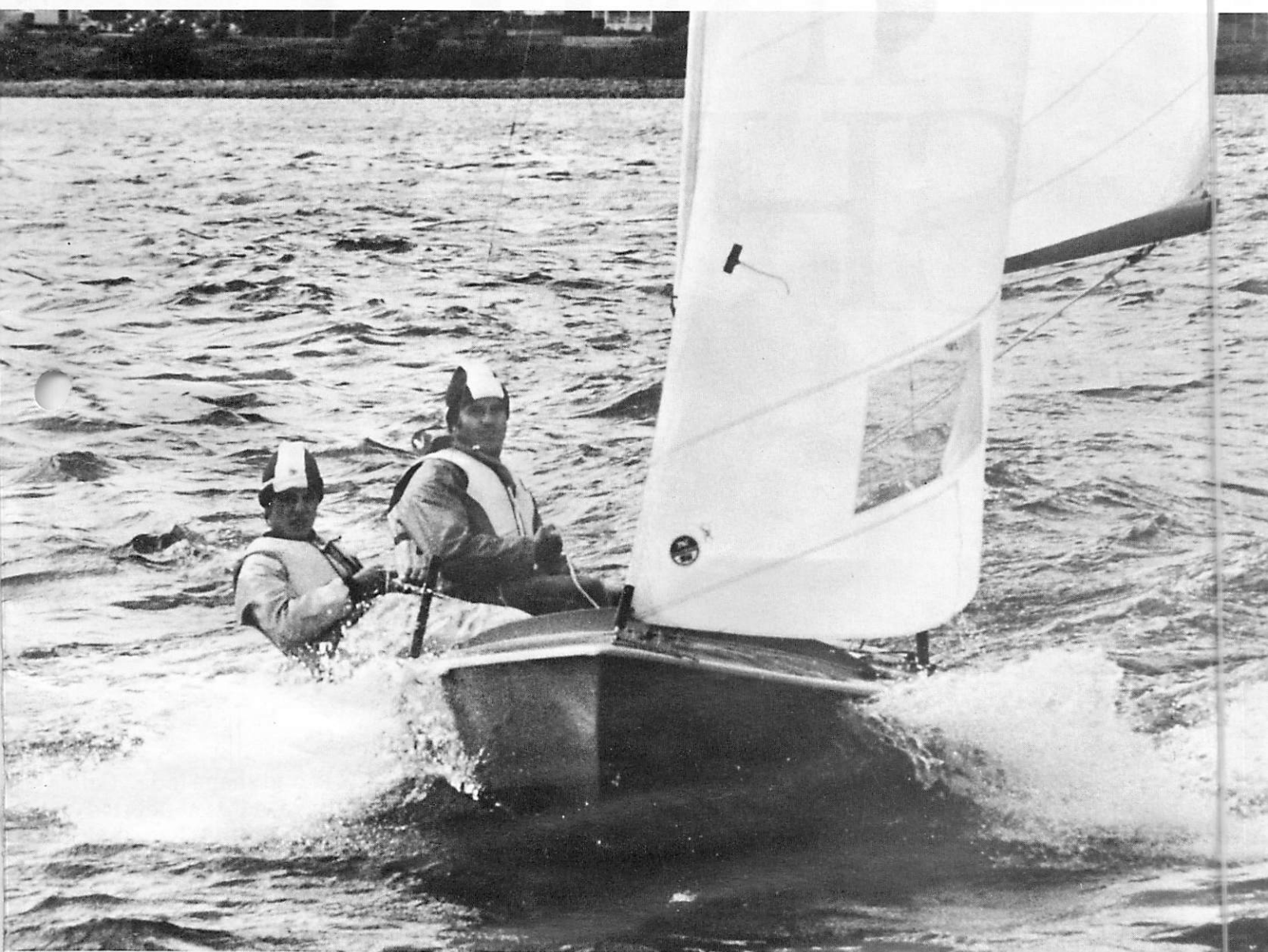


SNIPE ***BULLETIN***

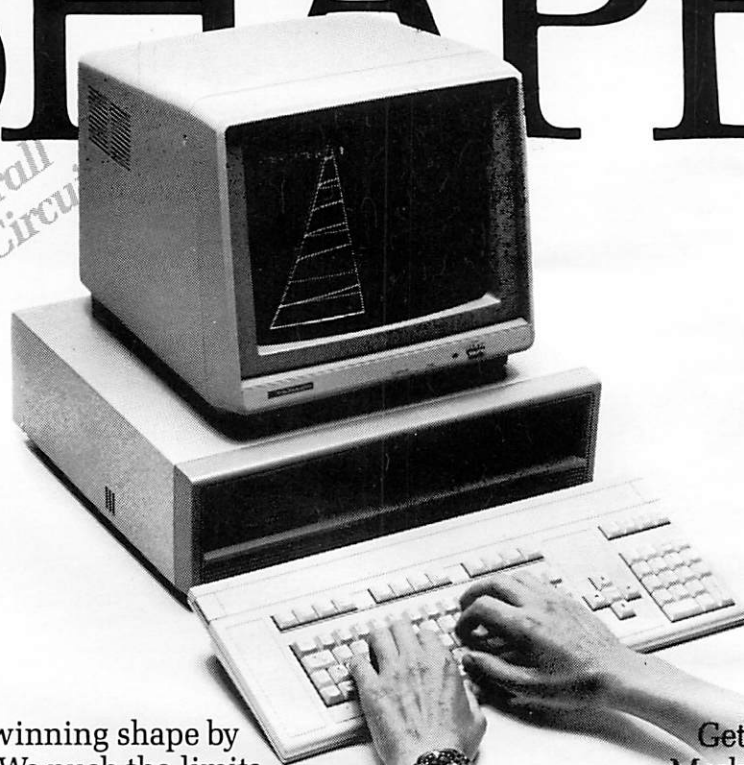


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(USPS 611-500)

