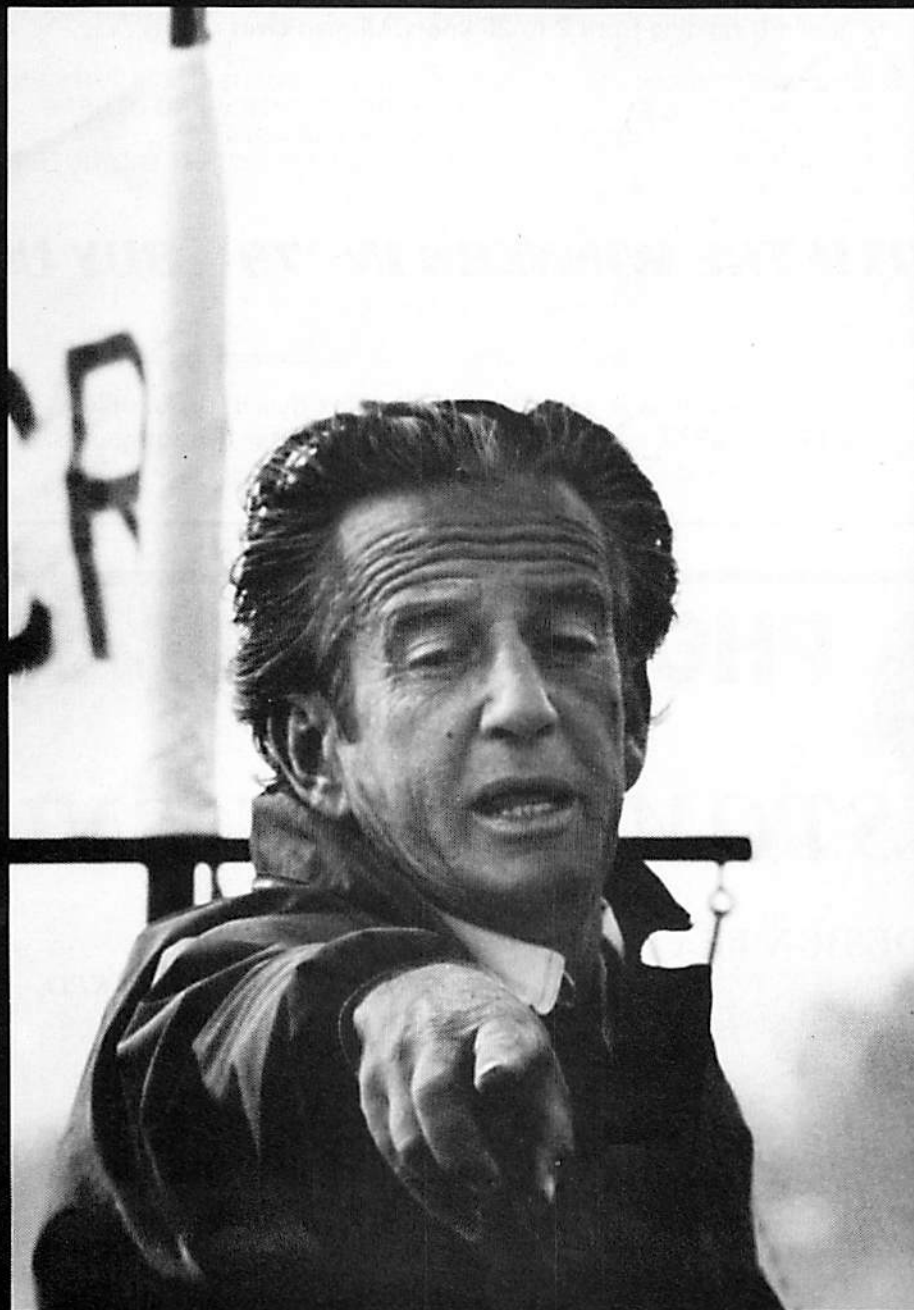


# ***SNIPE*** ***BULLETIN***



**JANUARY 1979**



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# Letters to the Editor

Letter to the Editor —

A comment or two on Larry White's very excellent letter in the August *Snipe Bulletin*. Larry says that the Moment of Inertia (MI) test was devised as a performance test, to insure that all boats would perform about the same in the same conditions. (ONE DESIGN, and all that.)

This is incorrect; it was designed to insure that all hulls had adequate material thickness in the ends. By specifying that all hulls had to meet a minimum MI, there was no longer any pressure on the builder to see how thin he could make the ends. If he made them too thin, it just meant that he had to move more of the ballast out to the ends to make up for it in the MI test.

I feel that the test has been successful in this respect, because I have heard very few skippers complaining about the OTHER skipper's new boat with paper-thin ends since the test was put into effect.

Larry is correct when he says that the boat pivots about its center of gravity, which is not down on the keel point. From running a number of Radius of Gyration (RG) tests, we found that the center of gravity is usually between 10 and 12 inches above the keel on a bare hull. When you add all of the other equipment and crew that make up a racing boat, the center of gravity is probably a few more inches above that.

Bob Smither, Chief Measurer of the Lightning Class, and a very knowledgeable man on the subject, showed how one could calculate the all-up MI of a racing boat in an article in the August, 1970, issue of "One Design & Offshore Yachtsman." Bob found that the real problem with all of this was in accounting for the crew, who are not rigidly attached to the hull, and therefore introduce a "floppiness factor" into the calculations.

One of our current builders usually

attaches his ballast up under the deck, which gives that hull a slightly higher MI, but probably a slightly lower all-up racing MI. Which is quite legal.

One further point — the effect of a given mass or weight on the MI test varies as the SQUARE of its distance from the center of gravity. That is why a few pounds of lead in the stern or bow have an appreciable effect on MI.

Dan Williams  
SCIRA Past Commodore

Dear Sir,

Your article "The Moment-of-Inertia Game" by Larry White in the August *Snipe Bulletin* contains a basic fallacy in what effect weight has in the ends.

Mr. White says that 5 pounds at the bow will have the same effect in the test, as 40lb at the CG. This is not so. Moment of inertia is  $\Sigma md^2$  — that is to say it is the sum of all the minute individual masses which go to make up the hull multiplied by the square of each mass's distance from the axis of rotation. The final result is expressed as  $Mp^2$  where M is the total hull mass and p is the radius of gyration. Adding a mass of 5lb at the bow would increase the Moment of Inertia by  $5 \times 8^2 = 320 \text{ lb ft}^2$  whereas by adding 40lb one foot from the pivot would increase it by  $40 \times 1^2 = 40 \text{ lb ft}^2$ . If he wanted to keep the weight out of the ends he would need an additional 320lb under his deck.

Tony Watts  
Chief Measurer, IYRU

## Tech Note

In the August *Bulletin*, we ran a short piece on "The Moment of Inertia Game." In our example, I was guilty of an oversimplification, which some pros caught and mentioned to me. In the moment of inertia formula, distance-squared is the multiplier, not simply distance (moment) — so the case is even worse than our simplified example shows, i.e. 40# at 1 foot behaves like (X# at 8 feet) actually  $\frac{40}{64}$

at 8 feet, because multiplier is actually 8 times 8 = 64. So it's a matter of degree. A half pound or so at the bow behaves like 40# at the CG in the test. My apologies for the simplification — the point was made, but inaccurately.

