

Spring 2011

US SNIPE SAILOR

The Official Magazine of the Snipe Class International Racing Association, USA

**Know Your
Trophies**
The Wells Trophy

Ask The Experts
Heavy Air Jibing

**Basic Hull
Maintenance**
*Tips For A Fast
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1, 2*, 3, 5, 6, 8, 10 US Nationals
1, 3 North Americans
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From Our National Secretary



As of the end of 2010 SCIRA USA consisted of 678 members and 474 registered boats across 62 different fleets in 26 states. One out of every six members serves in one or more of the following leadership roles: Board Member, District Governor, Fleet Captain, Sanctioned Regatta Chair, Communications Editor or Manager, and Fleet Development District Coordinator. More than 115 different volunteers in leadership and countless others working at the local, district and national level all do their part to make the Snipe experience “Serious Sailing, Serious Fun.” I am delighted to be a part of this team and look forward to a year of class growth in 2011.

Our plans for the year include making improvements to the website, particularly with respect to regatta planning and reporting. We will be expanding our efforts to communicate with members and prospective members across social media. And your board has approved, in principle, the establishment of a traveling Snipe fleet to expand awareness of the class. Stay tuned for more information this Spring.

Our first two regattas of the year were well attended and promptly reported, thanks to the leadership in St. Petersburg and Miami. Although I missed those two and will miss the Mid-Winters this year I hope to see many of you at the Pan-Am Trials, the Masters and the Nationals.

Gene Soltero

SCIRA USA National Secretary

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On the cover: Alison Myers, crew for John Galloway, representing Bahamas at the 2006 Western Hemisphere and Orient Championship in Miami.
Photo: Fried Elliott - www.friedbits.com

A Traveling Snipe Fleet?

Have you been wishing that you had access to a few good Snipes, as well as a coach in your area to allow fellow sailors to kick the tires and otherwise help spread the word to non-Snipers?

Starting in May 2011, the USA Snipe Class will be conducting a program called the "Traveling Snipe Fleet". The objective is to increase the exposure of the Snipe sailboat and the Snipe product in practice, Fleet Racing, and Regatta environments.

The Class will be acquiring a group of newer, competitive Snipes and related equipment which will travel around the USA demonstrating the one-design Snipe sailboat to interested groups and sailing clubs. The program will be funded entirely by donations. The funds to kick off Phase 1 have been raised; Phase 1 will start in May 2011 and run thru the fall. Phase 1 will consist of 3-4 boats and related equipment, a truck and trailer, and a Class Representative. Snipes and Snipe sailors in the region will supplement the Class equipment and personnel. A travel schedule will be developed this spring. Reserve your dates now if you or your sailing club is interested.

The plan is to have area representatives of the Class identify venues, groups and Clubs where there is the potential for interest in developing one design sailboat racing competition in a two person boat. The equipment and the

Class Rep will come to the venue, introduce the Snipe to the participants during the week, provide on the water coaching and at the end of the week the group would engage in some Fleet Racing Competition. The Traveling Fleet will also schedule visits to existing Fleets to help them reach out in their community and invite prospects and groups to visit their Club and try out the Snipe. The equipment will also be made available for non Class Members to use at various Snipe Regattas during the year.

The Class will assist people, groups, and Clubs who express an interest in the Snipe to acquire the equipment from a broad spectrum of used and new boats on the market.

The Traveling Snipe Fleet Committee has already begun planning for its kick-off season, and is actively searching out fleets and locations that would like to be included. If your fleet, or any other sailing association or location, would like to have the Traveling Fleet with coach host an event at your location, please contact Don Hackbarth (dhackbar@bellsouth.net) or Art Rousmaniere (art.rousmaniere@gmail.com). Please include at least three weekends that would work for you. The season is tentatively set for early May to mid September.

For more information about the Traveling Snipe Fleet contact Don Hackbarth.

New Tow Line Requirement

The SCIRA International Rules Committee has posted a newly worded rule for towlines which will amend the current Rulebook and will be updated on the Snipe website:

Rule 52.16: A towline of 15 meters minimum length, and 8 mm minimum diameter must be carried onboard. It is not allowed to store the towline inside the watertight compartments.

The new version of rule 52.16 takes effect beginning April 1st 2011.

Note that the old rule required a tow line of 10 meters length and 6mm minimum diameter.



Some of my best one-design photos of the year!

The 2011 *friedbits.com* Sailing Calendar!

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2011 Snipe Nationals and Junior Nationals

North Cape Yacht Club
LaSalle, Michigan
July 23 – 29, 2011

Start planning now for the 2011 US Snipe National and Junior National Championships, which will be held at the North Cape Yacht Club. NCYC is located on the western shore of Lake Erie, not far from Toledo Ohio.

