

SNIPE

BULLETIN



FEBRUARY 1979



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THE PHOENIX SNIPE HAS WON THE FOLLOWING EVENTS SINCE INTRODUCTION IN FEBRUARY:

- 1 ST MISSION BAY INVITATIONAL
- 1 ST MISSION BAY FLEET CHAMPIONSHIP
- 1 ST DISTRICT 6 CHAMPIONSHIP

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Junior United Kingdom Crown to Smith

The 1978 Junior United Kingdom Snipe Nationals were a clear win for Colin Smith of the Budworth fleet helming "hodini" 21746. Colin travelling with his crew did the long haul from the north of England to the south; by winning all the races — except the last in which he did not bother to compete — Colin returned a score of nil.

For the whole of this championship the wind was absent making it a case of deep concentration and patience to achieve worthwhile results, whilst for the race officers the lack of wind provided problems.

Five U. K. fleets sent junior representatives and the overall finishing positions following Colin Smith gave Ian Brewer Stone fleet 2nd with 11.4 points, Peter Wolstenholm Blue Circle fleet 3rd with 14 points, Mark Townsend Blue Circle fleet 4th with 21.7 points.

Prizes were presented by the hosting Blue Circle Sailing Club Commodores

lady and the British national secretary John Broughton rushed back from the Europeans in Valencia, Spain to be in attendance gave an enlightening talk on the advantages of teenagers getting into Snipes to both competitors, young spectators and visitors.

Thanks also to John with his liaison with the Seattle fleet, Washington, the Blue Circle Snipe fleet were able to host the "Bristow's" from Seattle, loan them a boat which allowed them to race in the Blue Circle International Open which is held alongside the UK Junior Nationals.

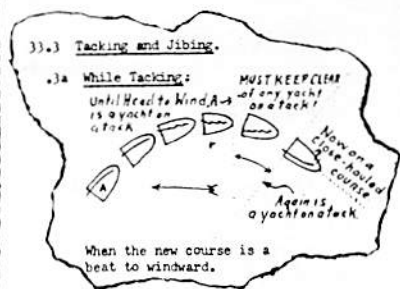
The International Open date for 1979 will be 1st and 2nd September and I as Fleet Captain of the Blue Circle Snipe Fleet extend a welcome to overseas competitors. The club is easily reached being only 25 miles east of London and just off the main motorway between London — Dover.

Paul Mason
Captain Blue Circle Snipe Fleet



England's Junior Champions, Colin Smith and crew, pose with their trophies after winning the Championship with no points.

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ASSOCIATION

FEBRUARY 1979
VOLUME XXVIII No. 2

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SSBR Revised — New Edition Available Soon

Scientific Sailboat racing by Ted Wells,
 long the "Snipers' Bible," has been revised
 and brought up to date by Ted Wells and
 Buzz Lamb.

Dodd Mead, the publisher, hopes to
 have the new edition available by early
 summer.

Secretary For Spain — Arturo Delgado

At the Spanish Snipe Class Assembly
 November 25, Arturo Delgado was
 elected to replace Santiago Mendez Farina
 as National Secretary. Arturo resigned in
 August as European Secretary. He writes
 "I was firmly convinced that I would be
 leaving aside for some time my worries as
 an officer of the Association ... Obvi-
 ously, as the Spanish saying goes, man is
 the only animal that trips up twice on the
 same stone!"

Special Request

Gene Tragus, District II Governor, has
 requested our help in getting his fleet
 captains to complete all 1978 business,
 including remitting any overdue fees to
 him by March 1.

We extend that to all fleet captains
 everywhere. Please complete any "old
 business" from 1978, and send 1979
 forms and dues in now.

Special Announcement For U.S. Juniors

The following is a tentative schedule
 for activities in the special SCIRA spon-
 sored racing clinic to be held prior to the
 U. S. Junior Championship in Pensacola,
 FL. The program is conducted by the
 USYRU which provides the instructors.
 Focus will be on intensive drills, practice,
 tuning, and individual analysis. There will
 be a limit of 24 boats and a \$20 fee per
 boat will be charged. Registration will be
 on a first come basis, so reservations should
 be sent in now to the SCIRA office.

Day One

8:30 a.m. — arrival, registration, rig
 and launch boats
 5:00 p.m. — secure boats for the day
 7:30 p.m. — coach's observations;
 group discussion — (a) sail trim; (b)
 tuning and rig; (c) boathandling. Movie
 and slide presentation

Day Two

8:30 a.m. — rig boats

9:00 a.m. — local conditions talk
 9:30 a.m. — speed testing; short-
 course racing/drills
 12:00 noon — lunch
 1:00 p.m. — coach's observations
 from morning session
 1:30 p.m. — tune-up race
 7:30 p.m. — rules and tactics forum
 10:00 a.m. — introductory lecture —
 (a) boathandling; (b) maneuvering; (c)
 sailing drills.
 10:30 a.m. — on-the-water drills,
 coaching session
 12:30 p.m. — lunch
 1:30 p.m. — coach's observations
 from morning session; sail-trim and rig-
 tuning demonstration
 2:30 p.m. — short-course races, train-
 ing drills

THE COVER

England's Junior Nationals Fleet
 awaits the wind in this photo sent by
 Blue Circle Fleet Captain Paul Mason.
 Colin Smith scored a decisive win with
 zero points in the series held September
 2-3.