See what you can do with crew weight to adjust your moment of inertia for a particular wave system.

Larry White  
Technical Editor

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# SNIPER BULLETIN

SNIPER CLASS  
INTERNATIONAL RACING  
ASSOCIATION

JANUARY 1979  
VOLUME XXVIII No. 1

## S.C.I.R.A. OFFICERS

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## EDITOR

Lowry Lamb

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37343, U.S.A.

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month to become effective.

## The New Commodore Believes

Dear Snipers —

So now we have a Brazilian Commo-  
dore. Why? What are his beliefs? Let me  
try to tell you, personally.

1) I believe that God is Brazilian. No  
earthquakes, no hurricanes, no snow. A  
Western Hemisphere's Champion. A  
World Senior Champion, a World Junior-  
Champion and now a Commodore. God  
must be Brazilian. Or at least a good fan  
of our team. Thank you, God.

2) I believe in women crewing. They  
are more agile, more smooth while mov-  
ing, they have more endurance, pride, and  
guts. They are much better crews than  
men.

3) I believe in the fundamental rule,  
and rule 33.1. Those are the most beauti-  
ful of IYRU rules.

4) I believe in competent Race Com-  
mittees, good starting lines, good mark-  
shifting, good technical regattas. Nothing  
more frustrating than a bad R. C.

5) I believe in good Racing Instruc-  
tions, and in reading them. No need then  
for Skippers meetings. I believe they are a  
bore.

6) I believe in percentage as alternative  
penalty. 720° is unfair.

7) I believe in the 11' board as does  
almost everybody in every country in the  
world. The world recommendation and

motion carried unanimously in Malaga,  
1973, was: "Only one centerboard." I  
believe that Dan Williams, Nils and I  
won't forget it forever.

8) I believe in new ideas, new men at  
each job, dynamics, rotation, democracy  
and action. I believe in differences of  
opinions, polemics, dialog, reformulation,  
and, some times, even in revolutions.  
Specially if done against inertia, bad will,  
conceit and prejudice.

9) I believe in our "beloved little  
boat" as Salvat calls our Snipe. I believe  
in sailing them and I am honoured to be  
its Class Commodore for this year of  
1979.

10) I believe in International Snipe.

Flavio Caiuby

## North American Championship

Bids to hold the 1979 North American  
Championship should be submitted to the  
SCIRA office. Decision of place and date  
for the championship is the responsibility  
of the North American National Secretar-  
ies, with preference to be given to large  
open bodies of water. The time of year is  
not limited so as to provide for the best  
wind conditions.

This contest for the Birney Mills Tro-  
phy has become one of the best and  
hardest fought regattas in SCIRA, with  
over 90 boats registered for the 1978 re-  
gatta at Annapolis.

## Bertrand Gayet, Roberto Londono Head Western Hemisphere Secretaries



Bertrand Gayet



Roberto Londono

The Western Hemisphere Secretaries  
elected Bertrand Gayet of Paraguay W. H.  
General Secretary at their meeting at the  
Championship in October. Bertrand, a  
French national living in Paraguay with  
his English wife, must be the most inter-  
national of secretaries. He has lived in  
South America for 15 years and in Para-  
guay for 7.

His fleet has grown from one boat to  
15, and they now hold international

championships attended by boats from all  
over the continent. The Fleet will hold  
the first South American Championship  
next year on Lake Ypacarai.

Colombia's Roberto Londono was  
elected to serve as vice-secretary at the  
same meeting.

Addresses: Bertrand Gayet, Casilla de  
Correo 787, Asuncion, Paraguay. Roberto  
Londono, Ave 40 A, No 13-42, Bogota,  
Colombia.

## On The Cover

### Introducing the New Commodore

"SCIRA NEEDS YOU." In a pose worthy of a war poster, Gail Colyer captures the vision and the message of SCIRA Commodore Flavio Caiuby, the first South American Commodore of the Snipe Class.

Flavio gives some of his feeling of what the Class can and should be in his first COMMODORE BELIEVES column in this issue.

When asked about his sailing career, his first reaction was a laugh, "My sailing career is a big laugh. In fact, I must tell you what my epitaph will be, 'Here rests a million laughs in this valley of tears'."

Flavio grew up in Sao Paulo, which makes him a "rare bird," since the city has since grown from 800,000 to almost 13,000,000 inhabitants, mostly from elsewhere. He began sailing in Sharpies as crew for his older brother, and in 1952, he and 5 others bought Penguins. He "Got fed up fighting the mothers," and went back to Sharpies, where he raced as skipper until 1960. His best finish was 7th in the nationals.

Flavio then dropped out of sailing and spent 10 years water skiing, but got tired of being a motor boat driver, and bought a Snipe.

In their first away-from-home regatta, he and his son Eduardo, got last or next to last in all the early races. In Brazil, there is a custom of presenting a lovely trophy to the last place finisher — the Lamplighter, as he is called. Eduardo told Flavio "If we take that thing home, my mother will beat us up." So, Flavio went to Mario Buckup, who went over the boat — "You don't have a mast, you have a flagpole." Flavio worked most of the night planing the mast, and the next day there were 4 boats behind him. He worked and watched weather conditions, and then there were 6 behind him, and then 8. — No Lamplighter prize. He trained from January to October, and finished in second place with 40 boats in the final regatta.

Flavio became coordinator of Snipe activities for Sao Paulo when Cornelia Buckup brought him all the records and wished him luck. He arranged the "Resurrection Regatta" inviting all the outdated potential Snipes in the area to attend. Sixteen of the 21 local boats participated. He then began to travel to other South American regattas and was elected National Secretary for Brazil from 1972 to 1974. Participation has grown from 20

boats at the state championship and 30 at the nationals to 64 in the states and 104 at the biggest nationals. His best finishes have been 2nd in the state and 13th in the nationals.

Flavio is well known to Snipers everywhere, having attended championships all over South America as a participant, and not having missed a Western Hemisphere or World Championship since 1971. He was regatta Chairman for the most recent Western Hemisphere Championship held at his home club in October. His whole family was involved, with his wife Ceda in charge of registration, Eduardo doing everything from taxi service to sight seeing guide, and his daughter Priscilla working all through the championship and doubling as Ecuador's crew. He and Priscilla, his best and favorite crew, will sail together at the U. S. Nationals in July. (Note: an oddity in the Deed of Gift for the U. S. Nationals states that the current Commodore is eligible to race without other qualification.)

Flavio builds and sells beautiful homes in some of the nicest sections of Sao Paulo, but has had a variety of careers including managing a television station and a transportation company. He is perhaps most well known as "El Furioso" fighter of the bulls . . . and he likes to laugh.

### California Here They Come — Back

Good news from fleets in California: San Francisco Fleet No. 12, inactive in recent years, has 13 (thirteen!) new boats on order and will be racing in 1979. Spencer Allen, P. O. Box 5827, San Francisco, CA 94101 will be Fleet Captain.

