

# ***SNIPE BULLETIN***



**JUNE 1978**



# Ullman Sails

## WE GIVE RESULTS

1977

North Americans	1, 2	Finnish Championships	1
Sr. Nationals	2, 3, 4	Norwegian Championships	1
Jr. Nationals	1, 2, 3, 4, 5	Scandinavian Gold Cup	1
Crosby	1, 2, 3, 4, 5, 6, 7	Canadian Championships	1, 2

## 1978

BRAZILIAN NATIONAL CHAMPIONSHIPS\*\*1

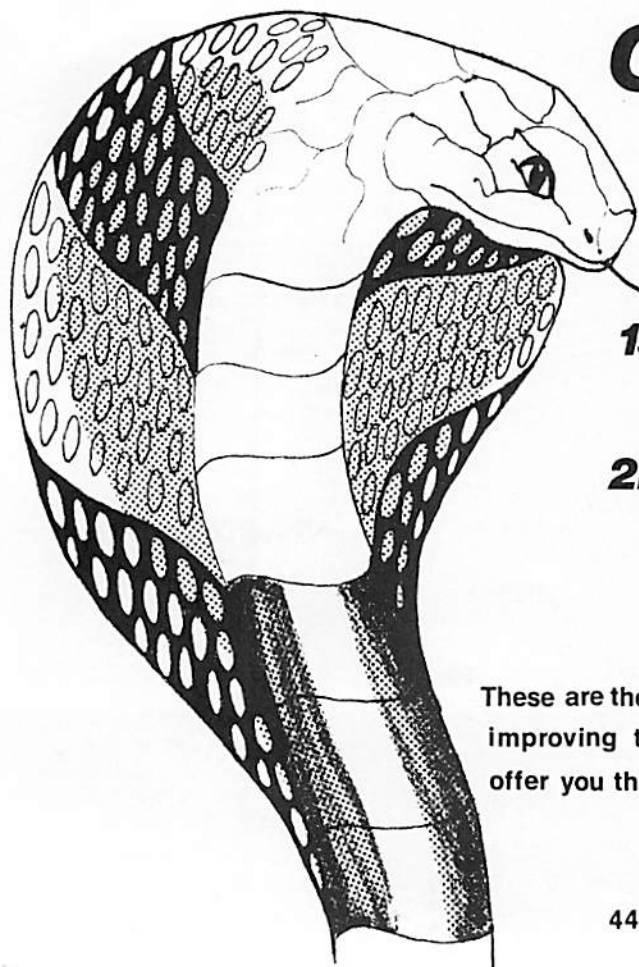
SOUTHERN CIRCUIT:	Midwinters Clearwater	1
	Don Q Miami	1
	Bacardi Nassau	1, 2,
	Gamblin Nassau	1
	Zimmerman, overall Circuit	— 1

WEST COAST MIDWINTERS — 1, 2, 3, 4, 5

GEORGIA STATE CHAMPIONSHIPS — 1

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*Help attract new fleet members*

## Some Thoughts On Publicity

*Excerpted from an article by Ellen Horan in the USYRU Newsletter*

### WHAT OTHERS HAVE DONE

Good publicity is an effective way of attracting new people. Headlines help, but this is only one side of the promotion picture. Set up a continuing program of class exposure via boat shows, how-to seminars, or open-house afternoons at the dock or yacht club. Organizing a special race in which prospective owners can crew for local talent could convince a family that your class is what it's been looking for.

The boat-show approach has proved successful. Your fleet members can volunteer their time to man the booth, answer questions, and distribute material. Keep a book for visitors to sign for more information, as the follow-up can be most productive.

Seminars can be either big or small but demand careful thought and planning. It is well worth your time and effort to line up the best class spokesman you can, either from your own district or from more of a distance. Your budget and imagination set the limits on a program of this type. There are many great boats, but camaraderie on shore might be the final convincer for a person in search of both challenge and recreation.

And don't forget the juniors. A special junior day, or if you can manage it, a full-fledged junior program not limited to your own club or fleet, can be a way to introduce youngsters (and their parents)

to the joys of sailing in your class. Making a boat available to a talented junior for a weekend or a season can help spread the word.

### THE WRITTEN RELEASE

Regular, concise, no-nonsense releases should be sent to appropriate publications, and addressed to an individual staff member rather than to the magazine in general. After a championship, a release on the results should be sent out immediately, covering what went on and (neatly) listing who the winners were. Good, clear photographs help. Editors are delighted to receive glossy 8 x 10 action shots of the racing scene and what isn't used immediately might find a place in a feature story. Readers often ask for information about a class because of a photograph they saw and liked.

Use care in releases. It is annoying and frustrating for an editor to have to sift through a lot of sloppy copy. Releases that leave out dates, yacht club names, first names of participants, and other important information are bad. Poorly exposed, out-of-focus pictures only add to your budget and fill up editorial wastebaskets. Reports of most events should be short (one or two typewritten pages) but thorough.

### LOCAL PROMOTION

Your area newspaper has very different needs from the national magazines. One person should contact the sportsdesk each weekend with the results of the day's races. Build up a rapport and keep the appropriate person on the newspaper staff up to date about any major events in the area. He is looking for a good story just as much as you are, and the easier you make it for him the better.

Invite your contact out for a regatta, encourage him to bring a photographer, and have a powerboat at their disposal, manned by someone who knows the ropes and can answer questions. Supply any visiting press with information including background material on the participants, class information, and any other material which might inspire him to turn a short report into a major feature.



