

Snipe Bulletin™

Volume 32, Summer 2014



Official newsletter of the Snipe Class International Racing Association





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#1

**North Americans
US Womens Nationals
US Pan-Am Trials
US Master Nationals**

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The Count: 11 new numbers have been issued since the last Bulletin: ITA 1; BRA 3; JPN 4; USA 2, and 1 to a builder.

Numbered Snipes: 31249

Chartered Fleets:

896- Kristiansund, NOR

The Cover: Xandi Paradedada and Gabriel Kieling just after a tack to round the mark at the South Americans - which they won. Photo by Marcos Méndez/ SailStation.com

Snipe Bulletin™



NEXT DEADLINE
SEPTEMBER 1

From the Commodore

This is the summer edition of Snipe Bulletin and it is the beginning of racing season in the northern hemisphere. Here in the south we already have good action with the Brazilian Nationals, South American Championship and the Regional South American Games. These three events were won by the Snipe legend Alexandre Paradedada (Xandi) and Gabriel Kieling (Bolinha) from Brazil. They are on the cover of this issue. We have also the Regional South American Games won by another Snipe legend couple: Pablo Defazio and Mariana Foglia from Uruguay. These Regional Games are attracting new nations like Venezuela and Peru to join our class.

In this issue, I would like to discuss what makes a good regatta... I believe there are three key factors.

First is the event title and tradition. An old cup won by important sailors always attracts serious sailors. An import title does the same, that is why our Worlds, Hemisphere and Continental events are so competitive. These events are also organized with high standards following our rules of conduct and deeds of gift. This year we will have the World Masters in Fukuoka, Japan at the end of August. This is an amazing opportunity for enjoying the Japanese hospitality. Later in November is the Women's Worlds in Cordoba, Argentina. Yu Agusti is preparing a good social event schedule. Back to September, the Western Hemisphere & Orient Championship will be held in San Diego, USA. The San Diego Yacht Club is one of the most traditional Yacht Clubs in the world and this will be the last chance to qualify for the 2015 Pan American Games. Moving to Europe, this year we are racing the Europeans in Kamień Pomorski, Poland in August. We also have traditional annual events in Sweden, the Copa de Espana, Palm d'Or in Canada, Harboe Cup in Denmark, Nordics and South Europeans, Musto & Baerum Cup in Norway and Herb Shear & Carolyn Nute in Mission Bay and Yves Lebour, three events in Great Brittan, Belgium and France.

The second factor is the "fun factor". Our motto is "Serious Sailing, Serious Fun" and we always have good fun at our events. Beer at the ramp, barbecues and Rock and Roll is very popular among us. But there are some events that really focus on the fun side. The recent "Piada Trophy" in Italy is a good example. The social activities there usually include kart racing. Sponsors are very important to make the event sustainable. In Rio de Janeiro we have the Taça Octanorm sponsored for almost two decades by the same company, Octanorm, who belongs to the Snipe friend Horácio Camargo. Every year they raffle a new Snipe and, sometimes, we have more boats in this event than in the Nationals.

The third factor is the sailing conditions. Sometimes it's good to move from the big cities to find a perfect sailing spot. Logistics plays an important role. The best example is the winter circuit in Florida. They take advantage of the off season for sailing in great places. The organizers are also very keen in finding boats for youth and foreigner sailors. However, my favorite event is the Leste Brasileiro in Cabo Frio, host of 2004 Western Hemisphere & Orient Championship.

Thanks all event organizers for all these great events. I know that it is a lot of work, but investing your time organizing Snipe regattas is always worthwhile. Have fun!



Ricardo Lobo

SNIPETODAY



In Remembrance - Earl Elms

Craig Leweck

Earl Elms, one of the legends of the sport, died March 5, 2014 at home in San Diego, CA at the age of 74.

A person is not defined by their accomplishments, but if they were, Earl was a god. He had the Midas touch in any boat, but his reputation was deepest in the Snipe Class. He won the US Snipe Nationals for five consecutive years (1966-70), adding a sixth title in 1972. During that span, he was the runner-up at the Snipe World Championship in 1967, then took the title at the next two Snipe Worlds (1969, 71).

"Earl is quite possibly the most natural sailor I have ever crewed for, or competed against," said Dave Ullman.

I had gotten on a bit of a run in the Snipe Class, returning to Mission Bay Yacht Club with my second consecutive National Championship. One of the first people I saw was Earl, and he made sure my feet were firmly grounded. "Kid, let me know when you have won five in a row." Always the teacher.

But Earl wasn't just about winning; he was about making. The DNA of the modern Snipe is that of Earl. The spar, the sails, and the hull are all his contributions. In later years he built a Snipe triple-deck trailer that I called the "jig" because the hulls fit so snugly.

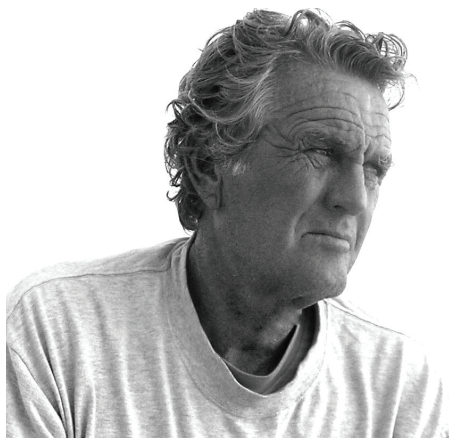
"Earl will always be a legend," said Bill Hardesty. "A true inspiration to all of us. He taught me most that if someone else could build it, we can build it better. Everything he taught us kids will forever make us better." Earl's hands-on approach was not limited to sailing. He was a fisherman and San Diego is a fishing town. God knows what he made better in that sphere. With Earl, there were no limits. He was just one of these guys, from an era where you learned how to do things yourself. Earl would not only do it better than you, he would do it with a beer in his hand.

I saw him shortly before he died. He knew his grip on life was running out, but he still had his humor, and he still had a beer in his grip. He was emotional, not ready to leave, but surrounded by admirers. The stories flowed, as I hope they continue to do so.

From Don Bedford:

The Snipe Class lost one of its major contributors and sailors with the passing of Earl Elms. Earl helped to create the modern snipe with Herb Shear and Chubasco Snipes. Not only was he influential with hull design but with Elms Sails and Cobra Masts, he continued to move the class forward.

Though a good family friend since I can remember, I didn't start sailing with Earl until I was about 11 or 12 years old. As Earl was such a big guy, he always had light kids crewing for



him. Before me it was Mike Shear and Craig Martin and then Carl Hultgren after I "grew."

Together we won the US Nationals, all regattas in the Southern Circuit except the Bacardi (we hit "Elms Rock with the board) and then 4th in the US Nationals and a 4th in the Worlds in Malaga - maybe the highlight of my youth.

Earl was always working on something new. Something new to him or something he could improve on. He always had a project and never worked from plans, except the ones in his head. When he and Susie bought some property in Oregon, he put together a barn, pier, wood cutter, and enumerable projects. Right to the end he was planning new designs for masts and booms for the junior boats around San Diego.

My wife had it right when she said, "Earl was big in every way, size and personality." There is no other like him and he will be missed

From Doug DeSouza:

For those old enough, Earl Elms was the John Wayne of small boat sailing. Bigger than life, could build, fix, and invent almost anything you could think of. Tough on the outside, but if you ever could see him with small kids, you knew the soft side of him.

Started sailing against and with him in the early 60's, so I, as most everyone did, had "run-in's" with Earl, but then an hour later he would be buying you a beer. The Snipe class will be forever indebted to him for making it a modern boat.

Over the past 20 plus years, mostly racing on larger boats, when a question of some kind would come up, we would ask

"WWED" (What Would Earl Do)? Well, we all know the answer, he would have a Beer. That would usually solve the problem. Earl, you had a great Life. Thank you.



From Gweneth Crook:

My dad always said Earl Elms invented kinetics in the Snipe class. When Earl was going downwind having a beer, he would raise the beer up to drink it, leaning his body out over the side. Then Earl would lower the beer and lean in. And the cycle would continue.

From Terry Harper:

Not only was Earl Elms a great sailor, but his experience as a fisherman helped sailors as well. During my role in San Diego as V.P. of Race Management for the America's Cup Organizing Committee, the US Coast Guard was requiring us to use a more environmentally benign mark setting and retrieval system for the 1992 America's Cup.

We turned to Earl to help us design such a system. The system he designed was ingenious, and incredibly simple and cost effective. Once we learned how to operate it correctly, it worked like a charm. Fair winds, Earl.

From Jim Grubbs:

Most people in sailing saw the competitive side of Earl Elms and his ability to create something beautiful and revolutionary out of nothing. There was also a compassionate side.

When I was 14 years old, I'd arranged to borrow a Snipe for the U.S. Nationals. But the day we were to leave, the owner backed-out. I was devastated. The next day, Earl called my parents and told them he had arranged for a boat and transportation to the Nationals. "Is it ok if Jimmy goes," he asked. That was the happiest moments of my life.