Redondo Fleet No. 117, kept alive by Past Commodore Bob Schaeffer and Arch Higman for several years, has a new fleet captain, and expects to compete actively by 1980. Bob Halderman, 88 Narcissa Drive, Rancho Palos Verdes, CA 90274 will be Fleet Captain.

Meanwhile: We hear that on the other West Coast, the West Coast of Florida, Dr. John Jennings of St. Petersburg Yacht Club is leading a group interested in 10 Snipes for competition in 1979.

### THE SCORE

Sixteen numbers were issued during the month with 10 going to Spain, 5 to Denmark and 1 to Paraguay.

**Numbered SNIPES — 23618**  
**Chartered Fleets — 756**

### Sanctioned Regattas — Fleet Captains

If your regatta date is set, please send your sanction applications on to your District Governor. THE DEADLINE FOR EACH MONTH IS THE FIRST OF THE PREVIOUS MONTH. We need your cooperation to provide this service to the Class.

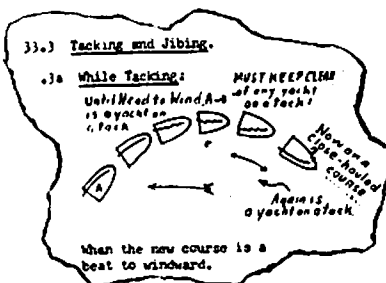
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## The Commodore and YOU

Dear Fellow Snipers:

I compose this last "Commodore & You" with great regret that I will no longer be able to hold the SCIRA helm. It has been a great honor to visit and communicate with you to exchange the ideas that were always seriously and democratically aired to steer us towards the most constructive and beneficial SCIRA decisions possible. It has been a rewarding pleasure for me to be able to represent and coordinate all of our constructive ideas.

My year as Commodore of SCIRA has been very, very satisfying and I will always cherish it as one of my greatest, most productive and rewarding years of my life; plus, you all helped make it this way. Sniping has always been so super important and sentimental to me that I consider having had the Commodore honor bestowed upon me, coupled with my endless and honorable efforts has really been appreciated by all of you Snipers.

There have been some tough (I don't give a damn, but, do what is right for our Class decisions), yet strong important progressive discussions and decisions that I personally know will be extremely

Snipe rewarding for all of us in the near and distant future.

Please realize that with our extremely large World Wide organization there are endless ideas from all of you surfacing for our Class to consider. However, the big problem is to challenge subject ideas, bring same into the Snipers circles to be aired on with the end result being to achieve what is really best for all of us, regardless of sailing the Snipe, working on a committee, serving in an executive position, or just being a spectator. When the real SCIRA is challenged the honest, honorable, and most beneficial decision has to be made with our Super Snipe being the prime benefactor.

Furthermore, please realize that in my personal opinion and observation, the greatest downfall to our SCIRA or mankind is the deceitful inability to make decisions honorably and conscientiously for the betterment of the cause; in this case SCIRA.

I have had the privilege of working with many, many fine and capable Snipers. To find same World Wide is very, very rewarding not to mention super for our SCIRA.

I will be Sniping with all of you and continuing to support and promote SCIRA. So, if you have any strong convictions I will be most happy to pass same on for you to the new "powers that be."

Always hike like Hell, never, never give up, and "May the force be with all of us"!

Yours for Super Sniping,  
Commodore Bruce H. Colyer  
Alias Bloody Red Baron

## Qualify for the Pan American Games

The Mid-Winter Championship March 11-13, sponsored by Clearwater Fleet 46, will be the qualifying event for the Snipe representatives in the Pan-American Games in Ponce, Puerto Rico in July. Two teams will qualify. Those entering the qualifying series must sign that they will attend and represent the U. S. if they win the right to do so. There will be no split fleets regardless of the number of entries.

## Happy New Year

The 1979 decals are available from the SCIRA office. They are green and yellow — the colors of Brazil's flag — and are required for all SCIRA events. The decals are certification that the boat has been measured and the dues paid.

## Point Score Reminder

Point score forms are due in the office by February 1.

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# IVAN PIMENTEL

## New Western Hemisphere Champion

*Brazilians place one-two in 15th WH Championship at Sao Paulo*

The 15th Western Hemisphere Championship held in Sao Paulo, Brazil October 19-27 was won by Brazilians, Ivan Pimentel and crew, Carlos Dohnert. Their finishes were a consistent 3-2-2-3-1-2 for a total of 17.7 points. Not many winners of this championship throw out a third place.

Second place was taken by Marco Aurelio Paradedda and Luiz Pejnovic, the defending champions, also from Brazil. They sailed well, finishing with 22.4 points, but could not overtake the eventual winners.

Third place went to Mark Reynolds and DeAnn Wright from the U. S. A. Like the winners, this was their first big international championship. With 27 points, they sailed well, and were in the lead after the first three races, but Pimentel's consistency was not to be denied.

Pimentel and Dohnert are natives of Rio de Janeiro, which entitles them to the appellation of "Carioca." Ivan is an

architect and has been sailing Snipes for seven years. He has also sailed in other classes but is now concentrating in the Snipe class. His efforts were rewarded this year with the Brazilian National Championship and now the Western Hemisphere Championship. Pimentel will be another name to watch from the highly competitive Brazilian sailors.

Racing was held on Lake Guarapiranga which was quite adequate in size. It is a water reservoir for Sao Paulo but was only at 40% of capacity because of the shortage of rainfall. It was possible for the minimum 5 mile course using the standard Olympic course, but race committee chairman opted for the longer 7 mile course and used a variation on the Olympic course. This was a triangle-windward-leeward-triangle-windward course and proved to be an acceptable substitute.

The wind conditions were reminiscent of Valle de Bravo, Mexico, the site of the Pan American Games in 1975. Since the

wind was usually light in the mornings no races were planned until the afternoons. As always, the wind did not cooperate and it was necessary to sail some morning races. The winds were moderate except for two fairly heavy wind races, but there were no drifters.

The race committee chairman was our new commodore, Flavio Caiuby who also acted as general chairman.

The first race started in winds of 8-10 which eventually built up to 15 by the end of the race. Pimentel was first at the first windward mark followed by Reynolds with Jeff Lenhart in third. On the third leg, Reynolds overtook Pimentel and by the second windward mark Lenhart was in second place. Lenhart picked up Reynolds before the third windward mark and held that position to the finish. Pimentel finished third and Paradedda fourth.