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# SNIPER BULLETIN

SNIPER CLASS  
INTERNATIONAL RACING  
ASSOCIATION

JUNE 1978  
VOL. XXVII No. 6

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

### Commodore

Bruce Colyer  
2901 N.E. 26th Place  
Ft. Lauderdale, FL 33306

### Vice Commodore

Flavio Caiuby  
Rua Libero Badaro, 501-16 andar  
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## Executive Secretary and Treasurer

Lowry Lamb  
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Hixson, Tenn. 37343

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Chairman: TED A. WELLS  
5 Huntington Ave.  
Wichita, Kansas 67208

## EDITOR

Lowry Lamb

## EDITORIAL & BUSINESS OFFICE

Address all correspondence to:  
Privateer Road, Hixson, Tennessee  
37343, U.S.A.

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## ADVERTISING

Contract rates furnished upon appli-  
cation.

## SUBSCRIPTION

\$5.00 per year. \$5.00 of the amount  
of dues in SCIRA are paid for a year's  
subscription to the SNIPER BULLE-  
TIN.

## 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 and YOU

Dear Fellow Sniper:

This month's column will resume to  
updating you fellow Snipers on our latest  
proposals and options.

The present drift of Snipers feel the  
total mast weight should remain at 20 lbs.  
and those masts that are illegal should not  
be allowed to add lead but add an  
aluminum sleeve insert.

The five minute interval between re-  
called starts seems acceptable to all, as  
long as the race committee has the option  
to decide if sailors need additional time  
to return to the starting line, due to  
weather conditions.

Printing of SCIRA Yearbook every 4  
years (with January Snipe Bulletin having  
annual officer and news updates in-  
cluded) seems agreeable. This would cor-  
respond to the four year rule changes;  
plus, save considerable monies for Inter-  
national and U. S. funds.

There are some rule changes proposed  
that would not become effective until  
1980. When I know what is going to  
occur I will inform you to allow for your  
response to same. If you have kept up  
with this Commodore's column then you  
know all.

Some personal thoughts are that many  
of you Snipers are really pouring out  
your thoughts and I sincerely appreciate  
them and your much needed expressions  
of opinions.

One after thought is the consideration  
of having all District & National Com-  
petition levels having to compete with the  
new daggerboard and disallowing the old  
daggerboard in those events.

See you next month — "Stay out there  
and Hike like Hell."

Commodore Bruce H. Colyer

## U.S. Pan Am Eliminations

The U. S. Olympic Yachting Commit-  
tee of the U. S. Y. R. U. is in charge of  
scheduling and planning of the U. S.  
effort in sailing. They have decided that  
U. S. entries will be qualified through  
either a national championship or a  
winter event, to be held after January 1,  
1979. Since the U. S. Nationals could not  
be held early enough, it has been decided  
to have the eliminations in conjunction

with the Midwinter Championship in  
Clearwater, Florida. The dates have not  
been scheduled but they will be near the  
first part of March. The top two finishers  
will represent the U. S. All who wish to  
try out should plan to attend the Mid-  
winters next year.

## Pan Am Games Set July 1979

The VIII Pan American Games to be  
held at Ponce, Puerto Rico are tentatively  
set for July 1-15, 1979. The Games are  
held every four years and limited to  
participants from countries in the  
Western Hemisphere. Snipe has the dis-  
tinction of being the only class to have  
participated in every one of the Games in  
which yachting has been an event.

Two contestants will be allowed from  
each country. Twenty-five contestants are  
expected. Other classes participating will  
be Lightning, Laser, Soling and 470.

SCIRA/US is planning to make Snipes  
available for charter for those participants  
who will be unable to transport their own  
boats to Puerto Rico. Charter fees will be  
charged only to cover the cost of insur-  
ance and transportation.

## THE COVER

Close encounters at the rounding mark  
in Stockholm. Notice the damage to  
Joakim's rail. Photo by Per and Mats  
Gothlin.

## THE SCORE

Fifty-two numbers were issued last  
month. Spain led with 30, followed by  
the U. S. with 15, France with 5 and 1  
each for Portugal and Uruguay.

No new fleets were chartered but two  
fleets have been reactivated. Fleet No. 14  
in Oklahoma City, Oklahoma, and Fleet  
No. 94 in Newport Harbor, Newport  
Beach, California, have both reported in  
with a good sized nucleus of boats.

**Numbered SNIPES — 23333**  
**Chartered Fleets — 755**



*Aerial view of Alamos Bay Yacht Club, Long Beach, California, site for the 1978 U.S. SCIRA Nationals to be held in early August. (See registration form on page 9).*

## Alamos Bay Y.C. Readies for U.S. Nationals

The Alamos Bay Yacht Club of Long Beach, California, is your host for the 1978 U.S. SCIRA Nationals. ABYC is world famous for their ability to handle world and national class regattas.

The course will be inside the breakwater. The Heinzerling may elect to sail on the open ocean course. ABYC has never lost a sailing day due to lack of wind.

Perfect sailing conditions exist. Water temperature is 70° and the air is in the 75-85° range. A constant and predictable sea breeze prevails, 6-10 knots by noon and 15-18 knots by 4 p.m. Ocean conditions start smooth and build with the wind during the day. Sailing temperatures seem to drop as the wind builds. Wearable lifejackets should be brought and if the Heinzerling goes "outside" they can expect to wear them.

An activity is planned for every night,

except Thursday, and as always the traditional after race beer will be provided. Thursday is designated as a "Mini Lay Day." One early race is scheduled, the remainder of the day is open unless a make up race is needed. Thursday afternoon off will allow everyone a chance to fulfill their other So Cal obligations. If desired, trips to Disneyland, Knott's Berry Farm, etc. can be arranged.

Plan now to attend a great nationals; any further questions will be answered by

Eric Conn or Ron Fox, General Chairmen or Georgette Weber, Housing.

The Long Beach Hyatt House, 6400 E. Pacific Coast Highway, Long Beach, 90803 is the best place to stay. It is near the club, shopping, restaurants, disco, etc. The ABYC Snipe Fleet has a large block of rooms set aside. Call (213) 434-8451 or (800) 228-9000 for reservations.

