tend to disregard the importance of mast weight, feeling that it affects only heeling, and that this is minimal when the boat is upright. However, it is now recognised that for best performance boats should have a low moment of inertia. Moment of inertia is a measure of how much a boat's weight is spread out along its length and height. A boat with most of its weight concentrated in the middle close to the centre of gravity will have a lower moment of inertia than a boat of the same total weight with more of this weight at its extremities.
3. The speed of any boat is reduced by pitching as it sails in waves, but the speed of a boat with a low moment of inertia is reduced less than a boat with a high moment of inertia. For this reason designers and builders are constantly trying to develop methods of reducing the weight in the extremities of the boat. The mast, because its centre of gravity is a long way from the centre of gravity of the hull, contributes greatly to the total moment of inertia of the boat, and hence it should be as light as possible.
4. It is appreciated that in some wave conditions a boat with a high moment of inertia may pitch less than a boat with a low moment of inertia, with a consequent reduction in the loss of

sail efficiency which must occur as the airflow over the rig is disturbed by the pitching action. In these conditions the crew of the boat can increase its moment of inertia by moving apart, towards the ends of the boat, using their weight to damp out the pitching. However, there is nothing that the crew can do whilst sailing to reduce the moment of inertia of a boat if it is inherently too high through incorrect building or too heavy a mast.

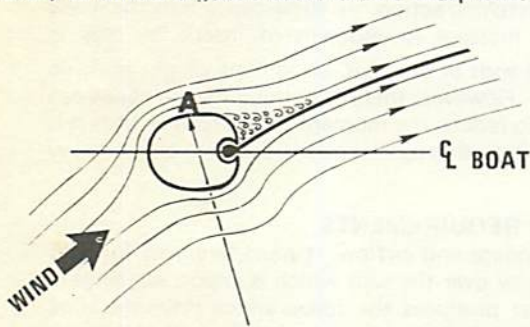
AERODYNAMIC REQUIREMENTS

5. In considering windage and airflow, it must be borne in mind that it is the airflow over the sails which is important, since it is this airflow that produces the forces which drive the boat along. The mast and rigging have an adverse effect on the airflow, and so their effect must be minimised. However the most important factor effecting airflow and driving force is the shape of the sail itself, so the adverse effect on sail shape caused by a mast bending incorrectly can be much worse than the disturbance it creates over the leading edge of the sail. What is necessary is to create a mast which bends correctly and at the same time has the minimum effect on the airflow over the sail, especially at the top where the sail is narrow. It is here that the cross-section of the mast should be reduced, but again it cannot be tapered so much that it fails to support the leach of the sail properly.
6. The airflow on the windward side of the sail is strong and is not made turbulent by the presence of the mast on the leading edge of the sail. However, the driving force produced by a sail is determined very largely by the airflow over the leeward side of the sail, and it is most important that this remains streamlined with as little turbulence as possible. The flow across the leeward side of the sail is very much more easily broken down and the mast can produce considerable turbulence. (Illustration No. 1) shows a mast which has been rotated to give good streamline flow on the leeward side. Unfortunately,



1. Good streamline flow on leeward side when mast is over-rated.

it is extremely difficult to make rotating masts bend in a way that encourages the correct mainsail shape for maximum driving force in various wind speeds, so in general better results are obtained with non-rotating masts using sails cut to suit their bending properties. In these circumstances it is most important that the cross sectional size and shape of the spar is such that the airflow is disturbed on the leeward side as little as possible. To accomplish this the mast section should be small, but unfortunately a reduction in basic section size inevitably results in higher weight to achieve the same stiffness, so there is no advantage in going smaller in section size than that which gives correct stiffness for minimum class rule weight. It is particularly important for the mast to be tapered at the top, so that its section size is reduced where the mainsail is narrow. To encourage the air to flow around the section as far as possible, and hence keep the area of turbulence on the forward side of the sail as narrow as possible, the section must be designed so that it has a large radius of curvature at point 'A' in (Illustration No. 2). This is the point on the section where the airflow is most likely to break down. It is more likely to follow a gentle curve than a sharp one.



2. On non rotating masts radius of curvature of mast section must be as large as possible at point 'A' in order to reduce turbulence on leeward side.

7. The additional rigging required to support too light or small a mast section causes additional windage which frequently outweighs any potential advantage. As a general rule it is better to use a section requiring single spreaders or diamonds rather than to choose a larger section which will stand supported by shrouds alone. However, going one stage farther than this, to double spreaders or combinations of spreaders, diamonds and jumper struts, is rarely worthwhile.