SCIRA Promotions Committee

SCIRA is looking at ways to promote the Snipe Class. The definition of the word promotion is: "something devised to publicize or advertise a product, cause, institution, etc."

We want to grow the class and look at the ways we share information. What is working for us? What is not working? What promotion ideas can we come up with? In North America we have an expression "think outside the box", and that is what we are looking to do. Let's be creative and live by our motto "Serious Sailing, Serious Fun".

We sent an e-mail to all the National Secretaries and wrote an article for Snipe Today looking for people who are interested in working on this project. We have had several people volunteer so we have formed a Promotions Committee, the members are in the table below.

We are going to be looking at a wide variety of things, not just what the Snipe Class is doing but what is happening elsewhere. We will be looking to hear from YOU the members! Do you have a suggestion or an idea that you think would promote the Snipe Class? Have you seen something that has worked for another class, or do you have a friend who works in promotions or marketing that would be willing to give you some suggestions or ideas? There are no wrong ideas; nothing is too crazy we want to hear it all.

Please send us an e-mail if you want to sit on the Committee or just share your thoughts and ideas. You can contact either Gweneth at gwenethcrook@hotmail.com or Pietro Fantoni at pfantoni@hotmail.com, you can also contact any of the Promotion Committee members listed above.

SNIFE CLASS INTERNATIONAL RACING ASSOCIATION



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CIRCULAR LETTER

BOOM

April 10, 2014

Current Rule

36. Boom shall be essentially straight, and shall not be tapered nor have lightening holes. The boom ends may be cutoff with a maximum angle of 45°. The height of the boom at either end may be reduced for access to blocks or boltrope. Only one boom may be measured during a regatta unless irreparable damage has occurred.

It has been requested how much the boom height may be reduced. Having no specific measurement, the IRC decided as follows:

- **The fore end of the boom slot may be reduced maximum 350mm from the front edge;**
- **The aft end of the boom slot may be reduced beginning from the aft side of the band.**

The rest of the rule remains unchanged.

Antonio Bari

Chairman of the International Rules Committee

Founded 1932

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The Snipe Class needs your assistance to help it grow.

SCIRA Promotions Committee

Luis Soubie-ARG	Cesar Travado-ESP
Reino Suonsilta-FIN	Matias Chemes-ARG
Federico Norman-ARG	Yu Agusti-ARG
Michele Meotto-ITA	Pietro Fantoni-ITA
Gweneth Crook-CAN	



Two Kings and Two Sailors

by Arturo Delgado, SCIRA Past Commodore & Former Spanish Federation President (RFEV)

SCIRA Past Commodore and also former president of the Spanish Sailing Federation (1984-1992 and 1996-2000), Arturo Delgado, wrote an opinion column in Sports World portraying Don Juan Carlos and Don Felipe de Borbón, two Kings and two sailors. Delgado did not hesitate for a moment when he was asked to write a few lines about two characters in the story with whom he has shared personal and marina business, and that certainly he admires as people and sailors. Delgado shared regattas, travel and meetings with His Majesty the King and was the chairman of the wonderful 1992 Olympic Games Barcelona where the Prince of Asturias and Girona was on the sailing team.

I have had the honor and good fortune to share many moments with His Majesty the King and the Prince of Asturias and checking his role as sailors, whether in Olympic sailing or cruising and I have to say they have always been primarily athletes and therefore very competitive. For one thing, Don Felipe inherited his parents love with the sea and the sport of sailing, a long family tradition. Like Don Juan Carlos and Doña Sofía llegó a lo más alto que puede llegar todo deportista, es decir a disputar unos Juegos Olímpicos, y además en casa, en Barcelona. En aquellos momentos yo era el presidente de la Real Federación Española de Vela y pude seguir muy de cerca la trayectoria de Don Felipe, a nivel personal, pero sobre todo a nivel deportivo. Formaba tripulación en la clase Soling con **Fernando León y Alfredo Vázquez** y como entrenador a **Paul Maes**. El Príncipe de Asturias era un compañero más en aquel equipo, convivía con ellos, disfrutaba con ellos, sufría con ellos. Vivió intensamente las cinco medallas que se consiguieron en Barcelona, al fin y al cabo, Él había sido de alguna forma partícipe de ellas. El Príncipe como todos los que estaban en la preparación olímpica, he sido testigo de la gran camaradería que tenían cuando iban a cenar todos juntos.

Con Don Juan Carlos la relación fue también muy intensa, como patrón de las sagas de los barcos del armador **Josep Cusi**, el Bribón, uno de los estandartes de la vela de crucero de los últimos cuarenta años. El Rey fue uno de los grandes impulsores de la vela en nuestro país, fui testigo de lo mucho que SM el Rey ayudó a la vela española tanto a nivel de crucero como en vela ligera. Puso todo su empeño para que naciera el Circuito MedCup y para la consolidación de la clase TP52' en Europa y pude compartir con él muchas horas de navegación como rivales navegando en la clase Dragón en Cascais y acompañándole en la mayoría de las regatas en las que participaban en crucero. Ha sido un gran devoto de los regatistas y no le gustaba tener ningún trato de favor por el hecho de su condición de Rey, a Él lo que le gustaba ser uno más, sin ningún protocolo.

Sin duda el relevo institucional que se produce en España, podría compararse como el relevo deportivo, el Rey ha dedicado mucho cariño y esfuerzo a la vela y el nuevo Rey, estoy convencido que seguirá disfrutando de este deporte que lleva muy dentro y que ama.

El que fuera presidente de la RFEV en las etapas 1984-1992 y 1996-2000, **Arturo Delgado**, ha escrito una columna de opinión en Mundo Deportivo en la que retrata a **Don Juan Carlos y a Don Felipe de Borbón**, dos Reyes y dos regatistas. Delgado no dudó ni un instante cuando se le pidió que escribiera unas líneas sobre dos personajes de la historia a los que ha tenido trato personal y deportivo, y a los que sin duda, admira como personas y regatistas. Delgado ha compartido regatas, viajes y encuentros con SM el Rey y fue el presidente de los maravillosos Juegos Olímpicos de Barcelona 92' de las que el Príncipe de Asturias y Girona formó parte del equipo de vela.

He tenido el honor y la gran suerte de poder compartir muchos momentos con SM El Rey y con el Príncipe de Asturias y de comprobar su faceta de regatistas, ya sea en vela olímpica o en crucero y tengo que decir que siempre han sido ante todo grandes deportistas y por ello muy competitivos. Si una cosa heredó Don Felipe de sus Padres fue el amor al mar y al deporte de la vela, de larga tradición familiar. Igual que Don Juan Carlos y **Doña Sofía** llegó a lo más alto que puede llegar todo deportista, es decir a disputar unos Juegos Olímpicos, y además en casa, en Barcelona. En aquellos momentos yo era el presidente de la Real Federación Española de Vela y pude seguir muy de cerca la trayectoria de Don Felipe, a nivel personal, pero sobre todo a nivel deportivo. Formaba tripulación en la clase Soling con **Fernando León y Alfredo Vázquez** y como entrenador a **Paul Maes**. El Príncipe de Asturias era un compañero más en aquel equipo, convivía con ellos, disfrutaba con ellos, sufría con ellos. Vivió intensamente las cinco medallas que se consiguieron en Barcelona, al fin y al cabo, Él había sido de alguna forma partícipe de ellas. El Príncipe como todos los que estaban en la preparación olímpica, he sido testigo de la gran camaradería que tenían cuando iban a cenar todos juntos.



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Paradedada & Kieling - South American Champs 2014

The 36th . South American Snipe Championship was held at the Rafters Club in Porto Alegre / Brazil.

The Championship began with the races for the mixed and master classes on the 14th of April with a very large number of crews. Altogether there were 31 boats from Brazil and Argentina representing several generations of Snipe sailors.

On this day we had 14 on the line; World Champions, Hemisphere and Pan American medalists with a high number of Brazilians rounding out the rest of the fleet.

With a perfect 8 to 10 knots, two races were held. Boris Ostergren, 1977 World Champion won the first race start to finish with crew Henry, a triumphant return to the Snipe Class. After two races races, George Nehm and Roberto Paradedada led the masters with two second places, and in the mixed fleet, Gabriel Kieling and Georgia Rodrigues had a fourth and first place finishes.

On the second day we had the third race in 14 knots of wind. The race was closely contested with the lead alternating during the race but in the end, by a boat, the winner was George Nehm and Roberto Paradedada followed by Jesus Roberto and Pablo Furlan. Gabriel Kieling and Georgia Roberts finished fourth and confirmed the title in the mixed category, a title important to Gabriel as he is usually in the front of the boat with Xandi Paradedada, and by winning this championship, demonstrates his high level as either the skipper or crew.

