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Don't forget to send the Bulletin a complete report and photos on your Snipe regatta. In the overall results be sure to include names of skipper and crew, home club or fleet, places in each race, total points, and standing in fleet.

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## **Scientific Sailboat Racing**

Thoroughly revised and updated by Ted Wells and Lowry Lamb. Illustrated with diagrams and photographs. Since it was first published in 1950 and through one revision in 1958, *Scientific Sailboat Racing* has established itself as a classic of its kind for small-boat sailors. Now, it has been thoroughly overhauled to take advantage of the latest developments, particularly in equipment, that have come about in the last twenty years of sailboat design and handling.

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## "Start Wars"

(Or The Umpire Strikes Back)

Some of you may think that this is the story of how our hero, Pete Lakewalker, makes Galway Lake safe for Sunfish sailors by rescuing the beautiful princess Cathy from the clutches of the evil Snipe skippers who needed a crew. It isn't.

Instead, it is about the more practical matter of rules and protests. Perhaps a better title might be "Close Encounters of the Fourth Kind", as it deals with what happens when you are "close encountered" while racing.

The first question that arises is; why have rules at all? The best way to answer, I believe, is to tell the story of the first organized small sailboat race. According to a book that I have read, the first race dates back to the early 1800's, the course being from Huntington Harbor, Long Island, to Port Washington - to the west around a couple of peninsulas.

At the start, the boats headed for the open water outside the harbor, except one. This boat headed for the nearest shore, where friends were waiting with a horse-drawn wagon. The boat was loaded onto the wagon and was hauled overland to Port Washington. Along the way, they picked up a few additional passengers and a small brass band. The boat was launched, brass band playing, and it crossed the finish line hours ahead of the competition.

Racing rules were then invented, and it takes little imagination to figure out that protests came shortly thereafter. As there are many sailors and few protests each year, the protest hearings must be a mystery to many people. As a matter of fact, the rules are a mystery to many sailors, but we'll cover that subject some other time.

When a skipper feels that he has been "agressed upon" unfairly, and the other skipper involved doesn't agree, a protest may be lodged. That sets in motion a ritual called a "protest committee hearing". At Galway Lake, Dale Brown presides over these hearings. He is a sort of "King Solomon" when it comes to the racing rules.

An initial round of refreshments is usually served, after which each side tells its version of the encounter. Just to get the feel of it, imagine trying to resolve the question of whether an imaginary line drawn perpendicular to the centerline of your boat from the aftmost tip of your rudder intersected in front of or behind the forwardmost tip of my whisker pole at the exact moment that your bow was

two boat lengths from the mark . . . in yesterday's race. (I'm not making this up, you know!)

Another round of refreshments is served, and the hearing committee retires to deliberate. In difficult cases, a third round of refreshments may be required to gain agreement. When the final decision is in, everybody celebrates the triumph of justice with yet another round of refreshments. All generally agree that Dale Brown runs as amiable a court as is possible, and they all resolve to return soon. (I understand that this season there will be a protest charge to cover the cost of refreshments. Loser pays.)

Sometimes, however, even King Solomon can't resolve the issue, and for this there are appeal procedures. I'm not talking about the type of appeal that an unhappy competitor makes when the decision goes against him. I'm talking about the appeals that the protest committee make when they need help from on high. "On High" in this case is the national sailing organization, which is about to publish a set of what are destined to become known as the "Galway Lake Appeals".

It is well known that the rules which govern sailboat racing assume that the wind comes from some direction, but only one direction. In the rule books with the pictures - the only ones I can understand - there is always one arrow labeled "wind". At Galway Lake, however, the wind may be from different directions at places only a small distance from each other. I once sailed an entire windward leg with my jib on one tack and my main on the other.

The most famous of the Galway Lake Appeals stems from an incident several years ago in which two Sunfish collided head on. Both were on Starboard tack, close hauled. The decision hasn't been published yet, but in the meantime anyone who wants to can salvage the wreckage from the bottom of the lake. You'll have the only Sunfish with two transoms and no bow.

Another of the Galway Lake Appeals has been resolved. This involved an incident in which my son Robert, in a Snipe, was about ten feet ahead of a Lightning in a drifting match. On starboard tack, Robert had the boat heeling to keep the sails shaped. Neither the Lightning nor the Snipe were moving. A slight breath of air came along, which the Lightning skipper was sharp enough to spot. The Lightning changed over to port tack, but still wasn't moving. The Snipe, now backwinded, started moving backwards toward the Lightning. The question is this: does a boat going backwards with its

sails set for starboard tack but filled from the wrong side have right-of-way over a boat on port tack which is standing still?

That one was resolved as follows: which tack your boat is on is defined by which side the boom is on, not by the wind. Therefore, Robert was still on starboard tack and had right-of-way over the Lightning. Robert was "undertaking" the Lightning, so to speak.

A new section of the rules is being written on the right-of-way involving undertaking boats. Anyone who has watched some of the catamarans go about will realize the importance of these new rules.

To wind up, consider the following problem. (Remember, the tack that you are on is defined by the side that the boom is on.) Three boats are converging on the same point, a collision course. The boats are a Snipe, a Hobie 16, and a Flying Dutchman. The Snipe is sailing downwind with his boom out to port. The Hobie 16 is trying to go about, is almost head to the wind, going backwards with the mainsail backed and the boom to port. The Dutchman is charging upwind with the wind coming over his starboard side but, using his traveling mainsheet block, the skipper has the boom pulled over center to the starboard side. Who has right-of-way?

As the professors like to say: "the solution of this problem is left as an exercise for the student".

*Jesse Aronstein*



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# SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS

INTERNATIONAL RACING  
ASSOCIATION

JULY 1980  
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## CHANGE OF ADDRESS

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

## THE COMMODORE SAYS

After having to help calculate results in several Don Q Rum Keg Regattas, I have asked myself: Why is the Snipe Class committed to the Olympic Point Score System? I have been looking around, asking people. A Lightning sailor at our Club told me that the official scoring system for the Lightning Class is the Low Point

System; first place gets 3/4 points, second place 2, third 3, etc. Simple enough!!