**SNIPES CLASS
INTERNATIONAL RACING
ASSOCIATION**

MAY 1985
Volume XXXIV No. 5

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



1984 SCIRA Commodore Gene Tragus presents the Commodore's patch to 1985 Commodore Roberto Salvat at the World Juniors in Montevideo in December.

THE COMMODORE SAYS

To be appointed SCIRA Commodore is both one of the happiest things that could have happened to me and one of the heaviest responsibilities to cope with in 1985. Needless to say that I accept both of them: the first because it is not wise to refuse a happy event and the second as a price for that happiness, which I am more than glad to pay for, and as the big challenge for 1985.

Although all my enthusiasm will be at work to achieve as many goals and objectives as possible, I have pre-established them as the corner-stone of my work during my period as Commodore.

Junior Crews and their World Championship

Being the young crews the seed bed of our class, I am giving to this championship top priority. I am convinced that its importance be highlighted and emphasized with the presence of SCIRA authorities and officials, as it was done lately in Uruguay.

Pan American Games

There should not be any doubt that our class deserves and must be present in the next games, as it had been since they first started.

1985 World Championship

The Argentine Snipe Association and the CNSI will organize it in late November.

When Commodore Tragus handed me in Montevideo the badge, and with it the honor of being his successor, we both agreed that my job was going to be a wise continuation, and follow the line of his work, philosophy of which we shared and has been the long time link that between us made one close to the other.

Based on that I ask all crew members to help me to carry on that agreement, send-

ing me any worthwhile suggestions, which, in advance, I am grateful for.

Long life to the "Compinche"* and very happy sailing.

*Roberto Salvat
SCIRA Commodore*

*New boat

Dallas Hosts 1985 Master's Series

White Rock Sailing Club assumes the mantle from Quassapaug (CT) YC, hosting the 7th edition of the U.S. Master's Championship, October 11-13, 1985.

The Master's Championship, for skipper's of advancing age (40 and over), will be held on White Rock Lake, located five miles northeast of the ever-growing Dallas downtown central business district. White Rock Lake is within a 2034 acre park which has paved jogging and biking trails surrounding its 13 miles of shoreline.

The State Fair of Texas, largest in the nation, runs October 3-20. On the fairgrounds is the Cotton Bowl, site of the annual Texas-OU football war and happening. This year's game is Oct. 12, and the five miles from White Rock Lake to downtown should prove a welcome buffer from the pre- and post-game festivities.

Dallas weather in October averages 79° F. highs with overnight lows averaging 56° F. October often has good breezes in Big D, and windshifts are "garanteed" at White Rock.

White Rock Snipe Fleet No. 1, founded in 1932, hosts the annual Southwestern Championship in May on Memorial Day weekend each year. This year's 49th edition will serve as a "tune-up" for the host fleet of the Masters.

Texas and District 2 have several com-

THE COVER

FELIX IN TRIM. Felix Gancedo, two-time world champion is preparing for a come-back in 1985. His problem is losing 12 kg. to get back in trim, as he is in this file photo by Buzz Lamb.

THE SCORE

This was an excellent month for numbers. Japan put an order in early and got 80. Spain took 20 and 14 went to the U.S.A., for a total of 114. This is outstanding for so early in the year. No new fleets were chartered.

Numbered SNIPES — 26286
Chartered Fleets — 795

petitive potential representatives for the Masters. Gary Boswell, perhaps now most familiar for his series "Submerged Rules" in the *Snipe Bulletin*, won the 1970 Western Hemisphere's as well as a total of six Southwestern and District 2 Championships. Lief and Keith Zars from San Antonio have a total of nine District and Southwestern trophies between them. The venerable Ted Wells from Wichita has graced the Southwestern's over the years, and has more trophies than his modesty allows him to admit. Immediate Past SCIRA Commodore Gene Tragus hangs his boat in a WRSC davit and livens local activities. District 2 Governor Pete Fennner carried off Southwestern gold in 1981 and is eminently eligible for the Masters in spite of the recent addition to the Fennner household.

Snipe Fleet No. 1 urges you to join us at White Rock Lake, Dallas, Texas on October 11-13, 1985 for the Master's Championship. Some boats will be available on a first come, first serve basis. Plan ahead (in view of the State Fair and Texas-OU events, motel space will be scarce), contact:

White Rock Sailing Club
c/o Tom Duckworth
1900 Pacific Bldg., Suite 720
Dallas, TX 75201-4508

Ethel Higman

We are sorry to report that Ethel Higman died in California in late February after a long illness. She attended many national and international Snipe regattas, helping her husband Arch in his duties which ranged from fleet captain, to district governor, to member of the SCIRA rules committee.

Ethel will be best remembered for the warm hospitality she and Arch extended to Snipe sailors who happened to travel to Southern California.

Fleet building ideas. . .

