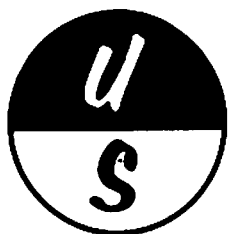


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JULY 1984



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SNIPES CLASS
INTERNATIONAL RACING
ASSOCIATION

JULY 1984

Volume XXXIII No. 7

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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.

Quassapaug YC To Host U.S. Masters Championship

Quassapaug Yacht Club is taking great pleasure in being the host for the 1984 U.S. Masters. The regatta is scheduled for September 27, 28 and 29.

The fall is always a great time to sail in New England. The foliage is usually beautiful and in most cases the wind is a lot steadier.

We are planning for a large turn-out due to the number of sailors in the Northeast. Plan to attend now!

For more information, contact Ned Daly, Nichols Hill Road, Washington, CT 06793.

LETTERS TO THE EDITOR

Good news or bad, mail time is interesting at the SCIRA office. Here is a sampling from SCIRA's mail.

Dear Buzz,

. . . dues for our first eight boats; there'll soon be more! . . . send print-out of potential members . . .

Galveston-Houston Fleet 120 has a new fleet captain: Joe Sarnecki, 19619 Shinnwood, Humble, TX 77346 . . . We'll soon have 15 boats registered in the fleet (on Clear Lake).

Joe Sarnecki
Fleet Captain

Houston-Galveston Fleet 120

Dear Buzz,

. . . Right now I'm in the States . . . I'm in Houston, and my friends have taken me to Clear Lake, (close to Galveston) . . . have you any ideas of yacht owners who might need a crew for the weekends, races, etc.?

. . . latest events in Turkey . . . A few young sailors in Istanbul are trying to keep Snipe activity alive by restoring the old Snipes, by trying to make them lighter and easier to handle.

Ali Bengisoy
SCIRA Secretary, Turkey

Dear Lowry Lamb,

I am a Snipe owner and sailing enthusiast. I have Snipe 916. I would like to find out how old this boat is. It's wood frame with fiberglass hull and mahogany deck and a wood mast. If you could help me, I would appreciate it.

I would like also to subscribe to Snipe

BULLETIN. I enclose a check for \$8.00.

Frank Marxen
Schuyler, NE

P.S.: I am enclosing a Carp Lake Yacht Club Card. They are treasured by our Club members. We have no lake big enough to sail our boats on in Schuyler, but we have a lot of fun having Yacht Club parties and talking about sailing.

Dear SCIRA,

. . . I'm not leaving the Snipes, just marrying into the Class (June 9th, to Keith Donald, member in good standing.) Wish us luck on the race course as well as off!

Peggy Bradford
Associate member
Annapolis Fleet 532

Buzz:

Omaha Fleet 309 is holding a one-day Junior Regatta July 28th. I want to sanction this event to get greater interest.

Peter B. Fenner
Governor, SCIRA District II

Dear Larry,

. . . about getting a hull for sailboat. We've acquired a mast, boom built about 20 years ago. All the equipment is in excellent shape, except we don't have a hull. Enclosed is some information that we have on the boat. Andy said you might be able to help locate a hull or know about plans to construct one . . .

Mrs. Kathy Moore
Fern Park, FL

Ed. note: The boat in question is a scow-type hull with an "R" on the sail.

THE COVER

How do you win a Snipe race? Ask Ed Adams, 24684. You start first, and steadily improve your position. The racing is on Narragansett Bay, RI. Photo by J.H. Peterson. (See the article in this issue on setting the starting line.)

THE SCORE

This was a good month with 105 numbers issued. Japan got 70, USA 23, Italy 10 and one each to Denmark and Italy. No new fleets were chartered.

Numbered SNIPES— 25947
Chartered Fleets — 794

THE COMMODORE SAYS

Sailing is fun, and it should be fun. But there is another part of sailing that most of us forget and that part is the responsibility that is involved in being a member of a sailing organization, whether it be Snipe or any other class.

This responsibility at times is very obvious, but usually it is more subtle. In fact, it usually is not recognized and involves attitude.

For example: the welcoming of novice sailors when they appear on the dock, speaking to them, making them feel welcome. It involves spending time with them after the races and offering them suggestions or maybe just a friendly beer. Responsibility also means picking up trash or policing an area and using litter bags and bins.

And then there is "management." The contribution and commitment of yourself to the club and improving it and SCIRA and helping SCIRA to function and to grow. For most of us committed to Snipe sailing this is second nature, but to some of us it must be learned. We take so much for granted — the race committee, the schedules, the club. There are those of us who enjoy being involved with the man-

agement of Snipe sailing, and because we do enjoy it, you have appointed us to carry out these functions. We try to do this to the best of our ability, but there are times when we need help, understanding and trust.

So if you feel the race committee or the club or fleet is not carrying out their duties as you would like, then we urge you to join us and help.

*Respectfully yours,
Gene Tragus*

U.S. Masters Championship

Sept. 27-28-29, 1984

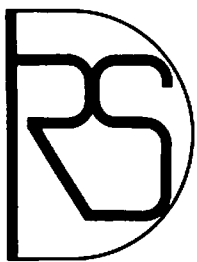
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An Interview With Torben Grael

A view of Snipe sailing from Brazil's 23-year-old world champion.

North European Secretary Per Gothlin, editor for Sweden's Sailing Federation BULLETIN, sent us this interview with World Champion Torben Grael. Although Per suggested editing his (and Torben's) English, this is the article almost exactly as submitted.

by Per Gothlin

Our latest world champion, Torben Grael, is 23 years old and lives outside Rio at Niteroi, Brazil. His win list is so long you would think he must be at least forty.

Besides Snipes, his biggest wins have been in the Soling, a boat where middle-aged sailors usually win.

Torben continues the trend young Dave Chapin started at the Worlds in 1979. Up until that year, old boys like Felix Gancedo ruled the class. Jeff Lenhart put the time back when he won in 1981, but now the juniors are in the driver's seat again, thanks to Torben.

TWENTY CHAMPIONSHIPS

Torben started sailing in Penguins in 1967 at the age of six. Since then he has won one Snipe Nationals, three Junior Snipe Nationals, third in the Snipe Worlds, and first in the Snipe Worlds in 1983.

In Solings he had three nationals, one Canadian nationals, one North Americans, one CORK week and the Pan-Am gold medal.

He has also won the Laser nationals, 1981 through 1984, Star nationals in 1979, and Finn nationals in 1981.

Quite a record for a 23-year-old. Even Elvstrom hadn't done that much in his first years.