Since then I have also learned that the J/24 is also in with the Low Point System, and many other classes too.

The advantages of the Low Point System are:

1. — For tactical purposes it is rather easy to figure out your total points and those of your competition right on the racing course.

2. — For your Race Committee, calculation of results is a lot easier with less chances for errors.

It is true that under the Low Point System there are more chances for ties, but ties are easily resolved by who beat the other more times, or using the throw-out or who beat the other in the last race (in that order).

Do you know of any good reason to stay with the Olympic System? I'll like to hear from you.

*Gonzalo E. Diaz*  
SCIRA Commodore

## Veteran Snipers To Race At Masters Championship

The United States Snipe Masters Championship will be held at Chautauqua Lake Yacht Club, Lakewood NY, September 11-13. All Snipe sailors over 40 are eligible.

Trophies will be awarded to skippers and crew of the top five finishers. Additional awards will be given for top skippers in age categories 40-49, 50-59, 60-69, 70 and over. (Harold Griffith challenges all skippers in the over 70 category.) There will also be a trophy for the top finishing past SCIRA commodore.

Contact: Red Garfield (716-763-4611), 15 Shadyside, Lakewood, NY 14750.

## SCIRA Mourns Loss Of Three Valued Members

The SCIRA office is sorry to report the deaths of three outstanding supporters of the class which we have received from correspondents during the past few months:

C. A. Christiansen, founding member of the Stone Snipe fleet, and British National Champion in 1964 (at the age of 69). He was 84.

David A. North, 63, founder of Seattle Snipe Fleet 444. He had also belonged to fleets in Western Long Island Sound and Tulsa, OK.

Charles McIntosh, District 4, well known Snipe and Thistle sailor, died in Florida.

## THE COVER

Crowd rounding the reach mark at the 95-boat South American Championship in Buenos Aires. Photo by Revista Barcos.

## THE SCORE

This month was a banner month in the numbers department. Japan got their annual issue and this year it was 200, which is twice that of the past two years. They are to be congratulated for consistently maintaining a record of growth. Finland got 20 numbers and the U.S.A. got 10, with 1 each going to Canada and Brazil. No new fleets were chartered in the month.

**Numbered SNIPES — 24539**  
**Chartered Fleets — 762**

## Back To Basics

With the growing interest in the simple joys of sailing, it becomes evident that there is an appalling lack of understanding of nautical terminology, not only among those new to the art, but also among many of us who should already know better. The following is offered in a modest effort to set the record straight.

### SAILING TERMS – A Glossary

**BEAUFORT SCALE** – (as Force 10) degree of force exerted by skipper to get crew to go out in building wind and waves.

**DEGREE OF HEEL** – logged on way from happy hour to banquet table (see clinometer).

**MOMENT OF INERTIA** – Sunday morning after Saturday night party. (Normal unless prolonged past warning gun).

**FRIEND** – boat you can beat **SOMETIMES**.

**DEAR OLD FRIEND** – boat you can **ALWAYS** beat.

**ARCH ENEMY** – boats that beat **YOU**.

**IFIDA** – overworked term at banquet, as “ifida covered on the last beat . . .”

**LOCAL KNOWLEDGE** – conning the visitors into hunting non-existent headers along shore (see Snipe hunt.)

**MAST ABEAM** – bendy mast after the gust, position of.

**DAMAGING WINDS** – local term for hurricane or tornado.

**720 RULE** – two full turns, horizontally as a rule, in vertical plane for flagrant violators.

**ONE MINUTE RULE** – starts once a minute until they do it right.

**GEAR BREAKER** – gargantuan crew (as Bob Hill).

*Your dear old friend (see definition)  
Dease (Ryan),  
Delta Fleet 407*

### 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; capsize; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook – still not complicated. \$1.00 per copy – \$8.00 for 10. From SCIRA only.

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Class \_\_\_\_\_ Length \_\_\_\_\_

Are You a Class Member? \_\_\_\_\_ Hull or Sail No. \_\_\_\_\_

Trailer Mfg. & Model \_\_\_\_\_ Year \_\_\_\_\_

Home Port \_\_\_\_\_ Is Boat Dry Sailed or Moored? \_\_\_\_\_

Describe losses past 3 Years \_\_\_\_\_

Date of Birth \_\_\_\_\_ Social Security No. \_\_\_\_\_

Skipper's Experience \_\_\_\_\_ Previous Ins. Co. \_\_\_\_\_

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# Pimentel Wins South Americans

*Third championship boasts record turnout*

With a number of crews that exceeded the most optimistic expectations, the IIIrd South American Championship was raced in Buenos Aires, Argentina between the 2nd and 6th of April. Fortunately, the crews of Brazil, Uruguay, Chile, Paraguay, and Argentina were here, and a

Canadian, Peter Baillie, an old friend who received our invitation, caught a plane, and came down to race.

Seven races were raced during the four days programed. In the first, after a start without any problems, Wilson Pereira was in front, followed very closely by Ivan

Pimentel. On the reach Pimentel passed Pereira, and he kept in front up to the end. Behind them, the fight was very hard with 6 or 7 boats fighting for the following places. Finally Rawson was 3rd; Carlos Murguia 4th, and Julio Labandeira 5th.