Unfortunately the club and the area do not have any facilities for camping or R. Vs.

## Fleet 705 To Hold Advanced Racing Clinic

July 20, 21, 22, 1978, Snipe Fleet 705, Carlyle Lake, IL (Near St. Louis, MO) will hold a USYRU advanced racing clinic. This will be open to 24 Snipes only, on a first come first served basis. The total cost will be \$35.00.

For a Sniper to reserve a place for himself in this purposely limited group, he must send a check for \$20.00 to Ray Szczepanski. The remaining \$15.00 will be due at the clinic.

Food and lodging will be the responsibility of the participants. Please feel free to contact me for more information. Checks should be made payable to Fleet 705. We will welcome Snipes from all districts until all spaces are filled.

Ray Szczepanski  
7781 Wooddale Lane  
Normandy, MO 63121



# HOW MIKE BUILDS A BOAT

*The art and science of building a fiberglass Snipe*

The following taped conversation between Pete Duvoisin and Mike McLaughlin is an inside look at building a Snipe from the inside out. Mike began building boats with Herb Shear, and has been a major builder himself for several years.

This interview begins with how Mike makes a mold, and will be continued with the process of building the boat itself in later issues.

## MIKE MAKES A MOLD

Q: How is a Snipe built? How is the glass laid up? What do you start with?

A: This is going to take about two tapes.

Q: First you make a mold. How do you go about making a mold?

A: We have to start with a plug which is the shape we want our boats to be. Take wood — fiberglass — whatever. You can take it off an existing fiberglass hull; which many people have done. My preference is a wood boat which we paint with good marine paint, and of course, wet sand and buff out to a very high luster. Then, we put about 10 coats of mold wax on it. We spray what we call tooling gel coat against the plug; which will be the first layer of the plug. Tooling gel coat withstands heat much better than regular gel coat — a very, very hard gel coat.

After that, we lay on what we call veiling mat, or angel hair mat — a very fine fiberglass mat which we lay on with a laminating resin against the cured tooling gel coat, and that is to get all the small air bubbles out from between the first layer and the tooling gel coat.

After that cures, we lay on one layer of 1½ oz mat against the angel hair, and once again, we take a lot of time on this layer to make sure we roll all the air bubbles out. Any heat which will come from the exotherm when we make boats will cause these air bubbles to expand — they will ripple the mold, and sometimes they will pop — so it is very important to get all these air bubbles out of the first layers. It's the same situation with the boat — for the first layers of mat and gel coat on the boat, it is very important to get the air bubbles out.



Mike McLaughlin rests on Bruce's Boat on the way to the Bahamas. (Photo by Pete Duvoisin)

Q: When you've made your plug, how do you keep it rigid?

A: Well, in the case of a wooden boat its fairly simple.

Q: I mean after you have made your plug and everything — how do you pull that plug out?

A: The mold you are talking about?

Q: Yes, O.K.

A: Well, after about 5 layers of mat — one at a time — very slowly — 1 layer a day, to allow the resin to shrink and cure properly. If we put too much on at once it builds up too much exotherm, and the resin will shrink quite a bit and we will get distortion. It might pull the gel coat away from the plug, and everything else — might ruin the whole project. We just have to take it slow and easy.

After we have 5 or 6 layers of 1½ oz. mat, we put a couple of layers of cloth, 10 oz. cloth, for the next layers. Then we lay — we alternate layers of mat and fiberglass woven roving — about 20 oz. weight.

Q: How much then, does the mold weigh? It must be pretty heavy.

A: Well — uh — a hull mold would weigh about 400 lbs. After we get all this 20 wt. woven roving and gel coat on, we reinforce that. We put ¾ inch plywood frames across the bottom, and a strong

back along the keel. They are about a foot deep. They are mostly attached at the chine and keel to hold a tubular steel frame which we glass to the plywood frames to keep it from racking, or twisting, or torquing.

Q: All this is done before you pull it off the plug?

A: Yes, it is all done while the plug is upside down. And then, of course, the very last thing we do is weld some heavy casters to the metal framework so that when we take it off, we can roll it around the shop. This whole process takes about 3 weeks — to make a good mold. If you rush it — most people who rush it skip waxings, or don't wait 8 hours between waxings, and they do 2 or 3 layers a day — it can cause problems due to shrinkage.

Q: Now, when you get your mold out — how do you know when you pull your mold that the boats will measure? Do you have to measure your first boat and then see if it measures? You can't measure the mold can you?

A: Sure we can. We measure it with a transit. Of course, we can't measure it with a SCIRA measuring jig. We set up a transit with a constant baseline, that's constant from the Snipe measurement baseline. We can get stations 2 and 5 level, so that we have a level baseline, and drop to the new baseline — so that at least we can get the chine heights, the keel heights, and, of course we can put a ruler on the inside to get the widths. We never have had a problem of stations changing — a 32nd at the most. If it's done right, it won't be a problem.

The important thing is to get a tubular framework around the mold, and get it so the thing doesn't twist. You know the mold is going to end up about 3/8 inch thick fiberglass, so it isn't going to change shape that much.

Q: O.K., now that you have made the mold, how do you make the boat — the hull?

A: First we have to season the mold. We have to get it to a high luster — a high polish. When we first take the plug out of the mold it will be dull. Mostly our molds are black — they come out dull black — a dark gray — with some places shinier than

others. We take buffing compound with a high speed buffer which has a good lamb's wool disk. We go over it until we get a high gloss to the inside.

Q: So that it's a pretty finish?

A: Yes, you can see yourself in it. Then we start waxing, and we wax, and we wax, and we wax. This takes about a week — about 8 coats of wax.

Q: Does this wax stay on the molds forever?