Notice of Race available at www.snipeus.org/regatta/nors/Nationals2011.doc

Contact Terry Timm:
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The Wells Trophy

By Merrill Varn

This is the third in a series of articles on the history of major trophies in the US Snipe Class. In this installment, we look at the Wells trophy, which is awarded to the top skipper in the Wells series of the US National Championship.



Vince Becker

Donated by SCIRA, the Wells Trophy is given to the first place skipper in the consolation (Wells) division of the Snipe US National Championship. It was first awarded at the Nationals in 1952.

Ted Wells, the trophy's namesake, was amongst a star-studded panel interviewed by Sports Illustrated Magazine in 1959 for an article about "the most popular boat in the world", the Snipe. When asked about the qualities they sought in a crew, the others waxed on for several paragraphs about tactical knowledge, athleticism, and desire to win. Wells said perfunctorily "I want a crew to be interested in sailing, not in talking. A race is no time for a chat." Ted was just that kind of guy - focused, driven, and goal-oriented.

Born in Iowa, Wells moved to Omaha, Nebraska before he was a year old. He was a precocious child fascinated by flying. Wells built an airplane in his parent's garage when he was a teenager. He attended Lawrenceville School in New Jersey and graduated from Princeton in 1929 with a major in Engineering. Wells was the first student to specialize in Aeronautical Engineering and often joked that he wrote the requirements for his aeronautical courses.

Early in his tenure as a student at Princeton, he purchased a surplus World War I Jenny. In less than 4 ½ hours he was soloing, and went on to earn extra spending money during college by offering plane rides and teaching flying. Upon graduating, Wells was immediately snapped up by Travel Air (soon acquired by giant Curtiss-Wright) as a barnstormer, and was paid to offer \$1.00 rides at county fairs across the Midwest. It was the summer of 1929, and the height of the "Roaring Twenties"; the world knew no limits. When not terrorizing passengers, Wells was pylon racing. After winning the Transcontinental National Air Race that summer, he was promoted to test pilot and chief engineer.

It was as an engineer that he met Walter Beech. By then, the stock market had crashed. Beech had decided that what the world needed was a high performance executive aircraft. When the perfect project came along in 1932 and Curtiss-Wright declined, Beech left, moved to Wichita, Kansas with his wife, Olive Ann, and founded Beech Aircraft to take on the project. They hired Wells as Chief Engineer and Vice President. About a fifth of all banks had

closed, unemployment had reached 25%, and, country-wide, corporate profits were down 90%. Beech and Wells were collaborating on a project that appeared to most to be sheer lunacy - a large, powerful, fast biplane built specifically for the business executive.

In their first aircraft, the Beech Model 17, Wells introduced innovations such as retractable landing gear, seats with built in parachutes, and wings with negative stagger. Before the Model 17, later nicknamed the Staggerwing, the industry standard was to stagger the lower wing aft of the upper wing. Wells did just the reverse. The new design offered not only outstanding visibility during turns but also gentler stalls. The planes were works of art with polished wood interiors, cushy leather seats, and luxurious mohair trim. They were priced at \$14,000 to \$17,000 while competitors, such as Stinson, were fetching less than \$6000. Only eighteen Staggerwings were sold in 1933, the first year the plane was on the market. Sales steadily increased. Between 1933 and 1949, almost 800 were built, 270 alone for the United States Army Air Forces during World War II. Staggerwing 1 has been lovingly restored and is on exhibit at the Beechcraft Heritage Museum in Tullahoma TN, Beech's birthplace.

After World War II, Wells went on to perfect the design of the Beech Model 18 Twin, the Beechcraft Bonanza, with its distinctive V-tail. The Bonanza was a much smaller and much lower horsepower aircraft; but it carried the same number of people the same distance in the same amount of time for about a third the cost. Built from 1939-1969 with numerous design improvements, the Bonanza was the longest running aircraft ever produced. Some are still in active service as cargo transports.

In his early days at Travel Air, Wells had married Omaha beauty and Firestone heiress, Margery Adair. One Sunday afternoon after their move to Wichita, the couple drove out to Santa Fe Lake to watch the boats. Wells was intrigued by the performance of a small 15 ½ foot dinghy called a Snipe. As they were leaving the lake, the couple stopped at a stand to buy a bottle of pop. Wells asked another bystander if any of the boats were for sale. He bought his first Snipe for \$100.