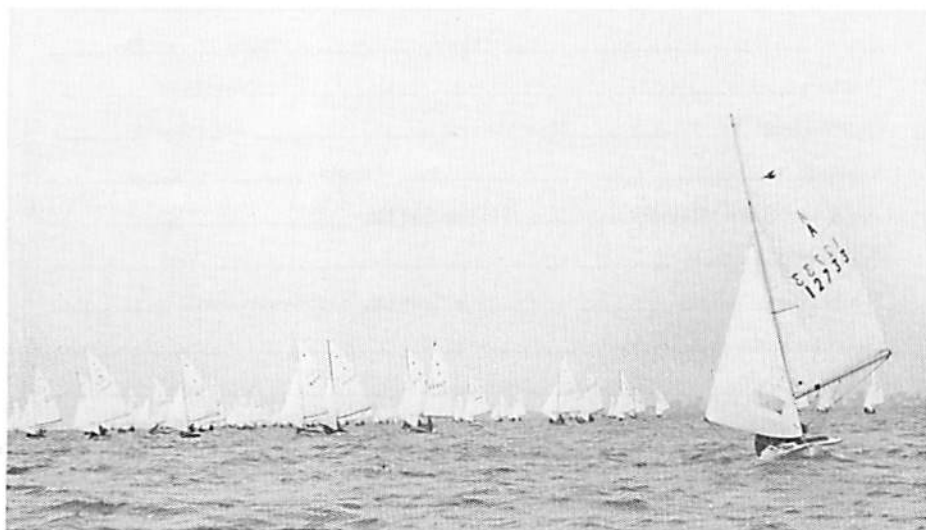
## SOUTH AMERICAN CHAMPIONSHIP (Top 9 of 95 entries)

Boat	Skipper/Crew	Home	Places	Points	Finish
23407	Ivan Pimentel/Jose Barcello Diaz	Brazil	1-5-2-1-1-3-3	14.4	1
12733	Pedro Sisti/Miguel Costa	Argentina	12-1-1-15-2-1-nf	42	2
23576	Julio Labandeira/Fernando Asad	Argentina	5-10-4-4-nf-2-9	60	3
22202	Eduardo Rawson/Hector Longarella	Argentina	3-16-6-8-7-5-10	66.1	4
24061	Wilson Pereira/Mariano Martinez	Argentina	2-13-15-5-3-29-4	66.7	5
22577	Gonzalo Campero/Pablo Mascias	Argentina	15-2-12-11-8-8-2	69	6
24057	Santiago Lange/Ricardo Ricoveri	Argentina	8-7-7-2-11-dq-5	70	7
22204	Fernando Sanjurjo/Pablo Bosch	Argentina	14-4-14-23-9-6-1	74.7	8
21671	Carlos Murguia/Ricardo Thode	Uruguay	4-9-8-3-6-15-16	75.4	9

With very soft wind, the second race was raced on Friday morning. It was started 3 times before it was done correctly. Very quickly Sisti caught the lead position followed by Gonzalo Campero, Alejandro Sisti, and Pedro Garra. The distance between Sisti and the second grew, and he finished three minutes before Gonzalo Campero. Pedro Garra was 3rd, Sanjurjo 4th, and Pimentel 5th.

The third race was similar to the second one, and the couple of Sisti-Costa proved again that they are the fastest in light, and they won the race. 2nd Pimentel, 3rd Hugo Longarella, and 4th Julio Labandeira.

On Saturday morning the weather was very bad, and the wind blew between 15-20 knots, with poor visibility and rain. The race was postponed up to one p.m., when the south wind cleared the fog, although it kept raining. The first triangle ended with Horacio Carabelli from Uruguay in front, followed by Santiago Lange, Julio Labandeira, and Ivan Pimentel. On the second reach, Pimentel passed Labandeira and Lange got close to the first. In the last leg, when Pimentel was going to pass Carabelli, this one broke his tiller and had to retire. Finally the race



*The crowd follows Pedro Sisti downwind. (Revista Barcos photo)*

**FAST  
SNIPES  
FROM**



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*Starting the 3rd race. (Revista Barcos photo)*



*Campero trying to pass in front of Lange, Labandeira, Manero and Pimentel. (Revista Barcos photo)*

was won by Ivan Pimental-Jose Barcello Diaz, 2nd Santiago Lange, 3rd Carlos Murguia, and 4th Julio Labandeira.

In the 5th race the conditions were the same, and again Pimentel won, followed by Pedro Sisti, and third was Pereira. Labandeira-Asad, in third place on the 2nd triangle had to abandon when they broke their tiller.

Up to here the championship had only one winner: Pimentel-Barcello Diaz, but if light winds should blow again, Sisti-Costa could still win the championship, and the calm arrived . . .

On Sunday morning again we had light wind and Sisti-Costa were leaders all through the race. Pimentel should fight all along the run with Labandeira and Lange. Finally, Labandeira was 2nd, Pimentel 3rd, Montes 4th, and Lange 5th. Later Lange was disqualified by the protest committee.

This way, with the first and second places definite, we came to the last race. That was won by Fernando Sanjurjo, 2nd was Gonzalo Campero, 3rd Ivan Pimentel, and 4th Wilson Pereira.

A great championship, well organized, with a real winner: Ivan Pimentel-Jose Barcello Diaz, with a very fast boat with light winds: Pedro Sisti-Miguel Costa, and with a perfect human climate.

*Julio Labandeira  
Argentina, National Secretary*

## Why A South American Championship?

*An answer from Western Hemisphere Secretary Bertrand Gayet, along with a question about a rabbit start.*

Why? Just for what it is after the third one: A fleet of 95 Snipes on the starting line, novice sailors and new Snipists competing with the Western Hemisphere Champion, and several national champions; these are the main reasons for this championship; and it is astonishing how our sailors respond to that challenge! Several participants traveled 3,000 to 5,000 kms roundtrip to be there. The results did not matter too much — but they did want to race against the big shots, and they did it. It was nice to hear them telling us the fantastic race they had and being angry because the big shots passed them.

It was great to watch (this time my SCIRA friends did not let me race, to be sure I do not occasionate a confusion at the start of thereafter) the long starting line, and the well disciplined sailors; but any way I believe that it would facilitate the work of the racing committee if we could start to practice the rabbit starting line. The rabbit start would eliminate the upsets of new starts, and you would always start against the wind.