A: Yes, there are small pores in the surface, and the wax fills these pores. It can't be done in just one or two waxings. The first boats out of a mold are always the most difficult to come out — to break loose. They don't want to jump right out.

The first boats are going to be a little duller than later boats. We take a buffing wheel and buff the mold again after we get the first boat out.

Down to the 5th boat, the mold is beginning to get seasoned, and we can get 2, 3, even 4 or 5 boats out without waxing between. And that is what we call a seasoned mold.

The first boats out, we have to buff the gel coat to bring back the luster.

*We will leave Mike and Pete with the curing mold, and next month get into the building of a fiberglass boat.*

## Pete Fenner Wins Lake Worth Regatta

The Lake Worth Sailing Club played host to thirteen visiting sailors from White Rock Sailing Club in Dallas and Abilene Sailing Association and allowed them to take home most of the trophies. This was the first regatta for the LWSC Snipe Fleet in two years and with the help of WRSC, ASA, the weather and all the members of LWSC a friendly and competitive Labor Day Regatta was held on Sept. 2, 3, 4.

Pete Fenner continued his winning ways for 1977 with two firsts and a second in his first visit to Lake Worth and its tricky winds and typical September weather. Once again, Gary Boswell was frustrated in his attempt to win on Lake

Worth. Gary has sailed here many times, always placing well, but first always eludes him.

All three courses were Olympic, with races one and two on Saturday under light air, 5-7 mph. The competition was close except for first place, with Peter finding all the right wind shifts.

The third race was held on Sunday morning with better wind, 8-12 mph. This time five boats were all together from start to finish. Tommy Binion won in a close finish with Pete Fenner second and Lin Johnson third.

Jim Holcomb  
Fleet Captain  
Lake Worth, Fleet 53

### LAKE WORTH SAILING CLUB (Top 10 of 18 Entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
20818	Peter Fenner/Suzan Riddle	WRSC Dallas	1-1-2	3	1
19799	Gary Boswell/Margaret	WRSC Dallas	2-4-4	19	2
18035	Tom Binion/Dee Ann	WRSC Dallas	12-2-1	21	3
22776	Ed Nelson/Ale' Clayton	WRSC Dallas	4-6-5	29.7	4
21554	Bill Jackson/Leslie	WRSC Dallas	6-5-8	35.7	5
17222	Dick Quade/Charlie	ASA Abilene	3-8-12	37.7	6
20817	Gene Soltero/Susan Jantz	WRSC Dallas	10-3-11	38.7	7
19485	Chuck Laird/Jan Utley	WRSC Dallas	8-7-7	40	8
22250	Will Ivie/Scott Shirley	LWSC Fort Worth	5-10-9	41	9
21351	Lin Johnson/Had Binion	WRSC Dallas	7-dsq-3	44.7	10

## If You Race a Snipe, You Need...

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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.





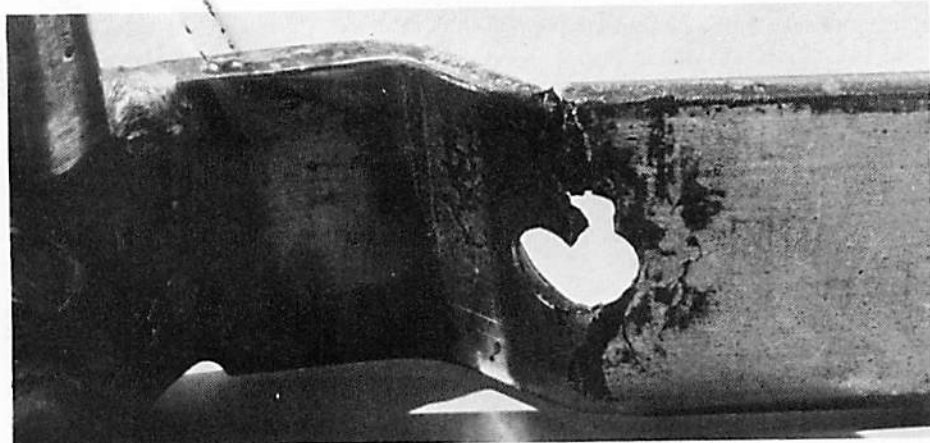
## Scientific Sailboat Racing

First appearing in 1950, this fine sailing book has become the "Sniper's Bible" and has proven so popular throughout the world it was revised and enlarged for a third printing. Not only does it tell how to rig your boat, but how to sail it — and win — as well.

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*The pintle that failed. (Photo by Donald White)*

## How To Lose A Race

Races are lost in all kinds of ways. I don't know which is the leading cause to you but I do know that winners win because they make the fewest mistakes. After boat speed (that elusive edge) and tactical sense, both given values in any winner's formula, I expect that "psych" is a leading cause for races won.

More of us lose than win, however, so most of us are experts at losing. Maybe

we set our goals too low (if I can just finish ahead of John) so that we can realize them and really "win." That's depressing . . .

An often overlooked cause of not winning is broken gear. In one way or another, some dramatic (a parted shroud) and some not (a jib track pulls loose and you change a lead) — performance (and psych) are affected. Here's a variation in that theme which you may not have come across.

Oxygen starvation in stainless steel causes quite a few failures, some often unsuspected, that 1 x 19 shroud that parted at a swaged fitting, for example — a stainless fitting, slightly cracked, that rusts inside while the shell stays bright. So many fittings that we have on the boats are stainless because of its many fine qualities, yet its accelerated corrosion where denied access to oxygen is an often overlooked cause of failure in marine fittings.

So, one more cause of lost races can be eliminated by good preparation of equipment, including preventative maintenance. I found this cracked pintle, well rusted inside but with only a hairline crack showing, when I was revarnishing my rudder this winter. Those without winter or rudders to varnish will have to devise their own maintenance scheme.