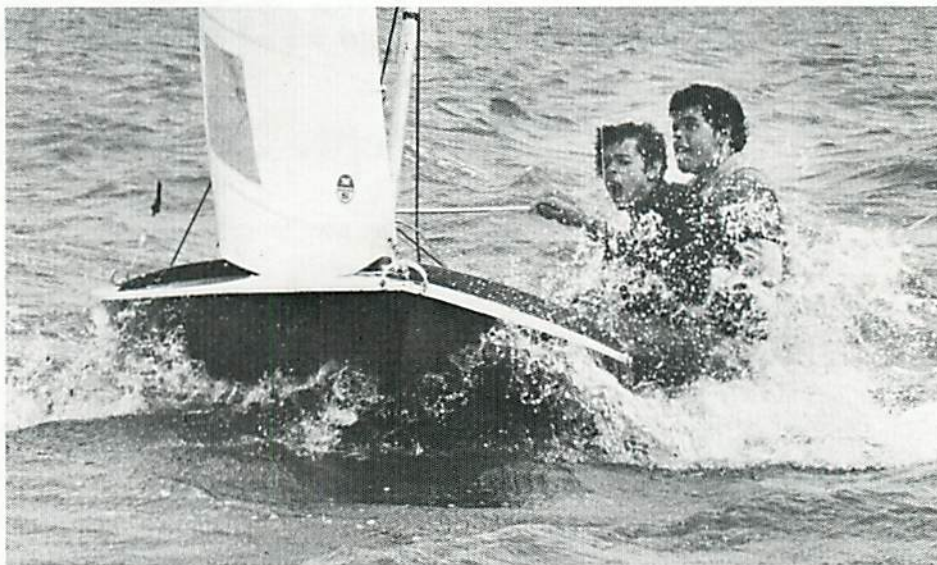
Torben's and Lars' Danish grandfather (Lars is Torben's brother and crew in the Snipe) started it all by giving them a Penguin. Later he gave them the Snipe for Christmas in 1973.

PER: How come he bought you a Snipe?

TORBEN: It was the most popular class in Brazil, and I think our two uncles, Axel and Eric, had some influence. (Eric and Axel Schmidt won three straight worlds in the Snipe.)

PER: You sailed Snipe since you were 13 and you still love the boat. Why?

TORBEN: I don't know what it is about



Torben and Lars in favorite racing conditions — high wind and waves — at the Western Hemispheres in Montevideo, Uruguay. Photo by Buzz Lamb.

her, but she has her magic. I think the most important thing is the equal speed in spite of all the different rigs, spreaders and boatbuilders.

PER: What do you like best in Snipe sailing?

TORBEN: Heavy air reaching with lots of waves.

PER: And what is worst?

TORBEN: Packing up the boat after the regatta.

PER: What should a perfect Snipe look like?

TORBEN: It should have light colors, like the cream color I had on my boat since 1976.

PER: The canvas cover you had over the back third of the cockpit — is that an important gimmick? (See photo)

TORBEN: No. I had it in Los Angeles in '81 to get less water and air into the cockpit. It worked well, but I had a problem with humidity in the boat. In Rio we have 90% average humidity.

OLD BOAT

PER: Your boat is rather old — 1959 — made of wood, and very special. Is there a big difference sailing yours and a modern one?

TORBEN: I hope there isn't, because I

have just sold it! I think I can sail a new boat too, if it has the right adjustment layout.

EASY TRIMMING

PER: Could you tell us a little about your trim?

TORBEN: It's a very standard equipped boat except for the automatic whisker pole, which I have rigged in the way the Fireball, 505, and FD have done. (See photos)

PER: What is your mast rake?

TORBEN: As you notice, I sail in several different boats and have gotten used to a shape of sails in general. I am not used to writing down all the measurements. What I try to have on my Snipe is a mast rake where the boom is horizontal in medium wind.

About spreaders, I have no idea, because I change them so often depending on conditions. At the worlds in Porto I changed the spreader angle twice, for example.

PER: What detail do you concentrate most on when trimming and sailing?

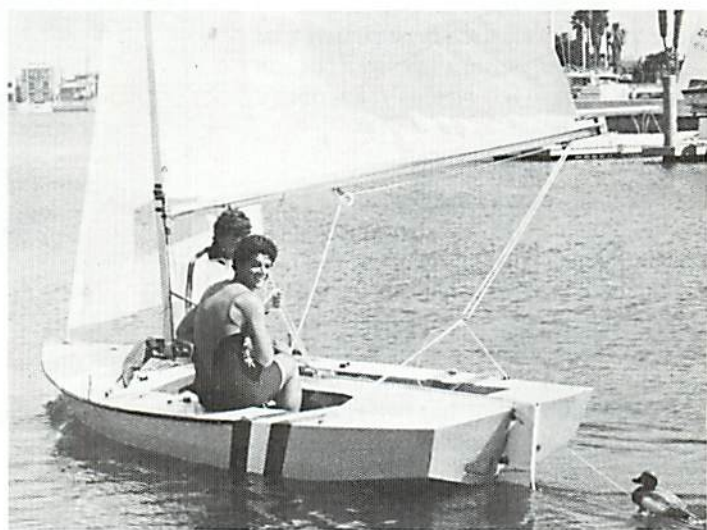
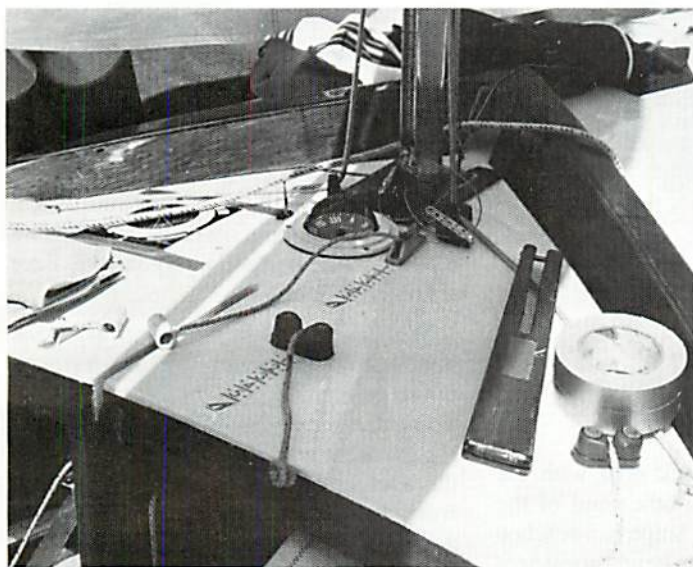
TORBEN: I concentrate on having the sails look well. Then, there must be no weather helm. I can't stand that!