Wells honed his skills with the Wichita Sailing Club (now Walnut Valley Sailing Club) on tiny Santa Fe Lake - an

“oversized mud-puddle” built by Santa Fe Railroad Company to store water for their steam engines. The 200-acre lake twice totally evaporated during Wichita droughts of 1953 and 1956. By then, Wells had already won three National Championships (1947, 1949, and 1952), the 1947 Worlds, and the 1953 Western Hemispheres. He had also written numerous articles for his Snipe Bulletin series “Wells Wanderings” and published “Scientific Sailboat Racing”. That 200-page treatise, steeped in almost half a century of aeronautical engineering, has been published in several languages.

In 1953, the Nationals were sailed at Lake Murray in Ardmore, Oklahoma. By then, Olive Ann Beech had taken over as head of Beech Aircraft following her husband’s untimely death from a heart attack in 1950. Ted was in Ardmore to sail, but Olive Ann phoned and sent a plane to pick him up for an important company meeting. He arrived at the plant in Wichita, attended the meeting, and, in short order, re-boarded the plane and returned to Nationals - no longer associated with Beech Aircraft. It interfered with his sailing.

Wells went on to be SCIRA commodore in 1954 and Chairman of the Rules Committee for many years. He sailed his final regatta in 1986 at age 79; it was the Master’s Nationals hosted by the Atlanta Yacht Club at Lake Allatoona. Shortly before his death, Wells signed all the rights and royalties of his book over to SCIRA, and as a final gesture donated his beloved boat *Good News III* (#6025) to the SCIRA U.S. Perpetual Fund. The famous boat is stored at Mystic Seaport in Connecticut.



Ted Wells. Photo provided by Mary Ann Rix.



1946 Varalyay Snipe #6025 *Good News III* which was owned by Ted Wells. This boat won the 1947, 1949 and 1952 Snipe US National Championships, and is in the small boat collection at Mystic Seaport (Mystic, Connecticut). Provided by John Rose, this was the cover photo from 1950 *Jib Sheet* (Vol. 6, No. 5).

In 2008, Snipe Fleet #93 (Wichita Kansas) hosted a Ted Wells Memorial Regatta. At the awards ceremony, long time friends of Wells, Ken and Mary Ann Rix, read a biography of the legendary sailor and then, beginning with first place, every skipper and crew was allowed to pick, for their Memorial Regatta trophy, a trophy that Wells had won during his many years at the top of the Class. What a great way to honor a beloved sailor from our past. 🏹

Thanks to Mary Ann Rix for her contributions to, and her review of, this article.

For additional information and some outstanding photographs, you may wish to check out:

- Atkinson, Tom (1959) “*For Hustle and Plain Fun*”, Sports Illustrated, August 3, pp 38-46. Available in the SI archives, this is a feature-length story about Snipes and Snipe sailors, including Ted Wells, with several great photographs. Go online, and follow this link: <http://sportsillustrated.cnn.com/vault/article/magazine/MAG1070864/1/index.htm>. It will be well worth your while. Click on the link that says “View This Issue” to see the actual magazine, with photos.
- Steinheimer, Charles (1949) “*Inland Sailing*”, Life Magazine, June 27, pg 54-63.
- Beechcraft Heritage Museum website: www.beechcraftheritagemuseum.org
- Ted Wells Memorial, Princeton Alumni Weekly: www.paw.Princeton.edu/memorials

Remembering Varalyay-Built Snipes

By John Rose, SCIRA USA Classic Snipe Editor

No history of the Snipe Class in the USA would be complete without including the accomplishments of Ted and Lou Varalyay, production builders of classic wooden Snipes that won eleven national and international championships in the years 1939 through 1962.

The Varalyay brothers obtained the original plans for the Snipe, which were published in the July 1931 issue of *The Rudder* magazine, and a later, more complete booklet which contained details of dimensions and construction. They lofted the hull dimensions full size on the living room floor of the family home in the Los Angeles, and in 1932 began building their first Snipe in the garage. It was built with oak framing and mahogany planking. Sails were also laid out on the living room floor, and home made with cloth obtained at an Army-Navy store. The first Varalyay-built Snipe, #369 *Ska-Ram* was registered with SCIRA in 1933.