An Optimistic Idea

A unique idea for Snipe fleet building came to us from the Fleet 116 (New Orleans) Newsletter sent to us by Fleet Captain Guy Brierre:

The local Optimist Fleet has made an interesting request of the Snipe Fleet. It seems that some are trying to make a choice between the Snipe and the Laser II as their next boat. Some of the Optimist parents would like to charter Snipes from some of our fleet members who don't use their boats very often. Although the charter arrangements would have to be worked out on an individual basis, the charter arrangements should probably include owners use of the boats on non-regatta weekends. Improvements to the boat made by the charterer would remain with the boat upon expiration of the charter, and possibly a purchase option. If your boat has been "rotting away" on the drydock or in the backyard, please consider this option.

Phone Tree Blossoms In San Francisco

San Francisco Bay Fleet 12 attracts new members with publicity and hand-outs as reported in last month's *Bulletin*. Another neat idea from the fleet is their communication network, which they use between members to consolidate their gains in membership.

They have set up a "phone tree" in which the Fleet Captain relays his message to three lieutenants who call two members, who call two other members, etc., until the message makes the entire round of the fleet. Except for the Fleet Captain nobody has more than two calls to make, and everybody gets the message.



Honey receives admiring glances as first place winner at the Classic Boat Show at Davis Island Yacht Club, Tampa, FL. (John Weber photo)

Best In Show for Seavy's Honey

Francis Seavy's classic Snipe #6995, Honey, won first place in the "Boats without engines" class at the Antique and Classic Boat Show held February 9-10, 1985, at Davis Island Yacht Club, Tampa, Florida. The show, sponsored by the Tampa Bay Maritime Society, include over 50 boats in sail, power and "no propulsion" categories.

Naomi Seavy reported "I have to admit she really looked pretty good and deserved the beauty prize. Francis was delighted in his quiet way."

Clark Mills who built Honey for Francis in 1947 was present at the show which featured three other Mills-built boats, ranging from a 16' cat boat, to a 47' working tug. Of Honey and Francis he remarked, "Francis and that Snipe likes each other."

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How About A Tow?

I feel that it is important that, every now and then, an article about in the water towing should be published. It is amazing to me that people with a lot of sailing as well as Snipe experience don't do it right.

The first thing that is essential to towing is, of course, an adequate line. I would recommend at least 25' of at least 3/8" diameter Dacron stretchy line. Twenty-five feet is just about the right length when you take into consideration the length of a Snipe and the knots and loops required. It would be wise to use a line that is dual purpose, such as, a spare main sheet or half of your required anchor line. I like to use 3/8" soft braid, because it is easy to handle, it holds a knot well, and it has a nice stretch quality. Do not use pre-stretch, polypropylene, or Kevlar core lines. They don't stretch at all and can jerk your boat quite violently in wave conditions.

The safest way to tow a Snipe (or most any other dinghy) is with each boat tied together with a loop around each mast, in that the mast area is one of the strongest points in the boat. Using a small pad eye on the bow is not a good idea because it is not particularly strong in that area and also when you are towing mast to mast you will only be towing the weight of your own boat and not everybody behind you.

It is important to plan ahead; you usually have a good idea that you will need a tow. Start by tying a quick release bowline with about a 12' loop around the mast; be careful not to include the vang or cunningham lines. Have the line lying just ahead of the mast, coiled and ready for heaving.

When the time comes to pick up your tow, pull in as close as you can to the line of boats, always looking back as well as forward. As the last boat comes by, hand them a couple of coils of line to give them enough line and time to work with; remember you must have the line in front of the shrouds also. Try to leave enough room between yourself and other boats trying to tow so that everyone has time to get hooked up. Keep your boat speed up as much as possible to lessen the shock when the line goes tight. It is also a good idea to hold on to some of the line and as the slack is taken up, slowly let it out to help get up to speed.

As you get secured, look for other boats trying for a hitch. When you get their line, quickly as you can, tie it into the loop you have around your mast. I like to use a quick release half hitch so that you can release quickly in case of emergency, and when the tow is done.

When the time comes to drop the tow,

start releasing, one at a time, from the last boat and move forward, and be sure to thank the boat that gave you the tow.

There are just a few more things to remember: Before you get hooked up in tow, tighten your jib halyard to help keep the mast in the step, snug your forward puller to help keep the shrouds tight, and then snug your aft puller to take some of the load. After you are in tow raise your centerboard at least half way to allow the boat to slide sideways so that the boat doesn't "trip" over it and possibly capsize. You should also trim your sails to keep them from flapping and also to aid in maintaining speed. You should sit a little aft to prevent the bow from burying and keep the boat flat for better steering.

Remember, everybody in line is relying on your abilities to handle a boat, so stay alert.

Finally, I know it sounds cruel and unfriendly, but if someone wants to get onto a tow, but all he has is a five foot painter, I would consider not picking him up. The only reason that I say this is that if you can't tow mast to mast it can cause a lot of damage to your boat.

Have a good year and hopefully there will always be enough wind that you will never have to use this advise.

TOWING CHECK LIST

1. Be prepared and stay alert.
2. Have loop tied around mast with line ready for heaving.
3. Tighten halyard.
4. Tighten forward puller.
5. Tighten aft puller.
6. Sail (or paddle) into line.
7. Pass line ahead of shrouds.
8. Ease slack out as speed increases.
9. Raise board.
10. Slide aft and keep boat flat.
11. Pick up others.
12. Drop tow one at a time from last boat forward.
13. Thank tower.
14. Have fun.