MAST BEND AND SAIL SHAPE CONTROL

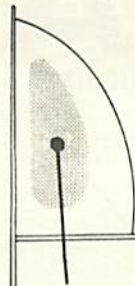
8. The shape of the mainsail must be adjusted to suit varying wind conditions, crew weights etc. The main controls available to effect this variation are mast bend, mainsheet or kicking strap tension, clew outhaul, and cunningham hole (sail luff) tension.
9. Generally sails should be made flatter and more twisted the harder the wind blows, or the lighter the crew.

10. Sails are flattened by bending the mast forward in the middle, so the harder it blows the more the mast should be bent. The sailmaker builds flow into a mainsail partly by curving the

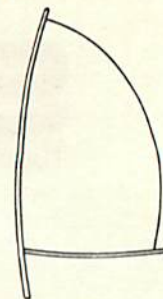
luff outwards. Setting this sail on a straight mast will cause the extra cloth in the luff curve to move back into the body of the sail, creating fullness. Bending the mast forward pulls this fullness out again (Illustration No. 3, 4 and 5).



3. Shape of sail.

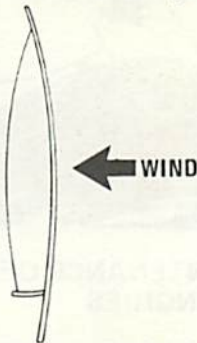


4. Fullness created in sail when fitted to straight spars.



5. Fullness removed as spars bend.

11. The sail can be effectively made to twist, reducing drive and heeling force, by allowing the mast to bend to windward in the middle. Twist can be reduced by causing the mast to bend to leeward in the middle (Illustration No. 6 and 7). The sail can



6. When mast bows to windward sail twists.



7. When mast bows to leeward sail twist is reduced.

also be allowed to twist by mainsheet control, on centre-mainsheet boats by moving the mainsheet slide to windward and easing the sheet. However, this will allow the mainsail leach to slacken and be less easy to control.

12. Allowing the mast to bend to windward in the middle also opens the slot between the mainsail and foresail, which is an advantage in strong winds, particularly with large overlapping genoas.
13. Simplified, the correct sequence of mast bend control should be to progressively bend the mast forward as the wind strength increases, flattening the sail so that the boat is not overpowered. After the sail has been flattened as much as possible without complete distortion, further increase in wind strength should be countered by bending the mast to windward in the middle, allowing the sail to twist.

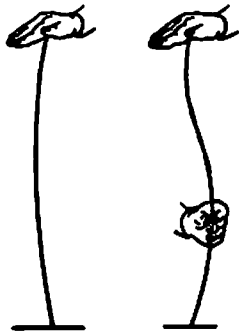
MECHANICS OF MAST BEND CONTROL

14. The effective control of mast bend is therefore one of the most important factors affecting performance, and in order to understand how this can be achieved, the forces which are causing the mast to bend must be understood. The airflow passing over the sails produces a force which has two components, one which is tending to tip the boat over and the other, a relatively small proportion of the total force, which is tending to drive the boat forward. The driving force produced by the airflow over the sails is transmitted to the hull by the mast and rigging. The resulting tension in the shrouds and stays produces very heavy compressive loads in the mast itself. The mast becomes in effect, a slender strut with a very heavy compressive load on it. Struts or pillars which carry heavy loads are generally designed so that they remain straight but when designing masts greater risks are taken and a size is chosen such that the mast bends a definite amount under the load without breaking. Only the arrangement of stays and spreaders prevents the collapse of the mast, so the fine adjustment of these components is vital to its performance.

15. This situation of very high compression in the mast relates only to boats where the mast is supported by shrouds and stays. Unstayed masts, for example in Finn and O.K. dinghies, are subjected to bending loads only, except for the very small compressive load from the main halyard and the vertical component of the main sheet. The following notes on mast bend control do not apply to boats with unstayed masts.

16. It is the high compressive load which makes a mast bend, and relatively small side loads which determine the direction in which it bends. Fortunately the side forces which are necessary to control bending are also relatively small. It can be supported at its mid-point, or thereabouts, by spreaders, and also at deck level on keel-stepped masts. It is at these two points where the careful and experienced owner or helmsman can affect and control the bending of his mast.

17. A good way to appreciate how a mast performs is to take a very slender bamboo cane, push down on the top to produce a compressive load and then see just how little side load is required to make it bend in a particular direction, or to support it at various places along its length (Illustration No. 8).



8. Very small side forces can completely alter the bending of a slender strut under compression.

It will be found that varying the side loads or the position of supports will completely alter the bending characteristic of the cane.