Larry White  
Technical Editor



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MISSOURI VALLEY CHAMPIONSHIP REGATTA

July 1 & 2

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Omaha, NE 68107 - Phone: (402) 731-3480



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# 1978 UNITED STATES S.C.I.R.A. NATIONAL CHAMPIONSHIPS

## ALAMITOS BAY YACHT CLUB, LONG BEACH, CALIFORNIA

### AUGUST 4-11, 1978

#### Schedule outline:

August 4	Junior Measuring
5 & 6	Jr. Nationals & Sr. Measuring
6	Practice Race (after Jrs.)
7 & 8	Crosby Series
9, 10 & 11	Heinzerling and Wells Series

All racing will be inside the breakwater. The Heinzerling Series may sail on the open ocean course, at their discretion.

An information package will be mailed to all entrants.

General Chairmen:	Eric Conn	291 Glendora Ave., Long Beach CA. 90803 (213) 439-7952 eves.
	Ron Fox	2131 Tevis Ave., Long Beach CA. 90815 (213) 596-1801 eves., (213) 432-2093 days
Housing:	Georgette Weber	51 - 66th Place, Long Beach CA. 90803 (213) 438-4362

## OFFICIAL REGISTRATION FORM

### 1978 U.S. NATIONAL CHAMPIONSHIP

Must be received by July 21, 1978

- ☐ U.S. JUNIOR CHAMPIONSHIP. No entry fee. Birth date: Skipper \_\_\_\_\_ Crew \_\_\_\_\_  
Skipper and crew must not yet be 19 years old on December 31, 1978.
- ☐ U.S. NATIONAL CHAMPIONSHIP. \$35 entry fee. Send Registration and Fee to SCIRA, Privateer Road,  
Hixson, Tennessee 37343. MUST BE RECEIVED BY JULY 21, 1978.

Please print:

Skipper \_\_\_\_\_ Crew \_\_\_\_\_

Address \_\_\_\_\_

Yacht Club \_\_\_\_\_ Fleet Number \_\_\_\_\_

Sail Number \_\_\_\_\_ You must sail with your own sail number. If you will sail a chartered or borrowed boat, give the following information:

Owner \_\_\_\_\_ Boat Number \_\_\_\_\_

The boat I will sail has a: ☐ Class Certificate ☐ Green Card ☐ Fleet Certificate ☐ Moment of Inertia Measurement

The Builder of the boat is \_\_\_\_\_ Year Built \_\_\_\_\_ Color Hull \_\_\_\_\_ Color Deck \_\_\_\_\_

IF HULL MEASUREMENTS ARE NEEDED, PLAN TO ARRIVE BY FRIDAY, AUGUST 4.

I hereby agree to abide by all Snipe Class and USYRU rules, and release Alamitos Bay Yacht Club, its officers, members, employees and members of the Race Committee from all liability by reason of injury whether to the yacht entered above or to myself, my crew, or my guests.

Signature of Skipper \_\_\_\_\_ Date \_\_\_\_\_

I certify that this entrant is a member in good standing with SCIRA, and that he has sailed in at least 5 point score races or 5 sanctioned regatta races this year and that he comes within the limit of one skipper for each 5 active Snipes or major fraction thereof in the fleet.

Signature of Fleet Captain \_\_\_\_\_ Date \_\_\_\_\_

Cut on Dotted Line and Mail



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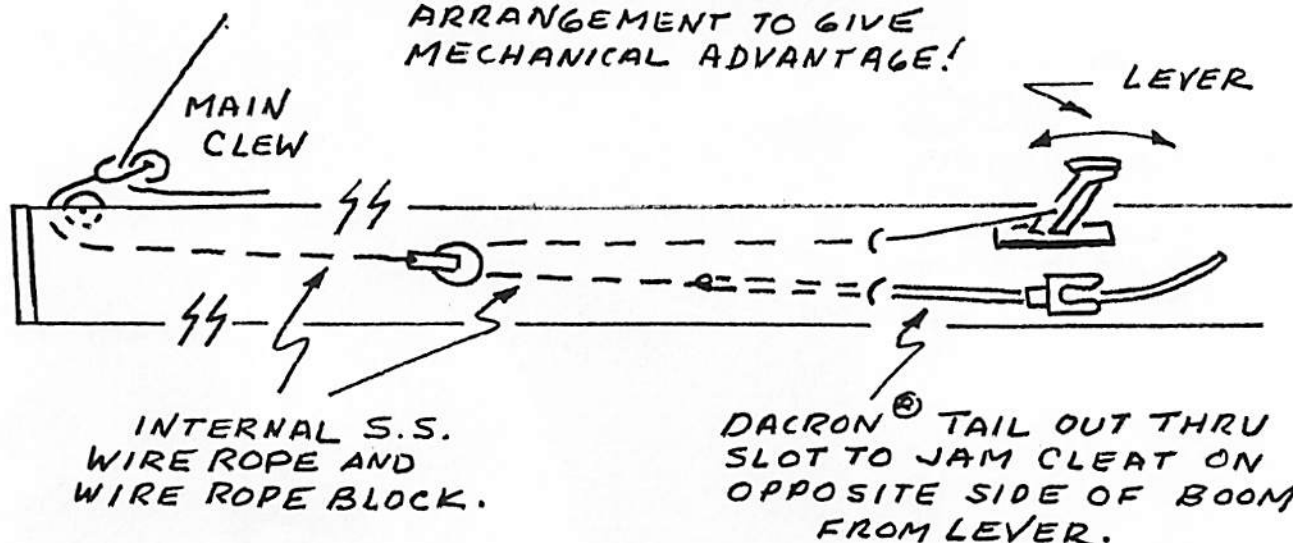
*World champion and  
crew Boris Ostergren and  
Ernesto Neugebauer of  
Brazil. (Photos by Per &  
Mats Gothlin)*





## MAIN OUTHAUL-ALUMINUM BOOM

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MECHANICAL ADVANTAGE!