On Sunday, the second race was  
*(Continued on page 8)*

*New Western Hemisphere Champion Ivan Pimentel, right, and Carlos Dohnert accept the John Hayward Trophy, presented by Gail Colyer, center. (Buzz Lamb photo)*





# WESTERN HEMISPHERE CHAMPIONSHIP

Boat	Skipper/Crew	Country	Places	Points	Finish
19549	Ivan Pementel/Carlos Dohnert	Brazil	3-2-2-3-1-2-2	17.7	1
12115	Marco Aurelio Paradedda/Luiz Pesnovic	Brazil	4-3-1-8-2-1-3	22.4	2
22815	Mark Reynolds/DeAnn Wright	U.S.	2-1-4-7-4-4-1	27	3
20560	Jeff Lenhart/Eric Krebs	U.S.	1-5-3-6-3-7-6	44.8	4
21450	Wilson Pereira/Hugo Castro	Argentina	4-11-8-1-9-3-7	57.7	5
22202	Eduardo Rawson/Pedro Sisti	Argentina	7-8-7-2-8-rt-5	67	6
21454	Pedro Garra/Cesar Brignone	Uruguay	8-7-9-4-6-5-11	71.7	7
23033	Paulo Santos/Dndre Frimm	Brazil	6-9-6-5-7-8-10	75.4	8
20219	Andres Lisocki/Beatriz de Lisocki	Colombia	12-10-5-10-10-6-4	77.7	9
21671	Carlos Murguia/Jorge Manganeli	Uruguay	10-4-13-9-5-9-9	79	10
21675	Luis Herman/Fernando Elgueta	Chile	9-6-11-13-16-12-8	94.7	11
18974	Lorenzo Depascale/Pricila Caiuby	Ecuador	11-13-12-12-15-10-12	106	12
20399	Alfredo Gonzalez/Santelices Tirado	Chile	14-ns-10-11-13-11-ns	112	13
22272	Carlos Gorostiaga/Luis Cordi	Paraguay	13-12-nf-15-11-13-13	113	14
22820	Manuel Atria/Carlos Palazon	Paraguay	15-nf-14-14-12-12-ns	1221	15
19106	Roberto Londono/Robert J. L.	Colombia	16-14-15-16-14-15-ns	126	16

## Western Hemisphere

(Continued from page 7)

started in 10-12 knot winds which built to 18 shortly after the start. Mark Reynolds got a good start and led at the windward mark followed by Luis Herman of Chile, Lenhart, and Carlos Murguia of Uruguay. This race produced the only capsized of the championship with boats planing on the offwind legs. By the second windward mark Reynolds was still in the lead but Pimentel had taken second place and Paradedda had passed Lenhart. The finish was Reynolds, Pimentel, Paradedda and Murguia.

On Monday, a morning start was scheduled. The diminishing wind died completely just after the start, and the race was cancelled 12 minutes afterwards.

The restarted race in the afternoon had light winds at the start, around 5-6 knots. A big shift gave the advantage to those on the port side of the course and at the first windward mark Eduardo Rawson from Argentina led with Paradedda in second, Pimentel in third, followed by Andres Lisocki of Colombia. On the remaining lap and windward leeward, Paradedda had taken Rawson and held his lead to the finish. Rawson lost his whisker pole on the second reaching leg and dropped to seventh retrieving it. Pimentel finished second followed by Lenhart and Reynolds.

The winds were light in the afternoon before the race could be started in 8-10 knots. This was probably the most exciting race of the championship as positions were changed on every leg of the course. With the wind more to the south, an island figured into the tactics and those going close to it invariably profited.

Paulo Santos from Brazil and sailing on his home waters, went very close to the island and rounded the windward mark in first place. Wilson Pereyra from Argentina was second along with Rawson. On the third leg, Pereyra held a rhumb line while the others went high. It seemed as if he had lost everything but when the high-flyers came down, Pereyra was in first. By the second windward mark with Santos and Rawson in second and third, Pedro Garra of Uruguay had passed Lenhart for the fourth position. By the third windward mark it was Pereyra, Rawson and Pimentel (having moved from ninth



Bebita, wife of Western Hemisphere Secretary Horacio Garcia Pastori, poses with second place winners Marco Aurelio Paradedda and Luiz Pesnovic. (Buzz Lamb photo)



Mark Reynolds and DeAnn Wright receive third place trophy from Ceda Caiuby. (Buzz Lamb photo)



at the first windward mark). This was the order of the finishes with Garra maintaining his fourth.

The next day the morning race was started in winds of 12-15. Since the morning winds were from the north, a reverse course was required. This is a rarity these days but there was no problem.

Here again the island affected the tactics and those that held a long starboard tack were rewarded. At the first windward mark Paradedda was first followed by Santos, Lisocki, Reynolds and Pimentel. On the reaching leg Pimentel went low and took over the lead. Lenhart went from sixth to second. Paradedda took Lenhart on the third leg, hit the downwind mark and rerounded it without losing position.

These three boats held commanding leads and maintained their positions for the rest of the race. Lenhart held more to the middle on the final beat and it appeared he might take second but a last minute shift prevented it. Reynolds was fourth followed by Uruguians Murguia and Garra. Pedro Garra had made a tremendous comeback as he was over the line early at the start.

The sixth race was scheduled for Thursday morning but there was not a breath of air. Shortly after lunch Flavio kept dashing about in his outboard motor boat and at 1330 shouted "Agua." There still was no wind, not even the usual odor

as the wind clocked over the sewer plant. Obediently, the troops put their boats in the water and the wind came up, to 12-15 at race time.

The positions at the first windward mark were Paradedda, Reynolds, Rawson and Pimentel. At the second mark Reynolds, as he was rounding, swerved to avoid a photographer who was in the water with an underwater camera. Rawson could not anticipate this nor avoid Reynolds so had to retire. This incident also caused Reynolds to drop Pimentel. At the finish, Paradedda was leading followed by Pimentel, Reynolds and Garra.

On the final day of racing the winds were the strongest of the series and in the range of 18-20 knots. This was wind in advance of a cold front that had played havoc with the fleet on the Buenos Aires to Rio race. There was a lot of suspense since only 2 points separated Paradedda and Pimentel. If Paradedda put a couple of boats between himself and Pimentel he would win. By all odds this did not seem to be unreasonable since Pimentel had drawn the boat that was slower in the hands of other sailors.

After a recalled start Pimentel was in control of Paradedda. This was another reverse course and all worked the island side of the course. Reynolds took the immediate lead. Paradedda did slip Pimentel's cover, but Pimentel came towards the starboard side of the course

near the windward mark, rounding first, capitalizing on a good shift. Reynolds, leading Paradedda had overstood, but rounded behind Pimentel. Lisocki almost caught Paradedda but not quite. Reynolds went high and dropped Paradedda and Lisocki. Reynolds got Lisocki back on the next reach.

On the second beat Pimentel covered Paradedda allowing Reynolds to go free, and round the windward mark in the lead. Pimentel was second followed by Lisocki and Paradedda. Downwind Lisocki went to the starboard side and lost both Paradedda and Lenhart who had worked his way from the back of the fleet. On the final beat Pimentel covered Paradedda like a glove and Reynolds won the race. Pimentel finished second, taking the championship, followed by Paradedda, Lisocki and Rawson and then Lenhart, who had taken a long starboard tack which did not pay.

The championship was very well run by Flavio Caiuby who was also the race committee chairman. All the boats were Carajas built in Sao Paulo and with a bit of tuning, seemed quite equal. Most of the masts were Bruder.

The host club, Clube de Campo de Sao Paulo was a large and interesting one. It covers many acres and has several departments — sailing, golf, tennis, swimming, and even stables for the horses. The social events were enjoyable and all participants had a good time.