18. Supporting the mast at deck level increases its stiffness, particularly in the lower regions. It is important that there is virtually no sideways movement at the deck, but in order to encourage fore and aft bend and sail shape control, some movement should be allowed in this direction. To take the fullness out of the sail in hard weather, it may be necessary to let the mast move forward approximately two or three inches at deck level. It is however important to be able to control this movement. There are various ways of doing this, the simplest being a series of wooden blocks which are fitted into the slot in front of the mast. A more complicated arrangement consists of a ram which moves in and out controlled either by a rope tackle, lever, or some form of screw mechanism.

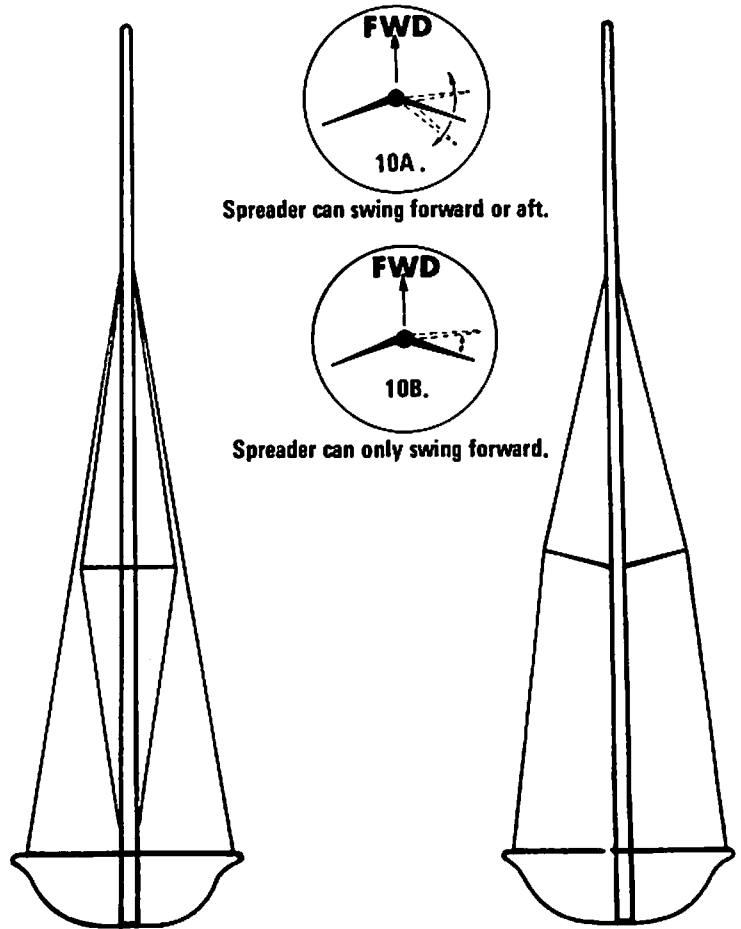
19. The height of the spreaders above deck level should be at the point of maximum deflection of the mast. This will be higher the more rigidly the mast is supported at deck level. Usually the spreaders should be positioned between 55% and 65% of span between deck and hounds.

SPREADERS AND STRUTS

20. In the modern racing dinghy there are basically three types of spreader arrangement:—

- (i) Diamond struts and stays (Illustration No. 9).
- (iii) Fully swinging spreaders, in which a spreader free to rotate fore and aft is fitted between the mast and the shroud (Illustration No. 10A).

(iii) Fixed, or limited swing spreaders, similar to (ii), but where the spreader is attached to the mast at a fixed angle to the mast in the fore and aft direction, or alternatively, has its ability to rotate limited so that it can swing forward from a set position, but not aft (Illustration No. 10B).