Chuck Fowler, Fleet 2
1926 S. Meyer St.
San Pedro, CA 90731

See illustration page 7 →

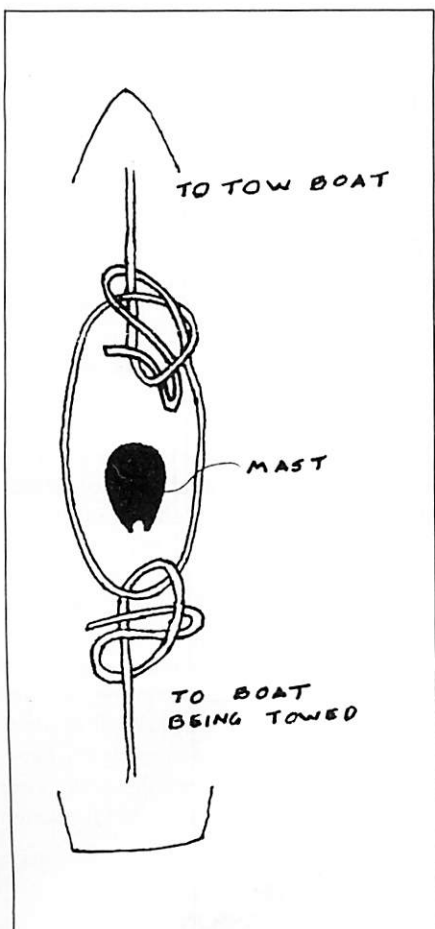
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Taking Your Snipe Downwind Fast!

by Greg Fisher

While many of us concentrate on developing excellent boat speed for upwind sailing, we should realize how important it is to make sure that we are also going as fast as possible downwind. On a standard Olympic course, half of the race is sailed downwind. Just think how much a slight edge in speed would mean on those two long reaches or the long downwind leg with the pole. If we worked even half as hard downwind as we do upwind, I am sure that we would achieve that slight edge.

RIG TUNING

Let's assume that if you are sailing with a Cobra II, Bryant, or Firestix mast, you are set up with a fairly tight rig. Not only do we feel that a tight rig helps your boat perform better upwind, but downwind it also helps performance as it keeps the mast straighter sideways and therefore makes the main more powerful.

Two boat testing has proven that a slight amount of aft rake due to the tighter rig does not harm downwind performance. As long as your boat is rigged with a magic box or some type of block and tackle system which will allow you to ease the jib halyard downwind at least 6-8" with the pole up, you will be all set. It is also helpful to have an adjustable puller system



Craig Leweck sailing downwind with a properly eased jib halyard while using the pole.

for moving the mast fore and aft at deck level. Sidepullers are not necessary.

If you are sailing with a relatively stiff mast such as the Cobra I, Mueller, Proctor, etc., we also suggest that you keep your rig fairly snug with no more than three to four inches of "slop" fore and aft in the tip of your mast. Again, adjustable pullers and jib halyard are helpful. If you have any questions about setting your boat up correctly to these tighter measurements, I strongly suggest you contact your sailmaker. We all want to help you out as best we can.

TILLER MOVEMENT AND HELM

A great deal of boat speed can be lost when sailing downwind by wiggling the tiller too much and oversteering. We must realize that every time we move the tiller the rudder turns in the water and acts like a brake. This is especially important on a Snipe since the transom is reversed and the rudder blade is actually cocked forward when turned.

Instead of relying on tiller movement to steer the boat downwind, it is best to balance the boat through heel and sail trim so very little tiller movement is ever needed to steer the boat. A boat that is balanced correctly will need only a few inches of tiller movement to steer the boat exactly where we want it.

Basically, we want the helm neutral at all times unless we are trying to turn the boat. If we want the boat to bear off, we heel the boat to windward slightly so that the windward chine will dig in the water. Because the shape of the boat then becomes asymmetrical, the boat will want to turn to leeward. On the other hand, if we want the boat to head up, we can heel the boat slightly to leeward.

Correct sail trim can mean much to boat balance and we must remember that an overtrimmed jib will, in effect, make the boat want to bear off and an overtrimmed main will basically make the boat want to head up.

Again, always try to shoot for a balanced helm (that is, no tug on the tiller either to windward or to leeward) and only induce helm when you are trying to turn the boat.

An ideal example is when rounding the weather mark, hike the boat very flat and even induce a slight amount of heel to windward while keeping the jib trimmed in tight and easing the main out almost to a point where it is undertrimmed.

MAINSAIL TRIM

Basically, it is a good idea to set your mainsail trim downwind so that there is always a slight break at the luff of your main. We always trim our mainsail so that we have about a 2" luff at the entry of the main so we know that it is not over-

trimmed. The only exception to this rule would be when sailing dead downwind in very heavy air where an overtrimmed main will help balance the boat a little better and reduce the tendency of the boat rolling to weather.

BOOM VANG TENSION

Ninety percent of the time when our boat is sailing slow downwind, it is because we have the vang tensioned improperly. It is very easy to overvang the Snipe mainsail, especially with the tighter rig which restricts sideways mast bend.

Remember we are always trying to make the mainsail look downwind just as it does upwind using the guide upper batten parallel to the boom. A tell-tale off the upper batten can be a very good guide in setting boom vang tension because the tell-tale will fly straight off the leech when the vang tension is just right.