THE SCORE

In the final month of 1978 thirty-eight
 numbers were issued. Brazil got 20, the
 U. S. 7, Belgium 5, Norway 4 and Eng-
 land got 2. The total issued was 475, up
 from 461 from last year. Japan only got
 100 this year as compared to their usual
 200, otherwise we would have a very
 good increase. Our 47 year average now
 stands at 503. Activity seems to be in-
 creasing and we hope to go back over this
 average in 1979.

This year Spain led the list with 140,
 with 100 going to Japan and 88 to the
 U. S. A. The list below shows the num-
 bers assigned to each country during
 1978. Snipe is still growing world-wide.

Spain	140	England	9
Japan	100	Belgium	5
U.S.A.	88	Paraguay	3
Brazil	40	Portugal	3
Argentina	30	Canada	1
Italy	20	Puerto Rico	1
Norway	14	Uruguay	1
Denmark	10		
France	10	Total	475

Numbered SNIPES — 23565
Chartered Fleets — 756

Officers, Governors, Secretaries, Board, Fleet Captains and Champions

This issue carries our up-to-date listing of SCIRA "Wheels and spokes." The list is correct according to the information available to the SCIRA office as of January 1, 1979. If you know something we don't know about changes in personnel within your country, district, or fleet, please let us know.

Our championship is also current for the trophies listed. This listing is in accord with the policy of issuing a rule book only every 4 years. We would like to have all national champions included in the 1980 listing. We request that all National Secretaries send us the results of their championships.

Dues Are Due

1979 dues are due now. The delinquency date is March 31. Letters have gone out to all Fleet Captains requesting dues reports and sanction blanks be turned in as soon as possible, so that we can get the paper work out of the way, and go sailing.



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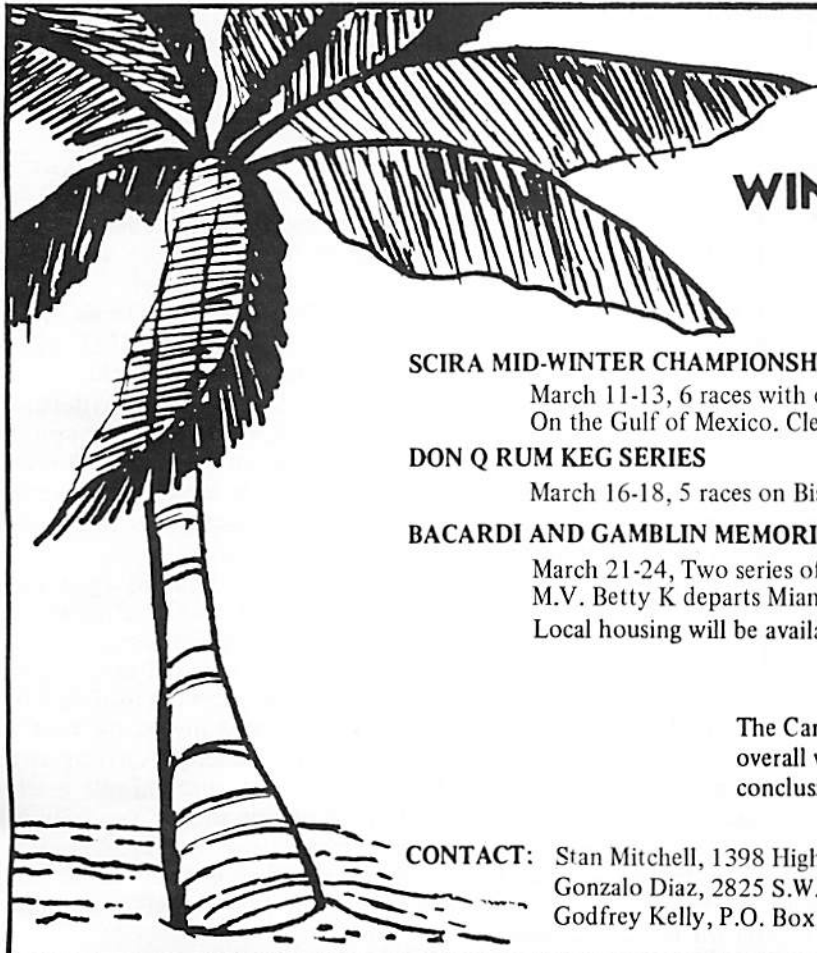
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March 11-13, 6 races with one throw-out
On the Gulf of Mexico. Clearwater Y.C., Clearwater, Fla.

DON Q RUM KEG SERIES

March 16-18, 5 races on Biscayne Bay, Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 21-24, Two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas
M.V. Betty K departs Miami March 19, returning March 25
Local housing will be available. If interested write Godfrey Kelly.