9. Diamond rigging.

10. Spreader rig.

DIAMOND STRUTS

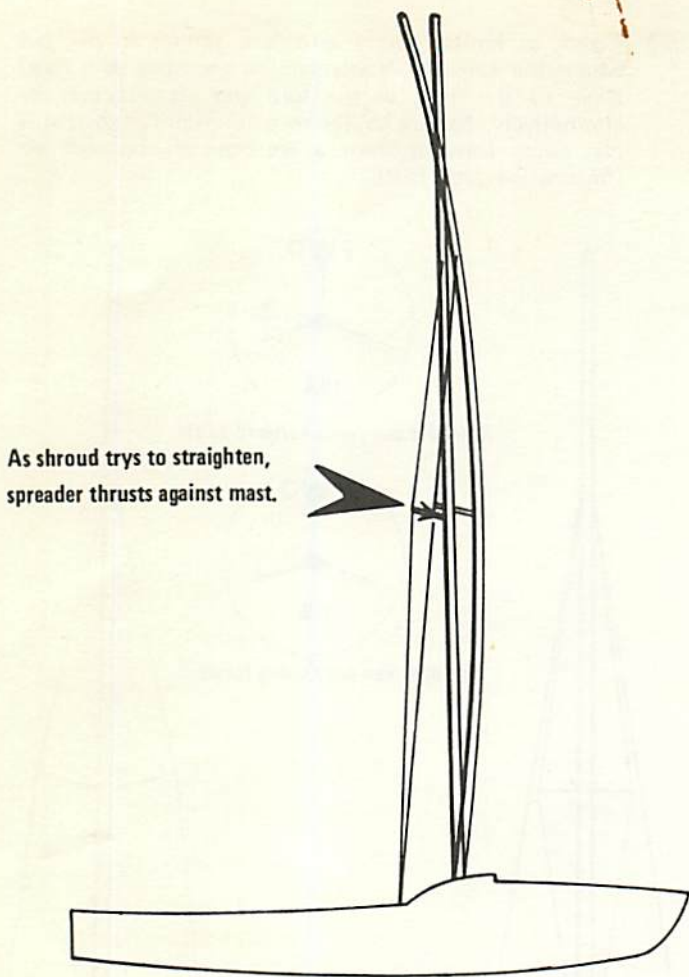
21. Diamond struts are simply a method of increasing the stiffness of a mast, especially sideways. The diamond rigging has the effect of increasing the compression load on the mast, making it bend more easily in the unsupported fore and aft direction when running in very strong winds, see paragraph 74.

22. Generally diamond stays should be kept tight, although it may be found that slackened diamonds are an advantage in heavier winds, allowing the mast to bend sideways in the middle.

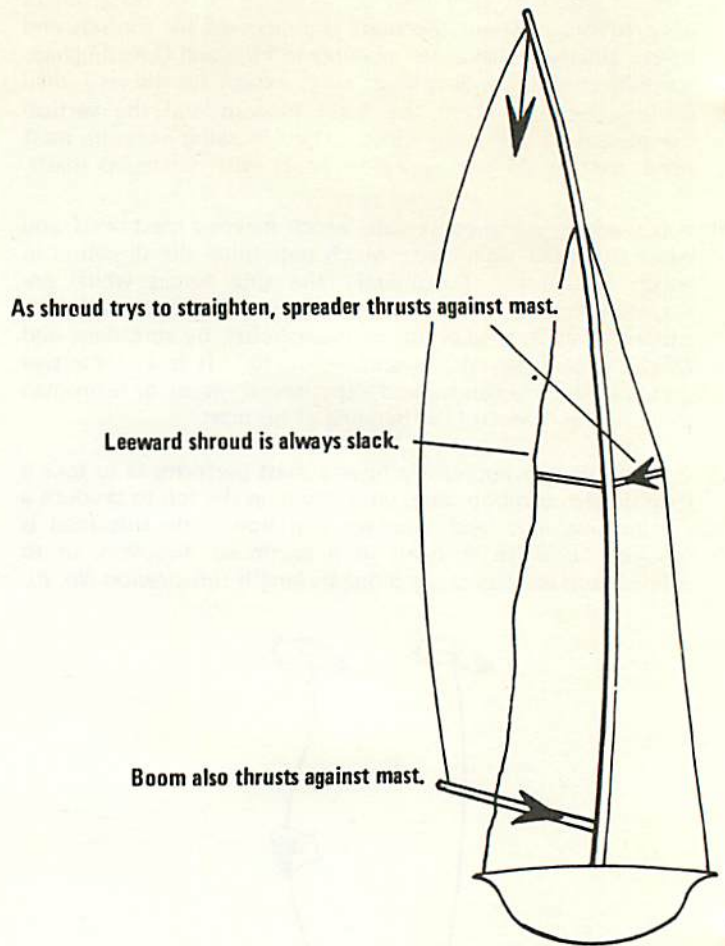
23. Diamonds have the disadvantage over spreaders of providing no control over fore and aft bend. The extra wires also increase windage.

HOW SPREADERS WORK

24. Spreaders in effect join the middle of the mast to the shroud, so that for the mast to bend it must pull or push the shroud out of a straight line, or alternatively, if the spreader length is such that the shroud is pulled or pushed out of line when the boat is at rest, the increasing shroud tension when the boat is sailing will cause the windward shroud to try to straighten, pulling or pushing on the spreader and thus bending the mast (Illustration No. 11 & 12). It should be noted that once a boat is sailing to windward, the leeward shroud will become slack. It is the windward spreader and the windward shroud which therefore control mast bend.



11.



12.