Remember that the vang is not one of those adjustments that can be set and forgotten. Like the mainsheet, it needs to be adjusted as the wind velocity changes. Therefore, it is important that your vang is easily adjustable and powerful enough to do the job.

CUNNINGHAM AND OUTHAUL TENSION

After you round the weather mark and your boat is set up correctly and balanced well, ease your cunningham all the way off until there are definite horizontal wrinkles appearing from the luff of the sail. You can always leave your cunningham tension eased when sailing downwind since it allows the draft to blow back in the sail and make the sail a little more powerful.

The outhaul, on the other hand, is ideally set when the sail is nice and smooth off the



Craig Leweck, again, with properly eased jib halyard and vang. Note the upper batten is set parallel to the boom with correct vang trim.

boom. However, never ease it so much that there are vertical wrinkles coming off the foot. The outhaul adjustment is not critical and in fact, in heavy air when things are a bit "stressed," it may never even be touched.

THE FORE AND AFT PULLERS

Basically, downwind the pullers are used to just snug up the mast and restrict its movement fore and aft. They're rarely pulled hard enough to reduce bend in either direction and are simply used to keep the mast from pumping.

While reaching without a pole, the aft puller should be set slightly to keep the mast from overbending and pumping as the boat hits waves. However, as soon as the pole goes up make sure that it is uncled! Aft puller downwind with the pole in a breeze up is a sure fire way to invert your mast. Instead, the next adjustment that should be made after the jib halyard is released when the pole goes up is the forepuller.

We suggest snugging the forepuller just enough to induce an inch or so of positive prebend in the mast. This will hold the rig forward and keep it from bouncing around and also eliminate the possibility of it inverting.

Some Snipe sailors have experimented with actually pulling the mast aft when sailing downwind with the pole up so that the middle of the mast comes aft in relation to the shrouds. Because the boom will basically pivot around the shroud, as the inboard end comes aft the outboard end will go forward and the boom can basically go out a little bit farther thereby providing supposedly a better downwind sail shape. Also, the looser shroud will mean less spreader poke into the main and again, a smoother mainsail. However, as the rig comes aft it becomes more difficult to ease the tension on the jib luff and therefore provide the needed sag in the luff of the jib.

JIB HALYARD TENSION

As mentioned earlier, it is a good idea to have some method for adjusting the jib halyard tension for downwind sailing. On a close reach without the pole, if your rig is set up correctly for upwind sailing, it is not necessary to adjust your jib halyard unless it is blowing very hard. In a breeze time an extra inch of tension in the rig can help keep it from bouncing around. However, as soon as the pole goes up the halyard should be eased all of the way (at least 6-10"). It sounds funny, but once the pole goes up the jib is turned end for end and the leech becomes the luff and the luff becomes leech. As you might guess, it is best to open the leech up downwind, thus the need for eased jib halyard. The pole

should be pulled aft as far as possible until the luff actually starts to luff and break.

If your jib halyard is not eased off enough, the amount that you can pull back the pole will be restricted when the foot of the jib becomes tight. If this does happen, don't fight it, it's better to have a slightly rounder jib than one that is board flat with all three edges of the sail being drum tight. Instead, when you get into the dock try to figure out a way to get your jib halyard eased off a little bit more!

JIB CLOTH TENSION

Like the cunningham on the main, the jib cloth tension should be set just tight enough to barely remove horizontal wrinkles off of the luff. When sailing downwind with the pole the jib cloth tension should be nearly uncled to allow slight horizontal wrinkles to develop in the luff of the jib while the jib halyard is eased off its 6-10".

JIB SHEET TRIM

On a reach without the pole, your jib sheet should be constantly played so that both tell-tales on the luff of the jib are streaming. Once the pole is up, the jib halyard and jib cloth are eased, the jib sheet should be pulled back far enough so that the leech of the jib becomes a bit unstable, much like the luff of a jib.

Some Snipe sailors have even experimented with putting tell-tales on the leech of the jib, much like on the luff of the jib, to aid them in trimming the jib correctly when sailing downwind with the pole.

Fred Thurston from Annapolis has a great idea for sailing downwind with the pole in a chop. He tensions the leeward sheet quite hard to help reduce the bouncing of the pole and the rig when pounding through waves.

MOLLETHAULERS, BARBER-HAULERS OR REACHING HOOKS

Whether you are using Mollethaulers or Barberhaulers, it is a good idea on a close reach to pull your jib lead outboard to help keep it shaped correctly when sailing on a close reach. Unless the lead goes out to the rail, the top of the jib will dump way off and the bottom of the jib will become very full. Again, like the boom vang on the main, we are trying to make the jib look downwind (without the pole) just like it does upwind.

It is not really necessary that the Barberhaulers be extremely adjustable. In fact, some sailors just have plastic reaching hooks on the rail of their boat that they slip the jib sheet under on a close reach. We personally like Mollethaulers the best since they allow the sheet to lead completely around the shroud and the leech of the jib not rub on the shroud.

DAGGERBOARD POSITION

As soon as you're sailing on a close reach, pull the daggerboard up so that the "break" to the tapes is even with the top of the slot. Any more board in the water will simply be wasted and create drag.

Once you have the pole up and you are sailing dead downwind, the board should be pulled up nearly as high as legally possible so that the stripe is even with the deck. When broad reaching to beam reaching, the board should be set in between these two positions.