The Carribean Winter Circuit Perpetual Trophy for the overall winner at these 3 regattas will be awarded at the conclusion of the circuit in Nassau

CONTACT: Stan Mitchell, 1398 Highfield Dr., Clearwater, FL 33516
Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165
Godfrey Kelly, P.O. Box N 1113, Nassau, Bahamas

FLOTATION

where and how much

Carlos Bosch has raised the question of location of flotation in our boats, for best "self-rescuing" capability. He feels that it's best in the sides of the hull, and points to a Coast Guard set of regulations from 33 CFR (Title 33, Code of Federal Regulations) on level flotation as an authoritative source.

Let me hasten to assure you that the particular regulations (33CFR183) he refers to do not apply to sailboats. The idea is a valid one, sailboats are just largely unregulated.

Although those rules don't apply to us, there is some useful information in them. I had access to these when they were being drafted, and used the data and formulae to help me decide how to modify our Snipe No. 11900 for rule 56. In the process, I also got interested in the whole fixed flotation issue, and did a little figuring on that as well.

First, some basic facts — materials have varying densities — so

1/2 inch balsa core fiberglass = 15.4 oz/sq. ft. = 0.97#/sq. ft.

1/2 inch foam core fiberglass = 13.4 oz/sq. ft. = 0.84#/sq. ft.

1/2 inch foam core Vectra = 11.4 oz/sq. ft. = 0.69#/sq. ft.

Cedar — 3/4", 1.36#/sq. ft.

Mahogany Plywood 3/8", 1.06#/sq. ft.

SCIRA plywood standard, 1.125#/sq. ft.

Already we can see a problem emerging. Look at the weights per square foot, using SCIRA standards for thickness. Then look at the SCIRA rules. Except for some wood structures, density is notably missing. But fixed flotation requirements are specified — let's see how that works out.

First, foam itself is not uniform in weight, so specifying so many cubic feet encourages use of the lightest foam, which may be mechanically the weakest. That's probably why your foamed deck got soft, — either the bond or the foam itself let go. Foam could weigh anywhere from 1 to 25 pounds per cubic foot.

At a boat weight of 381 pounds, about 60 pounds will probably be aluminum (mast, boom, centerboard) and no more than 33# can be ballast (lead?). This does not include resin-rich floorboards or decks. The weight for the complete hull

will be, therefore, 288 pounds, including all fixed gear (and flotation) (rule 54 says 276# minimum). Using the formulae minimum) in the 33CFR (USCG) regulation for flotation, we can derive a "swamped weight" for boats of the three common types of construction:

Fiberglass (FRP) — (+) 95.7 pounds (sinks)

Plywood — (-) 240.7 pounds (floats)

Cedar — (-) 565.7 pounds (floats)

We also included about 20 pounds of incidentals, such as sails, paddle, whisker pole, anchor, etc.

If we apply the required flotation to each boat we get buoyancies of:

Fiberglass required 6 1/2 cubic feet of foam = 416 pounds. $416 - 95.7 = 320$ pounds (floats)

Plywood required 3 cubic feet of foam = 192 pounds. $192 + 240.7 = 433$ pounds (floats)

Cedar = 566 pounds (floats)

Why should the buoyancies not be equivalent? This represents a weight penalty for wood boats.

When we apply rule 56 and get to Carlos' point — we tackle another (related) issue — since we must derive the flotation we used to meet the criteria of rule 56. This should mean the same thing regardless of structure. But wood boats have flotation all over, not where it necessarily helps meet rule 56:

"All boats shall comply with the following flotation requirement: When the boat has been capsized and has remained in any position long enough to take in as much water as possible in high wave conditions, it shall, upon being righted, float so that the lowest point around the cockpit edge where water might enter the boat is at least 6" above the water when the boat is supporting 300 lbs. This may be accomplished by means of tanks, flotation bags, self-bailing cockpits, increased low density flotation material, or any other suitable means. Holes with maximum total area 100 square inches may be made in the transom to facilitate drainage. Where transom drains are used to comply with this rule they should have a minimum area of 45 square inches total. In boats meeting the requirements of this rule, the centerboard trunk may have a minimum height of 9" above the outside

of the keel if the boat, after capsizing and being righted, floats high enough so that water will flow out of the trunk; otherwise, the trunk shall be 2" above the water level in the boat after capsizing and being righted."

The American Boat and Yacht Council's Safety Standards for Small Craft, H-8 (ABYC) "Buoyancy in the Event of Swamping" gives us some good clues on what to do and is quite similar in many respects to the USCG rules in 33CFR. There is an excerpt:

H-8B LEVEL FLOTATION

H-8B.1. PURPOSE

These standards and recommended practices establish the flotation required to keep boats afloat in a level attitude when swamped.

H-8B.2. SCOPE

These standards and recommended practices apply to all boats up to and including 20 feet in length and are optional for boats over 20 feet in length.

H-8B.3. REQUIREMENTS TO MAINTAIN A LEVEL ATTITUDE WHEN SWAMPED

a. Requirements — In General

(1) Boats equipped with flotation under the floor only may not float upright when swamped. Flotation added at the sides as far aft and high as possible will make the boat float level.