At about the same time, several owners of Snipes in the Los Angeles harbor area joined together to form Los Angeles Harbor Snipe Fleet #2, which started racing in 1933 at Fair Haven Marina in San Pedro. Later the fleet moved to the



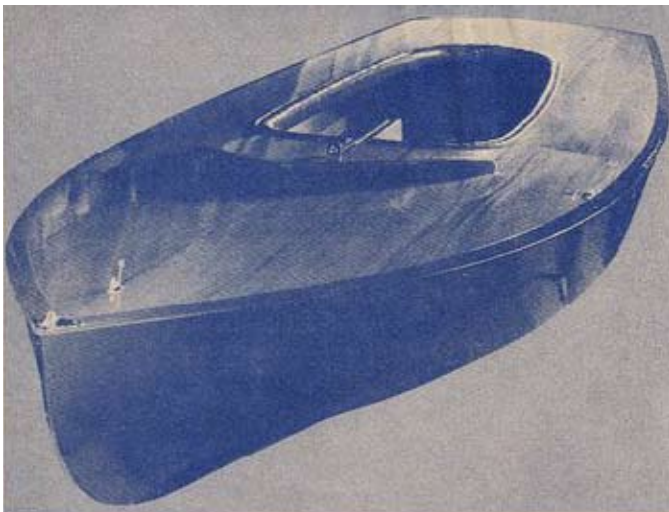
Lou Varalyay (1913-2000), California Snipe builder from 1933 to 1976. Photo courtesy of Varalyay family.

Cabrillo Beach Yacht Club in the area, and the fleet grew in membership and activity. The sailing competition in the 1932 Olympic Games, held in the Los Angeles area, had a large influence in building interest in small sailboat racing in the region.

When he was in his early 20s, Lou Varalyay began working for Yachtsmen's Services, a boat shop and yacht maintenance company in Wilmington, California. Snipe racing turned serious after Darby Metcalf – representing the Los Angeles Harbor Snipe Fleet - competed in the 1936 Snipe International Championship at Oshkosh, Wisconsin, sailing Snipe #488 *Viento*, and finished fourth in the final standings.

LG Metcalf, an oil industry executive, contracted with Varalyay to build a couple of new racing Snipes at the boat shop. The Snipes (#2047 *Quien Sabe* and #2048 *Leilani*) were built with lightweight materials – Sitka spruce framing and cedar planking – and were fast in local sailing competition. Metcalf's son Darby Metcalf raced #2047, and EW Gard and Harry Bourgeois raced #2048, and these sailors won the majority of the Snipe races and season competition in the region.

To prepare for the upcoming 1939 Snipe International Championship at Los Angeles, California, Metcalf again approached Varalyay to build a number of new Snipes in 1938-1939 for small boat sailors who intended to compete in that event. This turned out to be the “grand entrance” of Varalyay-built Snipes in national competition, with seven Varalyay Snipes entered in the International, Junior National, and Special Women's Series championships (see note 1). First and second places in the Snipe International Championship were won by Varalyay Snipes: Walter Hall won, borrowing Fred Schenck's #3456 *Grey Goose* for the competition, while Darby Metcalf was second with #3222 *Darb*. The winning



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1953 era wooden Varalyay Snipe showing hull and deck details. The boats were usually furnished with varnished mahogany ribbon-grain plywood decking, note the standard painted edge deck trim around the sheer and the padded cockpit coaming. Photo from 1954 Varalyay Boat Works brochure

boats were equipped with Egyptian cotton sails of fine quality and shape, made by sailmaker Kenneth Watts, who started making winning Snipe sails in the Los Angeles area.

In years after, Varalyay Snipes won ten more Snipe International/National Championships. Most well-known of the repeat winners were Darby Metcalf (1940, 1941), Ted Wells (1947, 1949, 1952), and Tom Frost (1953, 1954).

Many other top Snipe sailors also competed successfully in Varalyay Snipes. These include notables such as Jerry Thompson, Terry Whittemore, Eddie Williams, Fred Schenck, Jerry Jerome, Bill Kilpatrick, Steve Bechtel Jr., Phil Greene, Ken Croan, Don Ayres Jr., Bob Schaeffer, Jim Clinton, Dan Blodgett, Fred Miller Jr., Pete Frost, Mike Jager, Phil Ramser, Lanny Coon, Dick Rose, Don Trask, Jules Voerge, John Jenks, Bob Pfaff, Charles (Bud) Leonard, Warren Castle, Pete Leach, Carl Zimmerman, Vic and Les Larson, Rodney Long, George Bridgeman, Beth Olson, Carlos Bosch, and many, many others in Snipe fleets across the USA (including the author).

Varalyay-built Snipes in those days represented the highest quality workmanship and materials. Many orders were received during the World War II years, and to prepare for boat building to resume after the war, jigs and patterns were set up to produce parts for wooden Snipes on a mass-production basis. Jigs were set up within 1/32 inch tolerance to insure that all Snipes were identical. Varalyay Snipes were built to nominal dimensions which met all measurement requirements and proved to be generally fast in all sailing conditions, whereas some builders used allowable hull tolerances to build boats that were especially fast in light or heavy weather conditions.