The fourth race was canceled because the wind was above 15 knots, and so the South American Championship and mixed master classes ended with three races. With the return of the legends to the Snipe Class, former World Champions brighten any event and represents history that continues.

final results

South American Championship 2014 Master :

Champ- George Nehm and Roberto Paradedada - Brazil
Runner-Up - Marco Aurélio Paradedada and Pillar - Brazil
Third - Ivan Pimentel and John Kramer - Brazil

Mixed South American Championship 2014 :

Champion : Gabriel Kieling and Georgia Rodrigues - Brazil
Runner-Up - Alexandre Paradedada and Larissa Juk - Brazil
Third: Juliana Duque and Marcus Cunha - Brazil

On the 15th we had the awards ceremony for the mixed and master categories and the opening of the South American championship. An unforgettable evening for the 426 fleet, Rio Grande do Sul, which brought together many important figures in our class .

On the 16th we began the South American Championship with 40 boats from Brazil ,Argentina , Peru and Chile, winds 7 to 10 knots. After the first day we had many ties, demonstrating the high level of the fleet that sailed in Rio Guaiba .
The first race was won by Argentine crew Soubie Luis and



Diego Lipszyc, followed by Juliana Duque and Marcus Cunha and Matheus Tavares and Jonathan Lehrke. In the second race with the wind reaching 10 knots, Luis Soubie won but was scored OCS, hurting a perfect day. Thus, the victory remained with the local fleet members, Fernando Kessler and Andrei Kneipp, who with this victory took the championship lead followed by Matthew Tavares and Jonathan Lehrke.

On the 17th there was no wind and not races no wind.

On the 18th, the wind came very late, and after many attempts the Race Committee managed a race in 5 knots of wind. The race was won by Paulo Santos and Thiago Sanguinetto.

On the final day, the 19th, with a south wind 10 to 15 knots, the decision of the Championship would be in the first race of the day. Victory was Xandi Paradedada and Gabriel Kieling. Second were Tavares and Tinoco who finished 4th & 5th consecutively in the race. Going into the last race 5 teams could win the title. The decisive race was very exciting with the title changing hands at every buoy. In the end the combination of results left the title to the locals Xandi Paradedada and Gabriel Kieling, with Matthew Tavares and Jonathan Lehrke winning the tie breaker for 2nd overall.

An exciting end to a tournament that had a strong point thrill



of seeing many renowned sailors return to the Snipe Class. Fleet 426 are honored for having been the venue where they met some names that made Snipe Class history. **All photos by Marcos Mendez/SailStation.com**



2013 South American Championship - Final Results -top 30 of 40

	skipper/crew	Category	Sail #	Race Results					total
1	Alexandre Paradede/Gabriel Kieling	Sr	BRA31195	17	6	6	1	4	34
2	Mateus Tavares/Jonathan Lehrke	Sr	BRA31195	3	8	12	4	7	34
3	Alexandre Tinoco/Matheus Goncalves		BRA31936	18	2	2	5	9	36
4	Rafael Gagliotti/Henrique Wisniewski		BRA31197	4	7	5	zfp	5	37
5	Roberto Paradede/Antonio Rosa		BRA31193	11	5	3	13	6	38
6	Mario Tinoco/Alexandre Muto		BRA31139	15	3	8	zfp	2	42
7	Luis Soubie/Digeo Lipszyc		ARG28701	1	ocs	zfp	3	1	65
8	Tiago Brito/Vitor Sabino	Jr	BRA31227	5	13	13	21	13	65
9	Fabio Pillar/Vicente Ducatti		BRA29366	24	4	4	zfp	17	69
10	Paulo Santos/Thiago Sanguinetto		BRA29818	8	15	1	zfp	18	70
11	Juliana Duque/Marcus Cunha		BRA31163	2	27	9	18	16	72
12	Alex Juk/Pedro Andrade		BRA29823	12	19	14	17	10	72
13	Fernando Kessler/Andrei Kneipp		BRA29254	9	1	23	27	19	79
14	Federico Norman/Luciano Pesci		ARG28970	14	9	ocs	7	8	79
15	Lucas Mazim/Phillip Grochtmann	Jr	BRA30527	23	18	16	11	12	80
16	Jose Monteiro/Matheus Amaral		BRA31110	21	11	17	22	11	82
17	Rafael Martins/Mila Beckerath		BRA31172	6	ocs	27	10	3	87
18	Jose de Jesus/Pablo Furlan		BRA28632	26	25	24	2	14	91
19	Henrique Dias/Vilnei Goldmeier		BRA30456	27	21	19	9	15	91
20	Diego Figueroa/Alonso Collantes		PER31150	25	10	18	19	20	92
21	Adriano Santos/Christian Franzen		BRA30778	10	12	30	24	22	98
22	Brenda Quagliotti/Victoria Courtade		ARG30949	16	23	7	7	25	101
23	Toni Poncell/Pedro Vera		CHI30591	13	22	zfp	zfp	21	109
24	Ivan Pimentel/Joao Kraemer		BRA31202	19	20	10	10	dnf	113
25	Alejandro Triggiano/Mariana Safar		ARG30492	20	17	26	26	32	120
26	Hilton Piccolo/Bruno Gauer		BRA31194	35	24	28	14	23	124
27	Felipe Rondina/Anderson Brandao	Jr	BRA	22	14	29	zfp	27	131
28	Gustavo Assis/Antonio Woolner	Jr	BRA29799	30	16	31	zfp	31	132
29	Andre Gick/Bryan Luiz		BRA12747	28	30	zfp	32	29	142
30	Rodrigo Fasolo/Bitor Brito	Jr	BRA31191	31	20	zfp	34	28	147



Herb Shear Classic Regatta and Classic Snipes

May 17th/18th 2014
by Robert Garlipp

The annual Herb Shear Regatta in Mission Bay, California, commemorates the founder of the Snipe Fleet 495 in San Diego. The centerpiece of the perpetual trophy is a silver dish, which Earl Elms from the local fleet 495 won from his 1969 world championship. 23 Snipes competed for the trophy; and an invitation extended to classic Snipes, for the first gathering on the West Coast.

Classic Snipe rallies have been held for a few years now along the east coast, and this was the first attempt for the west coast. Three classic Snipes traveled to the event, one boat from Arizona and two more from Snipe Fleet 24 Santa Monica Bay, California.

The line up of classics on display included the 1967 Chubasco #17016 from Arizona, mid-restoration. This is an early fiberglass hull Snipe with plywood deck. The hull had been refinished to high gloss automotive finish; the refinishing of the plywood deck was underway. The current owner won the masters with the boat in the 70's.

Snipe Fleet 24 showed up with Snipe # 12521, *Katawampus*, which was built in Newport Beach in 1963 for fleet 94 and is in complete original condition including all hardware and carrier. The third boat, from Snipe Fleet 24 as well, was the 1939 built Varalyay #3543, *Toper*, which is believed to be the oldest Varalyay still in existence. The boat sailed originally in Fleet number 2. *Toper* is in the original 40's racing trim. The 1939 Varalyay also went out for day sails with various crews that weekend, and served as backdrop for the trophy ceremony. Coincidentally Fleet 495 handed out trophy flags for all the awards, which continues an old tradition in Snipe racing. Snipe #3543 was handed over from the original owner with full documentation and race trophy flags dating back to 1939.

In the classics trophy category *Katawampus* took "Best in Show" and *Toper* "Best under Sail"

The event was attended by seasoned and young Snipe sailors and the classic boats got quite a bit of attention, from sailors who actually started their Snipe sailing careers in

wooden Snipes, as well as younger sailors who got a good perspective on the history of the class and how the Snipe developed over the last 75 years.

The development of Snipe Fleet 24 is also an interesting indicator of the appeal of classic Snipes and potentially a different racing format for people of all generations, getting into small boat sailing and racing. Since the reactivation of Snipe Fleet 24 about a year and a half ago, the fleet has taken an interesting twist. The original Snipe Fleet 24 went dormant sometime in the 1960's after 30 years of activity. The reactivation started with the 1939 Varalyay and the idea of adding two more classic wooden boats to restart where things were left off in the 60's, which we did by adding a 1936 and 1963 Snipe. To

our surprise new members joining the fleet did not turn to newer fiberglass Snipes, but to classic wooden Snipes and in many cases stepped up to save a classic wooden Snipe.

Since Snipe Fleet 24 has gotten official fleet status back in 2012, the fleet grew from the initial three boats to seven boats, only one is fiberglass, a 1983 Mc Laughlin. More remarkably the fleet has attracted people who had no previous connection to the Snipe Class and many are new to dinghy sailing and racing. The consensus among the members of the fleet indicates that sailing classics offers a different fun and less competitive, gentler entry into dinghy sailing and racing, which might be were classic Snipes could be positioned for a long-term active future.

Part of the appeal is the fact that a novice can sail a classic snipe much easier than a modern Snipe or any other modern racing dingy, since typically the only active control lines are the sheets, giving a beginner the possibility to focus much more on sailing and less on boat and sail trim.