A neat idea for eliminating the guesswork and judgement when pulling the board up is to adjust the length of your board tie line so that it is tight when the board is up as far as legally possible.

CREW POSITION

We feel that it is best for the skipper to always steer from sitting on the deck on the weather side when sailing downwind. This gives him a better view of the waves and the sails and allows him to balance the boat a little better. As for fore and aft position, he should be placed just aft of the trunk while the crew should be just forward of the aft edge of the trunk moving from weather to leeward to help keep the skipper's helm balanced.

Only if the skipper is especially heavy in relation to the crew, will the crew ever sit as far forward as the forward edge of the trunk or the foredeck.

When it is windy, it becomes important to slide aft in the boat and at times, on a very windy broad reach, the skipper can be nearly as far aft as the aftermost corner of the cockpit and the crew directly across from the mainsheet. For these reasons, it is a good idea to have an aft hiking strap attached from an eyestay in the bailer well to an eyestay on the backside of the gudgeons on the transom. This way the skipper can have something to hook his feet under.

When broad reaching or running especially in light to medium winds, do not be afraid to heel the boat to weather slightly to help balance the helm and make the boat steer just a little bit easier.

PRACTICE, PRACTICE, PRACTICE

Enough cannot be said on this point. Grab your crew and go out and practice your gybes, your pole sets and takedowns just as you would your tacks downwind. Great gains can be made when sailing downwind with excellent techniques. Two boat practicing can mean a great deal. Use the time in between races or on the way in from the race to practice your style and your boat handling with another boat. Practice will mean faster downwind sailing, faster racing and better race finishes! Good luck!

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1984 RESULTS

1,3,4,6,	North American Championship
1,2,4	US Masters Championship
1st	Pacific Coast Championship
1st	Indiana Open
1st	Columbus Open
1st	Mystic Lake Open
1st	Bermuda Race Week

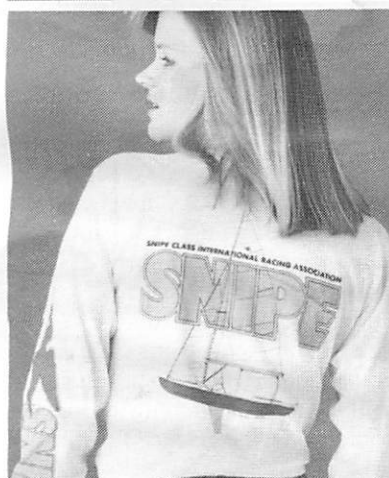
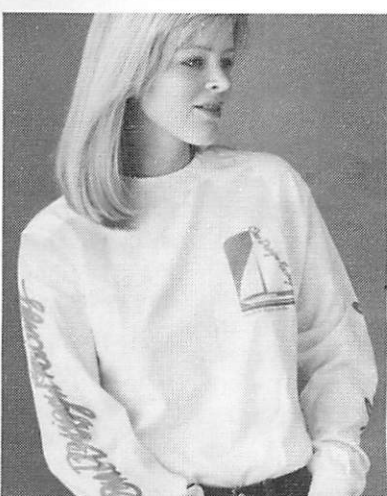
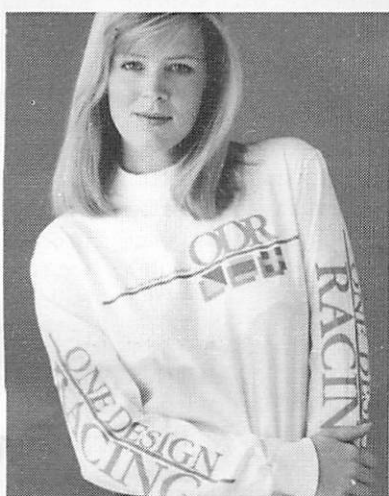
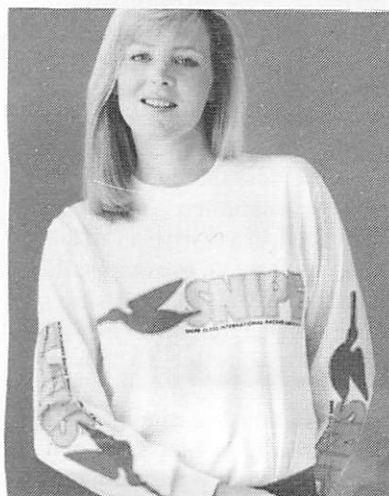
Congratulations to Keith Dodson who won the NA's by over 15 points. Keith says, "I've owned two Phoenix's and have always gone fast....the boat seemed to do all the work for us."

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Mile High City Fleet Championship

The Rocky Mountain Championships, fleet 210, were once again held at the Grand Lake Yacht Club (the world's highest registered yacht club) along with a club house, docks, mountains, and unfortunately, light winds. Not the usual fare on Grand Lake, Colorado.

Henry Davis and crew Doug Day took all the marbles. Doug and Rita Goppert kept it close throughout the series.

Henry made it clear that although he prefers the heavy stuff, he also knows what to do in the light winds.

We had 18 Snipes, an increase over 1983. With the improved racing conditions and beautiful vacation environment we hope to draw even bigger crowds for '85. Plan on it for next year! Usually late July.