(2) The formulae and methods of calculation set forth in ABYC H-8B.3.a.(3) will yield the minimum volume and appropriate distribution of flotation material considered necessary to provide a boat which, when swamped, will maintain a level attitude with a full passenger load, in normal position, as determined by the boat's maximum weight capacity as designated on the Capacity Plate. (See ABYC H-5, "Boat Load Capacity.")

(3) Sufficient stability shall be provided to prevent the craft from capsizing in calm water when the live load capacity is evenly distributed low in the boat at one side of the passenger carrying area. The formula does not provide a self-righting capability should the craft be capsized by excessive conditions.

(4) Air chambers integral with the hull are not recommended means of providing

(Continued on page 13)

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630	St. Johns River	L.P. Verwey, 239 Glynlea Rd., Jacksonville, FL 32216	158	Diamond Lake	Bob Foster, 24641 Aric Way, Elkhart, IN 46514
None	Panama City	Richard Wesley, 806 Highline Dr., Panama City, FL 32401	190	Gull Lake	R.E. Croasdale, 2255 Idlewild, Rt. 2, Richland, MI 49083
None	Bradenton	Dr. Wm. B. King, 701 Professional Bldg., Bradenton, FL 33505	303	Corey Lake	Lawrence E. Smith, Jr., 9381 Sonora Ave., St. Louis, MO 63144
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330	Atlanta	Donald Simpson, 3432 Stratfield Dr. NE, Atlanta, GA 30319	601	Lansing Kick-Up	William Celio, 2666 Heather Dr., East Lansing, MI 48823
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580	Valdosta	Glenda Akins, Rt. 3, Box 669, Lake Park, GA 31636	642	Wall Lake	Larry Best, 509 Wall Lake, Rt. 3, Delton, MI 49046
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(Continued on page 10)

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Colombia
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Recovering and drying out on the lawn at Spanish Point between races. (Judy Barber photo)



Dan and Suzanne Blodgett sailing their new boat. (Judy Barber photo)

Bermuda holds another unforgettable Race Week

High Winds, Penny Simmons Rule at Bermuda

The action was intense right from the start of Bermuda Race Week at RBYC as there were many capsize on the starting line. Wayne Soares of Bermuda and his U. S. crew, Leo Murphy of Cuba Lake, had the misfortune to be one of those capsize, and their problems were compounded by the loss of their centerboard, causing them to miss the first race.

The rescue boat was kept busy as many people had problems with the "Bermuda chop." The Canadians seemed to have a particularly tough day. Ted Haines and his crew Bill Davey capsized at the jibe mark, and after a struggle to right the boat had the chop knock it over the other way. They were finally able to get things under control and continue. Their fellow Canadians, Gwynth Crook and her crew (and father) Id, were not able to right their boat for over half an hour. Weighted down by foul weather gear and boots, they were so exhausted that they wisely decided to cry "uncle" and were helped aboard the rescue boat.

Pete and Jane Duvoisin were ahead at the first two marks but were overtaken by defending champion Penny Simmons and Larry "super crew" Lindo on the third leg. The two lead boats had a considerable lead at the finish, having pulled away from the rest of the fleet on the two reaches. Boats 3-7 were closely bunched at the finish.

The second day of the race schedule was the most pleasant weather of the week. The winds were light, and the Snipe sailors anxiously awaited word from the RBYC Race Committee. To the disappointment of all the lake sailors, the race committee cancelled.

Wednesday the winds were perfect at around 12-15. Simmons and Lindo again showed how it should be done, and sailed in for lunch with two first places in the first 2 races. In the third race, Fred Thurston jumped to a lead at the start, only to be passed by Simmons on the 2nd windward leg. Penny opened up a 4-500 yard lead until the last leg, where Fred caught and passed him, but lost by inches on the last tack to the finish. Pete Duvoisin had a solid third, followed closely by Ted Hains, Eric Purdon and Wayne Soares.

Two races were scheduled for Thursday, but the weather gods had other plans, and everyone was grateful this time when the RC cancelled, as the winds were 22-25 knots and gusting, and the chop was incredible. Just standing outside was an accomplishment.

When Friday turned out to be distressingly similar, the decision was made to sail anyway, due to the approaching end of the week. There were many nervous moments on shore as boat after boat came sailing in on the razor's edge, after dropping out due to capsize and equip-

ment failures. Only 14 boats finished and the rescue boats were kept busy. Bermuda's Dickie Belvin was the victor as he took a lead at the start. Simmons filled with water on the first leg, and spent the rest of the race catching up. He finished second, his worst finish of the regatta! Pete and Jane Duvoisin were third followed by Thurston and his crew Bobby Tann, and the international team of Jerry Thompson and Andy Mullin in fifth.

One of the many "drop-outs" was our SCIRA Commodore. The Baron gave new meaning to the term "drop-out" when he dropped right out of his boat when his tiller exploded in his hand as he was flying along on a plane. His crew deserves special credit for managing to head the boat into the wind without a tiller, allowing Bruce to swim to the boat and his "first aid kit."