ELVSTROM IS THE GREATEST:

PER: What is your best and worst quali-



Torben's "magic" pole launcher. Pole is stowed on the boom and activated by a shock cord arrangement. Above: Pole on boom in position. Top right: Torben demonstrates use of the launcher. Below: Deck controls. Photos by Buzz Lamb.



Wide cockpit made small with canvas inset on Torben's old boat. Although the canvas cut wind resistance and bailing, Rio's humidity problems made him discard it. Photo by Per Gothlin.

ty as a sailor?

TORBEN: My best is to have chosen my brother as crew. My worst is that we are not sailing together any more. Lars is now the Brazilian Olympic representative in Tornados, having defeated the 1980 gold medalist Alex Welter from Brazil.

PER: Who is your idol?

TORBEN: There are lots of them. Paul Elvstrom, Lowell North, my uncles Axel and Eric Schmidt.

PER: Who is the best sailor in the world?

TORBEN: Paul Elvstrom.

PER: Are you a pro, or what is your work?

TORBEN: I don't know what a pro is, but when I am not sailing I study business administration. Later I will start to build fiberglass and wooden Snipes.

PER: Who will win the Olympic gold in Solings?

TORBEN: Only God knows. I'm just the Brazilian contender.



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Setting A Good Starting Line

Bob Hill explains the fine points of determining line length and squareness to the wind.

Bob Hill, Acton, OH, Fleet 515, started sailing as a Sea Scout in Michigan prior to 1950. From there he went on to serve the Snipe Class from the fleet level, through the Governorship of District III, and on to the International Board of Governors. He has used his experience as a championship sailor as well as an engineer to design a method for setting a line, and a device to do it with.

by Bob Hill

I had done a lot of sailing before I had an opportunity to do race committee work. One of the most difficult parts of the race committee chairman's job was setting the starting line. It seemed to me that it should be possible to elevate this task from the level of a black art to more of a science.

A good starting line has two characteristics: length and a certain squareness to the wind.

SETTING THE LINE LENGTH

Let us assume that we are chairing a Snipe regatta. There are three pieces of information we need: boat length (BL), mast height (MH) above the deck and the number of starters in the race. From the Table we find that $BL=15\frac{1}{2}'$ and $MH=21'$ for the Snipe. From either our count on the water or from the registration committee we learn that there will be 30 starters.

From the first chart for $BL=15\frac{1}{2}'$ we go along the horizontal to the sloping line for 30 starters. Going down vertically we see that the line length, D, should be 465', at least. Of course, we could multiply $15\frac{1}{2} \times 30$ and get the same answer, assuming one BL per boat. If we were working a regatta for a class that wanted $1\frac{1}{2}$ BL per boat, we would add 50% more. Thus 465 plus $233=698'=700'$

Now we go to the second chart. Go along on the horizontal for $MH=21'$ to the sloping line for 465', then go down vertically to Height of Rule, h, $=1.36''$. As shown in Sketch 1, we hold a 6" rule at arm's length and sight toward a Snipe while looking past the rule. We request the Snipe to take an abeam reach away from the race committee boat. The Snipe should



Bob Hill

be followed by our stack boat with the mark to be used as the other end of the starting line. When the Snipe has reached a point at which its mast height measures 1.36, then we know that the line is 465'. We should signal the stack boat that the line is now the correct length. The stack boat should stop and turn about 90 degrees into the wind as we now prepare to set the mark. If we are to err in line length, then we should err on the side of too long a line.

SETTING THE LINE SQUARENESS

In the half hour or so before the race, the chairman should be on the water checking the wind to evaluate the shifts. He should evaluate and note the shift patterns, their frequencies and holding times and their periods. On the small lakes, it is very important to identify the prevailing wind direction and allow for the range of the shift pattern. If the angle of the line to the average wind direction is larger than 90 degrees at the start then the starting line becomes a starting gate. As the angle gets larger, the condition becomes worse. Only the lucky one or two boats who cross the line at the race committee boat after the starting signal are in the lead. Everyone else is trying to play catch-up. Another

possibility is that there will be one general recall after another if the competitors are aggressive.

If the angle of the line to the wind is 60 degrees or less then it becomes increasingly difficult to lay the starting line on starboard tack. The mark end becomes so heavily favored as to be equally unfair.

If the line is about 85 degrees to the average wind then the line is just about perfect. The competitors are encouraged to spread out along the line. They have a difficult time deciding at which end of the line to start. With the correct line length most of the skippers will be able to find a place on the line and everyone will have a fair chance.

With all of this in mind and our stack boat out on the water, we are ready to move the mark to the correct location by using our Line Setting Device. By aligning the wind wall or the three pins toward the average wind direction we can sight from the aiming post through the three posts for the range of a good line. We should try for a "perfect line" if the wind is reasonably steady. That is, we should sight from the aiming post through the 85 degree post and direct the stack boat to move so that they can drop the mark and, allowing for the scope of the anchor line, have it drift and settle into a position so that we have a perfect line.

If the shifts are larger than ± 5 degrees then we must forget about the "perfect line" and try to position the mark so as to maximize the amount of time that the starting line falls within the acceptable range. For shifts of ± 15 degrees (30-degree range) I try to set the line at 80 degrees to the average wind direction. This gives the skippers a 95-degree line on the starboard tack lifter and 65-degree line on the starboard tack header.

Refer to Sketch 2 and Suggested Procedure For Using The Line Setting Device. It might be a good idea to run a copy of the "Procedure," waterproof it and carry it with you when working on race committee.