Of the 6 wooden boats that joined Fleet 24 three are undergoing various levels of restoration. A 1936 snipe, number 1953



originally sailed in Fleet 2, is undergoing a complete ground up restoration. The boat was in danger of being cut up when it was rescued by a dedicated fleet member and has since been stripped of fiberglass, old varnish and paint, with refastening in progress. The boat was built with mahogany planking, predating the switch to lighter woods later in the 30's. A 1958 Snipe, number 10948, has just received a new Mahogany plywood deck and is awaiting new varnish, paint and period correct hardware. An undated plywood Snipe is also in progress, receiving new floorboards and finishes. A 1968 Varalyay, number 12415 is already restored and race ready.

During the process of growing fleet 24 we learned about many classic boats resting dormant in storages and garages all across the country, some of them in excellent and sail ready condition, others waiting to be revived. Many won championships or are historically interesting boats. Snipe Fleet 24 is currently the only fleet with a majority of classic boats and surprisingly this developed without intention and was primarily fuelled by the appeal of the classic Snipe. In the absence of a trapeze and spinnaker a classic Snipe can be a very versatile boat, serving as a simple daysailer or an old time racer; these are all aspects which make a Snipe attractive for all ages and all levels of sailing abilities.

The invitations of classic Snipes to the Herb Shear regatta mark the beginning of establishing a larger classic snipe activity in Southern California and the West Coast; and we are all looking forward to future events.

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Preparing and Sailing a Snipe

By Peter Commette

photo by Fried Elliott

(This article is adapted from another written by someone else, who wishes not to be mentioned.)

Boat Design

When speed sailing in a straight line, all Jibe Tech Snipes built after summer 2006 (30571 or higher number) and all Persson or Persson-like Snipes, regardless of year, are basically created equal. Because of this, a used Snipe is an excellent way to get into the class.

Before purchasing any used boat there are a couple of things to check. First, weigh the boat. It may have corrector weights that can be removed to make it minimum weight. Second, check the mast. The Sidewinder Gold is the standard.

Boat Preparation

Hull: After purchasing your Snipe, I recommend taking your boat to a professional to have it faired every four years or so. Fiberglass boats shrink as they age, and a fairing job is the only way to maintain the hull in top form. When fairing, carry the round on the chines to the maximum width; from the maximum width back, sharpen the chine to the transom; sharpen the transom on the bottom and all the way up the sides. After that, just use soap and water to keep it clean. Hullkote works well, too.

The Snipe Class has a moment-of-inertia test to control the weight in the ends of the boat. The builders install corrector weights under the fore- and afterdecks, because that's the quickest way to meet the "swing" test. However, I prefer to concentrate the correctors together, aft of the skipper. This will allow you to slide the boat forward on the jig, until it just passes the test.

Blades: A good rudder is minimum weight (6 pounds), max width, with the max width at about 35% back, and a sharp trailing edge. Don't ruin your light rudder with a heavy tiller or hiking stick.

The daggerboard is fairly straight forward. It should be chocked so it is all the way aft in its trunk and tight side to side.

Check your board with a straight edge to make sure it's absolutely flat. The aluminum plate is rolled, so it has a slight curve. You can straighten the board by placing it across two supports and jumping on it.

The trend in leading-edge shape of these aluminum plates has evolved to a parabolic tip that gradually tapers into the board using all of the 1" bevel allowed.

The trailing edge will hum if its taper is too abrupt. It is important to use the full 1" width of the allowed taper to fair in the edges

gradually. The trailing edge should be as sharp as possible. The bottom of the board should be tapered as well, to a chisel point or a parabolic leading edge shape.

Most boards come with a cut-out which can reduce the weight by as much as 5 lbs. If you sail with a very strong crew, you can "cheat" the MOI test with a non-cut out board.

Masts: Getting the rig right is the most important thing you can do for speed in a Snipe. The first step is to find a good mast. As a general rule, bendier masts are better than stiff ones.

Bendy masts are good for two reasons. First, The Snipe is very sensitive to mainsheet tension. A bendy mast gives the mainsheet a lot of range of adjustment, which makes trimming less critical in medium air. It also makes it easier to prebend in light air.

The second reason has to do with how the Snipe Class measures masts. You can trick the moment of inertial test by bringing an underweight mast up to weight with an internal sleeve or web at spreader height.

Although bendier masts are better than stiff ones, the Proctor Miracle and the Sidewinder Junior and Black go too far. The Sidewinder Gold is the best.

If your mast is too stiff, don't abandon it. First, cut out the external sail-track web that reinforces the mast below the gooseneck. This allows the mast to bend down low. If you have the old Sidewinder Standard, cutting the web will make it like a Sidewinder Gold.

Second, look up the sail track; see if the taper at the tip deflects forward. If yes, bend it straight.

Third, cut the butt of the mast so the aft edge is 3/16" longer than the front edge. This compresses the back of the mast and forces it to bend forward.

Fourth, raise your shrouds to maximum height on the mast. This separates them from the headstay and also forces more bend into the spar.

Fifth, make sure that your main halyard locks exactly at the maximum height. The higher the mainsail the more leverage the leech has to bend the mast.

Finally, consider moving the spreader bracket down the mast a little.

Spreader Angle, Length and Chainplate Position: This is a critical adjustment for the Snipe. It's different for every mast, boat, and crew weight. Finding your "magic" setting often requires a bit of experimentation.

To determine the proper length and angle, first you need to consider where your shrouds are positioned on the deck. This is different for every builder. The trend has been to move the shrouds as far forward and outboard as

is legally allowed (60" behind stem). The Jibe Techs after 2006 (30571 or higher number) and the Perssons are pretty much the same. The more forward your chain plates, the wider spreader angle you need; and the more outboard your chainplates, the more spreader length.

Also consider both the type of mast and the weight of the crew. Bendier masts must be "powered up" with longer, less-swept spreaders. Stiffer masts are depowered by shorter spreaders with more aft sweep. Remember, masts from the same manufacturer can vary up to 7 percent in weight, so don't copy your neighbor's settings just because he has the same model as you.

The heavier, more athletic the crew, the more power you tune into the rig with spreader length and angle. Spreader length is measured with spreaders locked aft. The average-weight crew, sighting up the sail track when sailing upwind in moderate conditions, wants to see a mast that is straight sideways. A lighter team would be looking for about 1/4" of bend to weather at the spreaders; a heavyweight crew wants about 1/4" to leeward. This 1/2" range in side bend translates into a 1/2" difference in spreader lengths. Length is measured from the shroud through the spreader bracket pin to the mast, under the spreader.

To determine the correct amount of spreader angle, or sweep, take a look at how the mainsail sets in heavy air with the vang on hard. In these conditions you will get "overbend wrinkles" from excessive mast bend. These wrinkles run from the clew to the lower half of the mast. By pulling on the mast aft lever, you should be able to remove all of these wrinkles. If you still have overbend wrinkles in the spreader area, you need to widen the spreader angle.

Hiking Straps: The crew's straps must be far enough away from center line and angled out, so that the crew can quickly get his or her feet under them.

Skipper's Straps. When reaching in planing conditions, the crew moves aft to the skipper's straps, and the skipper moves aft and tightens up his hiking straps or uses a single, short reaching strap that is just tight enough so he or she can't be "fire hosed" out of the boat.

When running in surfing or planing conditions it is nice, but not essential, that the skipper have sailboard-style foot straps mounted on the floor in front of the reaching strap. Then he can lock his feet to the floor, and slide in and out to help balance the boat without tugging on the tiller or mainsheet.

Jib sheeting: Most boats still are rigged for facing aft. The advantage to facing aft is it gives you better balance when tacking in big seas,



because you don't have to duck under the vang.

Some have simple cleats mounted on cars that are pinned to adjustable tracks. This works well. Another trimming system that has become popular is to use a twing on the jib sheet to adjust the for-and-aft lead upwind. This twing is led to the crew on the weather side. The twing deflects the sheet down and inboard.

Some of the top crews trim the jib straight from ratchet block, but this is not practical for a crew under 130 pounds because the pull is too hard. Even with a ratchet, you still need some sort of cleat, accessible to both skipper and crew, for cleating the pole off the wind.

Pole Launcher: By pulling on the launcher line, the jib clew is pulled to the pole end, and the inboard end of the pole is then launched from the end of the boom toward the mast. Make sure that the block on the mast is at least 1" above the gooseneck and that it floats back enough so that the rope bearing point is behind the widest part of the mast. The turning block at the deck should be behind the widest part of the mast when the mast is at its neutral or base position.

Control Lines: I lead the jib Cunningham, as well as the jib leads, the mast aft, the mast forward, and the boomvang to the crew on the deck. In the deck recess between the skipper and crew are the main cunningham and traveler.

The jib halyard exits from the daggerboard trunk, and is angled or swivels for easy cleating from the rail. It needs to have at least 15" to 18" or more of throw, so the jib can be flown out and away from the boat on a run. Most sailors use anywhere from a 6:1 to 12:1 cascade inside the trunk. The 6:1 works about as well as the 12:1 with less tail to pull.