The awards banquet was another perfect function with trophies being awarded, including some new trophies. One of these was the Williams/Cooper Trophy, donated by the past Commodore of SCIRA and his stalwart crew. It is to be presented to the team with the most capsize in the series and Dan graciously accepted the first award for himself.

Once again, the wonderful people from Spanish Point Boat Club had outdone themselves and shown their visitors from England, Canada and the United States why Bermudians have the reputation of being such fabulous hosts. Visitors were treated like royalty and I'm sure all who participated join in thanking our hosts for an unforgettable week. Bermuda IS another world.

Judy Barber
Quannapowitt Fleet 628

BERMUDA INTERNATIONAL RACE WEEK 1978 (Top 15 of 27 entries)

Place	Skipper/Crew		
1.	Penny Simmons/Larry Lindo	8.	Steve Callison/Phil Richmond
2.	Pete Duvoisin/Jane Duvoisin	9.	Ted Haines/Bill Davey
3.	Dickie Belvin/Mickey Adderley	10.	Ray Pitman/Mark Henneberger
4.	Fred Thurston/Bobby Tann	11.	Dana Schnipper/Joe Craig
5.	Jerry Thompson/Andy Mullin	12.	Gary Lewis/Wally Hardtman
6.	Eric Purdon/Gene Chiamonte	13.	Eric Legstrom/Clare Berryman
7.	Fritz Gram/Frank DaPonte	14.	Bruce Colyer/Ray
		15.	Wayne Soares/Leo Murphy

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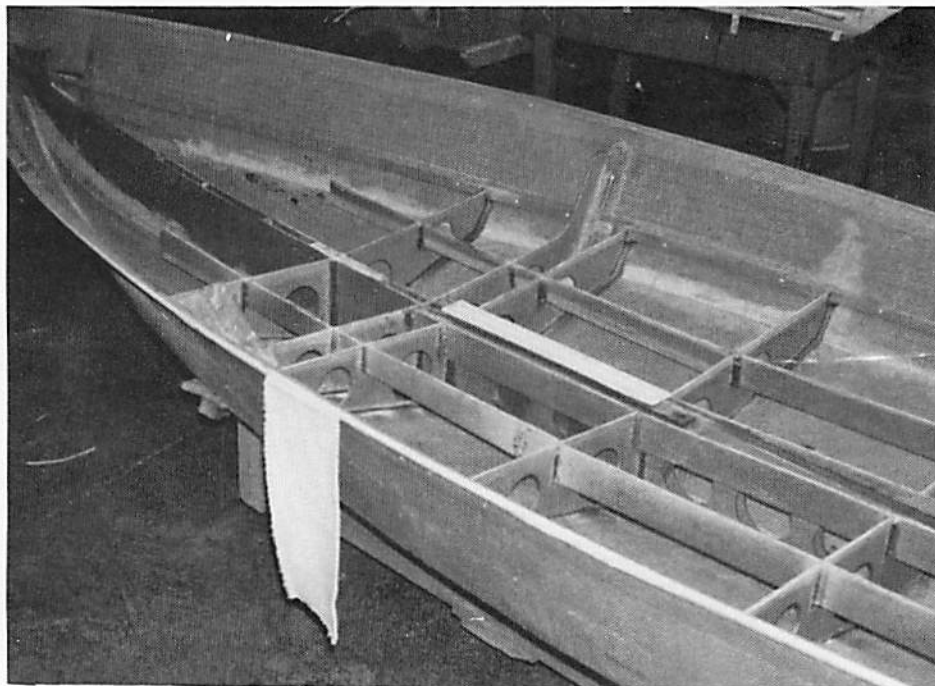
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Sam Mollet's work in progress.

The Best of Both—Snipe 22823

*Sam Mollet puts a wooden deck with
modified interior on a stock glass hull*

When you enjoy working on your favorite toy, (in my case, my Snipe), you think of all kinds of (hopefully) improvements. Most have been tried many times before and if you are fortunate enough to have some knowledgeable Snipers to bounce these wonderful ideas off, much work and disappointment can be avoided.

Several years ago I decided (without consultation) to fix my brand new self-rescue Snipe 22267 so I would not have to struggle righting it after turtling. With considerable expanded polystyrene foam secured under the starboard deck to raise the pivot point I found I had added to the problem. Apparently the increased buoyancy was of greater detriment than the slight change in pivot point was of benefit.

During the above water exercises I became disenchanted with the term "sail away." We did sail a long way before the boat was dry. I concluded my wife, Alice, and I would not have much success at sailing away. Since she has always crewed in our fleet races, and not wanting to risk the desertion of a good crew, I decided to improve on "sail away."

This time a lot of homework was done before assembling 22823. A 9" deep air tank, about the same depth as on a Skipper Snipe, proved adequate to encourage almost all trapped water to exit through the transom holes once the mast is up in the air. With this deep air tank a suction

bailer is not required to get rid of the water which crashes over the bow, but I didn't like the Skipper's hole in the floor either. A trough starting just before the CB trunk and sloping down to two holes just above the keel in the transom solved the problem.