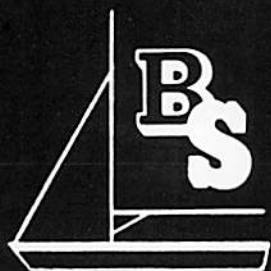
The problem of the first buoy will always exist, and I do not see how to

avoid it, especially in light wind. At least I think it is quite fun and interesting to see how the buoy always came out intact after hearing all sorts of nice, and not so nice, words when 15 Snipes rounded it together, "Quiet spectacle"!

For the rest, it was quite easy, and I do think the sailors really enjoyed the races, which is why they came; it is our obligation (SCIRA) to do our best to continue in this. It does work: in the 1st South American Championship there were 20 Snipes, the second 41 boats, the 3rd you know already the number. Furthermore, organizing international championships promotes our class, and attracts newcomers, especially young ones. We need them to continue to have 400 to 500 new boats or numbers per year, which very few classes are able to score annually . . . High Snipe enlistments demonstrates to racing young and old sailors how a well organized class can be competitive after 50 active years.

Now that you have read my message, I hope to see you again for the 4th South American Championship, but this time in Chile.

*Good sailing,  
Bertrand Gayet,  
Western Hemisphere Secretary*



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

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

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

Sincerely yours,

Mark Bryant





*Durand and Faux in 18600 round windward mark followed by Pere-Maura and Arruebarrena in 22233, and Gerrard and Yves Brossard in 20564. (Anny-Photo photo)*

Durand is France's top Snipe sailor

## DeSoto Romps At French Championship

The 1980 National French Championship was held on the Cazaux-Biscarosse Lake, 30 miles from Bordeaux, France, on May 15th to 18th, 1980. The Cercle de la Voile de Cazaux-Lac organized it.

Six countries were represented: Denmark, 1 boat; Belgium, 3 boats; Argentina, 1 boat; England, 2 boats; Spain, 2 boats; and France with of course the largest fleet, 25 boats. Among the French, 5 districts participated, a total of 13 fleets.

Mr and Mrs Arnoux were on the race committee; Michel Naulin, the very efficient President of the Cercle de la Voile de Cazaux-Lac, had a lot to do with the rescue boats, the setting of the courses, and the refreshments ashore! It was also

hard work for Marie-Claire and Jean-Pierre Etcheber, Dany and Yves Léglise, and Louis-Paul Lamarque for the measurements, which started on the 14th.

But everything was ready for the first race on the 15th in the early afternoon. The wind was steady 10-15 knots, and the Spanish boat Chiqui dominated at once the 34 starters. So, de Soto/Lopez from Santander, Spain, won the first race; Durand/Faux from Andernos, France, were second; and Brossard/Brossard from Claouey, France, were third.

In spite of a capsize and a 720° just after the start, de Soto/Lopez won the second race as well, then Lamarque/Morin from Arcachon, France and Durand/Faux, third.

Everybody seemed to appreciate the oysters' party which followed the Welcome cocktail in the evening, and a lot of white wine was consumed!

However, 30 boats were on the starting line for the third race on May, 16th. Once again, de Soto/Lopez easily won, then came Durand/Faux, second, and the Spanish Perez-Maura/Arruebarrena from Santander, third.

There was only one race on that day, but a tremendous dinner-dance was organized instead. Some of the competitors did not sleep much that night!

The start was given to 33 boats on May, 17th, in a wind 8-12 knots. Due to the storms around, the last windward leg  
(Continued on page 10)

### FRENCH OVERALL CHAMPIONSHIP (Top 15 of 34 entries)

Boat Name	Number	Skipper/Crew	Fleet	Places	Points Finish
Chiqui	E 20862	Garcia De Soto/Brian Lopez	Santander	1-1-1-1-(dnc)	0 1
Jivago	F18600	Gilles Durand/Francois Fauk	Andernos	2-3-2-2-(6)-4	22.7 2
Soliman	B20634	Guy and Jacqueline Lachapelle	RYC Belgique	4-(ret)-4-3-9-2	39.7 3
	E22233	Angel Perez-Maura/Arturo Arruebarrena	Santander	5-6-3-4-(7)-6	47.1 4
Kamikaze	F23287	Louis-Paul Lamarque/Annie Morin	Arcachon	8-2-6-(11)-3-7	47.4 5
Freedom	F20564	Gerard and Yves Brossard	Claouey	3-4-5-(14)-4-10	47.7 6
Staferla IV	F22446	Michel Beaudoin/Marion Hauzer	Lorient	(10)-7-7-7-5-1	49 7
Folgoré	F22282	Robert Uthuralt/Jean-Pierre Goux	Andernos	7-9-8-6-(15)-3	59.4 8
Syringa	K23627	Richard Martin/Peter Fleming	Budworth	9-8-16-(19)-2-5	64 9
Nam Nam	D22382	Per Brodstedt/Niels Henriksen	Skanderborg	6-5-(dnc)-8-12-8	67.7 10
Fievre Jaune	F23284	Jacques and Madame Romain	Le Havre	15-15-13-5-8-(ret)	85 11
Revolootion	F23999	Jean-Pierre Etcheber/Marie-Claire Bonnin	Arcachon	12-(16)-10-15-14-13	94 12
O.K. VI	F22443	Michel and Muriel Celerier	Beaulieu	17-11-20-12-(dnc)-12	102 13
Tuamotu III	F23569	Richard and Annick Macheny	Claouey	16-14-21-10-(24)-14	105 14
Kyooh	F22444	Christian De Laval/Vincent Naulin	Vannes	11-13-11-22-(25)-22	109 15

## French Championship

(Continued from page 9)

of the fourth race became a dead downwind one; but this did not prevent de Soto/Lopez from winning, with Durand/Faux second, and Lachappelle/Lachappelle from Belgium, third.

The fifth race was held in lighter wind, 7-10 knots, after several postponements because of shifty stormy winds. De Soto/Lopez won again, followed by Martin/Fleming from the English fleet of Budworth, and Lamarque/Morin, third.