Snipes are man-handled out of the lake by the official staff of the Clube de Campo. (Gail Colyer photo)



Western Hemisphere Secretary Horacio Garcia Pastori and Commodore Bruce Colyer discuss the Championship over Brazilian coffee cups. (Gail Colyer photo)



Approaching the leeward mark. (Kurt Mufflemann photo)

## Joe Petrucci Eases to New England Win

With the 38 year old perpetual trophy at stake, the New England Snipe Championship was hosted by Fleet 628 July 29 and 30 on Lake Quannapowitt. This year's regatta took on an international flavor with the participation of Bermudians, Ray Pitman and Mark Henneberger.

The first of six scheduled races saw 34 Snipes racing for the starting line in light and shifty winds. Adapting quickly to the oscillating wind shifts, Greg Roche raced to the finish followed by Mike Elser in second and Joe Craig in third. After a disappointing first race, Joe Petrucci came back strong, winning the second race, followed by Elser and Glen Younie. Petrucci repeated again in the third with his second win of the day, followed by Ned Towle in second, and Bill McInnis in third.

With the day's racing at an end, participants were treated to a steak cook-out at the club followed by a beer and wine party hosted by one of the fleet members.

Sunday's racing conditions paralleled those of Saturday. Petrucci again led the fleet around the course with Canty and Elser finishing second and third. The fifth race saw Glen Younie finishing first, followed by Petrucci and Roche. With first place virtually locked up, Petrucci took

### NEW ENGLAND SNIPE CHAMPIONSHIP (Top 20 of 34 entries)

Boat	Skipper/Crew	Places	Points	Finish
21507	Joe Petrucci/Tim Collins	11-1-1-1-2-1	20.0	1
19253	Mike Elser/Steve Mangine	2-2-7-3-6-7	59.4	2
21917	John Lally/Chita de Villafranca	5-11-5-4-10-3	66.7	3
19060	Bill Carroll/Billy Carroll	4-4-6-8-14-4	69.7	4
17018	Glen Younie/Mark Forbes	7-3-10-25-1-5	75.7	5
21641	Greg Roche/Dave Scalisi	1-6-38-6-3-2	76.1	6
11810	Rob Gorman/Jane Fraser	9-7-4-9-8-11	82.0	7
17758	Dave Lince/Tom Hall	15-5-12-5-9-12	92.0	8
20569	Dave Rogers/Tom St. John IV	10-19-8-7-5-9	93.0	9
19702	Bill McInnis/Jim McInnis	16-20-3-10-4-16	99.7	10
21758	Ned Towle/Beth Towle	12-9-2-17-22-17	110.0	11
19708	Ray Pitman/Mark Henneberger	20-12-11-13-15-10	117.0	12
21640	Randy Nord/Chris Nord	21-15-14-14-13-6	118.7	13
19705	Chip Canty/Chris Caggiano	24-17-16-2-12-nf	130.0	14
17377	Ron Barber/Judy Barber	6-13-13-20-24-20	131.7	15
19257	Chuck Talor/Sue Talor	30-32-9-11-7-8	133.0	16
23167	Chuck Loomis/Ricky Loomis	8-24-19-12-21-13	133.0	17
21005	Al Zachor/Chris Todd	18-22-18-16-16-14	140.0	18
22440	John Cole/Judy Cole	17-25-20-15-18-18	149.0	19
20661	John Doherty/Mary Lally	14-18-22-26-25-19	160.0	20

the sixth and final race followed by Roche and Lally.

A special thanks goes to race committee chairman Glen Bell and his crew for

providing outstanding races under less than ideal wind conditions.

Ron Barber  
Quannapowitt Fleet 628



New England Winners L to R: Bill and Billy Carroll, Mike Elser and Steve Mangine, Joe Petrucci and Tim Collins, John Lally and Chita de la Franca, and Glenn Younie and Mark Forbes. (Kurt Mufflemann photo)



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## Brazil's Schmit Is Junior World Champion

Brazil's Torben Schmit and Eduardo Mascarenhas beat out Randy Smith and Dean Palmer of the U.S. for the Count Vieri Lasino Trophy, symbolic of the Snipe Junior World Championship. The racing was held in the Pacific Ocean by Mission Bay Yacht Club October 12-15, with the best 6 of 7 races counting for the trophy. Terua Watanabi and Todaiki Itoh representing Japan were third, Carlos and Maria Garcia of Argentina fourth, and Augusto Kuhlmann and Marcos Escobar of Brazil were 5th despite a DSQ in the second race.

Torben jumped to an early lead with two firsts to Randy's 2nd and 4th. Randy came back with a first in the third race, and pulled within 3 points of Torben who had a 4th place finish. Randy took the lead in the 4th race and held it through the fifth, but Torben won the race and the lead in the 6th race and "iced" the finish by again beating Randy in the 7th and last race.

The racing began in light air with heavier going toward the end of the series,

### Skipper/Crew

Torben Schmit/Eduardo Mascarenhas  
Randy Smith/Dean Palmer  
Terua Watanabi/Tadaishi Itoh  
Carlos/Maria Garcia  
Augusto Kuhlmann/Marcos Escobar  
Tom Bjorndak/Peter Holborn  
Natalio Camos/Mateo Umas  
Steve/Neil Garland

### Country

Brazil  
U.S.  
Japan  
Argentina  
Brazil  
Finland  
Spain  
U.S.

### Places

1-1-4-6-4-1-5  
2-4-1-2-3-5-8  
9-3-5-5-6-2-1  
11-2-2-13-7-1-4  
3-dq-8-4-4-6-3  
5-10-3-1-5-7-8  
6-11-6-3-10-10-2  
8-8-11-12-2-3-7

### Points Finish

26 1  
29.7 2  
40.4 3  
44.5 4  
53.1 5  
53.7 6  
64.8 7  
66.7 8

favoring the heavier Brazilian team. Fog obscured the start of the 5th race but lifted in time to complete two races that day, ensuring that the series would be completed with a throw-out.

"If I have to lose, I don't mind so much if it's to a skipper like him," a quote from Randy Smith, emphasized one of the goals of the championship which is to foster friendship and understanding among young people of the class.

Competitors were housed in homes of members of the Mission Bay Yacht Club and entertained California style by the local young sailors.