(Continued on page 10)

CHART 1 DETERMINING LENGTH OF STARTING LINE REQUIRED

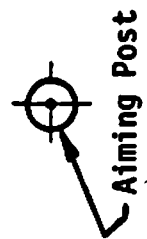
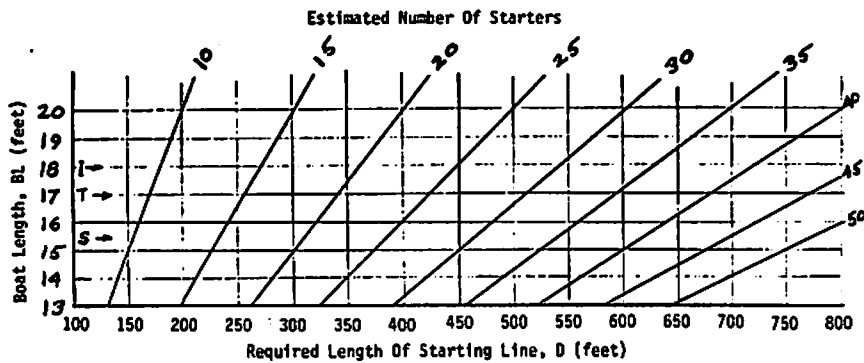
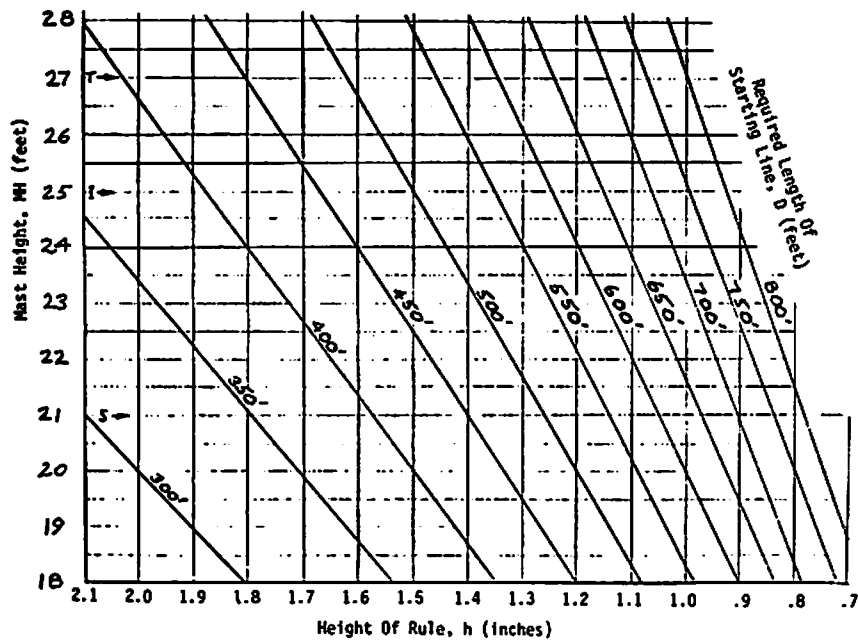


CHART 2 CHECKING LENGTH OF STARTING LINE

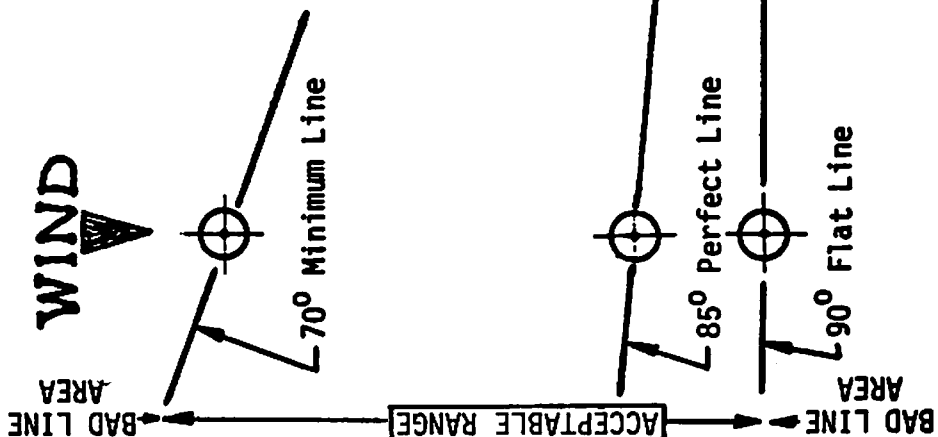


TEMPLATE

ONE DESIGN SAILBOAT DATA

Reference source: *Yacht Racing and Cruising*,
Special Issue, December 1983.

One Design	Overall Length	Mast Height
Force 5	13'10 1/2"	19'10"
Laser	13'10 1/2"	21'
Snipe	15'6"	21'
Int'l 470	15'5"	22'7"
Rebel	16'	24'
Nat'l One Design	17'	26'
Thistle	17'	26'
Interlake	18'	25'
Y Flyer	18'2"	23'8"
Lightning	19'	26'2"
Flying Scot	19'	28'
Highlander	20'	27'



Starting Line . . .

(Continued from page 8)

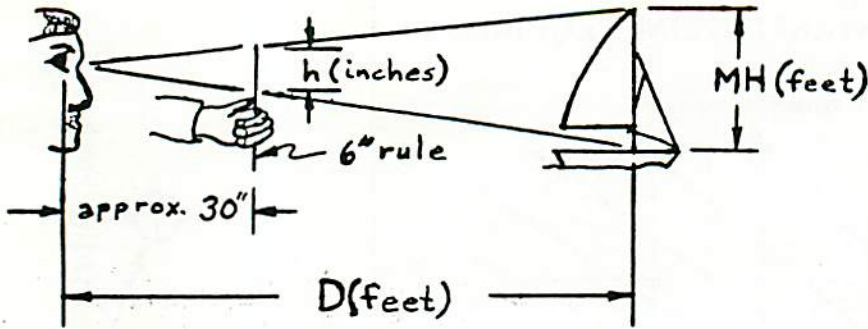
Thus we have our line the right length and at the correct angle to the average wind. We can now begin our starting sequence. If we have had the foresight to put it in our sailing instructions, we can adjust the starting line by letting out or pulling in the anchor lines. Thus slight adjustments can be made right up to the preparatory signal. Also we can observe the skippers examining our line and enjoy the humor in their frustration of not really being able to pick a favored end.

CONSTRUCTION OPTIONS FOR THE LINE SETTING DEVICE

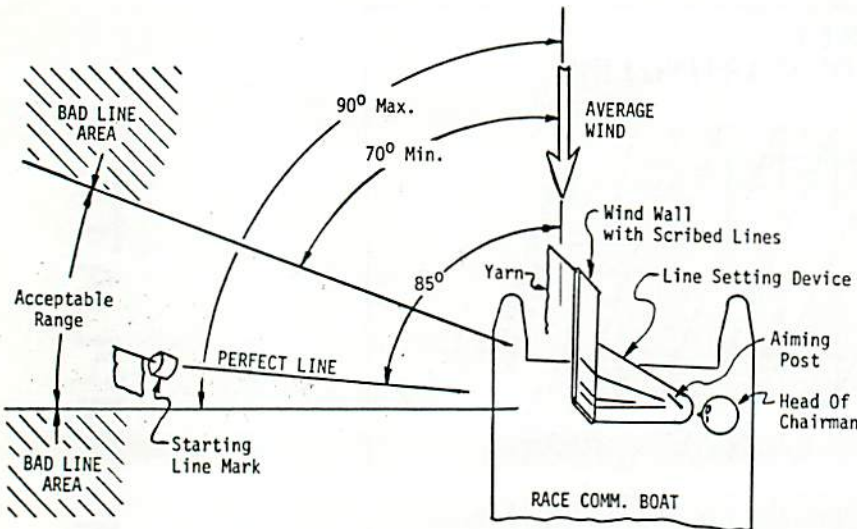
My original design was made of plexiglas. The aiming post was a wire pin. The plexiglas Wind Wall had the three lines enscribed on it. A handle was attached to the base plate close to the center of gravity for easy balancing. The wire holding the yarn should be at least nine inches high so that the yarn can be responsive to the wind. Other wind indicators on board the boat should be checked to assure accuracy. Remember that any upwind obstruction will deflect the wind and cause incorrect readings. Be aware that even a sailboat crossing the bow of the race committee boat will disturb and distort the wind direction.