The evening was free, so everybody (except de Soto/Lopez who had a very easy series and did not compete on that last day) was early on the parking area for the last race on Sunday, 18th. The start was shot at 11:25 a.m. Beaudoin/Hauzer from Lorient, France, won, followed by Lachappelle/Lachappelle and Uthuralt/Goux from Andernos, France.

Before driving home, all the competitors met for the prize giving: cups and medals for the leaders, china and souvenirs for everybody.

The two first French boats, Jivago (Durand/Faux) and Kamikaze (Lamarque/Morin) will represent France in the 1980 European Championship in Denmark, next August.

Thanks again to the well-organized Cercle de la Voile de Cazaux-Lac who very kindly opened their doors for this Championship, to its President Michel Naulin, to Mr and Mrs Arnoux and Mrs Léveque on the race committee, to Mrs Ferry on the jury, to Mrs Thomas and to Francoise Goux on the Secretariat.

Yves Leglise  
Andernos, Fleet 447  
District measurer.



**OVERALL WINNERS FOR THE CHAMPIONSHIP:** 1. Garcia de Soto and Brian Lopez, Spain; 2. Gilles Durand and Francois Faux, France; 3. Guy and Jacqueline Lachappelle, Belgium. (Anny-Photo photo)



**FRANCE'S WINNERS:** L to r: Michel Beaudoin and Marion Hauzer, 4th. Louis-Paul Lamarque and Annie Morin, 2nd. Gilles Durand and Francois Faux, 1st. Gerand (behind) and Yves Brossard (and Vanessa) 3rd. Robert Uthuralt and Jean-Pierre Goux, 5th. (Anny-Photo photo)

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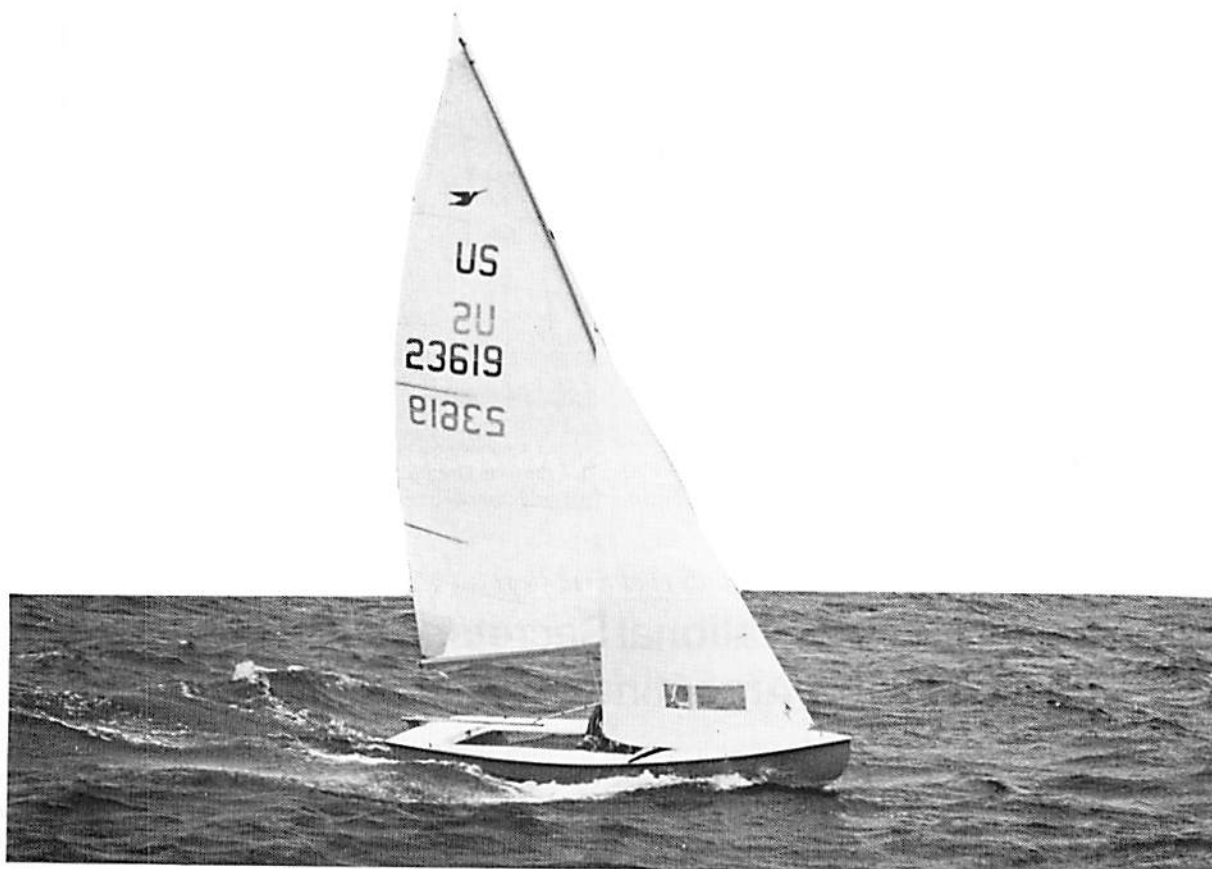
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### NATIONAL FRENCH CHAMPIONSHIP