**NOTE:** ALSO USABLE ON SOLID BOOM WITH EXTERNAL FITTINGS!

D.H.

THANKS TO MEANS DAVIS!

## RIGGING PRIMER (Continued)

*Editor's note: Means Davis has sent us the following contribution as an improvement on the suggested method for rigging the outhaul as printed in the April Primer. Please follow his example and send your own suggestions on rigging.*

The article "Primer on Rigging the Snipe," is a fine one and especially in its concept of acquainting new Snipers with their boats.

I would like to offer what I have found, after 20 years of sailing Snipes, to be the very best way to rig a boom.

This set up can be internal (preferred) or external. The jam cleat and lever should be placed forward on the boom to make them accessible when boom is out, as when on a run. (With all due respect the layout for the boom illustrated in the April issue of the BULLETIN, the way illustrated gives the outhaul no mechanical advantages — except it would take 2 times the effort to pull the dacron line through the jam cleat as diagrammed.)

Means Davis  
Fleet 330



Means Davis (Buzz Lamb photo)



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### 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—10 for \$8.00. From SCIRA only.

## France Selects Top 10, Plus 1

Beccasines, French for Snipes, used 17 1977 regattas to select their top helmsmen for the season. Most of the registered boats took part in two or more events, but the participation prize goes to Gerard

and Odette Colluche of the Le Havre Fleet, who participated in eleven of them, and finished in 11th place over all.

The top ten plus one are listed below.

### FRANCE'S CLASSEMENT NATIONAL PAR POINTS 1977

1	Durand, Gilles	Sud-Ouest	S N Andernos	5 epreuves	125 pts.
2	Celerier, Michel	Mediterranee	Y C Beaulieu	7 epreuves	116 pts.
3	Brossard, Jean-Marie	Sud-Ouest	C N Claouey	4 epreuves	108 pts.
4	Le Bour, Yves	Bretagne	C N Audierne	8 epreuves	97 pts.
5	Le Bour, Rene	Bretagne	C N Audierne	7 epreuves	95 pts.
6	Lamarque, Louis-Paul	Sud-Ouest	C N Claouey	5 epreuves	93 pts.
7	De Laval, Christian	Bretagne	S R Vannes	6 epreuves	89 pts.
8	Beaudoin, Michel	Bretagne	S I N Lorient	5 epreuves	83 pts.
9	Brossard, Gerard	Sud-Ouest	C N Claouey	4 epreuves	82 pts.
10	Mariage, Bernard	Mediterranee	Y C Beaulieu	4 epreuves	80 pts.
11	Colluche, Gerard	Normandie	S R Le Havre	11 epreuves	77 pts.

# SUNBURN\*

Almost all sailors suffer from extended exposure to the sun. There are long lists of folk remedies and modern cures for sunburn, but the best measure still is prevention.

Sunburn is caused by the ultraviolet rays of the sun actually burning the skin. It is a real injury to the skin and has a lasting effect producing, at the worst skin cancer and at the least prematurely aged skin.

The sun's ultraviolet rays are more severe near the equator, so the Southern California sun is more burning than the sun off the coast of Maine. The UV rays are strongest on June 21 so you are better off in September. Overcast days are also deceptive, since they only diffuse the UV rays and the cooler weather may invite severe burns.

Your tan is caused by the skin producing melanin pigment to block the UV rays. This process takes two days to get underway and about two weeks to complete, so there really is

Trade Name	Active Ingredients	Rating*
Pabanol	5% p-aminobenzoic acid	17.6
PreSun	5% p-aminobenzoic acid	17.6
Maxafil Cream	4% cinoxate, 5% menthyl anthranilate	9.6
Sea & Ski	glyceryl p-aminobenzoate	8.3
RVPaque	red petrolatum, zinc oxide, cinoxate	7.7
Solbar	3% oxybenzone, 3% dioxybenzone	6.7
Sunswept Cream	3.5% digalloul trioleate	6.6
Estee Lauder's		
U.V. Screening Lotion	padimate	6.6
UVAL	10% sulisobenzene	6.6
A-Fil Cream	5% titanium dioxide, 5% menthyl anthranilate	6.3
Coppertone	homosalate	6.0
Pan Ultra	diphenyl ketone	6.0
Pabafilm	padimate	5.9
Sungard	10% sulisobenzene	5.9
SunDare	cinoxate	5.9
Block Out	padimate	5.5
RVP	red petrolatum	3.2

\*Based on the amount of UV required to produce a burn.

no way to rush a tan. Dermatologists recommend about 15 minutes exposure the first day and an additional five minutes per day after that to build a healthy tan. After that initial period a sunburn prevention product is suggested if you can't get out of the sun altogether.

The Archives of Dermatology prepared an effectiveness list of the

sunscreen products available over the counter and that is printed below. They also suggest applying the product 20 minutes before exposure, repeating application if you swim or perspire and also repeating every two hours. It is based on research done by Drs. Derek J. Cripps and Stephen Hegedus at the University of Wisconsin Medical Center in Madison and was published in 1974.

\* Reprinted from the September 1977 issue of USYRU NEWS, official publication of the United States Yacht Racing Union



## Going...Going...Almost Gone!

John Murphy ALMOST capsizes — but saves it at the last minute. The sequence was photographed by David Cox.

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Schock, 1403 East Olive Dr., Huntsville, AL  
35801, (205) 539-5543.

## Lenhart, Dunkley Top Bahamas Winter Series

The Royal Nassau Sailing Club was  
host to the 1978 Bacardi Cup and Winter  
Championship sailed March 15th-18th in  
steady winds on Montagu Bay.