During my inquiries the suggestion of making as stiff a boat as possible kept cropping up and there was mention of a wood strong back. The 9" deep tank provides the space for a strong back from the bow to behind the trunk as shown in the photo. The strong back is tied to the shroud chain plates, so they push and pull, cancelling each other out. This reduces the force absorbed by the hull and rigging. My guess is that this accounts for the good performance up wind.

Unfortunately, doing your own interior does not save money. I bought a hull and deck from Mueller. The wood used was 1/4" douglas fir marine plywood plus a few chunks of mahogany. All were saturated with West epoxy. Everything was glued in place, no fasteners used. I had 3 sheets of Okoume plywood on hand, because it was light, before I found out that on a stiffness to weight basis douglas fir was far superior and cheaper.

A second boat, 23624, is in the works. We will need two boats this summer since my son plans to race. I will check with Bob Blomquist if I need an excuse to start a third boat.

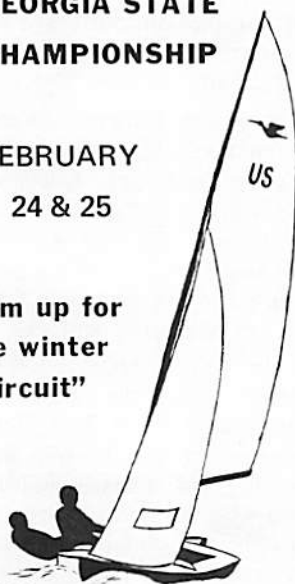
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FLOTATION...

(Continued from page 6)

flotation under these recommended practices and standards.

(5) When non-integral air chambers are used for any portion of the minimum flotation required:

(a) — at least two non-integral air chambers shall be provided in addition to those used to comply with the minimum flotation required; and,

(b) — the volume of each of two of the additional non-integral air chambers shall be equal to or greater than the volume of the largest non-integral air chamber provided to meet the minimum flotation requirements.

b. Calculations

(1) Boats provided flotation in accordance with this formula will float at about the sheer line. Additional flotation causes the craft to float higher increasing amount of the passenger load that must be supported. For this reason, the flotation material at the sides above the loaded swamped waterline must be a function of the boat weight capacity in order to maintain roll stability.



Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook — still not complicated. \$1.00 per copy — 10 for \$8.00. From SCIRA only.

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(2) In order to effect the required distribution of flotation, it may be necessary to relocate flotation material from keel area. It is recommended that this keel area be open both fore and aft for ventilation purposes and so that the area can flood quickly from either end to provide some counterbalance in the swamped condition.

In order to guarantee that an all-up Snipe with a 300# (total) crew weight will float, at least 11 cubic feet of flotation are required. To meet rule 56, this has to be placed so that the boat "pops up" to the required waterline for drainage. There is no mention of bailers, or being underway and, if the mast doesn't fill with water or the boat otherwise "turtle," she will be more stable and easier to right if the flotation is divided between the sides and bottom. Also, the bow must come up, or she dives as you get underway.

We wound up with about 14 cubic feet of flotation (3 fixed foam, 11 in airbags). Four airbags (1 cu. ft. each) and 2 1/2 cu. ft. of foam are forward of the mast step. There is about 2 cu. ft. between each set of frames all the way aft.

Does a rule 56 conversion hurt a boat? As far as Moment of Inertia is concerned, it unquestionably does, because less weight is concentrated near the center of gravity. There's what we found with 11900, all at minimum weight; in terms of time for 5 periods (of pitching):

reframed and redecked hull — 9.0 seconds

10# added to each end — 9.6 seconds

20# added to each end — 10.2 seconds

42# added at Center of Gravity — 8.8 seconds

"loaded boat" without crew — 9.4 seconds

after rule 56 conversion — 10.3 seconds

A significant worsening of Moment of Inertia takes place as weight is less concentrated. Would it be better in a chop with wind to add weight at the CG to improve pitching characteristics? — the boat is probably overdriven anyway. Opinions, anyone?

Larry White
Technical Editor



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EICHENLAUB 19797, red and white stripe hull, white deck, Proctor EX mast, 2 suits Vector sails, 1974 and 1972, and trailer. \$1600. Jack Williams, (217) 767-2710, 3075 St. Andrews Dr., Decatur, Illinois 62521.

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Pedro Sisti scores overall win

Colombia Holds First International Championship

In the month of September our Club had its 35th birthday, and with the sponsorship of 555 International, we organized for the first time an International Regatta.

We invited skippers from U.S.A., Brazil, Argentina, Uruguay, Bahamas, and Ecuador but unfortunately two skippers from Brazil and one from Uruguay couldn't come.

The regatta was planned with the idea of the skippers from the foreign countries to sail with young Colombia crews.

We had six races, two each day in our lake, 40 miles north from Bogota. After the races every day we had seminars and all the Colombian sailors were very glad with the news they learned.

Pedro Sisti from Argentina sailed a very consistent series showing his big

experience as sailor. His crew was Roberto Matarraz also from Argentina, but living in Colombia since 1968. Sisti didn't have any problems with the shifty winds of Lake Tomine and he understood very well all the conditions.