A label maker was used to provide marking. Sketch 3 depicts my original design.

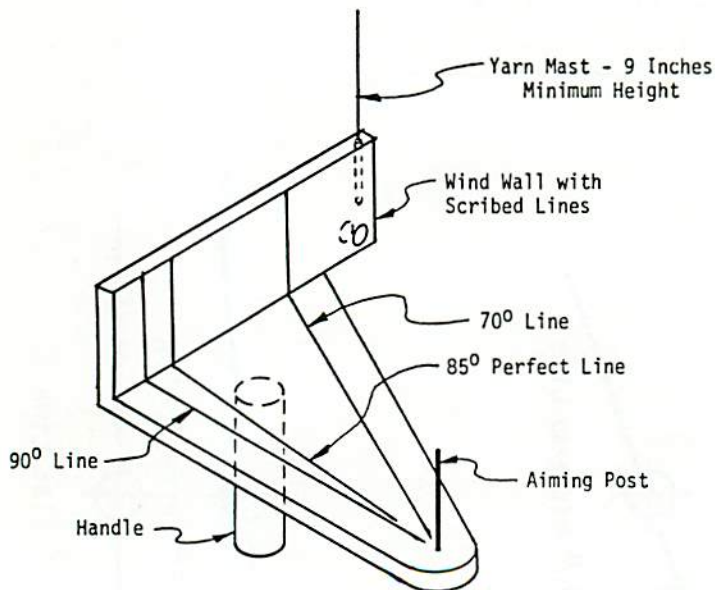
I made a crude-but-effective device once



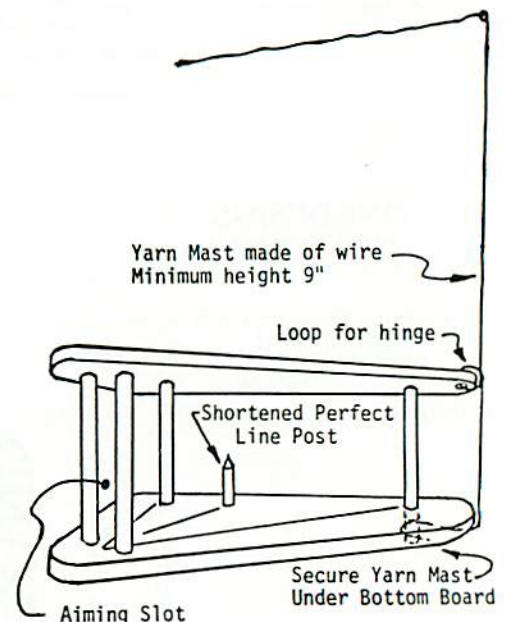
SKETCH 1



SKETCH 2



SKETCH 3



SKETCH 4

from a piece of quarter-inch plywood. Using a template, I drove in four nails. A couple of extra holes were drilled on the extension of the wind line near the board edge and a coat hanger wire was attached for the mast of the wind yarn.

A template is provided in this article. I suggest that you transfer the pattern using onion skin paper or carbon paper onto a piece of plain paper.

I think that a nice device could be made from two triangular wood pieces with two-inch high, quarter-inch diameter dowels for the posts. The dowels could be used to space the top and bottom pieces. Instead of using one dowel for the aiming post, put a dowel on each side so that you can sight between them. You could also make the post for the 85-degree angle only 1/2-inch high, then you could sight over it. Perhaps Sketch 4 will show you the idea. A hole is provided for the yarn mast to loop through. The end opposite the yarn can be hooked around a nail or the end of a post so that it can be collapsed when not in use. Also it can more easily be replaced if the mast should be broken or damaged.

Three ways are suggested for your consideration in constructing the Line Setting Device. I hope that you try it out and that it works as well for you as it has for me.

SUGGESTED PROCEDURE FOR USING THE "LINE SETTING DEVICE"

1. Anchor the race committee boat securely.
2. Hold Device so wind yarn blows down the wind wall.
3. If the wind is shifty, then align the wind wall so it aims in the direction of the average wind.
4. Sight from the aiming post through the 85-degree line, i.e. "perfect line."
5. If the mark is not properly located within the acceptable range most of the time, direct the stack boat to relocate it using megaphone, walkie talkie or hand signals.
6. Complete line setting before the warning (10 minute) signal or before the preparatory signal if allowed in sailing instructions.
7. Stow the Device in a safe place when not in use.
8. Use the 90-degree line to locate the RC boat on finish line perpendicular to wind on beat (or perpendicular to course if finish will be on an off-wind leg.)



Carlos Wanderly Junior Cops South American Honors

A total of 51 boats attended the VI South American Championship held at Porto Alegre, a river city at the south part of Brazil. There were Snipes from Argentina (14 boats), Uruguay (10 boats) and from many other cities in Brazil. Snipe Fleet 427 was host for the championship at the Veleiros Do Sul. The top three places went to Brazilian teams, all sailing with boats built in Brazil by three different builders (self rescuing wood boat by Alberto Lineburgen, fiberglass Carajas by Reginaldo and fiberglass Rajada S by Jorge Weitingy), using Brazilian masts/booms and Pelicano sails. The fourth place went to Uruguaians Carlos Murgia/José Torre, following the Argentinians from fifth to eighth places and again Brazil and Uruguay on ninth and 10th.

Unfortunately the weather conditions during the regatta were not the best. Strong winds were supported on the first two days of sailing and light to almost no wind with fog and rains on the last three days. However, from a total of eight races six were valid and the final result was considered very fair by all sailors.