Bahamian John Dunkley and his crew  
Jimmy Lowe won the Bacardi Cup, with  
a first and two thirds. He was closely  
pursued by the seemingly unconquerable  
Californian sailors who numbered 6 of  
the 18 United States entries. The second,  
third and fourth spots were taken by San  
Diego sailors Jeff Lenhart, Tom Nute and  
Doug De Souza in that order. Fifth was  
Pierre Siegenthaler of Nassau.

The usual strong March winds did not  
blow for the three Bacardi Cup races  
which were sailed in steady breezes of  
10-12 knots. The heavy wind sailors were  
not to be disappointed and the 5 races for  
the Dudley Gamblin Memorial series were  
raced in strong breezes up to 25 knots. 3

races were scheduled for March 17th but  
only 2 were sailed as that morning the  
winds were over 25 knots and so the first  
race was not started until 3 p. m.

The Californians were not to be denied  
the Gamblin Trophy as they handily took  
the first four places. Jeff Lenhart won  
despite a capsized and 18th spot in the  
final race. Second place was taken by  
Tom Nute while Mark Reynolds, with  
two firsts, took third and Earl Elms  
fourth.

The Californians did not have it all  
their own way as in the final race Pete  
and Jane Duvoisin demonstrated their  
mastery of wind and sea by taking an  
early lead, increasing it on the planing  
reaches and winning going away. Well  
done, Jane! The Charles Kelly Memorial  
Trophy, awarded for the first time, was  
won by Jeff Lenhart, the skipper with the  
best total score for all the races in the  
two Nassau Regattas.

The Trophy Presentation took place at  
the Club on Saturday night where there  
was dinner and dancing as well as what  
has become an annual event - a Floor  
Show including a limbo and fire dance.  
Sunday was spent relaxing on the beach  
at Paradise Island.

The Regatta was enlivened by the  
attendance of SCIRA Commodore Bruce  
Colyer in his yacht "Bruce's Boat." Four  
Snipes were transported across the Gulf  
on this yacht which was also used as a  
spectator boat.

(Final results and a brief report were  
included in the Winter Circuit report  
printed in the April issue.)

By Godfrey K. Kelly  
Bahamas National Secretary

CHUBASCO 19437, Avacado hull, white  
deck, Cobra mast, Elms sails, minimum  
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## Sanctioned Snipe Regattas

JUNE 3-4, RIFF-RAFF REGATTA, Cowan Lake Fleet 433, Arthur E. Johnston, 1707 Flora Ave., Cincinnati, OH 45231.

JUNE 3-4, NEW YORK STATE OPEN, Chautauqua Fleet 124, Les Larson, 10 Winding Way, Lakewood, NY 14750.

JUNE 10-11, DISTRICT IV CHAMPIONSHIP, Pensacola Yacht Club, Pensacola, FL, District IV Fleets, John P. Muhlhausen, 15 Dunwoody Park, Atlanta, GA 30341.

JUNE 10-11, COLONIAL CUP, Annapolis Fleet 532, L. A. White, 228 Claude St, Annapolis, MD 21401.

JUNE 10-11, KOKKOLA RACE, Kokkola, Finland.

JUNE 10-11, WOLVERINE REGATTA, Barton B. C. Fleet 520, John Johns, 1220 West Washington, Ann Arbor, MI 48103.

JUNE 17-18, STONE INTERNATIONAL OPEN MEETING, Stone S. C. Fleet 372, Dennis Cranston, Keswick Lodge, Littlebury, Saffron Walden, Essex, England.

JUNE 17-18, STONE INTERNATIONAL REGATTA, Stone, England.

JUNE 17-18, WHITTEMORE-ST. JOHN REGATTA, Quassapaug Fleet 231, Philip Paul, 23 Summit RD, Naugatuck, CT 06770.

JUNE 17-18, CHAMPAGNE REGATTA, Keuka Lake Fleet 382, Robert Buhmaster, 217 E. Steuben St., Bath, NY 14810.

JUNE 17-18, SLAUSON MEMORIAL REGATTA, Peoria Fleet 131, David Bettinghaus, 2019 W. Arrowhead Ln., Peoria, IL 61604.

JUNE 17-18, HEART OF AMERICA, Lake Quivira Fleet 121, John Maultsby, 1 Winding Ridge, Lake Quivira, KS 66106.

JUNE 24-25, CARLYLE OPEN, Carlyle Lake Fleet 705, Larry Christy, 17 Morwood Ln., St. Louis, MO 63141.

JUNE 24-25, DISTRICT II CHAMPIONSHIP/SUNFLOWER REGATTA, Shawnee Fleet 597, Bob Congrove, 742 Prairie, Topeka, KS 66606.

JUNE 29-30, JULY 1-3, CRITERIUM NATIONAL CHAMPIONSHIP, Le Havre, France.

JULY 1-2, KICKER REGATTA, Lake Canyon Fleet 681, John McCarthy, 105 Long Bow, San Antonio, TX 78231.

JULY 1-2, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Fleet 309, Henry Davis, 5100 So. 26 St., Omaha, NE 68107.

JULY 7-9, DISTRICT V CHAMPIONSHIP, JUNIOR AND SENIOR CHAMPIONSHIPS, Lake Ontario (Irondequoit Bay), Newport Fleet 103, Norm Dahl, 577 Bending Bough Dr, Webster, NY 14580.

JULY 8-9, WINCHESTER INVITATIONAL REGATTA, Winchester Fleet 77, Norman Towle, 50 Hutchinson Rd., Arlington, MA 02174.

JULY 8-9, DISTRICT III JUNIOR CHAMPIONSHIP, Barton B. C. Fleet 520, Dr. Douglas Behrendt, 2121 Woodside, Ann Arbor, MI 48104.