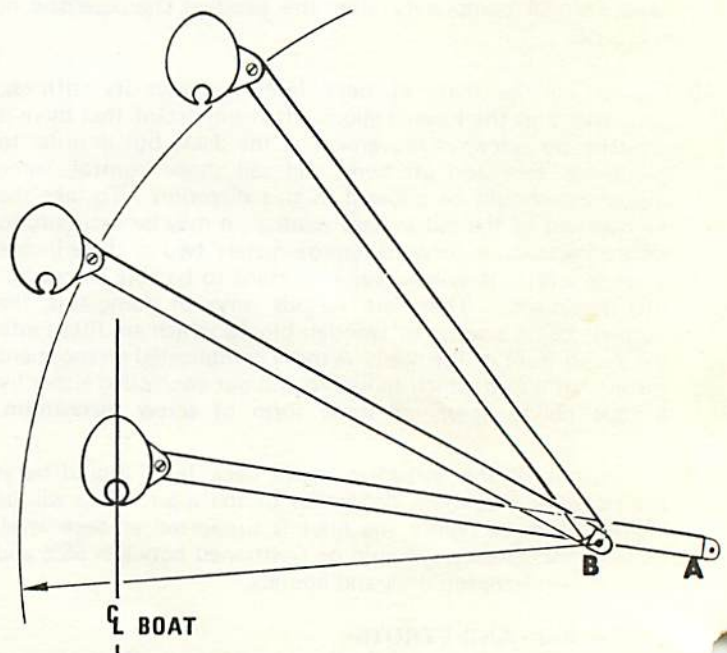
FULLY SWINGING SPREADERS

25. If the spreader is free to swing fore and aft where it joins the mast, when the mast bends it will move in an arc with a radius equal to the spreader length, about the point where the spreader joins the shroud (*Illustration No. 13*). The spreader will thus limit the movement of the mast, but it cannot accurately control fore and aft as against sideways deflection. For this reason fully swinging spreaders are not used when the lightest possible mast is being fitted to a boat, or when accurate control over bend is required.

FIXED OR LIMITED SWING SPREADERS

26. With a fixed spreader, the angle that the spreader makes to the mast in the fore and aft direction is positively controlled, as well as the spreader length. Thus, in order for the mast to move in an arc around the shroud, it must also twist
27. The fixed spreader is thus more effective than a fully swinging spreader in supporting an otherwise too flexible mast because it utilises the very great torsional strength of the tubular mast in resisting bending. This torsional strength can only be effective if the heel of the mast is prevented from twisting in the mast step. This is very important, great care should be taken to ensure that the heel plug is a tight fit in the step, and that it is accurately aligned with the fore and aft centre line of the boat.

As shroud straightens outboard end of spreader moves from 'A' to 'B'.



If spreader is free to swing horizontally mast will move in arc about 'B'.

13.

Continued next month.



Site of the Silver Jubilee Regatta, Stone Sailing Club, is shown in this aerial view.

Stone Sailing Club to Hold Silver Jubilee

Throughout 1977 the United Kingdom will be commemorating the Silver Jubilee of Queen Elizabeth II - S.C.I.R.A. (UK) will also celebrate.

Official approval has been given to hold an International Jubilee regatta under Queen Elizabeth's title over the weekend of May 25-27. Special trophies will be raced for, including ladies and junior presentations.

Heads of state in countries where Snipes are raced have been contacted suggesting at least one crew with full travel financed by their respective

country be sent. Each National Secretary will be sent full particulars allowing ample time for arrangements to be made.

Stone Sailing Club will be host for the regatta which will be held in the Blackwater Estuary, 60 miles east of London and 15 miles north of Southend. Stone is the home of Fleet 372, captained by Derek Butterfield with the Club Commodore, a past active Snipe member, Don Harris.

John R. Broughton
National Secretary, UK

Cochran Crowned Florida State Champion

Jim Henry helped by members of the Eau Gallie Yacht Club conducted the Snipe Florida State Championship at that club on October 17.

19 Snipes from Clearwater, Miami, Ft. Myers and Jacksonville attended the Regatta with defending champion Dick Tillman now living near Melbourne.

The weather was excellent considering that a cold front was just going through. For the first race winds were westerly at 20 to 25 knots. The fleet had a good start with Buddy Culbertson and crew Barbara Chesney immediately on the lead, closely followed by Dr. Bruce Cochran, Tillman, Diaz and Brun to finish in that order.

For the second race wind went down to 15 knots and shifted 20 degrees requiring to move the weather and jibing

marks. The fleet had a general recall and finally got off with a good start. Again Buddy Culbertson and Bruce Cochran were on the lead, this time closer together and a photofinish.

Third and last race saw some more lighter winds 8 to 12 knots or less. Again the fleet had a good start. Diaz, Cochran and Danny Miles fighting very closely for the lead and finishing in that order.

Courses were excellent, two triangles, considering the initial heavy winds and limited crash boats (an example of good common sense) and were perfectly laid out. The Snipe fleets in Florida are in deep appreciation for the work done to run this Regatta by Jim Henry, his wife Betty and the people who helped him and for the facilities offered by Eau Gallie YC.