The split-mainsheet system is the class standard. A rope bridle is sewn to the after end of the mainsheet, which is then trimmed inside the aft boom block when the mainsheet is trimmed hard. Except for very light air, no matter how hard you trim, the boom will remain centered until the bridle is "let down" with the traveler adjustment.

In practice, the split mainsheet's 1:1 purchase is unmanageable for any skipper under 130 pounds in a strong breeze. For



smaller skippers or consistent heavy-air conditions, a 2:1 mainsheet makes more sense.

The Augie Equalizer or "AE" attaches to the split tail as it runs along the deck from the outboard deck traveler blocks, one AE control line attaching on either side of the traveler center line piece. In very light air to light/medium air, by pulling the windward AE line, you can center the main and get more twist in the mainsail at the top than the split mainsheet would otherwise allow.

Tuning

Before the Mast Goes up

Make sure the mast is straight: Two saw horses are enough for mid-mast bends. You need to use a cantilever method for low mast bends.

Main halyard length: The shackle pin should lock 1/4" lower than the bottom of the top mast band.

Spreader adjustment bolts: Start with making sure that the adjustment bolts extend the same distance in front of each spreader.

Stays and turnbuckles: 2.5 mm Dieform stays and Staymaster turnbuckles are the standard.

Length of spreaders: Limber Mast: 17 1/4"; Stiff Mast: 16 3/4", measured from shroud through pin in bracket to side of mast on bottom of spreader. For boats with chain plates positioned at the maximum outboard location (like the Perssons and Jibe Techs after 30571) and sailed by an average-weight crew. If chain plates are mounted inboard, spreader length should be reduced accordingly. Heavy crews should add 1/4" in spreader length, light crews should subtract 1/4".

Tip to tip measurement:

Limber Mast: 30 1/2"; Stiff Mast: 29", measured from spreader tip to spreader tip. For boats with chain plates at the maximum forward position sailed by an average-weight crew. Reduce accordingly for boats with aft chain plates.

Last way to make sure that the spreaders are deflecting evenly before the mast goes up:

Run shockcord from spreader tip to spreader tip. Sight the mast from the butt looking toward the shockcord. Put a level next to the butt of the mast and level the mast, so that its bolt rope side is pointing straight up. If the spreaders are even, the shockcord should look perfectly horizontal to you.

Jib trim mark on spreaders:

Just as a reference, and not as a rule of trim, put contrasting tape or a magic marker line on the spreaders at 31 CM from the side of the mast. This is a good inside position. You will rarely trim inside of that mark, and many times you will trim at that mark or wider.

Mast butt or heel position: The mast butt should be max forward. The old standard was 60" back from the stem. That 60" rule is gone, with the only restriction now being the front end of the mast partner, which has been standardized by rule. For simplicity, for a Persson, we just measure from the front of the Persson boardwell; the same measurement of 60" back from the stem is equal to 39 CM forward from the front of the boardwell. I sail at 40 CM...this week; most sail at 39 CM; some sail at 38 CM.

After Putting the Mast Up

Forestay length: I like my mast to stop at about 1" forward of the aft part of the mast partner. Do not have forestay on for tuning or the stays will be too tight for tuning in the heavy air ranges. Attach a shockcord 12"-18" up from the deck to keep the forestay from sagging into the jib upwind and interfering with the pole during jibes off the wind.

The mast partners: The partners should have about a 1/32" of play on each side of the mast. This makes it easy to center the mast, and allows it to stay in column as the rig stretches upwind.

Put some tension on the forestay or on the jib halyard and look up the back of the mast; adjust the chocks on either side of the mast until the mast appears straight side to side.

Mast even side to side: Put pressure on the jib halyard, pull a tapemeasure to the top of



the mast on your main halyard and lock it in place. Measure to your chainplate pin to make sure that the mast is not leaning one way or the other.

Equalize spreader back sweep: The last method for equalizing the spreader sweep is to cram on the jib halyard and/or to put on mast ram forward so that the spreaders lock. Stand off to the side of the boat about 20' away or a little more. Look at the stay near you through to the stay on the other side of the boat. They should be perfectly in line.

Tune the mast: As per your sailmaker's tuning guide. After you have the mast tuned at the standard rake that your sailmaker suggests, put a mark on each side of the mast with corresponding marks on the partner, the turnbuckles or Staymasters, and the jib halyard wire and mast. This is your "Neutral" or base position. The standard rake is for all-purpose, medium-air conditions.

General tuning notes: Make sure that your jib halyard, when it is pulled to base or neutral, has no more than one inch before it bottoms out. This allows the jib to fly out the farthest when you are off the wind, and it allows for a little tighter halyard if the wind comes up during a race. To accomplish this, you may need to add some line to the jib halyard wire at the point where it attaches to the head of the jib.

Always attach the jib wire at the tack as far forward as possible.

In light air and slop, the jib halyard is eased as much as a half inch to straighten the mast and to make the jib fuller and easier to trim. In a breeze the turnbuckles or Staymasters are tightened to firm up the rig. Class rules prohibit adjustment of shrouds while racing, so that during a race, a little more jib halyard tension will take care of the jib sag induced by the extra breeze, or you may try dropping your traveler.

The mast lever or mast fore and aft control (also known as "mast ram") is a critical adjustment. In very light air and chop, or in light air and flat water, it is used to add prebend, sometimes as much as 1/4" to 1/2". In choppy conditions or when vang sheeting, the ram is used to restrict bend. In heavy air upwind, the proportion of vang tension to ram aft is varied with sea conditions. For example, in rough seas, 1/4" of added aft ram at deck level, with a corresponding ease of the vang, will give the mainsail more power and twist for better speed.

Mark everything, but here are the important ones: identify the cleats for the various control lines; mark on deck 7" down on the traveler; mark mainsheet in a number of spots on either side of the upwind trim at the forward boom block; 88", 89", and 90" marks on deck for jib leads (measured from

the jib tack pin); numerous marks on the vang line on the static part of the vang system that doesn't move; mark jib sheets in numerous places around where they trim at the ratchet; marks from 13" to 18" off centerline on the splashrails at each inch mark; mark with tape or a marker at 31 CM from mast on each spreader; mark, at the very least, the neutral settings for halyard, on the deck for the mast position in the partner; and Staymasters.

Sail Trim Upwind

Mainsheet: A good starting point for medium air is to trim the main until the upper batten is parallel to the boom, which usually is when the upper leech telltale starts to die. Trimming one or two ratchet clicks harder on your mainsheet is good for occasional pinching, and a similar ease on the sheet will allow you to foot.

In very light winds, the top batten will hook to weather due to the large roach of the sail and the weight of the boom. Adding 1/4" to 1/2" of forward mast lever will help alleviate this a little. In heavy air the upper batten will naturally angle out 10 degrees from parallel.

Watch the top leech telltale. For the most part, you want it to be on the edge of streaming/not streaming.

Traveler: Use it! In light air and flat water the traveler is centered. In light air and chop, drop the traveler down an inch or two and trim until the leech is firm. You can develop better footing power by dropping the traveler 1" and sheeting one "click" harder on the mainsheet. This will give you some good power.

The traveler is an important control in medium air; reach for it first to depower when the wind builds from 10 to 15 knots. With the traveler down you can still sheet the main fairly hard to maintain mast bend and headstay tension. The traveler is dropped three to four inches before it's time to rely on the vang to bend the mast. In heavy air, I will drop the traveler as much as 7".

Boomvang: In winds of 0 to 14 knots, just take the slack out of the vang. That way, the vang will only have tension on it when the main is eased for footing, a puff or to work through a wave.

By the time the wind is 15 knots, it's usually puffy and choppy. In these conditions you have to be able to play the main in and out in large amounts. To do this you need to "lock in" the mast bend with the ram and with boomvang tension; otherwise the mast straightens and the main gets too full as you dump the mainsheet for footing, a puff or to work through a wave. You also have to "lock in" headstay sag, or the jib will balloon out to leeward and cause lee helm whenever you ease the mainsheet. This is done with the aft lever and the boomvang.

When the wind is in the 15 to 20 knot range, the primary power control is the boomvang. Maximum vang for fully overpowered conditions is almost, but not quite, enough to cause the mainsail to turn "inside out" from overbend wrinkles. When you have way over-vedged, you will have lee helm when you ease the main in a puff.

Jib Lead and Sheet Tension: The Snipe goes best when the jib lead seems unnaturally far forward and the sheet seems over-eased. The standard jib-lead positions for most jibs is about 7' 4"(88") - 7' 6"(90") aft of the jib tack (jib wire) fastening point in a straight line over the splashrails. 7'5"(89") is a good, safe starting point. As the wind comes up, let the lead out as much as 3" in a lot of wind. In extremely light air, sometimes you can let the lead out about 3" to trim wide without the sail "cupping."

Once in a while in extreme light air, good speed can be achieved with moving the leads all the way aft and easing the twing to flatten out the jib, open the leech. You would think this is the "trimming wide" that you want in light air to keep the boat moving forward, especially in a chop, but you will be surprised to see that the intersection of the jib and the splashrail indicates that you are not trimming that wide, so that you have a nice combination of the sail having a nice shape and not having to sail too low to achieve it, while the jib has a nice open shape that keeps you moving forward.