Race one began with some 15-18 knots from the south with the usual waves of the Guaiba River making the windward legs difficult and the reach-surfing conditions fantastic. Marcelo Viana Reitz from Sta. Catarina/Brazil led at the finish with Nils Ostergren second, Eloy Franzen third, both also from Brazil, and Johnny McCall from Argentina fourth.

On the second day two races were scheduled. Wind force for the second race was almost the same, but it was blowing from the east. Johnny McCall from Argentina was first with Ivan Pimental second, Marcelo Viana Reitz third, George Nehm fourth and Carlos Wanderley Junior fifth, all from Brazil.

For the third race the wind force was substantially increased and at the start it was blowing very near 25 knots. Waves were even worse and windward legs were very hard to make. At the time the first reach began the wind had increased its speed and at the jibe buoy the accidents were inevitable with many boats capsizing, some having broken masts (the national secretary for Brazil had his boat dismasted by a squall at the beginning of the second reach). Forty-six boats started and 14 finished. Eloy Franzen from Brazil was first. However, following a protest from Paulo Renato Paradedda the protest committee disqualified the race.

As far as race conditions were con-

cerned, the third day was completely different. The wind came down to 12 knots, blowing more or less consistently from the north. The Guaiba River calmed down to practically no waves. The right side of the course was favored and at the finish line Pablo Montes and Hector Longarela from Argentina were first and second, with Marcelo Viana Reitz from Brazil as third, Johnny McCall and Christian Borstron from Argentina fourth and fifth.

On the second race of the day (fifth of the series) the wind had dropped to some six knots. The right side of the course was favored even more, and Carlos Alberto Wanderley Junior commenced an incredible reaction that would bring him to win the championship. He led from the start to the finish line, being slightly disturbed by Alberto Vieira from Uruguay (second at the race) at the first reach. Cristian Borgstron from Argentina was third, with Ivan Pimental and Marcelo Viana Reitz fourth and fifth.

On the fourth day races six and seven should have taken place, but no one informed the wind. For both races Carlos Wanderley Junior was leading with a consistent distance from the second place boat when the races were cancelled. A time

(Continued on page 12)

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South Americans

(Continued from page 11)

limit of 2½ hours was set for the sixth
race, and sunset was the limit for the
seventh.

On the fifth day the weather was certain-
ly against all sailors. It began and finished
with showers mixed with fog. The third
and sixth races were to be sailed. The third
race started with some five knots and
Carlos Alberto Wanderley Junior took the
lead at the first windward leg and only at
the middle of the last windward leg lost it
to Ivan Pimentel. Carlos Murgia from
Uruguay was third, Paulo Renato Paradedá

from Brazil was fourth and Alberto Vieira
from Uruguay was fifth.

The sixth race began with heavy fog but
with the wind speed increasing from five
knots of the third race to eight knots.
Carlos Alberto Wanderley Junior, Marcelo
Viana Reitz and Ivan Pimentel were now
fighting for the championship with better
chances for the first two. Carlos Alberto
Wanderley Junior won the race and the
championship. Alejandro Torre from
Uruguay was second, Marcelo Viana Reitz
third, Ivan Pimentel fourth and Carlos
Murgia from Uruguay fifth.

Henrique Motta
SCIRA Secretary, Brazil

SOUTH AMERICAN CHAMPIONSHIP (Top 25 of 51 entries)

Boat	Skipper/Crew	Country	Places	Points	Finish
22301	Carlos Wanderley Junior/Jean Pierre Zarovk	Brazil	19-5-2-8-1-1	27.0	1
22495	Marcelo Viana Reitz/Guilherme Andrade	Brazil	1-3-19-3-5-3	27.1	2
24732	Ivan Pimentel/Luiz Pjenovic	Brazil	10-2-1-11-4-4	35.1	3
22206	Carlos Murgia/José Torre	Uruguay	11-14-3-7-6-5	57.4	4
24697	Johnny McCall/S. Ripoll	Argentina	4-1-21-4-25-10	59.0	5
25188	Cristian Borgstrom/D. Brauer	Argentina	20-7-18-5-3-6	64.4	6
10771	Hector Longarella/Hugo Longarella	Argentina	8-8-dsq-2-14-8	65.0	7
21161	Pablo Montes/M. Martinez	Argentina	12-17-7-1-9-24	69.0	8
22302	Nils Ostergren/Ernesto Neugebauer	Brazil	2-dsq-11-10-7-20	75.0	9
24594	Alberto Vieira/C. Schewe*	Uruguay	28-28-5-9-2-9	77.0	10
24714	Niels Rump/Ricardo Bernardes	Brazil	9-11-28-18-8-14	90.0	11
7	Paulo Renato Paradedá/Cicero Hartmann	Brazil	14-18-4-16-22-13	93.0	12
12116	Alejandro Via Cava/J.F. Minlos	Argentina	17-35-12-12-11-12	94.0	13
23645	Sergio Machado Araujo/D.H. Da Luz*	Brazil	22-15-15-6-12-18	95.7	14
223	George Nehm/J.L. Ribeiro	Brazil	16-4-dsq-14-24-28	104.0	15
24229	Paulo Oliveira/F. Noelli	Brazil	7-9-20-18-34-22	116.0	16
19629	Alejandro G. Torre/J. Grunwaldt*	Uruguay	33-21-17-31-23-2	119.0	17
12115	Jose A. Paradedá/S.E. Rocha	Brazil	31-24-9-15-13-25	122.0	18
20560	Fernando Thode/A. Dmichelli	Uruguay	24-12-10-32-dnf-19	127.0	19
25446	Carlos A. Wanderley/A. Garbarino	Brazil	36-40-6-26-16-16	129.7	20
22209	Aldo Cantanaro/G. Pla	Uruguay	23-23-14-21-20-23	131.0	21
23029	Flavio Quevedo/R. Schnarndorf*	Brazil	21-25-18-27-10-dsq	131.0	22
24215	Martin G. Swemihl/C.J. Abramowitz	Brazil	27-31-29-20-15-15	136.0	23
25447	Jorge Weytingh/Fernando Ramos	Brazil	41-27-13-35-21-11	137.0	24
24591	Eduardo Thode/H. Giuria	Uruguay	dns-9-31-13-33-21	137.0	25

*Top junior sailors

Mardi Gras Regatta Sailed On Lake Pontchartrain

Bob Hodges of the home fleet won New
Orleans Fleet 116 Mardi Gras Regatta at
New Orleans Yacht Club, Lake Pontchar-
train, March 3-4. Brent McKenzie of the
Lake Lanier, Georgia, fleet was second.
Steve Suddath, also of Lake Lanier fin-
ished third.