— G.E. Diaz, Fleet 7

FLORIDA STATE CHAMPIONSHIP (Top 10 of 19 Entries)

Boat	Skipper/Crew	Races	Points	Finish
20221	Bruce Cochran/crew	2-2-2	9	1
21706	Buddy Culbertson/Barbara Chesney	1-1-8	14	2
21713	Gonzalo E. Diaz/Mark Williams	4-4-1	16	3
22286	Vicente Brun/crew	5-3-6	27.4	4
19437	Dick Tillman/Laurie Tillman	3-7-7	31.7	5
6995	Francis Seavy/crew	7-8-4	35	6
19393	Gonzalo A. Diaz/Jim Marten	10-5-5	36	7
18424	Danny Miles/crew	6-15-3	38.4	8
1705	Mike Brown/sister	9-11-12	50	9
21705	Bob Brown/crew	8-13-13	52	10

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33.3 Tacking and Jibing.

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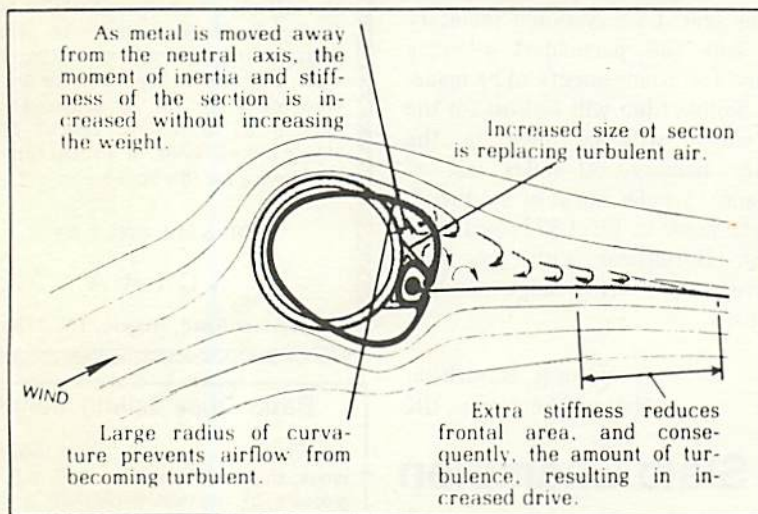
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Privateer Teams Dominate Cracker Barrel

The winds for the annual District 4 team race for the Cracker Barrel Trophy ranged from light to lighter, to none at all, during the shortened two race series held September 18 and 19 on Lake Harding near Columbus, GA.

Nineteen two-boat teams representing seven District 4 fleets, drifted around the short courses laid out by race committee Cliff and Bonnie Hogg. Privateer Yacht Club again dominated the series, taking 3½ of the top 4 places.

Lamb and Simons were first, Duvoisin and Duvoisin second, Williams and Cochran (of Clearwater making the other ½) third, and Simons and Cline were 4th. The next two spots went to Atlanta's West and Downey in fifth, and Davis and Mulhausen in sixth.

Saturday's drift around the two triangle plus beat course took so long in the Georgia sunshine that the fleet was delighted when the decision was to postpone further racing in hopes of more wind on Sunday.

Winners of the paddle race back to the club were rewarded by being first in line for Ham Clark's famous salty dogs. Later, the smoked turkey dinner was followed by a campfire and a guitar sing along. The father and son team of Duvoisin and Duvoisin led after the first race.

On Sunday morning there was no wind. The course was the same as Saturday, but was shortened to two triangles. Buzz Lamb led that one all the way. Although Pete Duvoisin finished second, Ken Simons finished ahead of Marc Duvoisin with boats between them. Since there was not enough wind for a third race, this gave the title to Lamb and Simons with a 1.6 points margin.

CRACKER BARREL (Top 6 teams - 19 teams, 38 boats)

1	Buzz Lamb/Ken Simons	Privateer
2	Pete Duvoisin/Marc Duvoisin	Privateer
3	Dan Williams/Don Cochran	Privateer and Clwtr
4	Bill Simons/Scott Cline	Privateer
5	Herb West/Chris Downey	Atlanta
6	Means Davis/John Mulhausen	Atlanta

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Wells Wanderings



by Ted Wells

fiberglass mast, subject to proper controls and limitations. Dan Williams has prepared a Statement of Policy on the development of these masts, following the procedure used on the new 11" straight cut centerboard. I am asking him to complete this Statement of Policy prior to his assuming the office of Commodore, and I am asking Past Commodore Stuart Griffing to pick up the job of supervising the testing and approval or disapproval of these masts under this policy in his newly assumed position as a member of the Rules Committee.