Sheet tension is far more important than lead position. Snipe sailors measure tension by marking the foot of the jib where the vertical plane of the sail lands on the splash rail or the deck the maximum tension mark is made 15"-16" off the centerline on each side of the mast, with the mast set in its "neutral position." Only in medium air and flat water is the jib trimmed this hard. In choppy conditions it is eased 1" or 2" outside this mark and further out in big breeze. Maximum ease is fast also when it's light and sloppy. Watch the leech telltale; if it dies, ease. Unlike the main, you never want it overtrimmed at any time. A majority of speed problems is caused by overtrimming the jib. If you feel slow, ease the jib and foot.

Sail Trim Off Wind:

Pin the spreaders so that they do not go forward of right angles in a good breeze, which will keep the mast from inverting off the wind and will allow you to carry your mast further back off the wind in a more powered up setting. Unpin in lighter to moderate breeze, so the boom can go out further.

Reaching: Despite its weight, the Snipe planes easily. Because the hull has a lot of rocker, it is very sensitive to fore-and-aft weight positioning. On a planing reach, the skipper slides aft and lock his feet into the reaching strap while the crew has the whole cockpit



and must use it to full advantage. The goal is to keep the boat absolutely level, both side to side and on its fore-and-aft lines. When the stern lifts as a wave or puff hits, the crew slides aft and hikes on the skipper's upwind straps to keep the bow from digging in. The bow lifts as soon as the boat is planing, so the crew slides in and forward to the front of the cockpit to keep the boat on its lines. This for-and-aft movement is not ooching if you don't stop abruptly, push, or grab the deck. Holding the pole line aft of the cleat helps the crew move around the boat. Skipper and crew should hike with their bodies angled back at 45 degrees to centerline.

The daggerboard is always raised to full legal height off the wind, except when the pole reach is tight, or you are in displacement jib reaching; in both instances, it's set three inches lower.

The use of aft-mast ram is critical to off wind speed. The farther aft you pull the mast, the straighter and more powerful the mainsail. If you pull too hard, however, the mast will reverse and take a permanent bend. In heavy air, always have the mast set at, or forward of the neutral position, especially when reaching with the pole up.

The jib halyard is eased slightly when jib reaching (1"), except in heavy air. When pole reaching the halyard is eased about 6"-8", less if it's a tight reach. A reaching hook for the weather sheet helps keep the pole from skying on a reach.

Most sailors know enough to trim the pole back as the wind goes aft, but you also

have to either ease the halyard or retract the pole launcher a few inches, or the jib will be stretched tight and won't fly properly. The reverse is true as you let the pole forward; either make the pole longer or tighten the halyard.

Running: In light air, a Snipe sails like a spinnaker boat. The pole is long, the jib is light and flies well away from the boat and to keep the jib flying you have to sail fairly tight jibing angles. Tactically it's just as challenging as sailing with a spinnaker.

As you enter a lull, heel the boat onto its leeward chine, let the pole forward, and tighten the jib halyard. In a puff, shift your weight so the boat rolls onto its weather chine. This gives you the lee helm necessary to carve the boat down in the puff. The pole should come back as the halyard is eased.

In moderate to heavy air, the boat is sailed level for better control. Here, working "deep" is not as important as shifting your weight to best ride the waves. Heeling to weather, pulling the mast back and easing the vang does allow you to sail deeper, but invites an inverted mast.

Sometime in a big sea, it is favorable to shorten the pole, so that it has less tendency to dip in the water. Bad things happen when the pole is dipped (break pole, invert mast, rip jib at the tack). The crew can solve the problem with a hand on the pole line behind the cleat; the crew uncleats the pole when it dips.

Setting the Pole on a Reach in a Breeze:

For the lighter crew, technique is everything, and the skipper must help; it's a two person maneuver. Many ways that work; this is the system I use: (1) sail high of rhumb line, get vang eased (if you forgot to ease it before you rounded the mark) and get board up; trim jib normally and sail fast; when skipper has boat moving and under control, skipper looks for being free of the fleet and a wave to ride down; (2) skipper bears off on wave and sails dead down wind; this makes it easy for crew to get the pole all the way out with the clew butted up against the pole; skipper trims the jib to reaching position, while crew puts windward sheet in reaching hook; (3) come up to course.

Sometimes in a breeze the clew does not butt up against the end of the pole because the wind gets in the jib before the crew can get the clew tight against the pole. If that happens, the skipper doesn't need to panic. If it's a matter of a foot or less, don't ease the jib halyard; rather, get the boat going and wait for a lull or to be bearing off down a wave to fix. The way to fix the problem is to have the crew leave the pole line and jib sheet cleated, grab the pole and pull the pole back on the pole line in the direction of the mast.

Jibing the Pole: If on a reach, get the windward sheet out of the reaching hook first. The hardest jibe is from starboard to port, so I will address this: (1) Skipper trims leeward jib sheet hard and cleats it, so it's partially trimmed for new jibe; (2) skipper overtrims mainsail to keep boom parallel to pole or the pole will get stuck in the triangular space



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formed by where the main bolt rope enters the boom, the tack, and the gooseneck, or it will get stuck in the vang where it attached to the boom or the forward mainsail block; (3) crew pulls pole line between cleat and block out to chainplate (length necessary to let the pole retract to a point just inside the jib wire and forestay); (4) crew places back hand (right hand on this jibe) at aft block clutching the pole line there and locks his hand in there so the hand does not move and accidentally start trimming the line until ready (otherwise the pole won't retract enough and will hang up on forestay); (5) crew's forward hand (left on starboard jibe) uncleats the pole line and then grabs the vang and pulls the boom over while leaning over the top of the board to help the roll-jibe; (6) at same time, skipper yanks the windward jib sheet hard to keep the pole parallel to the boom and to help the shockcord retract the pole, while the skipper also is steering into the jibe; (7) as the boom passes over the head of the crew and is past centerline, the crew pulls up the pole on the new jibe. Big, long yanks on the line to set it; no baby yanks. If the pole does get caught in the boom, many times the only way to fix the problem is to jibe back and start over.

Dousing the Pole: Again, the hardest is a starboard rounding for the same reason that the starboard to port jibe is the hardest; the pole can get caught in so many areas caused by the pole failing to keep parallel to the boom. Many ways work; this is my method: (1) pull the pole back and overtrim the windward jib sheet; (2) if coming to the mark on a reach, get the pole out of the reaching hook; (3) the skipper pulls up the jib halyard while the crew shortens the pole a few inches, more in light air and less in heavy (in heavy air on a reach the pole does not need to be shortened); the object is to keep the pole parallel to the boom; (4) when the pole is retracted, the skipper overtrims the main, while the crew uncleats the pole and yanks hard

on the windward jib sheet.

General Sail Fast Thoughts for All Boats

Placement of your body: In light air, try to center the weight as low in the boat as possible. In a hiking breeze do everything you can to get more leverage. Remember, you always will go faster if you hike harder, or do like I now do and get a crew that hikes real hard. Try to keep the skipper and crew's weight together fore and aft.

Using your body, and using anything but your tiller to steer: Think of the rudder as a brake. Let's go over the basics of cutting the umbilical cord to the rudder:

Torque¹ aft: boat heads up, but if you stay aft, the boat eventually will head down

Torque forward: boat heads down, but if you stay forward, the boat eventually will head up

In waves, use all the kinetics the rules allow. Slide aft before hitting a big wave or torque aft, and slide or torque forward at the crest. Unweight before a wave and hike hard on the crest. Slide forward as you come into the boat in a dying breeze. The goal is to keep the boat absolutely flat or at a constant heel without rolling from side to side.

Trim main: boat heads up
Ease main: boat heads down

Trim jib: boat heads down
Ease jib: boat heads up

Raise board: boat heads down
Lower board: boat heads up

Pull on vang: boat heads up
Ease vang: boat heads off

Move forward: boat heads up
Move aft: boat heads off

Lean in: boat heads up
Lean out: boat heads down

Good luck and smooth sailing!

¹ Torquing is throwing the top part of your body (from rear end up) fore or aft and twisting the boat around a fulcrum, the board. Torquing works only in the moment, while all the other maneuvers rearrange the alignment of the center of effort and center of resistance, either fore and aft or side to side.

2014 WOMEN'S WORLD CHAMPIONSHIP

NOVEMBER 03 - 10

SAN ROQUE LAKE

VILLA CARLOS PAZ - ARGENTINA
HOSTED BY CLUB NÁUTICO CÓRDOBA



Notice of Race and information about accommodation, parties and gifts coming soon to www.clubnauticocordoba.com.ar



Mai Snipe

Gothenburg, Sweden

16 boats showed up at the newly established Hovas Yacht club for the annual Majsniplen. Saturday gave us sunny weather with nice breeze. In the beautiful archipelago just south of Gothenburg we sailed four short and intense races that gave us many close situations. Perfect to beat the winter-rust off us Scandinavians. Between race two and three we went ashore for a nice, warm lunch. And in the evening we met at Hovas Golf Clubhouse for dinner and hanging out.