MILE HIGH CITY FLEET CHAMPIONSHIP

Boat	Skipper/Crew	Finishes	Points	Position
25950	Henry Davis/Doug Day	1-2-1-3	8.7	1
25850	Doug Goppert/Rita Goppert	2-1-2-2	9	2
24170	Mike O'Brien/Lisa Joline	5-4-3-5	33.7	3
24811	Tom Castle/Cindy Kendall	3-14-8-1	39.7	4
24809	Jay Marshall/Brad Greer	8-6-4-6	45.4	5
24111	Lou Joline/Sonja Joline	17-3-6-4	48.4	6
25075	Dick Goppert/Nancy Goppert	7-7-7-7	52	7
19064	Bill Eichelberger/Betty Eichelberger	6-12-5-10	55.7	8
20812	Gary Tautz/Linda Yates	8-8-10-9	59	9
19263	Jack Clodfelter/Betty Clodfelter	9-5-13-11	61	10
24810	Bob Boden/Joyce Boden	10-9-11-12	66	11
20882	Norm Spahr/Debbie Leonard	12-11-12-8	67	12
13287	Roy Kent/Teddi Kent	13-10-9-13	69	13
15348	Ken Warden/Elaine Wieser	11-DNF-16-15	81	14
16805	Patrick Koentoes/Paul Koentoes	15-16-17-17	89	15
18071	Rod Greiner/Ruth Greiner	16-DNS-DNS-DNF	89	16

FLEET B

11530	Ed Kaiser/Bob Mitchell	DNS-1-2-1	6	1
18250	Ken Fisher/Beth Fisher	1-2-1-2	6	2



Not our usual 8 to 12-knot wind.



Doug Day, left, and Henry Davis, with the Ed Kueck Memorial Trophy.



R.C. Chairman with Grand Lake Yacht Club House in background.

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Sailing in Colombia

In 1984 we had practically no activities during the first semester due to lack of water in Tomine reservoir, where the two active fleets are sailing. We were very active during the second half of the year, however, with monthly regattas run in Tomine.

We had our national championship on the 19th and 20 of August. Eighteen boats participated.

We have programmed to run one regatta every month in 1985, with the national championships to run on August 17-20. We expect to have about 5 more Snipe skippers but no additional fleets.

*Gabriel Cuervo
National Secretary, Colombia*

RESULTS / COLOMBIAN NATIONALS

Place	Skipper/Crew	Points
1	Santiago Uzcategui/Erika Hobrecker	19.7
2	Andres Lisocki/Felipe Lisocki	20.1
3	Gustavo Tamayo/Joaquin Tamayo	26.7
4	Juan Carlos Uzcategui/Diego Pombo	37.4
5	Carlos Ortiz/Rafael Tamayo	53.0
6	Jose Isaza/Camila Isaza	68.1
7	Richard Deeb/Norma Deeb	78.0
8	Carlos Orozco/Santiago Isaza	81.7
9	Alvaro Bernal/Claudia Garcia	89.0
10	Roberto Londono/Pedro Londono	94.7
11	Juan Hernandez/Jaime Hernandez	96.0
12	Helmut Breslauer/Santiago Lombana	103.0
13	Gabriel Cuervo/Daniel Cuervo	109.0
14	Guillermo Gonzalez/Felipe Castillo	124.0
15	Jaime Castillo/Xavier Roca	124.0
16	Jorge Franco/Javier Sanchez	128.0
17	Carlos Tramontini/Fernando Cobos	132.0
18	Eduardo Barrera/Alfredo Isaza	132.0

Tradition & Competition

48th Southwestern Snipe Championship

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- Oldest Snipe regatta in world

Join us in Dallas!



For regatta information contact:
Steve Sherman, P.O. Box 191265, Dallas, Texas 75219, 214/526-3272



Sanctioned Snipe Regattas

MAY 4-5, REDNECK INTERDISTRICT CHAMPIONSHIP, Magnolia Fleet 604, John W. McGowan, P.O. Box 92, Canton, MS 39046.

MAY 11-12, SOUTHERN SNIPE CHAMPIONSHIP, Privateer Fleet 142, Bill Walton, 1409 Winding Way, Chattanooga, TN 37405. (615) 267-0337.

MAY 11-12, BLUE CIRCLE INTERNATIONAL/UK JUNIOR NATIONALS, Blue Circle, Kent, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

MAY 18-19, SILVER SNIPE, Motala, Sweden, Tomas Franzen, Skrivnagen 17, 122 44 Enskede, Sweden.

MAY 18-19, DISTRICT VI CHAMPIONSHIP, Alamitos Bay Fleet 218, Jeff Lenhart, 690 Senate St., Costa Mesa, CA 92627.

MAY 25-26, SOUTHWESTERN SNIPE CHAMPIONSHIP, Dallas Fleet 1, Jack McGrael, 3925 Hanover, Dallas, TX 75225.

JUNE 1-2, RIFF-RAFF REGATTA, Cowan Lake Fleet 433, Guy Guckenberger, 524 Walnut St., Cincinnati, OH 45202. (513) 241-4037 days.

JUNE 1-2, COLONIAL CUP, Annapolis Fleet 532, Paul Cannon, 833 Bay Ridge Ave., Annapolis, MD 21403.

JUNE 8-9, GOVERNORS CUP, Island Bay Fleet 91, Lou Dixon, 2023f Bates Ave., Springfield, IL 62704.