Boat	Name	Skipper/Crew	Place
F18600	Jivago	Gilles Durand/Francois Faux	1
F23287	Kamikaze	Louis-Paul Lamarque/Annie Morin	2
F20564	Freedom	Gerard and Yves Brossard	3
F22446	Staferla IV	Michel Beaudoin/Marion Hauzer	4
F22282	Folgore	Robert Uthuralt/Jean-Pierre Goux	5
F22284	Fievre Jaune	Jacques and Madame Romain	6
F23999	Revolootion	Jean-Pierre Eteheber/Marie Claire Bonnin	7
F22443	O.K. VI	Michel and Muriel Celerier	8
F23569	Tuamotu III	Richard and Annick Macheny	9
F22444	Kyoch	Christial De Laval/Vincent Naulin	10
F23570	Maslou Greyz	Yves Le Bour/David Thomas	11
F23283	Korrigan	Roland and Andre Gautier	12
F19308	Wasa	Philippe and Marie-Antoinette Romain	13
F22815	Cornoc Bras	Sylvie Le Bour/Helene Leveque	14
F17938	Petronille	Thierry Penin/Ghislaine Brossard	15
F13248	Johathan Seagull	Yves and Dany Leglise	16
F19323	Phtyrius	Michel and Jocelyne Tuby	17
F21054	Thetys	Jean Marthiens/Chantal Rieux	18
F21049		Yves and Pascale Lachuer	19
F18602	Men Brial	Rene and Anne LeBour	20
F21051	Staferla III	Andre and Loic Chauve	21
F17175	Thalassa	Gerard and Odette Colluche	22
F17589		Maurice Nicolazic/Alain Lasbats	23
F22272	Mer France	Alex and Sylvie Neuhoff	24
F19595	Krakoye Wan	Laurent Naulin/Christophe Alliet	25

---

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The lovely city of Mar del Plata is the background for the Snipes on a planing reach during the Argentine Nationals in early February. (Roberto Villamil photo)

### Heavy winds challenge fleet

## National Secretary Takes Argentine Championship

The best Snipes of the country met in Mar del Plata for the Argentine Nationals on January 26th - February 1st. Mar del Plata is a big city with beautiful beaches and strong wind during the summer.

Saturday and Sunday we had measuring and a practice race. On Monday morning the first race was raced with nice wind of 8-10 knots, and five or six boats changed the lead position during the race which was finally won by Wilson Pereira-Mariano Martinez; 2nd Julio Labandeira-Jorge Heller; 3rd Juan MacCall-Hugo Longarella.

In the afternoon the wind grew, and we had a heavy race with wind on the limit, and big waves. Some participants had problems on their boats, and there were lot of capsizes. The race was won by Labandeira-Heller and 2nd was Rawson-Longarella.

On Tuesday the wind was so strong that we could not race, so all the crews went to the beach and spent a rest day playing in the sand. Wednesday morning was a calm day, a race was started but cancelled after the wind died. During the afternoon we sailed a calm race, and Pereira-Martinez showed that they were fast with light wind. They won, with Ujvary-Betinotti 2nd, and MacCall-Longarella 3rd. During this race some incidents

about a mark that decided not to stay in the same place during all the race made work for the protest committee up to very late at night, but nothing happens afterward.

Thursday was another beach day, the wind was about 30 knots, and we couldn't race. Friday morning's race was very important for the championship because Labandeira-Heller and Rawson-Longarella were very close. Rawson rounded in first all the marks, and won the race, 2nd was Labandeira, and 3rd MacCall.

Just 6 points were between Labandeira and Rawson when the last race on Friday afternoon was started, but the wind was blowing between 18-20 knots, and in those conditions Labandeira-Heller were the fastest, and won without great problems, with Rawson in the 2nd for the race, and for the final position.

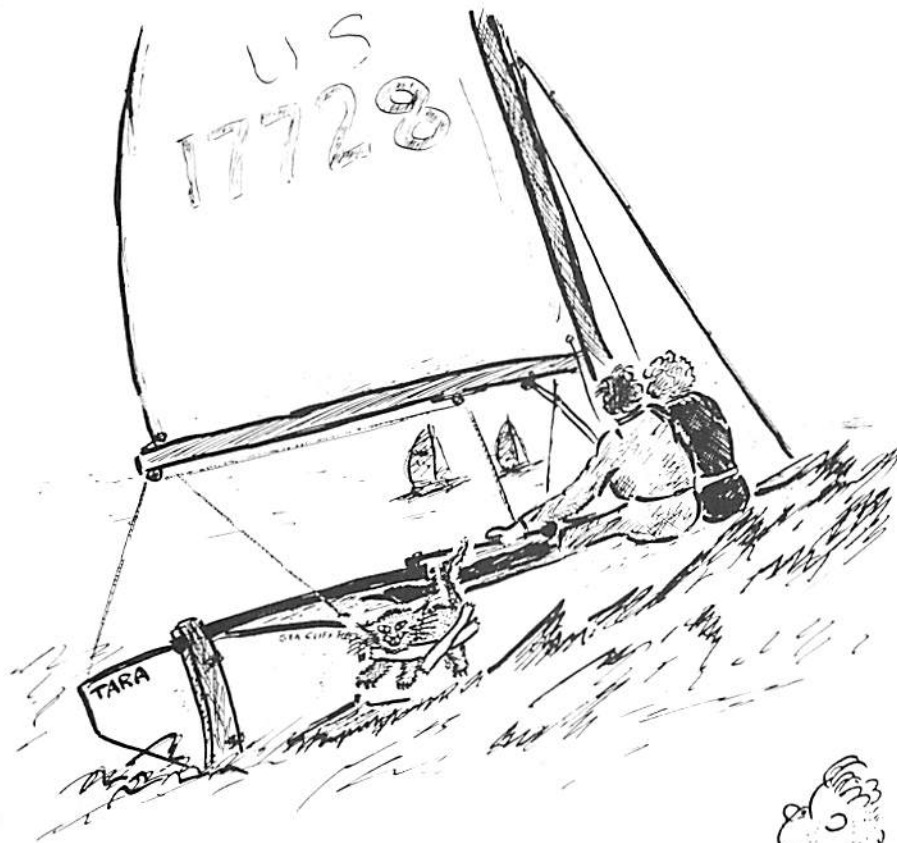
Final positions were: 1st: Julio Labandeira-Jorge Heller; 2nd: Eduardo Rawson-Hector Longarella; 3rd: Wilson Pereira-Mariano Martinez; 4th: Juan MacCall-Hugo Longarella; 5th: Eduardo O'Neill-Julio Velasco. The first Junior was Enrique "Pipo" Martinez. A lovely week in a lovely city near the sea we spent in Summer in Mar del Plata.