Top ten for the Mardi Gras: 1. Bob
Hodges, New Orleans; 2. Brent McKen-
zie, Lake Lanier; 3. Steve Suddath, Lake
Lanier; 4. Scott Meyers, Lake Lanier
(Tulane); 5. Guy Briere, New Orleans;
6. Mark Duvoisin, New Orleans (Tulane);
7. Don Brennan, New Orleans; 8. Jules
Ivester, New Orleans; 9. Jerry Blouin,
New Orleans; 10. Woody Norwood,
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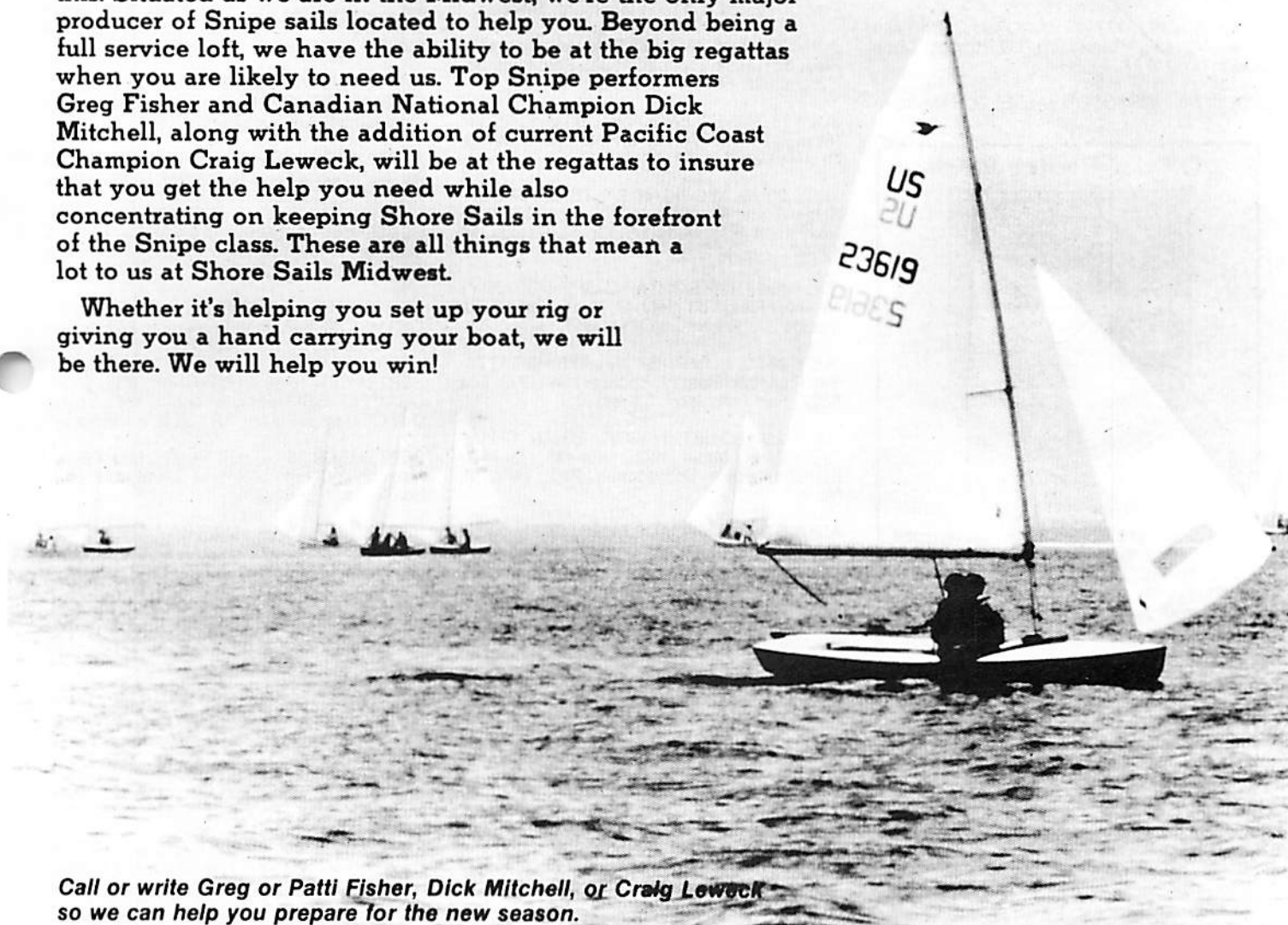
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Sanctioned Snipe Regattas

JUNE 30-JULY 1, OHIO OPEN, Lorain Fleet 785, Dick Parker, 2706 Colorado Ave., Lorain, OH 44052.

JUNE 30-JULY 2, GEORGE BECKER MEMORIAL, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

JULY 1-7, U.K. NATIONALS (OPEN), John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

JULY 6-8, DISTRICT III CHAMPIONSHIPS (Sr.), Island Bay Fleet 91, Lou Dixon, 2023 Bates, Springfield, IL 62704.

JULY 6, DISTRICT V JUNIORS, Cuba Lake Fleet 442, Leo Murphy Jr., P.O. Box 66, Cuba Lake, NY 14727.

JULY 7-8, MISSOURI VALLEY CHAMPION-

SHIP, Iowa-Nebraska Fleet 309, Ed Weitz, 1104 Oak Park Rd., Council Bluffs, IA 51501.

JULY 7-8, NEW YORK STATE OPEN, Cuba Lake Fleet 442, Leo Murphy Jr., P.O. Box 66, Cuba Lake, NY 14727.

JULY 7-8, WINCHESTER INVITATIONAL, Winchester Fleet 77, Jack Gannon, 14 Brentwood Rd., Woburn, MA 01801.

JULY 14-15, U.S. JUNIOR NATIONAL CHAMPIONSHIP, New Orleans Fleet 116 and District IV, Jerry Blouin, 6885 Wuerpel St., New Orleans, LA 70124.

JULY 16-20, U.S. NATIONAL CHAMPIONSHIP, New Orleans Fleet 116 and District IV, Jerry Blouin, 6885 Wuerpel St., New Orleans, LA 70124.

JULY 21-27, EUROPEAN CHAMPIONSHIP, Snipe Sweden and Royal Gothenburg Yacht Club, Marstrand, Sweden, Jan Wennnergren, Plantagegatan 4, 41304 Goetborg, Sweden.

JULY 28, JUNIOR REGATTA, Iowa-Nebraska Fleet 309, Rick Scofield, 11305 Spaulding St., Omaha, NE 68164.