Sunday we woke up to rain and very light winds. But fortunately the weather cleared up and the wind increased, giving us four more races in great conditions with plenty of shifts to play with.

The organizers made a great job, making this Majsnipe memorable as always.

Jostein Grødem



	Skipper/Crew	Sail #	Race Finishes									Total
			1	2	3	4	5	6	7	8	9	
1	Jostein Grodem/Maj Kristin Hansen	NOR30186	1	2	1	1	1	-8	1	4	11	
2	Lucas Orn/Axel Edwall	SWE2941	4	1	3	-9	5	2	3	3	21	
3	Tomas Berg/Patrik Wollmersson	SWE29438	3	4	2	6	4	-7	2	2	23	
4	Christian Skjoldvang/Celina Skjodt	DEN29916	2	-7	6	7	3	1	5	1	25	
5	Birger Jansen/Janette Krefting	NOR30090	5	6	4	5	-9	3	4	5	32	
6	Steffen Skjonberg/Marten Roisland	NOR30660	9	3	5	2	6	6	-12	6	37	
7	Per Edwall/Simon Edwall	SWE30068	12	5	-15	4	7	5	9	8	50	
8	Ola Sjostrand/Mats Gustavsson	SWE30584	10	-13	7	3	13	11	6	7	57	
9	Maria Ohrn/Maria Faelt	NOR3866	6	10	9	-13	10	4	7	11	57	
10	Svend Andersen/Pia Skjoldvang	DEN29939	8	8	10	8	8	-12	10	10	62	
11	Lars Burman/Axel Burman	SWE31200	7	9	8	-12	11	9	11	9	64	
12	Mats Gothlin/Marten Gothlin	SWE30050	13	12	13	-14	12	10	8	12	80	
13	Tobias/Charlotta Chroneer	SWE31021	14	(dns)	12	11	2	DNS	DNS	DNS	93	
14	Halvor Poulson/Edel Poulson	NOR29673	11	11	11	10	(DNS)	DNS	DNS	DNS	97	
15	Lars Hylander/Lan Lindqvist	SWE30637	16	15	14	15	14	13	13	(DNF)	100	
16	Kristian Carlsson/Magnus Flach	SWE29416	15	14	-16	16	15	14	14	13	101	



Mast Butt Adjustment: When, Why, How, and How Much?

By Eric Heim

Before we get into the details of why and when to move the mast butt in a Snipe, here's a quick history lesson. The Snipe Class used to have a rule stating that the pin for the mast must be fixed 60" back from the bow. This proved very challenging to measure and was deleted a few years ago.

Once the rule was changed, many top sailors started to experiment with changing the position. The general consensus at the time was that sails and tuning had been developed around the 60" rule, so the boat balanced very well at that setting.

Since that time, rig tune and sail shapes have evolved. For example, a really good sailor can take a mainsail that is not well suited to his weight or equipment and move the mast butt to help bring the boat back into balance. Moving the butt of the mast fore and aft is just another tool to achieve the desired feel in the helm.

Now that we're done with the history, here's the basic Physics lesson. Assuming all other factors remain constant (which they never do), moving the butt forward will shift the center of effort forward and cause the bow to bear off (lee helm).

Important points

Making rig changes in the Snipe is a critical key to unlocking the potential speed of your boat. However, changes can easily make you slower instead. This past weekend while racing in Mission Bay, I moved the butt forward to reduce the helm (we were sailing very light, 114 kilos) but the boat went slower. The problem was that in a bay with flat water, you need to have leech tension in the sails to point well, and moving the mast forward caused the jib to hit the spreader when fully sheeted in. We tried dropping the sail down a little closer to the deck, but it was not enough. We decided to move the butt back to our base setting and increase shroud tension. Instantly, the boat was fast again.

Fiddling in the parking lot, I noticed that moving the butt forward did not have a large impact on rake (less than 10mm), but it changed the tension considerably (4 units less tension on the Loos gauge, or about 2.5 turns on the sta-masters). It would also stand to reason that moving the butt forward, effectively moves the shroud attachment point aft. Obviously, the neutral mark will change as well.



When and why to adjust the mast butt

The jury is still out, but at this point my theory is that moving the butt forward will be beneficial in waves to help keep the boat driving forward. In flat water, it may help to move the butt aft, which will increase leech tension and promote pointing. The new butt adjuster from Jan Persson is a pretty neat little tool that allows the change to be made on the water between races. (You'll have to ease the jib halyard, vang, puller, and head downwind.)

Since we usually know if the water will be flat or lumpy before we leave the dock, the butt adjuster is probably not a required upgrade for everyone. As they are fitted to more boats, the top sailors will continue to experiment and the knowledge will trickle down through the fleet. That's one of the reasons the Snipe has been around so long: our class shares information, while constantly developing and improving our boat speed.



Snipe Winter Circuit 2014

Midwinters

The 76th Snipe Midwinters in Clearwater, FL got underway (March 16-18) with 18 teams from 6 countries in attendance. The three day event was plagued by strong winds, allowing for only four races to be completed.

Winds in excess of 20 knots on day one allowed for only one race, while thunderstorms and winds in excess of 25 knots on day two kept the fleet ashore.

The final day of competition dawned clear with winds out of the northwest, giving sailors three races in the lumpy seas with winds of between 8 and 15 knots.

Augie Diaz with crew Bruno Mello won the final race to finish in an overall tie for first with Ernesto Rodreguiz/ Eduardo Mencias, with Diaz taking the title. Third went to Emmanuel Hens and Yannick Laumans of Belgium.

The Midwinters is the first leg of the Snipe Winter Circuit, with the next stop at Miami's Coconut Grove Sailing Club for the Don Q regatta beginning Friday (March 21), and then on to the last two events being sailed in Nassau's Montagu Bay.

Don Q

32 Snipes collected on the starting line of this year's DonQ Regatta, the second stop on the annual midwinter circuit. A light and challenging southeaster allowed for two races on Friday, rewarding those who connected the "dots" of puffs on Biscayne Bay. Local Augie Diaz sailing

with imported San Diegan Aine McLean won the first one, but one of the farthest traveled teams won the second:

Belgians Manu Hens/Yannick Laumans. The fleet was off the water in time to soak up some warmth and sunshine at the Coconut Grove Sailing Club, before heading to the Voss house for a regatta party.

Bacardi/Gamblin 2014

The day dawned bright and breezy on beautiful Montagu Bay, Nassau.

Perhaps a little too breezy at 22 knots out of the northwest with an ebb tide making lots of chop. Racing was postponed until the afternoon leaving

people to enjoy the wonderful sun and hit the closest shopping center with food court, coffee shop and liquor store for later.

By 1PM the winds had subsided to 15-16 knots with gusts to 19. With the direction out of the Northnortheast and an incoming tide the water was fabulously flat, an olympic course was set and after a great and very close race Birger and Janette Jansen were first, leading the local sailors Fernando deCardenas and Sarah Morley in second, Jimmie Lowe and Carmeron Symotette in third and Robert Dunkley and Michelle Love fourth. A couple of the remaining registrants had let the morning blow get to their heads and missed some great sailing. Even the heaviest boat in the race got up on one of those beautiful Bahamian planes on the reaches. Is this not why we sail.

Since the weather was so fabulous race committee set another olympic during which Jimmie Lowe and Cameron Symonette managed to pass

Saturday turned out very different racing conditions. After a few general recalls in very light conditions, a nice 10-12 knot southeaster built in just before the first actual start. Rigs were too loose for the sudden increase in breeze, and a quickly built chop made it tough upwind—but the reward was a fun surf-fest downwind.

Ernesto Rodriguez and Eduardo Mintzias won the first race of the day but carried forward a Z flag penalty from one of the general recalls, leaving them with 7 points. Doug Hart/Ryan Hopps were second, though they also had a Z flag penalty. Augie/Aine posted a 3rd; their 1,2,3 scoreline was perhaps heading in the wrong direction, but it was still a pretty nice group of numbers.

Race four started in 12-15 knots, and an approaching a rainsquall that held off until the finish. Again the waves were challenging upwind, but the rides downwind were well worth it. Ernesto/Eddie won the second race of the day too, ahead of David Hernandez/Liam Munzenmaier and Eric Reinke/Amy Benner. Augie/Aine had to be happy with seventh, but with one race left in the five race series they held a commanding eleven point lead over Ernesto and Eddie, in 2nd overall, who in turn were only two points ahead of the Belgians.

The famous DonQ daiquiris greeted sailors ashore (though not on the dock as in years past). And the fleet enjoyed a cuban dinner, sharing stories of waves ridden and missed and shifts that went the right or wrong way. The Snipe class is like a large family, and this annual dinner at Coconut Grove Sailing Club is a reunion enjoyed by all.