Julio A. Labandeira  
National Secretary



Another shot, right after the start in heavy wind. (Roberto Villamil photo)

Remember when Jack William's cat ate his decal? Cartoonist John Broughton suggests this solution:



"I suppose as the cat ate the decal it's legal - but darn lucky for Jack Williams he has not got a pet elephant!"



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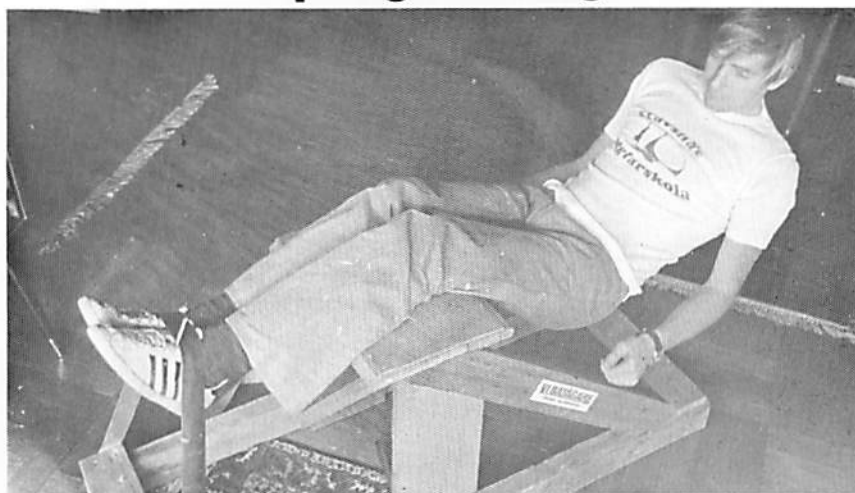
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## Spring Training!



*Per Gothlin, National Secretary for Sweden, and his brother Mats are noted for their talents for sailing, photography and journalism. Here they show that they are also inventive. Per trains for the 1980 season in the living room of their Stockholm apartment. The bench and firmly anchored strap are essential. The Oriental rugs are optional.*

## Hite Triumphs At District III Championship

The 1979 District 3 Championship was won by Don Hite. The regatta was held at Gull Lake, Michigan, on Friday, Saturday, and Sunday, July 6th, 7th and 8th. The event was marked with a definite lack of wind and of the seven races scheduled, only five were sailed.

On Friday, three qualifying races were scheduled. For these races the 56 boats registered in the regatta were split into four fleets with these fleets racing round-robin. The first pair of races was won by Steve Sherman and Jerry Thompson. The second set was won by Terry Tim and Buzz Levinson. After the second set of races were sailed the wind died and refused to return the rest of the day.

On Saturday all attempts to sail the third qualifying race in the morning were thwarted by a very calm and peaceful lake. Consequently, at noon the fleets were split into the Chalmers Burns Cham-

pionship fleet and the Dunphy consolation fleet. Each of these fleets was scheduled to sail four races. The wind again refused to cooperate and only three of the races were finally sailed. All of these were sailed in extremely light wind.

In the first of these, Steve Sherman won in the Chalmers Burns while Bill Buckles won in the Dunphy. The second race was won by Don Hite in the Chalmers Burns while Buckles again won in the Dunphy. Going into the race, Steve Sherman, who had been leading, dropped to sixth while Jeff Evans won. Don Hite finished in eighth place giving him the championship. The final Dunphy race was won by Tick Ticknor. Bill Buckles finished second and won the consolation series.

*Roger Turner  
Gull Lake Fleet 190*

### DISTRICT III CHAMPIONSHIP CHALMERS-BURNS SERIES (Championship) (Top 8 of 25 entries)

Boat	Skipper	Club	Places	Points	Finish
19267	Don Hite	Lake Angelus	2-1-8	17	1
23398	Jeff Evans	Island Bay	8-3-1	19.7	2
20707	Terry Tim	Barten Y.C.	3-6-2	20.4	3
22851	Joe Petrililli	Grosse Pointe Park	5-9-3	30.7	4
23661	Buzz Levinson	Indianapolis	7-7-4	34	5
20934	Steve Sherman	Muncie	1-17-6	34.7	6
21008	Jim Richter	Indianapolis	12-11-7	38	7
23624	Sam Mollet	Portage Lakes, Oh.	17-2-10	42	8

### DUNPHY SERIES (Consolation) (Top 5 of 31 entries)

Boat	Skipper	Club	Places	Points	Finish
23888	Bill Buckles	Cleveland	1-1-2	3	1
19055	Tick Ticknor	Gull Lake	2-12-1	21	2
18329	Bill Woodworth	Gull Lake	6-6-3	29.1	3
21120	Bob Hill	Cincinnati	3-5-9	30.7	4
22725	Bob Foster	Diamond Lake	8-3-8	33.7	5



## Sanctioned Snipe Regattas

JULY 4-6, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Fleet 309, Glenn Ruff, 7405 Rogers Rd, Omaha NE 68124.

JULY 11-13, SENIOR DISTRICT III CHAMPIONSHIPS, Green Lake Fleet 129, Andy Zeratsky, Lac Verde Court, Green Lake WI 54941.

JULY 11-13, DISTRICT V JUNIOR and SENIOR CHAMPIONSHIPS, Newport Fleet 103, Charles W. Webster, 10 Whippetree Rd, Fairport NY 14450.

JULY 12-13, WINCHESTER INVITATIONAL, Winchester Fleet 77, David Lence, 3 Temi Rd, Peabody, MA 01960.

JULY 19-20, NEW ENGLAND CHAMPIONSHIP, Spofford Lake Fleet 751, Glenn Younie, 16 Edwards St, Keene NH 03431.