As runner-up finished Fernando De La Concha with crew Antonio Castillo. De La Concha could have won the regatta if he didn't take the weather mark wrong, (Reverse course) in the fourth race. Third place was our National Champion Andres Lisocki with his wife Tatiz. The other top Colombian sailors, Isaza, Schlubach and Uzcategui finished in 4th, 5th and 6th places.

The regatta had a great success and now, we are planning to realize the same regatta next year.

COLOMBIAN INTERNATIONALS (Top 10 of 18 entries)

Boat	Skipper/Crew	Country	Places	Points	Finish
22202	Pedro Sisti/R. Mararraz	Argentina	1-2-2-2-1-2	9	1
19384	F. de la Concha/A. Castillo	Colombia	5-1-1-5-3-1	15.7	2
20219	A. Lisocki/T. Lisocki	Colombia	3-4-3-1-7-9	32.4	3
221	M. Isaza/M. Isaza	Colombia	2-3-10-7-12-5	47.7	4
19930	R. Schlubach/J.C. Uzcategui	Colombia	7-9-7-4-2-8	51	5
22360	J. Uzcategui/E. Uzcategui	Colombia	4-8-4-6-8-10	55.7	6
18327	T. Nute/M. Restrepo	U.S.A.	8-7-9-11-4-4	58.4	7
22851	G. Fisher/J. Isaza	U.S.A.	11-6-5-9-9-6	63.4	8
19106	R. Londono/R. Londono	Colombia	ns-ns-ns-3-5-3	66.4	9
18974	L. de Pascale/M.V. Castillo	Ecuador	6-14-6-10-6-12	69.1	10

Lisocki Is Colombia's National Snipe Champion

Club Nautico del Muna (Fleet 670) was the host for the 1978 Nationals with the supervision of the National Yachting Federation. The regatta was held in Lake

Tomine and the conditions were very light and shifty winds.

There were 25 entries from 4 different fleets — this regatta was also our trials for the Western Hemisphere Championship. Andres and Beatriz Lisocki sailed their best to win the nationals. Runner-up was Roberto Londono and his son Roberto Jose as crew. Now they are heading to Sao Pablo, Brasil to sail in the Hemisphere.

COLOMBIAN NATIONALS (Top 10 of 25 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
20219	A. Lisocki/B. de Lisocki	Muna	2-1-2-3-1-nt	11.7	1
19106	R. Londono/R. Londono	Portillo	1-4-1-5-4-2	17	2
19930	R. Schlubach/J.C. Uzcategui	Muna	5-2-9-6-2-1	27.7	3
19384	F. de la Concha/R. Matarraz	Muna	3-3-4-4-5-3	33.1	4
22360	J. Uzcategui/E. de Uzcategui	Muna	7-6-8-2-3-5	43.4	5
22361	S. Uzcategui/J.P. Gaitan	Muna	6-8-5-8-13-4	57.7	6
20221	M. Isaza/M. de Isaza	Muna	4-7-16-7-dsq-6	67.7	7
18028	G. Tamayo/A. Ponce	Portillo	14-5-3-11-12-14	70.7	8
17719	M. Restrepo/C. Hobrecker	Calima	9-13-6-17-6-4	74.4	9
19822	M. Valenzuela/J. Valenzuela	Muna	12-10-10-9-8-20	79	10

Davis Is Redneck Winner at Jackson

In a three race series in Jackson, MS, last April, the Redneck Regatta was sailed in light to moderate winds. The top skipper was Means Davis, with wife Peggy crewing, turning in a score of 11 points to take the Redneck perpetual trophy to their home port, the Atlanta Yacht Club.

Thirty two Snipes entered, with the first five finishers from out-of-state. In second place was Matt Gregory from Privateer YC of Chattanooga. Third place was Leif Zars from Lake Canyon YC, San Antonio. In 4th place another skipper and crew from Atlanta, John Muhlhausen, and 5th place was Pete Duvoisin from Privateer.

The regatta was sailed in memory of



Winners: John Muhlhausen (holding David), Matt Gregory, Means Davis, Pete Duvoisin, Front: "Little Means" Davis, Karen Gregory, Peggy Davis and Jane Duvoisin.

Van Wesley, of Chattanooga, who died at the age of 23 of leukemia last winter.

Albert Lamar
Magnolia Fleet 604

REDNECK REGATTA (Top 15 of 32 entries)

Boat	Skipper	Club	Places	Points	Finish
22358	Means Davis	AYC	4-1-2	11	1
21021	Mathew Gregory	PYC	3-4-4	21.7	2
18850	Leif Zars	LCYC	5-2-8	27	3
16104	John Muhlhausen	AYC	7-8-1	27	4
19091	Peter Duvoisin	PYC	1-9-7	28	5
22323	Keith Zars	LCYC	6-3-6	29.1	6
7428	Buzz Lamb	PYC	2-6-12	32.7	7
22317	Robert Henry	WRSC	8-12-5	42	8
19924	Ken Simons	PYC	11-10-10	49	9
19441	Quin Dennis	JYC	10-7-17	52	10
19724	Scott Cline	PYC	9-20-9	56	11
19799	Gary Boswell	WRSC	12-15-11	56	12
21357	Joe McGowan	JYC	14-5-21	57	13
19259	John McCarthy	LCYC	24-22-31	63.7	14
19896	John McGowan	JYC	13-19-14	64	15

Mountain Winds Guide Colorado Regatta

The Rocky Mountain Sailing Association hosted the 16th Annual Shadow Mountain Regatta at Shadow Mountain Lake near Grandby, Colorado. The Regatta was sailed in perfect conditions, with clear blue skies, beautiful mountain scenery, and normal challenging mountain wind conditions.