MEASURING:

While many opinions were expressed, the concensus was that the present Moment of Inertia test is the best means currently available to insure adequate material distribution and equal racing capability.

LIMIT OF ONE BOAT:

There was unanimous agreement that only one boat should be used in any series of races. This rule can be put into effect most easily by stipulating either in the Deed of Gift for the particular trophy which is being raced for or in the Sailing Instructions for a regatta, that the same boat must be used in the entire series unless approval of a change is given by the Chairman of the Race Committee. This permission would be given only in the case of an accident rendering the boat incapable of sailing.

FEBRUARY 1977

EXCEPTIONS:

There was unanimous agreement that exceptions to approved restrictions should not be made at National Championship (or World or Hemisphere) Regattas. Builders who try to build to the ultimate in using tolerances must recognize that two measurers may get different results and any discrepancies which turn up later at a National, European, Hemisphere or World Championship must be corrected before sailing.

This may appear to contradict an interpretation proposed by Dan Williams and me concerning a small number of boats built in England. These boats have a recess in the transom $\frac{3}{4}$ " wide and $\frac{1}{2}$ " deep where the rudder attaches. The overall length is within the + or - $\frac{1}{2}$ " tolerance measured with or without the recess and no possible racing advantage can accrue due to the rudder placement close to the transom so it is our opinion that while this deviation from standard appearance warrants preventing the boats from sailing in European or World Championships even though they do not deviate from any published restriction, they should be allowed to sail in the British Championship regatta.

The U.S. Board referred several items to the Rules Committee for handling. These items were covered in the memo from the Executive Secretary dated 10-12-76 to the Rules Committee. The responses are summarized here.

EXOTIC MATERIALS:

With only one exception, the replies were against the use of Kevlar at the present time. Items cited were the cost, difficulties in tooling and manufacturing, and doubts that the material is really as good as it is supposed to be. The 470 class which badly needs a lighter stronger material has turned down Kevlar.

The only other material mentioned in the replies was carbon fibers. The suggestion was made that very limited use of this material for special purposes such as stiffening of a too flexible mast might be considered acceptable.

FIBERGLASS MASTS:

With one exception, replies were in favor of developing a



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Sanctioned Snipe Regattas

FEBRUARY 27, 28, March 1, MIDWINTER CHAMPIONSHIP, Clearwater Fleet 46, Stanley R. Mitchell, 1398 Highfield Dr., Clearwater, FL 33516.

MARCH 4-6, DON O RUM KEG REGATTA, Miami Fleet 7, Gonzalo E. Diaz, 2825 SW 92 Place, Miami, FL 33165.

MARCH 9-12, NASSAU WINTER CHAMPIONSHIPS, Nassau Fleet 391, Godfrey Kelly, P.O. Box N 1113, Nassau, N.P., Bahamas.

APRIL 23-24, WORLD SINGLEHANDED SNIPE CHAMPIONSHIP, Atlanta Fleet 330, Brad McFadden, 6364 Warren Dr., Norcross, GA 30071.

AUGUST 19-21, SNIPE GOLD CUP REGATTA, SCIRA Denmark, (Immediately preceding Snipe World Championship in the same waters.)

AUGUST 21-29, 28th SNIPE WORLD CHAMPIONSHIP, Skovshoved Sejlklub, Nils Toftgaard-Hansen, Skovshoved Sejlklub, Shovshoved Havn, DK-2920, Charlottenlund, Denmark.



The winner's circle at the Sea Cliff L.I. Sound Regatta, left to right, back - Jack Williams, Lee Reichart, Keith Donald, Eric Purdon, Arthur Margulies; Crews, front - Danny Coughlin, Bob Reichart, Chris Donald, Andrew Donald, Irv Margulies.

Keith Donald Scores in Call of Fall at Sea Cliff YC

Sea Cliff Yacht Club kicked off the Call of Fall series with their Long Island Sound Open Regatta Sept. 11-12.

Brisk, chilling N.W. winds whipped across the angry Sound at 18-20 knots with gusts to 32 for Saturday's three races. The "Bermuda Blow" lasted through the start of Sunday's race, then diminished to 10-15, dropping out completely as the last race ended.

Eight visiting boats, from Annapolis, Lake Mohawk and Pine Beach joined 9 of the local fleet to fight battering winds and foaming seas.

The Annapolis Fleet dominated the regatta, capturing the first two places. Keith Donald, sailing his 14-year old wooden Lippincott, took 2-1-1 for a grand total of 3. His teammate, Eric

Purdon finished 3-2-2-3 with 17.4 points. Lee Reichart of Huntington, L.I., who took the victory gun in the first race, followed in third with 24.7 points.