JULY 19-20, JUNIOR DISTRICT III CHAMPIONSHIP, Diamond Lake Fleet 158, Frank Pontious, 1407 Pontiac Rd SE, Grand Rapids, MI 49506.

JULY 24-26, SWEDISH CHAMPIONSHIP (open to foreign crews), Gotenburg, Sweden.

JULY 26-27, PACIFIC COAST CHAMPIONSHIP, San Francisco Bay Fleet 12, Spencer Allen, P.O. Box 5827, San Francisco CA 94101.

JULY 26-27, ROCKY MOUNTAIN SNIPE CHAMPIONSHIP, Rocky Mountain Fleet 210, Bill Eichelberger, 570 Franklin, Denver, CO 80209.

JULY 26-27, NORTH CAPE OPEN, (At North Cape YC, Monroe, MI), Barton BC Fleet 520, John Johns, 2457 S. Industrial Hwy, Ann Arbor MI 48104.

AUGUST 1-3, OAKVILLE/BERMUDA TEAM RACE, Oakville Fleet 321, Chris Hains, 231 Westdale Rd, Oakville, Ontario, Canada.

AUGUST 2-3, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Carlyle Lake Fleet 705, Ray Szczepanski, 7781 Wooddale, St. Louis, MO 63121.

AUGUST 4-8, U. S. NATIONAL CHAMPIONSHIP, Carlyle Lake Fleet 705, Ray Szczepanski, 7781 Wooddale, St. Louis, MO 63121.

AUGUST 16-17, ONTARIO OPEN SNIPE CHAMPIONSHIP, Oakville Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

AUGUST 16-23, EUROPEAN CHAMPIONSHIP, Espergaerde Fleet 585, Espergaerde Sejlklub, Strandvejen 167, Postbox 59, 3060 Espergaerde, Denmark.

AUGUST 18-22, CANADIAN NATIONAL CHAMPIONSHIP, Oakville Fleet 321, Chris Hains, 231 Westdale Rd, Oakville, Ontario, Canada.

AUGUST 23-24, SUNFLOWER REGATTA, Shawnee Fleet 597, Robert James, 1101 W 15th, Topeka KS 66604.

AUGUST 23-24, CLINTON OPEN, Evergreen Fleet 740, Larry Colter, 1203 N. Fell, Bloomington IL 61701.

AUGUST 30-31, ROMSLO'S 30 YEAR JUBILEE, Celebrating 30 years of Snipe sailing for Brynjulf Romslo, SCIRA Norway, Gunnar Kjendlie, Wm. Thranes g. 66 D, Oslo 1, Norway.

AUGUST 30-31, XXV CAMPANATO ADRIATICO, Chioggia, Italy.

SEPTEMBER 6-7, INDIANA OPEN, Indianapolis Fleet 409, John Brannan, 6627 Hampstead Ct, Indianapolis, IN 46256.

SEPTEMBER 6-7, CALL OF FALL SEA CLIFF, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

SEPTEMBER 8-14, JUNIOR WORLD CHAMPIONSHIP, Spanish Snipe Fleets, Organizing Committee, Club Nautico de Cuidadela, Menorca, Spain.

SEPTEMBER 13-14, COPPA BARBANERA, Trieste, Italy.

SEPTEMBER 13-14, PORI OPEN, Pori, Finland.

SEPTEMBER 13-14, R.Y.C.B. OPEN BELGIUM CHAMPIONSHIP, Veere, Belgium.

SEPTEMBER 13-14, MASS BAY OPEN/CALL OF FALL, Mass Bay Fleet 244, Sue Tabor, 92 Johnson Ave, Winthrop MA 02152.

SEPTEMBER 13-14, MIDWESTERN CHAMPIONSHIP/CENTENNIAL SERIES, Wichita Fleet 93, Ted Wells, 5 Huntington Ave, Wichita KS 67206.

SEPTEMBER 13-14, OAKVILLE ONTARIO - DISTRICT V CHALLENGE TEAM RACE, Keuka Fleet 381, Graham Hoffman, 5738 Co Rd 33, RD 3, Canandaigua NY 14424.

SEPTEMBER 20-21, FINGER LAKES CHAMPAGNE REGATTA, Keuka Fleet 381, Graham Hoffman 5738 Co Rd 33, RD 3, Canandaigua NY 14424.

SEPTEMBER 27-28, PINE BEACH/CALL OF FALL, Pine Beach Fleet 256, Charlie Eshleman, 514 Rivley Ave., Glenolden, PA 19036.

OCTOBER 4-5, LAKE MOHAWK/CALL OF FALL, Lake Mohawk Fleet 10, Harvey Freeman, 675 West Shore Trail, Sparta NJ 07871.

OCTOBER 4-5, OHIO OPEN/OXFORD INCIDENT-ACCIDENT, Acton Fleet 515, Tran Alfrey, 2258 Shenandoah Dr, Fairfield OH 45014.

NOVEMBER 1-2, HALLOWE'EN REGATTA, Atlanta Fleet 330, Philip C. Sensenig, 2060 Black Fox Dr. NE, Atlanta GA 30345.

DECEMBER 7-14, WESTERN HEMISPHERE CHAMPIONSHIP, Yacht Club Uruguayo Fleet 506, Jose Luis Murguia, Buxareo 1116-301, Montevideo, Uruguay.

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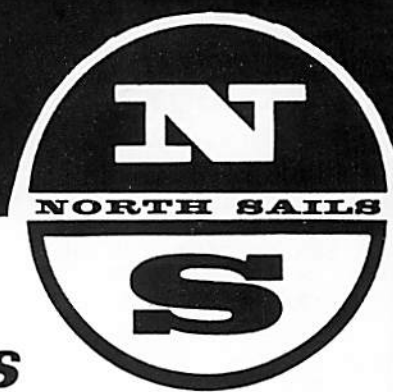
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