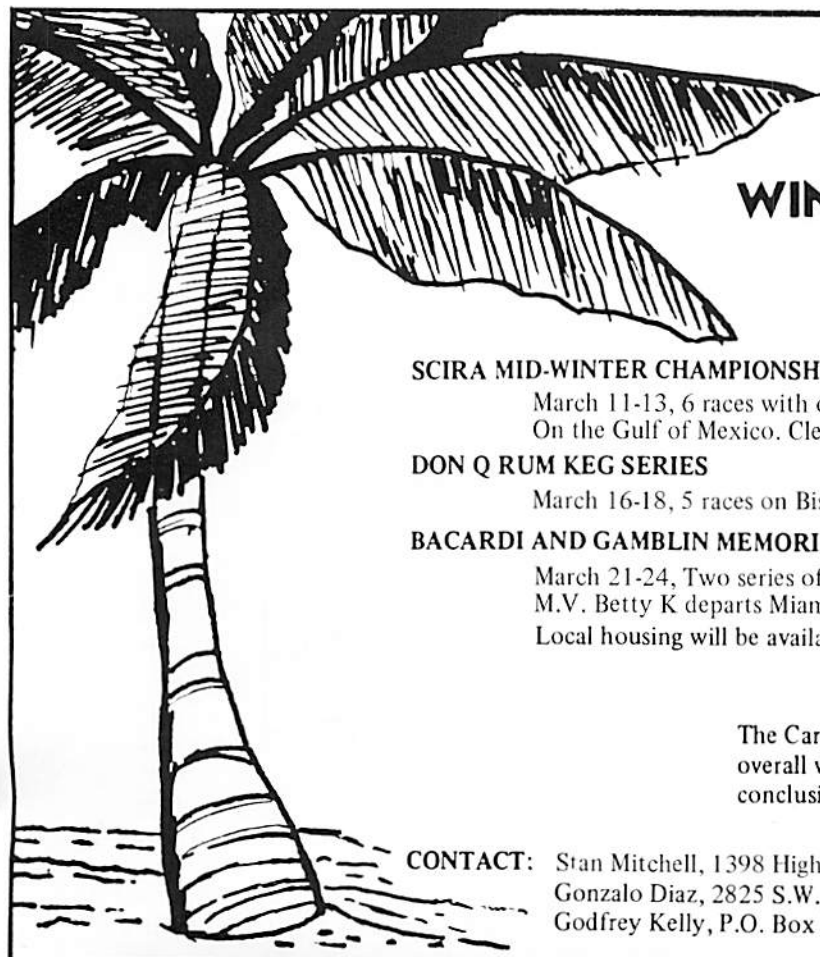
Note: If the name Schmit of Brazil is familiar, expect it to get more so. Torben is the nephew of Axel Schmit. Remember the Schmit twins, Axel and Eric, who

dominated the Class World Championships in the 60s? Here they come again.

From Verne Griffin's article  
San Diego Evening Tribune



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March 21-24, Two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas  
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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



## Keith Donald Tops Frigid Digit, Call of Fall Series

The Annapolis Snipe Fleet 532 hosted its annual Frigid Digit Regatta at the Severn Sailing Association on the weekend of October 21 and 22, 1978. This event is also the final one in the District I Call of Fall series, which involves regattas at many clubs in our district.

If anyone got frigid this weekend, it was from falling into an ice bucket. We were treated to beautiful fall weather. Saturday started, as forecast, with variable winds and temperatures in the high 60s.

Our race committee chairman Mark Hasslinger had to cancel the first race as the weather leg turned into a beam reach, with the wind shift. By midday the easterly filled in nicely and we had two good long races, full Olympic courses.

By the second race, the infamous Chesapeake Bay lumps came up along with a 12-15 knot breeze. Current again was a factor, as in the first race. Sam Mollet from Portage Lake came to show us how in the first race, with Dick Belvin from Bermuda second, Bob Blomquist of

the home team was third. Griff Hall, who is just getting back into Snipes was fourth and Hugh Donald was fifth.

The second race (top five) was almost a home club shut-out. Fred Thurston got that one, followed by Keith Donald, Hugh Donald (brothers, and there's more of them, all good), Greg Fisher (often comes down from Rhode Island to sail with us) and Linda Stearns (now getting active again in our fleet). Because of our late start and long courses, Saturday racing ended quite late.

It was a tired but hungry group of seventy-some odd who gathered at Dick C. and Fran Bartlett's home for oysters, beer and hot beef stew. Many fleet members brought parts for a well planned and executed dinner. I don't know who's in charge for sure, but June Purdon, Pat Eliassen and Glenda Blomquist put our dinners together, with help from Jackie Smith, Babs White and many others. Alex Karlin showed slides of the North Americans, which everyone enjoyed. There was also a certain amount of minor drinking

and major lying going on, I hear.

Sunday was another beautiful day — and the easterly came in by eleven. Since we don't start after 1:00 P.M. Sundays, to allow travelers to get started home, we had one good Olympic race, in 10-12 and not too lumpy. Linda Stearns led all the way, clearly with best boat speed. Griff Hall passed Keith to take second, but Keith was third, followed by Taylor Brown and Greg Fisher. Taylor's return to more active racing is really very welcome.

There were no protests, and I didn't see very many 720's. It was a good series, despite strong current at marks that surprised some competitors.

When the scores were worked up, Keith Donald had won both the Frigid Digit Regatta and the Call of Fall series, repeating his performance of last year. Keith sails a cedar Lippincott — wood is good.

District I Governor Randy Nord presented the Call of Fall Trophies to: 1. Keith Donald, 2. Bob Blomquist, 3. Art Margulies, 4. Randy Nord, 5. Fred Thurston.

Larry White  
Annapolis Snipe Fleet 532

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### FRIGID DIGIT (Top 15 of 28 entries)

Boat	Skipper	Club	Places	Finish
14002	Keith Donald	SSA	8-2-3	1
22823	Sam Mollett	PLYC	1-6-6	2
19714	Griff Hall	SSA	4-8-2	3
18100	Linda Stearns	SSA	14-5-1	4
23182	Bob Blomquist	SSA	3-7-8	5
19177	Fred Thurston	SSA	7-1-15	6
22851	Greg Fisher	RI	9-4-5	7
18917	Hugh Donald	SSA	5-3-12	8
23181	Dick Belvin	SPBC	2-9-16	9
22590	Larry Carroll	SSA	6-12-9	10
9106	Art Margulies	SCYC	10-14-7	11
16853	Eric Legstrom	SSA	11-11-10	12
19915	Eric Purdon	SSA	13-10-11	13
11900	Larry White	SSA	12-16-14	14
20562	Dick Hand	PLYC	18-13-13	15



Who is the mystery woman? Not the winner of the Frigid Digit. An exposed roll of film was left at the North Americans registration desk at Annapolis. Babs White had it developed. For a mere \$6.45 you can reclaim the lady and the rest of the roll.

# Doldrums Slow Indiana Open

The 1978 edition of the Indiana Open started off hot and humid on Saturday, September 9, and stayed that way all weekend. Unfortunately the winds (?) were nearly non-existent all weekend.

The start of the junior skipper's race was delayed for one half hour, while the RC waited for a breath of air. One finally appeared and a 1 1/3 triangle was set, however, by the time the first few boats were around the first mark, the wind had died almost completely. The RC shortened the course to one triangle (shorter for a few!). First to ghost across the finish line was Randy Saint, followed by Glenn Foster in 2nd and Jerry Best in 3rd.

A true wind (3-6 mph) did appear out of the south in the early afternoon. Due to the nature of the winds on Geist Reservoir, the fleets spread out and by the time all participants had finished, it was 4:30 and the wind had died off considerably.