In 1954, the Snipe class adopted specifications for fiberglass hulls, and early production required builders to use an approved SCIRA mold. Because Varalyay favored wooden boat construction and materials, they were reluctant to start using the new fiberglass construction materials which often exposed workers to hazardous toxic air conditions as well. They were also convinced that the hull shape of their wooden Snipes was superior, in addition to better stiffness and torsional rigidity and thus were faster than the fiberglass hulls of that time. However, in 1957 Varalyay decided to begin construction of Snipes with fiberglass hulls, to supplement their wooden Snipe construction - but early production fiberglass Snipes still retained varnished mahogany plywood decking and wooden deck framing. By 1963-1964, Snipe builders were allowed to build their own hull mold for fiberglass Snipes, so Varalyay used one of their wooden Snipes as a "plug" for the hull mold, and later developed a mold for fiberglass decks as well.

Because of these successes in racing competition, Varalyay built more than 300 Snipes over the years up until 1976, when he closed down the boat shop and sold the fiberglass Snipe molds to Phoenix Boat Company (Ron Fox).

The Varalyays were long-time supporters of the Snipe Class, and attended many Snipe regattas over the years. Ted and Lou Varalyay competed in the 1940 Snipe International Championship in Canandaigua, New York, finishing second overall. They also competed in the 1941 Snipe International

Championship in Fort Worth, Texas, finishing third overall.

Lou Varalyay passed away in 2000 at age 87, and his beloved wife Jessie recently passed away in 2010.

Two Varalyay Snipes are in the collections of boating museums in the US. Ted Wells' famous winning Varalyay Snipe #6025 "Good News III" is at Mystic Seaport in Mystic, Connecticut, and a 1955 Varalyay Snipe #10398 is at the Michigan Maritime Museum in South Haven, Michigan. 🐦

Author's Notes:

(1) The first Snipe National Women's Championship was held in 1937 on Long Island Sound, New York, in conjunction with Snipe Race Week - which included the Snipe International Championship and four other major Snipe events.

Information for this article based on an audio tape recording made by Lou Varalyay in the 1990s and published in the booklet "Snipe Tales" (edited by Alan "Buzz" Levinson in 1996), and in personal correspondence with Fred Schenck; also reports of Snipe Class activities published in *The Rudder* magazine, edited by William F. Crosby.



Cover of August 1954 Snipe Bulletin, showing 1954 Varalyay Snipe #9999 *Snowball II* sailed by Tom Frost, with Fred Schenck crewing. This team won the 1954 Snipe US National Championship, repeating their victory from the previous year in a different Varalyay Snipe. Photo by Beckner Photo Service.

Basic Hull Preparation

By Rick Arneson

The Snipe, like most one-design classes, tends to reward attention to detail with incremental improvements in performance.

Part of preparing your boat for the racing season includes taking a good look at the bottom and evaluating what it needs to be at its best. While major jobs are better left in the hands of professionals, little touchups here and there can be handled by just about anyone. So, whether you're looking to make a little gain on the racecourse, or you're just a perfectionist at heart, here are some of the basics of getting the Snipe hull ready for racing.

Evaluate

Take a look at your boat's bottom by turning it over and looking at it when it's clean and dry. If you have a white hull, polarized sunglasses can be very helpful. What you're looking for is a bottom that is both smooth and fair. Fairness refers to the shape of the hull. Different builders create hulls with some slight variation in shape—what you're looking for is irregularities, like bumps or hollows. If you find a particular area suspicious, take a long batten and bend it over the area to get some perspective. Look at the areas where the boat rests on its trailer in particular. Over time, the hull can show some distortion at the trailer bunks. If you have a new boat (built within the last 2-3 years), you might not want to worry about fairing the hull just yet. New hulls tend to change slightly over time as the fiberglass "settles", so fairing the hull when the boat is new might just mean doing it again a few years down the line. Fairing a hull can be a complex job, so talk to a pro if you feel like your hull needs it.

Smoothness is a task just about anyone can handle on their own. In this case, you're looking for scratches and dings. Common areas for dings are the bow and the centerboard trunk. Your hull may or may not need sanding, apart from any repairs you'll be working on. Unless you have a new boat just out of the mold or have been making repairs to the gelcoat, you might be able to forgo a full hull sanding; you only have so many layers of gelcoat over the fiberglass of the hull, so if you wet sand the boat too often, you can create a more porous outer layer of gelcoat, which is more susceptible to blistering over time.

Fill and Sand

To state the obvious: whenever you're working on your boat, be sure to use all relevant safety equipment (like gloves, goggles, mask, etc) and to follow manufacturers' directions for the use of any tools or materials like gelcoat or polishes. When in doubt, consult your local boatyard.