And suddenly, it was over. Sunday's breeze didn't fill in time, so when

the Race Committee cancelled just before noon, sailors packed up their boats to head for either home or Nassau (the final stop on the Winter Circuit). Thanks to Gonzalo "Old Man" Diaz, Jr., the entire CGSC staff, and all the volunteers that make this great event possible.

Birger and Janette Jansen for first with Hanna-Lena and Juha Lehtinen acting the bandits and passing Robert Dunkley and Michelle Lakin for third. Fernando de Cardenas and Sarah Morley had issues with their traveller and ended in

2014 Midwinter Championship - top 5 of 19

1. Augie Diaz/ Aine McLean	USA30288	11
2. Ernesto Rodriguez/ Eduardo Mintzias	USA30473	11
3. Manu Hens/Yannick Laumans	BEL30714	21
4. Claus Carpelan/Freddy Wegelius	FIN29965	23
5. Kevin Reali/Hillary Noble	USA29112	27

Don Q - top 5 of 32

1. Augie Diaz/Aine McLean	USA30288	13
2. Ernesto Rodriguez/Eduardo Mintzias	USA30473	24
3. Manu Hens/Yannick Laumans	BEL30714	26
4. Doug Hart/Ryan Hopps	USA29941	27
5. Eric Heim/Bruno Mello	USA30337	33

Bacardi

1. Birger Jansen/Jeanette Jansen	NOR	3
2. Jimmie Lowe/Cameron Symonette	BAH	4
3. Fernando de Cardenas/Sarah Morley	BAH	7
4. Hanna-Lena/Juha Lehtinen	FIN	9

Zimmerman 2014

1. Birger Jansen/Janette Jansen	NOR	
---------------------------------	-----	--

fifth.

So the top few places after two races of the three race Bacardi Cup are Birger in first with 3 points, ahead of Jimmie Lowe with 4 points and close behind Fernando with 7 Robert with 8 and Hanna-Lena with 9. It will be close sailing again tomorrow.

We are now off to the Bacardi Party tonight.

Thanks Bacardi you are the best hosts and part of why we love The Bahamas!!!





SNIPE

European Championship Kamień Pomorski 2014

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23.08.2014

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DATA	13-08-2014	14-08-2014	15-08-2014	16-08-2014	17-08-2014	18-08-2014	19-08-2014	20-08-2014	21-08-2014	22-08-2014	23-08-2014
13-08-2014	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00	21.00	22.00	23.00
14-08-2014	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00	21.00	22.00	23.00
15-08-2014	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00	21.00	22.00	23.00
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19-08-2014	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00	21.00	22.00	23.00
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21-08-2014	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00	21.00	22.00	23.00
22-08-2014	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00	21.00	22.00	23.00
23-08-2014	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00	21.00	22.00	23.00

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Pan Am Games Qualification Grid for Snipes

Year	Regatta	Countrys to qualify	Venue	qualified countries
2013	South American Championship	2	YC Uruguayo	BRA, ARG
2014	South American Championship	2	Porto Alegre, BRA	PER, CHI
2014	WH&O Championship	5	San Diego YC, USA	
	Host country	1		CAN
	total countries	10	total sailors	20

DUES 2014 as of June 1

Country	Boats Paid	Members
Argentina	7	10
Bahamas	4	2
Belgium	45	65
Brazil	118	131
Canada	12	18
Chile	2	3
Colombia	10	25
Croatia	5	13
Cuba	6	10
Denmark	0	0
Ecuado	0	6
Finland	16	25
France	27	44
Germany	9	15

Italy	103	220
Japan	3	12
Maxico	0	0
Norway	10	11
Peru	0	2
Poland	24	28
Portugal	10	22
Puerto Rico	14	18
Spain	25	22
Sweden	11	17
United Kingdom	0	1
United States	282	441
Uruguay	2	4
Venezuela	5	1
	750	1166

2014 Snipe World Master Championship

August 25-31

Fukuoka City Yacht Harbor, Japan



The Snipe World Masters Championship is open to all Snipe skippers who are 45 and older, with a combined age of 80 in the boat.

The schedule will be as follows:

August 25-26: Registration and measurement

August 26: Practice race

August 27-31: racing with warning signal for first race at 1300

August 31: Prizegiving

Prizes will be given to the 3 divisions outlined in the Deed of Gift and also recognizing a special Legend division for those 65 and older.

Website: www.fsaf.net/snipe





The Snipe Western Hemisphere and Orient (WH&O) Championship Regatta will be held in sunny San Diego this fall, hosted by San Diego Yacht Club, Sept 5 - 12, 2014. SDYC is honored to host the competition, which has been contested biannually since 1950, the first in Havana, Cuba. The Championship has been held in venues throughout North and South America and Asia. The

Organizing Authority for this year's WH&O have been hard at work planning a fantastic week of sailing and regatta events.

Competitors and visiting friends and family will enjoy the finest that San Diego has to offer - great weather, world class sailing, and attractions. The racing will be held over 5 days, (with a practice race day) two races per day, either in the South Bay area of San Diego Bay or on the ocean off Point Loma. The Organizing Authority will decide each day where the racing conditions will be best, both locations will offer viewing opportunities on shore and by boat. Fall weather in San Diego offers wonderful warm weather with steady breezes, perfect sailing!

After racing, on-shore social events and activities will be fun and plentiful. Prior to the start of the championship regatta, measurement and registration activities will be at SDYC, and will leave enough free time to explore San Diego attractions such as the beaches, San Diego Zoo, SeaWorld, and the USS Midway, just to mention a few. See the table for all racing & social events.



During the week, the sailors will be greeted with post-racing hospitality and refreshments. On Tuesday after racing, the sailors will be welcomed to local Snipe Fleet members homes for a House Party Happy Hour evening. Wednesday evening --The Snipe WH&O International Model Yacht Race with SDYC's CR914 Radio Control boat fleet will be lending their boats to the regatta participants for a national team model yacht followed by a BBQ. After the CR914 races, another SDYC tradition will be enjoyed by the sailors - BBQ on the deck. . All throughout the week, regatta participants will enjoy the hospitality of SDYC and San Diego.

For more details about this year's Snipe WH&O, please visit the regatta website at www.snipewho.org. If you have any questions about the event, (including housing, charter boats, area attractions, etc.) please do not hesitate to contact Joanne O'Dea, Regatta Chair, at jmodea@gmail.com.



Date	Activity	Social
Fri, Sept 5	Reg/Meas	
Sat, Sept 6	Reg/Meas	
Sun, Sept 7	Reg/Meas Practice race	Opening Ceremony & reception
Mon, Sept 8	Races	Dockside social Sailors Forum
Tues, Sept 9	Races	Dockside social House parties
Wed, Sept 10	Races	Dockside social Model Yacht Race, BBQ
Thurs, Sept 11	Races	North Sails Dockside Social
Fri, Sept 12	Races	Dockside social Prizegiving



Snipe Racing Calendar 2014

Major Regattas

German Open+	June 13-15	Caldonazzo, ITA
East European Championship	June 13-17	Poznan, POL
Nordic Championship	July 1-6	Motala, SWE
Broadstairs Regatta*	July 5-6	Broadstairs, GBR
Piada Trophy+	July 27-29	Riccione, ITA
Campeonato Leste Brasileiro	July 27-29	Cabo Frio, BRA
European Championship		
Junior	August 13-17	Kamien Pomorski, POL
Senior/Open	August 17-23	Kamien Pomorski, POL
North American Championship	August 15-17	Cottage Park, MA, USA
World Masters	August 25-31	Fukuoka, JPN
Pori Open	August 6-7	Pori, FIN
Western Hemisphere & Orient	Sept 6-12	San Diego, CA, USA
Viking Snipe	Sept 20-21	Baerum, Oslo, NOR
Semana de Buenos Aires	Oct 4-5, 11-13	Buenos Aires, ARG
Host Cup	Oct 11-12	Baerum, Oslo, NOR
Snipe Winter Trophy	Oct 31-Nov 2	Talamone, ITA
Women's Worlds	Nov 3-10	Villa Carlos Paz, Cordoba, ARG

+Summer Circuit

*Yves LeBour

National Championships

Germany & Italian Masters	June 13-15	Caldonazzo
Poland	June 13-17	Poznan, POL
Norway	June 26-29	Asgardstrand
Canada/Ontario Open	July 5-6	Royal Hamilton YC
Italian Juniors	July 12-13	Cattolica
Spain	July 14-20	Vilagarcia de Arousa, Pontevedra
Italian Seniors	July 23-27	Bracciano
United States	July 25-Aug 1	Lake Okoboji, Iowa
Finland	Aug 1-3	Kotka
United Kingdom	July 25-27	Stone Sailing Club, Essex
Belgium	August 9-10	Scharendijke, NED
Norway Masters	August 9-10	Baerum, Oslo
Norway Women's	August 30-31	Baerum, Oslo
Japan	November 12-16	Ishikawa
Argentina	November 20-24	Yacht Club Olivos, Buenos Aires



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