So, after one race the kegs were tapped. This year, Regatta Chairman Harry Huff made sure plenty of beer was on hand so that a repeat of last year's late night beer run was not necessary. A chili dinner was served, which normally would have been okay in mid-September weather, but with plenty of suds around, "the

Boat	Skipper
18502	Steve Sherman
22285	Harry A. Levinson
19267	Don Hite
21008	Jim Richter
20659	Ray Schmit
23180	Carl Levinson
19716	Harry Huff
22811	Buzz Levinson
21119	Frank Hiatt
20908	Berk Duck
21827	Larry Christy
19366	Jim McDonald
21120	Bob Hill
19445	Dick Crookston
18317	Dan Blodgett

14241	Tom Ryan
23200	Skip Baxter
17780	Bill MacCreery
12192	Anita Levinson
18116	Jack Samuelson
21795	Tom Whitsitt
13007	Greg Wiseman
22851	Addis Katterheinrich
18913	Anne Meredith
14982	Stan Kowalski

## INDIANA OPEN LILLY SERIES - A Fleet (Top 15 of 33 entries)

Club	Points	Finish
MSC	0	1
ISC	3	2
Lake Angelus	5.7	3
ISC	8	4
BPYC	10	5
ISC	11.7	6
ISC	13	7
ISC	14	8
ISC	15	9
ISC	16	10
CSA	17	11
ISC	18	12
Acton	19	13
Lansing	20	14
CSYC	21	15

## CALL SERIES - B Fleet (Top 10 of 34 entries)

Club	Points	Finish
Wall Lake	0	1
Grand Rapids	3	2
Wall Lake	5.7	3
ISC	8	4
ISC	10	5
ISC	11.7	6
ISC	13	7
Acton	14	8
Richmond	15	9
ISC	16	10

heat" was not noticed.

Sunday morning dawned sunny. Geist Reservoir was the finest sheet of glass you could ever find. Race Committee Jerry Peterson sent the fleet out any way, hoping to be ready the instant a zephyr appeared. Meanwhile, "The Fleet Monster" unloaded the first bucket of water on Frank and Patsy Hiatt, and from then on a good sized water fight ensued until 3 guns were sounded.

Fleet 409 enjoyed putting on this year's version of the Indiana Open and hopes that all the participants had a good

time. We hope that everyone will return and bring additional participants along next year. HAPPY SAILING!

## JUNIOR SKIPPER'S RACE

Boat	Skipper	Finish
7116	Randy Saint	1
22725	Glenn Foster	2
16103	Jerry Best	3
19897	John Szczepanski	4
22350	Eric Witt	5
21549	Lerinda Saint	6
19445	Don Crookston	7
22562	Eric Falobucci	8
20303	Jonathan Brackett	9
19716	Michelle Christy	10

## Intrepid sailors race-cruise on Paraguay River

# Transparaguay River Rally A Success

Taking advantage of a three day weekend last week, the Yacht Club Ypacarai organized the third river rally in as many years down the Paraguay River. This year the rally covered 320 kilometers from Paraguay's third largest city, Concepcion, to the nation's capital, Asuncion.

Surviving those nasty mosquitos, the blistering sun, and the rundowns of cold beer supplies, the Transparaguay River Rally turned out a big success.

Flying up from Asuncion in an ultra-modern DC3, we arrived in Concepcion at mid-morning on the first day. The sailboats were rigged up and headed south aided by a very light northerly wind and fortunately a good downriver current.

Snipe class was the most strongly represented with four participating boats, along with three Lasers and one Hobie Cat 14. The veteran river ralliers along with the newcomers carefully chose their route down the river careful of avoiding

the many patches of water paddies along the river and especially wary of avoiding deadened river branches. Yet luck prevailed for some who selected the right shortcut routes and gained much distance downriver.

This first day the most amused, though, were the monkeys along the river which chattered and hopped along the branches, apparently humored by the drifting sailboats as the light north wind died away. This first day we had covered barely 60 kilometers.

The second day started out quite somberly also as only a light northerly wind prevailed. Yet as the day wore on the wind picked up and we were able to stage a regatta that afternoon. Robert Bruyn easily won the first regatta in Snipe. After covering 100 kilometers dusk came upon us and we settled along the river bank to await the next day.

The third day provided the most

excitement as a strong northerly wind held up all day. This day left little time to enjoy the view of the uninhabited river coasts and to listen to the chirps of the many wild birds. Two regattas were held on this day. Again, Robert Bruyn won both of them yet barely edging out on both occasions the second place boat with Cesar Spezzini and Antonio Esteve. The third place boat was skippered by Bertrand Gayet and all his stuff of good food and beer, followed by Carlos Palazon, who sailed with his wife Ica.

All in all we covered 160 kilometers this last day and managed to arrive in Asuncion by ten o'clock that evening, thus no alibis to miss work the next day. The consensus was not too much comfort, not enough beer, but a hell of a lot of fun!

Antonio Esteve  
Fleet 749

# Bertrand Gayet, Roberto Londono Head Western Hemisphere Secretaries

The Secretaries of the Western hemisphere nations met for their regular session at the Clube de Campo, Sao Paulo, Brazil on October 21, 1978.

**PRESENT:** Presiding was Secretary General for the Western Hemisphere Horacio Garcia Pastori of Uruguay; SCIRA Commodore Bruce Colyer; Vice-Commodore Flavio Caiuby; Executive Secretary Lowry Lamb; National Secretaries and representatives as follows: Ralph Swanson, U.S.; Roberto Salvat, Argentina; Cesar Gonzalez, Chile; Lorenzo Depascale, Ecuador; Dante Ramenzoni, Brazil; Bertrand Gayet, Paraguay; and Roberto Londono and Andres Lisocki, Colombia.

**AGENDA:** The following items were presented for the agenda with the suggestion that other items could be added by those present.

1. Pan American Games
2. 1980 Western Hemisphere Championship
3. South American Championship
4. Election of hemisphere Secretary and Vice-Secretary

**PAN AM GAMES:** Ralph Swanson announced that final plans have been announced by the committee. The dates are July 5-12 at Ponce, Puerto Rico. The U.S./SCIRA organization is providing boats for charter at approximately \$800 charter fee. If there is any reduction in the cost of providing the boats, it will be reflected by a lower fee. Each country participating in the games will be allowed two boats per class and Swanson asked for a show of hands among those present as to the interest in chartering boats. Uruguay will probably want 1. Paraguay may want one, Brazil will send 2 with

their own boats. Ecuador will not participate in the games. Colombia will want 2 boats. Chile may need 2 boats. Argentina doesn't know yet, will try to send 2 representatives.

**1980 WESTERN HEMISPHERE CHAMPIONSHIP:** Horacio Garcia Pastori presented a bid for Uruguay to hold the Championship with the exact date and place to be decided later, although it is more likely to be the Yacht Club Uruguayo, Montevideo. The other possibility is at Punta del Este where the 1975 World Championship was held. The dates would be from the end of October to mid December, to be decided later.

Ralph Swanson moved that the bid be accepted. Seconded, and passed.

**SOUTH AMERICAN CHAMPIONSHIP:** The goals for having a South American Championship and its problems were discussed. They hope to have 40 to 60 boats and to move the Championship from place to place on the continent alternating Atlantic and Pacific waters -- with the championship sometimes to be held in Paraguay, Snipe's only land locked South American country. The South American secretaries will hold a separate meeting to work out plans for the first championship later. The BULLETIN will announce the championship when dates and place are decided.