Minor gelcoat repairs are relatively easy. West System makes a nice gelcoat repair kit that has just about all you need (although it's always nice to have spare mixing sticks handy). You'll also need some blue masking tape, a good sanding block (try the rubber one that 3M makes), and different grades of sandpaper, generally no rougher than 320 and no finer than 1200. Get a few extra sheets of 600, since this is a good grit for most of your wetsanding needs. Before making a gelcoat repair to a chip, gouge, or scratch, remove any loose pieces and "rough up" the edges of the wound with some of your rougher grit paper. Clean the area with a dash of acetone and allow it to dry out before getting to work. Create a border around your repair area with the masking tape, about ½ inch away from the edges or so. Apply your gelcoat to the wound (after preparing it according to the instructions provided by the manufacturer), and allow a little extra to be sanded down later. You can often use another piece of tape over the area to make a smoother repair. Your repair should harden relatively fast, depending on conditions and your materials (somewhere between a few hours and by the next day).

When your patch has dried, remove any tape covering the repair, but leave the tape border in place. Keep a hose and/or a bucket of water nearby so you'll have a ready water source for wet sanding. A bit of detergent in the water can also help the paper run more smoothly and evenly. Using your sanding block as backing for your sandpaper, sand the repair by moving the block in a fore-and-aft motion, keeping the block at a 45-degree angle. Spend an equal amount of time with the block turned 45 degrees the other way, as well (similar to a boat's tacking angles going upwind).

Use a rougher grade of paper first (such as 320 or 400), transitioning to a smoother grade as you get closer to having your repair flush with the hull. The tape border around the repair beginning to wear out will be a first clue to make a switch to 600 or so. As you get to the point where you have to grade your progress by feeling the repair with a finger, remove the tape and go to a finer grade. A good clue that it's time to stop sanding an area is if you see little "freckles" appearing in the surrounding gelcoat--that's the glass beneath the gelcoat just starting to show.

If you haven't already evaluated them, look at the chines from the bailer aft, and determine whether they are sharp. A crisp corner on the chines provides a cleaner exit for the water running over the hull and aids planing in breezy conditions. Rather than just sand away at the area, build up

a little bead of gelcoat along the chines, taping off the area about half an inch away, above and below. Put some tape along the wet gelcoat on the side of the hull, but don't fold it over. When it dries, peel the tape away from the work area, leaving the surrounding tape in place. You should be able to sand this new gelcoat down to a relatively sharp corner.

Polish

Especially if you have a colored hull, it can be helpful to go over the hull with a fiberglass rubbing compound after your sanding job is finished and the hull is clean and dry. This not only refines the finish of the hull, but it eliminates any streaking that may have been caused by wetsanding. You can apply the rubbing compound by hand with a clean rag, or it can be done faster with an electric buffer. Once the compound has dried to a haze, wipe it off with another clean rag.

The last step in the process is to apply a layer of performance coating, such as McLube HullKote or Starbrite with PTEF. With the hull clean and dry, apply your polish with a clean rag in a tight, circular motion, covering the entire hull. Allow it to dry in the sun and then wipe any residue off with another clean cloth. One coat will do nicely, but you can apply another coat if you want it to last a little longer. Be aware that once your boat is back on the dolly, it'll want to

go sliding off as you take it down the launch ramp, so keep a tight hold on it!

Care

Over the long run, every hull encounters its share of scratches, scuffs and scars. To reduce the number of repairs needed over time, here are some tips for keeping your hull from undue wear and tear:

- Make sure your dolly and/or trailer have some layer of padding/outdoor carpeting and are properly shaped to your hull.
- Use a bottom cover for long trips to prevent road grit from pelting the hull.
- Leave at least a boatwidth's space between your boat and the next at the dock when possible. When in doubt, tie a lifejacket to the shroud as a makeshift fender. If you'll be launching into rougher water, sail away after launching instead of tying up to anything.
- Rinse the boat thoroughly after sailing. Wiping down with a clean rag or sponge will remove any remaining scum.
- Store your boat in an area where it is safe from possible damage from outside forces. →



The Women's International Match Racing Association (WIMRA) was formed in 1996 for the purpose of promoting, coordinating and supervising women's international match-race sailing, and to campaign for the inclusion of women's match racing in the Olympics.



Show your support. Become an official member of the organization that was successful in helping to get Women's Match Racing into the 2012 Olympic Games and enjoy all the benefits and privileges exclusive to our members. Join at wimra.org.