JULY 28-29, NEW ENGLAND CHAMPIONSHIP, Mass Bay Fleet 244, Diana Healy, 30 Crestview Dr., Malden, MA 02148.

JULY 28-29, MICHIGAN STATE CHAMPIONSHIP, Grand Rapids Fleet 137, Daniel E. Conway, 1514 Edgewood SE, Grand Rapids, MI 49506.

JULY 28-29, LAKE ONTARIO OPEN (BRIODY), Newport Fleet 103, John C. Dentinger, 58 Edmonds St., Rochester, NY 14607.

JULY 28-29, HUNTINGTON LAKE REGATTA, San Francisco Fleet 12, Spencer Allen, P.O. Box 5827, San Francisco, CA 94101.

JULY 29-AUGUST 1, NORWEGIAN CHAMPIONSHIP, Moss Y.C., Norway, Gunnar Kjendlie, Folke Bernadottesv-27B, Oslo, 8, Norway.

AUGUST 4-5, BROADSTAIRS OPEN, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

AUGUST 4-5, MIDWESTERN CHAMPIONSHIP, Wichita Fleet 93, Ted Wells, 5 Huntington, Wichita, KS 67206.

AUGUST 4-5, ATLANTIC COAST CHAMPIONSHIP, Narragansett Bay Fleet 17, Ed Adams, Box 441, Newport, RI 02840.

AUGUST 11-12, DISTRICT III JUNIOR DISTRICTS, Gull Lake Fleet 190, Ray Croasdale, 501 Bronson Med. Center, Kalamazoo, MI 49007.

AUGUST 11-12, MASTERS OF SNIPE (40 yrs. and over), Airlisto Segelsallskap i Abo., Roger Nylund, Itainen Pitkakatu 9 B 28, 20520 TURKU, Finland.

AUGUST 16-19, ARGENTINA'S NATIONAL CHAMPIONSHIP, Luis Rudoy, Rosario, Argentina. Phone 389460.

AUGUST 18-19, ONTARIO OPEN, Oakville Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ontario, L6L 427, (416) 844-6315.

AUGUST 18-19, BOARD OF GOVERNOR'S REGATTA, Quassapaug Fleet 231, Dave Rogers, Jr., Hill Rd., Naugatuck, CT 06770.

AUGUST 21-26, CAMPEANATO d'ESPANA ABSLUTO, Mallorca, Francisco Perez Lopez, Avenida Rector Jose, Loustrou 3-10, A, Murcia 6, Spain.

AUGUST 25-26 (rescheduled) SOONER (or later) REGATTA, Oklahoma City Fleet 14, Ed Olson, 3016 Elmhurst, Oklahoma City, OK 73120.

AUGUST 25-26, CALL-OF-FALL/NEW JERSEY OPEN, Pine Beach Fleet 256, Lee Griffith, P.O. Box 2058, Princeton, NJ 08540.

AUGUST 25-26, GRAND PRIX, SILVERSNIPEN, Motala, Tomas Franzen, Wrangelsgatan 24, 242 40, Helsingborg, Sweden.

AUGUST 25-26, CAMPEONATO ADRIATICO, Chigia, Enzo Perini, c/o Circolo Nautico Chioggia, 1121 A, Calle S. Croce, 30015, Chioggia, Italy.

SEPTEMBER 1-2, VIKINGSNIPEN, Vestfjorden, Norway, Gunnar Kjendling, Folke Bernadotte Vel 27B, Oslo 8, Norway.

SEPTEMBER 7-9, NORTH AMERICAN CHAMPIONSHIP, Alamitos Bay Fleet 218, Steve Bloemke, 7310 Equitation Way, Orange, CA 92669.

SEPTEMBER 8-9, LONG ISLAND OPEN/CALL-OF-FALL, Sea Cliff Fleet 4, Jack Williams, 25 Orchard St., Glen Head, NY 11545.

SEPTEMBER 8-9, RONALD PRIME MEMORIAL, North Cove Fleet 127, Arthur Cunningham, P.O. 7243, Concord, NH 03301.

SEPTEMBER 8-9, BIRD BATH REGATTA, Muscle Shoals Fleet 784, Bill Parkhurst, 303 Oakhill Ave., Sheffield, AL 35660.

SEPTEMBER 8-9, MALDON, S.E. SNIPE CHAMPIONSHIP, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD, England.

SEPTEMBER 15-16, BUDWORTH, N.W. SNIPE CHAMPIONSHIP, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

SEPTEMBER 15-16, JOE RAMEL MEMORIAL, Missouri YC Fleet 49, Lou Jollne, L22 Lake Lotowana, MO 64063.

SEPTEMBER 15-16, MASS BAY OPEN/CALL-OF-FALL, Mass Bay Fleet 244, Diana Healy, 30 Crestview Dr., Malden, MA 02148.

SEPTEMBER 15-16, PACIFIC COAST CHAMPIONSHIP, St. Francis Y.C., San Francisco Fleet 12, Warren Wheaton, 2001 Union St. -430, San Francisco, CA 94123.

SEPTEMBER 22-23, MYSTIC LAKE OPEN, Medford Fleet 777, Martin W. Fraser, 382 Watertown St., Newton, MA 02158.

SEPTEMBER 27-29, U.S. MASTERS CHAMPIONSHIP, Quassapaug Fleet 231, Ned Daly, Nichols Hill Rd., Washington, CT 06720.

SEPTEMBER 29-30, BATTLE OF ATLANTA, Lake Lanier Fleet 781, Tom Smith 369 Stafford St., Marietta, GA 30064.

SEPTEMBER 29-30, OXFORD INCIDENT/ACCIDENT, Acton Lake Fleet 515, Jim Hater, 230 Solarama Ct., Cincinnati, OH 45238.

OCTOBER 6-7, FRIGID DIGIT, Annapolis Fleet 532, Jonathan Bartlett, 3 Essex Rd., Annapolis, MD 21401.

OCTOBER 6-14, WESTERN HEMISPHERE CHAMPIONSHIP, Lake Ypacarai, Paraguay, Bertrand Gayet, Algodonera Guarani S.A., Cassilla de Correo 787, Asuncion, Paraguay. Phone 502-080. Telex 222 PYAGUSA.

OCTOBER 13-14, LAKE MOHAWK CALL-OF-FALL, Lake Mohawk Fleet 10, John J. Marx, 448 W. Shore Tr., Sparta, NJ 07871.

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	Sea	Wind Kts.
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1st	Slight swell	3 - 10
1st	4' swell, chop	7 - 12
1st	12' swell, mixed chop	15 - 25
1st	6' swell, chop	8 - 18

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