Arthur Margulies, sailing a beautifully transformed old wooden Gerber, captured 4th while Sea Cliff's Jack Williams finished 5th.

Larry Carroll of Annapolis also had trophy potential in the top five after the first three races but his boat met disaster at the mooring Sat. night and prevented him from continuing in the series.

Other ports of call on the fall circuit include Cottage Park, Lake Mohawk, Pine Beach and Annapolis.

Joan Lawson
Fleet No. 4
Sea Cliff

CALL OF FALL '76 - LONG ISLAND SOUND OPEN (Top 10 of 17 Entries)

Boat	Skipper/Crew	Club	Races	Points	Finish
14022	Keith Donald/Chris Donald	Annapolis	2-1-1-1	3	1
19915	Eric Purdon/Andrew Donald	Annapolis	3-2-2-3	17.4	2
22290	Lee Reichart/Bob Reichart	Huntington	1-5-6-2	24.7	3
9106	Arthur Margulies/Irv Margulies	Pine Beach	4-3-3-5	29.4	4
17728	Jack Williams/Danny Coughlin	Sea Cliff	5-9-4-6	44.7	5
19471	Bill Ridge/Sarah Ridge	Lake Mohawk	8-4-9-4	45	6
17728	Paul Pritchard/Pat Drillingier	Sea Cliff	11-7-5-8	54	7
21555	Jay Hayes/Rosemary Hayes	Sea Cliff	7-8-10-10	59	8
22212	Larry Carroll/Jim Varley	Annapolis	6-6-7-ns	59.4	9
22393	John Marx/Gail Marx	Lake Mohawk	9-12-8-12	65	10

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Wilson Pereyra Leads Argentine Grand Prix

With two regattas left in the season, Wilson Pereyra had a 10 point lead over Adelberto Ujvary in Argentina's Grand Prix. Points are awarded for positions in five major regattas as follows:

(Those placing in the National Championship have an extra 1/2 point added to their totals)

FIRST: XXXIX CAMPEONATO ARGENTINO SENIOR - JUNIN Fleet No. 736 - Gomez Lake.

SECOND: CAMPEONATO SEMANA DE LA BANDERA - ROSARIO Fleet No. 629 - Parana River, CAMPEONATO LEANDRO - CLUB NAUTICO OLIVOS Fleet No. 744 - River Plate.

THIRD: CAMPEONATO JUAN LUCIANO - SAN NICOLAS Fleet No. 593 - River Parana, CAMPEONATO CENTRO DE LA REPUBLICA - LAGO

SAN ROQUE - Fleet No. 451 - San Roque Lake.

THE POINTS

First

1. - 30 points
2. - 28 points
3. - 26 points
4. - 24 points
5. - 22 points

Second

1. - 23 points
2. - 21 points
3. - 19 points
4. - 17 points
5. - 15 points

6. - 20 points
7. - 18 points
8. - 16 points
9. - 14 points
10. - 12 points

Third

1. - 20 points
2. - 18 points
3. - 16 points
4. - 14 points
5. - 12 points

CURRENT STANDINGS

1. Wilson Pereyra 69 points
2. Adalberto Ujvary 59 points
3. Pedro Sisti 42 points
4. Julio Labandeira 42 points
5. Eduardo Fumagallo 37 points
6. Martin Costa 21 points
7. Torkel Borgstrom 20 points
8. Edgardo Von Foerster 18 points
- Hector Rudoy 18 points
10. Daniel Williams Camet 17 points
11. Ramiro Chozas 16 points
12. Miguel Stullitel 14 points
13. Alejandro Ferrarons 12 points

Frederick T. Ashby
National Secretary, Argentina

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1977 JUNIOR CONTEST

For the 11th year, the editors of YACHTING are holding a Junior Article Contest open to anyone who has not reached his or her 18th birthday by April 15, 1977. Contest Rules: (1) Articles should be approximately 1,000-1,500 words long; (2) subject matter may be general or technical and should be concerned with some phase of the author's boating experience and must be his/her own work; (3) articles may be accompanied by photographs and drawings, with drawings made only in fine ink or fine dark pencil lines. Both the drawings and photos should be the work of the author; (4) neatness is very important, and all articles should be typed and double-spaced; (5) all articles should be accompanied by a letter telling the author's age, birthday, school, grade, and interests, and should include a recent photograph with identification on the back of it. Mail to Junior Article Contest, Yachting Publishing Corp., 50 West 44th St., New York, N.Y. 10036 with a stamped self-addressed envelope big enough for the return of the material. Entries must be received before April 15, 1977. Submit them early.

First Prize: \$100; Second Prize, \$50; Third Prize, \$25.

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ENGLISH NATIONALS... first
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BACARDI CUP... first
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