JUNE 15-16, STONE INTERNATIONAL, Stone SC, Essex, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

JUNE 15-16, WOLVERINE REGATTA, Barton Pond Fleet 520, Bill Wilmarth, 765 Country Club Rd., Ann Arbor, MI 48105.

JUNE 22-23, SILVER CUP, Carlyle Fleet 705, Ray Szczepanski, 7781 Wooddale Ln., St. Louis, MO 63121.

JUNE 22-23, DISTRICT IV CHAMPIONSHIP, District IV and Privateer Fleet 142, Bill Walton, 1409 Winding Way, Chattanooga, TN 37405. (615) 267-0337.

JUNE 28-30, DISTRICT V SENIOR AND JUNIOR CHAMPIONSHIPS, June 28 - Juniors, June 29-30 - Seniors. Cuba Lake Fleet 442, Leo Murphy, Jr., P.O. Box 66, Cuba Lake, NY 14727.

JUNE 29-30, MICHIGAN STATE CHAMPIONSHIP, Grand Rapids Fleet 137, Daniel E. Conway, 1514 Edgewood SE, Grand Rapids, MI 49506.

JULY 6-7, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Fleet 309, Jon Skoog, 11002 Olin Ave., Omaha, NE 68144.

JULY 12-14, U.K. NATIONAL CHAMPIONSHIP, Sheppey Yacht Club, Isle of Sheppey, Kent, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

JULY 13-14, NEW YORK STATE OPEN/NORTHEASTERN, Chautauqua Fleet 124, Chris Videll, 4582 Cowing Road, Lakewood, NY 14760.

JULY 20-21, OHIO (OPEN) STATE CHAMPIONSHIP, Portage Lakes Fleet 110, Dick Hand, 727 Hancock Ave., Apt. B 4, Akron, OH 44314.

JULY 25-28, SWEDISH NATIONALS, Helsingborg, Tomas Franzen, Skrivnagen 17, 122 44 Enskede, Sweden.

AUGUST 2-4, NORDIC OPEN CHAMPIONSHIP, Oslo, Norway, Birger Jansen, Skoveien 51 C, 1320 Stabekk, Norway.

AUGUST 3-4, BROADSTAIRS OPEN, Broadstairs, Kent, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

AUGUST 3-4, ONTARIO OPEN/CANADIAN NATIONALS, Oakville Harbor Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ont., Canada.

AUGUST 3-4, SUNFLOWER REGATTA, Shawnee Fleet 597, Jim Chandler, Rt. 3, Box 326A, Ottawa, KS 66067.

AUGUST 10-11, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Detroit River Fleet 5 and District III, Lake St. Clair, MI, Leigh Savage, 22608 Alger, St. Clair Shores, MI 48080.

AUGUST 12-16, U.S. NATIONAL CHAMPIONSHIP, Detroit River Fleet 5 and District III, Lake St. Clair, MI, Leigh Savage, 22608 Alger, St. Clair Shores, MI 48080.

AUGUST 17-18, BRIODY MEMORIAL, Newport Fleet 103, George A. Hock, 92 Wildmere Rd., Rochester, NY 14617.

AUGUST 17-20, COLOMBIAN NATIONALS, Colombian fleets, Gabriel Cuervo, Apartado Aereo 15425, Bogota 1, Colombia.

AUGUST 31-SEPTEMBER 1, UK SOUTHEAST CHAMPIONSHIP, Malson YC, Essex, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

SEPTEMBER 7-8, BIRD BATH IV, Muscle Shoals Fleet 784, Bill Parkhurst, 303 Oakhill

Ave., Sheffield, AL 35660.

SEPTEMBER 14-15, COLUMBUS OPEN, Hoover YC Fleet 760, Brad Warne, 6015 Cairo Rd., Westerville, OH 43081.

SEPTEMBER 14-15, UK NORTHWEST CHAMPIONSHIP, Budworth SC, Essex, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

SEPTEMBER 19-21, NORTH AMERICAN CHAMPIONSHIP, Annapolis Fleet 532, Phil Richmond, 142 Monticello Ave., Annapolis, MD 21401.

SEPTEMBER 21-22, STOCKHOLM OPEN, Tomas Franzen, Skrivnagen 17, 122 44 Enskede, Sweden.

SEPTEMBER 28-29, BATTLE OF ATLANTA, Lake Lanier Fleet 781, Dave Pritchard, 3211 E. Quails Lake Village Lane, Norcross, GA 30092.

OCTOBER 5-6, FRIGID DIGIT, Annapolis Fleet 532, Dina Horwitz, 240 Prince Georges St., Annapolis, MD 21401.

OCTOBER 11-13, U.S. MASTERS CHAMPIONSHIP, Dallas Fleet 1, Tom Duckworth, 9615 Liptonshire, Dallas, TX 75238. (214) 969-0330 days, 340-6790 eves.

OCTOBER 26-27, HALLOWE'EN REGATTA, Atlanta Fleet 330, Don and Marianne Hackbarth, 2350 Willeo Rill Rd., Marietta, GA 30062. (404) 587-3653.

NOVEMBER 23-DECEMBER 1, WORLD CHAMPIONSHIP, Yacht Club San Isidro Fleet 274, Marcos Mugaburu, Tucuman No. 1452, 3 Pisco Off y, (1050) Capital Federal, Argentina.

DECEMBER 14, COPA DI LUCIA, Stockholm, Tomas Franzen, Skrivnagen 17, 122 44 Enskede, Sweden.

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