JULY 8-9, DISTRICT 7 CHAMPIONSHIP, Lake Yosemite Fleet 713, Mike Svinth, 644 W 17th, Merced, CA 95340.

JULY 14, 15, 16, DISTRICT III CHAMPIONSHIP, Island Bay Fleet 91, Tom Lewis, 7 Columbine, Springfield, IL 62703.

JULY 15-16, CHARLESTON REGATTA, Charleston Fleet 52, John F. Townsend, 3 St. Michael's Alley, Charleston, SC 29401.

JULY 22-23, ONTARIO SNIPE CHAMPIONSHIP, Oakville Fleet 321, C. Hains, 231 Westdale, Oakville, Ontario, Canada.

JULY 22-23, SILVERSNIPES T A V S N A S, Stockholm, Sweden.

JULY 22-23, SPOFFORD INVITATIONAL, Spofford Lake Fleet 751, Glenn Younie, 16 Edwards St., Keene, NH 03431.

JULY 29-30, DIAMOND LAKE OPEN, Diamond Lake Fleet 158, Bud Leonard, RR 4 Howell Point, Cassopolis, MI 49031.

JULY 29-30, NEW ENGLAND SNIPE CHAMPIONSHIP, Quannapowitt Fleet 628, Ron Barber, 48 Florence Ave, Norwood, MA 02062.

JULY 29-30, MIDWESTERN CHAMPIONSHIPS, Wichita Fleet 93, Ted Wells, 5 Huntington Ave., Wichita, KS 67206.

AUGUST 2-6, OAKVILLE-BERMUDA TEAM RACES, Oakville Fleet 321, C. Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

AUGUST 5-6, U. S. JUNIOR NATIONAL CHAMPIONSHIP, Alamitos Bay Fleet 218, Eric Conn, 291 Glendora, Long Beach, CA 90803.

AUGUST 7-11, U. S. NATIONAL CHAMPIONSHIP, Alamitos Bay Fleet 218, Eric Conn, 291 Glendora, Long Beach, CA 90803.

AUGUST 7-11, CANADIAN NATIONAL CHAMPIONSHIP and PAN-AM GAMES TRIALS, Oakville Fleet 321, C. Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

AUGUST 12-13, WISCONSIN-MINNESOTA OPEN, LaCrosse Fleet 571, A. C. V. Elston, 2005 Cass St., La Crosse, WI 54601.

AUGUST 19-20, HOOSIER HARVEST, Muncie Fleet 557, Nyal Williams, 4516 N. Tillotson, Muncie, IN 47304.

AUGUST 19-20, BRIODY MEMORIAL CHAMPIONSHIP, Onondaga Fleet 18, Bud Booth, P. O. Box 42, Solvay, NY 13209.

AUGUST 21-27, EUROPEAN CHAMPIONSHIPS, Real Club Nautico De Valencia, Valencia, Spain.

AUGUST 26-27, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet 231, Philip Paul, 23 Summit Road, Naugatuck, CT 06770.

AUGUST 26-27, EVERGREEN REVITALIZER, Evergreen Fleet 740, Larry Colter, 1203 Fell, Bloomington, IL 61701.

SEPTEMBER 9-10, WEATHERBY LAKE 6th ANNUAL HOSPITALITY REGATTA, Weatherby Lake Fleet 698, Hank Freeman, 9797 N. W. 75th Terr., Kansas City, MO 64152.

SEPTEMBER 9-10, INDIANA OPEN, Indianapolis Fleet 409, Harry Huff, 21 Sleepy Hollow, Carmel, IN 46032.

SEPTEMBER 9-10, LONG ISLAND SOUND OPEN - CALL OF FALL, Sea Cliff Fleet 4, David Lawson, 76 Wyatt Rd, Garden City, NY 11530.

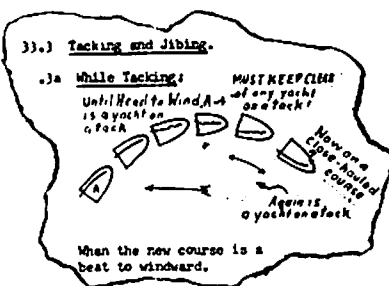
SEPTEMBER 22-24, NORTH AMERICAN CHAMPIONSHIP, Annapolis Fleet 532, Eric Purdon, 3 Perry Avenue, Annapolis, MD 21403.

OCTOBER 7-8, OXFORD INCIDENT/ACCIDENT, Acton Lake Fleet 515, Jim Hater, 4591 Patron Ct., Cincinnati, OH 45238.

OCTOBER 19-27, WESTERN HEMISPHERE CHAMPIONSHIP, Clube de Campo de Sao Paulo, Sao Paulo, Brazil, Flavio Caiuby, Rua Libero Badaro 501 - 16º andar, Sao Paulo, 01009 Brazil.

OCTOBER 21-22, FRIGID DIGIT, Annapolis Fleet 532, L. A. White, 228 Claude St, Annapolis, MD 21401.

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### 1978 RESULTS

SNIPER CIRCUIT - 2, 3, 4, 5, 6.

This year's Circuit was sailed in winds from 3 mph to 25 mph with Norths at the top in all four regattas.

### 1977 Major Results

EUROPEAN CHAMPIONSHIP - 1

FINNISH NATIONALS - 1

NORTH AMERICAN CHAMPIONSHIP - 2, 3, 4, 5

SWEDISH CHAMPIONSHIP - 1, 3

SPANISH CHAMPIONSHIPS - 1, 3, 4, 5

ENGLISH CHAMPIONSHIPS - 1, 2, 3

CHILEAN CHAMPIONSHIPS - 1st

FINNISH CHAMPIONSHIPS - 2, 3

PACIFIC COAST CHAMPIONSHIPS - 1, 2

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