Ask The Snipe Experts

Sailing on windy San Francisco Bay presents its own set of challenges. Dick Loomis, a long time member of the San Francisco Fleet, asks this question about jibing in heavy air: *Before pole launchers, I'd always jibe the jib first. That way when I jibed the main, the boat was immediately balanced - wing and wing. The hull was nice and flat, and off we'd go. Obviously you can't do that with pole launchers, because the pole is on the boom. So my question is, how do you stay in control (flat and balanced) coming out of a jibe in heavy air?*

Brian Bissell responds

Dick, your old-school jibing technique sounds really cool. I don't have any Snipe experience without the pole launcher, but I can envision the added stability you would have coming out of the jibe with the jib already filled on the new side. There are a few major rules I follow using the pole launcher in heavy air...

- 1) Always initiate the jibe when the boat is at top speed, preferably planing or surfing. This takes a certain element of patience and waiting for the right time. When you're surfing or planing, the pressure in your sails gets lighter. When the boat slows down, usually caused by running into the back of the next wave, the sails get really loaded up and the boat gets unstable. In a nutshell, start your jibe when the loads are light and the boat is stable.
 - 2) Pay close attention to your exit angle. There seems to be a comfort zone angle you can steer the boat which I believe is somewhere between 15-20 degrees above dead downwind. If you come out of the jibe lower than this, you risk death rolling to windward. If you come out of the jibe much higher than this, you risk the round up and possible capsize to leeward. I don't suggest staring at your compass through the jibe, it's more of a feel thing, and it takes a little practice finding that sweet spot angle on your way out.
 - 3) Coordinate skipper and crew weight. If the crew sits down before the skipper or visa-versa, it could spell disaster. I find that there is a different technique here for the downwind jibe versus the reach to reach jibe. On the downwind jibe, skipper and crew want to end up on opposite rails to balance the boat. On the reach to reach jibe, both skipper and crew should end up on the windward rail.
 - 4) Crew helps pull the boom across. A major cause of wipeout is when you go to jibe and give your mainsheet a big pump, but the boom doesn't make it all the way across and fills back on the same side when the crew has already started to shift their weight. I usually have my crew retract the pole and then grab the boomvang and help me make sure we rip the main across to the new side.
- Hope these tips help. There's nothing like a good breezy day in the Snipe.

Tarasa Davis responds:

First, I'm probably playing it safe without my pole up. So,

first advice: stay in the game and don't be proud. But if the pole is up, I treat the pole retrieval and set as separate from the risky part of the jibe. When preparing to jibe, I first lower the board to the "first notch" so the crew can keep their weight lower. I don't drop it all the way as I want the boat to sideslip to absorb the momentum vs. tripping. I also make sure my vang isn't totally cranked, that way some air can spill off the leech in the jibe (but not enough to let the boom wing up and be unstable). I then choke up my grip on the mainsheet that I am holding directly from the boom...this will give me more control. On signal, the crew lets the pole in, centering their weight and staying low. I pause to be sure we have a smooth wave pattern and are under control...I may shift my weight aft in the boat to keep the bow from digging. I then say "jibe" and steer downwind further (ideally at the top of a wave), as I tug the mainsheet as hard as I can, and at the same time shift my weight onto my legs rotating in the boat, keeping very low as I counteract the boom's movement with my weight shift. As the boom comes over, the crew reaches up and guides the boom over to make sure it continues changing sides as I steer the boat back underneath the boom, doing a big "S" in steering. I tend to steer this pretty hard so the force of the jibe pushes the boat forward vs. over...as my weight doesn't do much to counteract the force of the wind/boom swing. The other trick is to try not to let the boom out past centerline on the new side in the first instant, as if you do the boat gets unstable and risks a death roll to weather...not fun! I also have been known to put a knot in the mainsheet so the boom can't hit the sidestay so I don't invert my mast. Then, when stable and if you choose...put the pole back out. You are once again steering sharply downwind or slightly by-the-lee, so it should go out luffing vs. trying to flip the boat...the crew trims the sheet in front of the sidestay while I pull it through the lead/cleat...the crew finishes the cleating, shifts their weight aft again...and off we go, breathing a sigh of relief!

Brian Kamilar responds

The first step to a controlled jibe in heavy air is to make sure you have enough vang on. If your vang is too loose, the top of your sail will spill open making your boat seem very unstable. Once you have enough vang on, try to get the boat going as fast as you can, whether surfing down a wave or planing in flat water. This may seem counter intuitive, but the faster you get the boat going, the less pressure you have on the sails making it easier to get them over during the jibe. The last step before executing the maneuver is to make sure your weight is out towards the rails, crew towards the leeward rail and skipper towards the windward rail. By spreading your weight apart, you essentially sink the boat further into the water for more stability. If your weight is centered toward the middle, the boat is more likely to rock and heel, which is of course, very unstable. Now you are ready to execute the maneuver. With your weight apart, the crew will bring the pole in while the