**ELECTION OF OFFICERS:** Lorenzo Depascale nominated Bertrand Gayet of Paraguay for Western Hemisphere Secretary and Roberto Londono of Colombia for Vice-Secretary. The question of propriety of nominating and electing both in one vote was discussed. Further discussion of the desirability of rotation of offices rather than re-election. Decision that both were properly nominated but that the voting must be separate. Ralph Swanson called the question.

Bertrand Gayet elected as Western Hemisphere Secretary.

Roberto Londono elected as Western Hemisphere Vice-Secretary.

**FURTHER DISCUSSIONS AND BUSINESS:** Flavio Caiuby congratulated Commodore Colyer for the Junior Championship held in California.

Discussion of participation in this and future championships including reasons for non-attendance of various countries brought no conclusions for action, although both Bermuda and Canada had planned to come but had been unable to arrange financing at the last minute.

Discussions of possible problems of sailing the championships were discussed.

Western Hemisphere Secretary Horacio Garcia Pastori thanked all for attending and the meeting was adjourned.

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**FOR SALE:** Used Proctor masts completely rigged. Sails starting at \$30. Snipe hardware. Write for info to Gonzalo Diaz, 2825 S.W. 92nd Pl., Miami, FL 33165. Nights (305) 226-4136.

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**FOR SALE:** Snipe 21801, Chubasco, traveler centering device, new cobra mast, side pullers, ratchet and Harken main sheet blocks, North and Ullman sails, barber haulers, lemon yellow with dark blue, deck boat cover. \$2,200. 714-273-6229.

**FOR SALE:** Snipe Masts, gold Proctor No. C414, silver Hawker De Havilland No. 101 & No. 102, Perfect cond, never used, \$150 each. Two spruce whisker poles 7'2" & 8'1" Red Snapper fittings, good cond, \$25 each. F. O. B. San Diego. Novatec, P. O. Box 23504, San Diego, CA 92123.

**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.

**USED SAILS,** 4 slightly used mains, all in good condition & jibs. Prices start at \$110. Call Bob Vickery at Murphy & Nye 312-384-2828.



25th Halloween held at Atlanta YC

## Greg Fisher Is Top Snitch

Ninety-three Snipes came to Atlanta's Silver Anniversary Halloween Regatta. Each of the guests was treated to North Georgia's splendid fall resulting from the leaves having reached their splendor in the many colors.

Greg Fisher with fiancée Patti sailed a perfect series winning his three races in the split fleet first Spook division. Saturday's races were held in light but always existant winds. Race Committee Chairman Fred Pember caught a few people napping when the first race started promptly on time with new light winds that came up with the five minute gun. Sunday's winds were better blowing 10-12 MPH.

Pete and Jane Duvoisin of Chattanooga

followed Fisher. Third place went to Steve and Connie Sudduth, AYC's Means and Peggy Davis were fourth and Lake Lanier's Brent McKenzie was fifth.

The Goblin Division was won by Emmie Kohler of AYC with her daughter Julia crewing. Bill French also of AYC was second and Don Pettigren was third.

A Junior Regatta was held Saturday morning with Marc and Ann Duvoisin of Chattanooga winning in almost non-existant air. They were followed by Eric Markel and Bob Russell.

The usual mystique of Halloween held. Friends got together to celebrate the end of another season. The parties were fun and the hot-buttered rum made the ride home a little easier.

### 25th ANNUAL HALOWEEN REGATTA Spooks Division (Top 30 of 60 entries)

Skipper/Crew	Club	Places	Finish
Greg Fisher/Patti Burton	Newport, R.I.	1-1-1	1
Pete Duvoisin/Jane	Chattanooga	1-3-3	2
Steve Sudduth/Connie	Jacksonville	2-3-2	3
Means Davis/Peggy	Atlanta	4-2-6	4
Brent McKenzie/Steve Cooper	Lake Lanier	6-4-2	5
Francis Seavy/Kevin Guido	Clearwater	4-1-9	6
Bill Simons/Sherry McCollum	Chattanooga	2-9-4	7
Harry Levinson/Anita	Indianapolis	14-4-1	8
Matt Gregory/Karen	Chattanooga	7-7-3	9
Robin Gales/Barbara Wesley	Mission Bay	8-2-11	10
Steve Sherman/Marilyn	Muncie	5-12-5	11
Bill Buckles/Wilby Coleman	Cleveland	3-9-12	12
Bob Russell/Billy Lackey	Miami	10-10-5	13
Ken Simons/Lou	Chattanooga	3-11-14	14
Scott Cline/Skip Webb	Chattanooga	32-6-24	15
Gene Soltero/Janet McCowan	Dallas	8-5-15	16
Rob Gorman/Lisa Nord	Westport	12-15-4	17
Bob Blomquist/Glenda	Annapolis	9-16-7	18
Brad McAdden/Tarasa Davis	Atlanta	6-7-21	19
John Mulhausen/Kitza	Atlanta	7-6-21	20
Randy Nord/Chris	Princeton	11-5-19	21
Larry White/Andrew White	Annapolis	15-8-12	22
Dan Williams/Brainard Cooper	Chattanooga	5-8-23	23
Don Cochran/Eric Merkel	Clearwater	19-10-8	24
Steve Guebert/Hal Gilreath	Atlanta	13-11-14	25
Jim Smither/Ashley	Atlanta	9-18-11	26
Tommy Craig/Linda Duvoisin	Chattanooga	11-14-15	27
Johnny Sinclair/Beth Tumlin	Atlanta	22-12-7	28
Ray Schmitt/Robbie Coughlin	Chicago	12-21-10	29
Bill Snowden/Nancy	Atlanta	18-16-9	30

### Goblins Division (Top 15 of 32 entries)

Emmie Kohler/Julia Kohler	Atlanta	1-2-2	1
Bill French/Bettye Wright	Atlanta	2-4-3	2
Don Pettigren/Robin	Valdosta	18-1-1	3
Charlie McIntosh/Mary	Tallahassee	6-6-4	4
Cliff Simmons/Herb West	Bermuda	12-3-5	5
Bill Hooper/Cynthia	Atlanta	9-5-7	6
Rob Fowler/Bill Humphries	Chattanooga	4-10-11	7
Lewis Seabrook/Mickey Seabrook	Mt. Pleasant	3-7-19	8
Ed Hiatt/Sandy	Valdosta	7-8-13	9
Erle Bennett/David Leonard	Memphis	14-9-10	10
Harvey Griffith/Sylvia	Atlanta	22-11-6	11
Frank Briggs/Margaret Ann	Atlanta	5-13-23	12
Bruce Hudson/Debbie	Atlanta	15-22-9	13
DeWitt Smith/Dave Skarstad	Chicago	10-19-18	14
Ray Stang/Jill	Atlanta	11-18-21	15



## 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 Brannan, 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.

## PROMOTE SNIPE

Brochures are available to give to prospective Snipe Sailors. Also available in quantity for fleet use. Great for boat shows. Write SCIRA office.

### 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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