Eleven boats participated including Henry Davis and Jack Wagner from the Iowa-Nebraska Yacht Club, and Doug Goppert from Missouri Yacht Club.

The first race was sailed in relatively moderate and steady winds. It was won

by Norm Tanner with Janet Tanner. Doug Goppert and Rita Carrol were second and Henry Davis and Tom Castle third.

The second race was sailed in oscillating light to medium winds. It was won by Henry Davis and Tom Castle. Doug Goppert and Rita Carrol were second and Rod Greiner and his daughter Carrie third.

The third race was sailed under ideal conditions. The top three finishes were very close at the start of the third race and as it turned out finished the regatta in the order they finished the last race.

SHADOW MOUNTAIN REGATTA

Boat	Skipper/Crew	Club	Places	Points	Finish
21700	Henry Davis/Tom Castle	Iowa-Nebr.	3-1-1	5.7	1
15003	Norman Tanner/Janet Tanner	Bowmar	1-4-2	11	2
22327	Doug Goppert/Rita Carrol	Missouri YC	2-2-3	11.7	3
20630	Jack Wagner/Andrienne Anderson	Iowa-Nebr.	5-6-4	29.7	4
14505	Jim MacKenzie/Rita MacKenzie	RMSA	4-8-5	32	5
19064	Bill Eichelberger/Betty E.	RMSA	6-5-6	33.4	6
18071	Rod Greiner/Carrie Greiner	RMSA	9-3-11	37.7	7
12259	Ed Hoffman/Bobbie Hoffman	RMSA	11-7-8	44	8
11530	Ed Kaiser/Jay Kaiser	RMSA	7-10-9	44	9
20812	Lee Thutz/Gary Thutz	Bowmar	8-9-10	45	10
18981	Clyde Castle/Ray Wisenhont	Bowmar	10-nf-7	46	11



Sanctioned Snipe Regattas

MARCH 11-13, MIDWINTER CHAMPIONSHIP and PAN-AM ELIMINATIONS, Clearwater Fleet 46, Stan Mitchell, 1398 Highfield Drive, Clearwater, FL 33516.

MARCH 16-18, DON Q RUM KEG, Miami Fleet 7, Gonzalo Diaz, 2825 S.W. 92 Place, Miami, FL 33165.

MARCH 21-24, BACARDI AND GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey Kelly, P. O. Box N 1113, Nassau Bahamas.

APRIL 11-16, INTERNATIONAL RACE WEEK OF PALMA — H.R.H. PRINCESS SOFIA TROPHY, Spanish Sailing Federation, Miguel Company, President, Juan Vigon 23, Madrid 3, Spain.

July 21-22, U. S. JUNIOR NATIONAL CHAMPIONSHIP, Pensacola Yacht Club, Pensacola, FL. District IV Governor John Muhlhausen, 3453 Winter Hill Dr., Marietta, GA 30062.

JULY 23-27, U. S. NATIONAL CHAMPIONSHIP, Pensacola Yacht Club, Pensacola, FL. District IV Governor John Muhlhausen, 3453 Winter Hill Dr., Marietta, GA 30062.

AUGUST 3-8, CANADIAN NATIONAL CHAMPIONSHIP, Northern YC Fleet 220, Stephen Astaphen, or John Brennan, c/o Northern YC, North Sydney, NS, Canada.

AUGUST 11-12, MARITIME CHAMPIONSHIP, (Open Tune-up for World Championship), Northern YC Fleet 220, Steve Astaphen or John Brennan, c/o Northern Y. C., North Sydney, Nova Scotia, Canada.

AUGUST 12-19, Snipe WORLD CHAMPIONSHIP, Northern YC Fleet 220, Steve Astaphen or John Brennan, c/o Northern YC, North Sydney, NS, Canada.

It became obvious after the first race that Henry Davis was listening to his local crew Tom Castle, who does an excellent job of crewing his father's boat. The Davis-Castle combination won the 1st place SWIPE Trophy. Norm and Janet Tanner did an excellent job of defending the Colorado sailors with his second place position, while third place went to Doug Goppert and Rita Carrol. The Ed Kueck Memorial Trophy went to Henry Davis. The Camping Trophy went to Jim and Rita Mac Kenzie who have won the trophy on numerous occasions.

Needless to say, if you missed this regatta, you missed a beautiful scenic regatta sailed in ideal and challenging conditions. Be sure and include this as a vacation regatta in your next year's schedule.

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