skipper begins to sheet the main a touch. Only a good pull or two is needed. Once the pole is retracted, my crew usually grabs the vang, the actual purchase system that runs from the mast to the boom, and gives it a good tug to help get the main over. Skippers, make sure you keep the steering to a minimum. In breeze, the course change during a jibe should be very small, less than 20 degrees. Once the main has jibed, the pole comes back out immediately. Again, during all of this, your weight should be far apart towards the rails. Don't let yourself wander towards the middle of the boat while all of this is happening. Now that the pole is set on the new jibe, let the boat get back up to speed. Once up to speed, which should not take more than a second or two, the skipper and crew must coordinate switching sides. This should be done quickly but delicately, keeping your weight balanced at all times. Time your switch and taking a seat together and you should be off and running. Of course, all easier said than done.

Nick Voss responds:

The most important thing of a successful jibe in Big Breeze is coming in fast. When the boat is going fast there is a lot less load in the sails and they become a lot more manageable. Find a good wave around the point where you want to jibe and try and surf it all the way through the jibe and all the way out the other side. This can be practiced in any planing conditions even when jibes aren't scary. —🐦

Brian Bissell has been the Snipe expert for North Sails One Design for about five years. His top Snipe finishes include 8th at Snipe Worlds, 3rd at the North Americans, 3rd at Nationals, 2nd at Pan/Am Trials, and 1st at the Bacardi/Gamblin, but his proudest moment in the Snipe Fleet was running last year's successful Snipe 24-hour Regatta at Mission Bay Yacht Club.

Brian Kamilar is a former Boston College sailor, and now sails with 2007 world champion crew Enrique Quintero. Now in Florida, he spends afternoon practice sessions chasing down Augie Diaz, Peter Commette, and Ernesto Rodriguez.

Nick Voss is a junior at the University of Miami, and the youngest member of the Snipe expert panel. That doesn't mean he's inexperienced: Nick finished 3rd at last year's nationals and 8th at the 2009 Snipe Worlds.

Tarasa Davis started racing Snipes early – at 8 months of age! She sailed for Brown University, flying in to crew the entire midwinter circuit ten years straight, winning with Jeff Lenhart and then Peter Commette. A two time member of the US Sailing team, Tarasa teamed with Peter Commette for a Bronze in the 1991 Pan Am Games, and returned to the team in 1995 as a skipper, winning the Europe Dinghy Nationals. She finished second at the 2010 Snipe Women's Nationals.

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The Bahamas Connection...

Snipe sailors play a role in Nassau Junior Sailing program

By Kathleen Tocke

Two weeks before Christmas, the Bahamas Sailing Association flew me to Nassau to run a Christmas Clinic for a group of Optimist sailors who were preparing for their first international regatta in February. An amusing incident there prompted me to write this article.

Having spent the past year coaching privileged children in Newport, Venice, and Miami, it was surreal to see a group of small, mostly black Bahamian boys, wearing knit hats trimmed with snowflakes, trying to wiggle into wetsuits that clearly wouldn't fit unless we amputated their arms. It was 9 in the morning, it was 50 degrees, and there is no heat in Nassau, yet these boys were all smiles.

The majority of the kids in the clinic are part of the Bahamas National Sailing School, run out of the Nassau Yacht Club, which has provided the venue for the National Sailing School since its inception in 2004. It was the most

sailors have gone on to race the Laser, Sunfish and Snipe. The organization is run almost entirely on charitable donations and the countless volunteer hours of people like past SCIRA Commodores Robert Dunkley and Jimmy Lowe, and Jimmy's wife Lori. Charitable donations are genuine charity. There is no income tax in the Bahamas, so there is no tax incentive for donations. The program costs about \$125,000 a year to operate.

In 2010, there were over 200 kids enrolled in the summer program. The sailing school now has seven summer instructors and a full-time director, Maria Aaboe (who crewed for Lori Lowe in the Snipe Women's World's this past year). The program's own graduate, Donico, coaches the Advanced Opti Team, which practices after school throughout the year. Some of you may know Donico from Snipe racing in Nassau. He is a wonderful role model for these young sailors.



rewarding coaching I have ever done.

The Bahamas National Sailing School is an educational outreach program that invites students from the public schools to attend an eight week summer learn-to-sail camp. Most of the sailors are from underprivileged families and many, even though they live on an island, cannot swim when they arrive at the camp. Over the years, the program's

The motto for the National Sailing School is Seamanship, integrity, punctuality, fair play and respect for others. It is not just the motto, it is something that is truly ingrained in the young sailors' heads. I have coached countless children in four countries and the young Bahamians are by far the most polite, kind, and enthusiastic sailors I have ever worked with. They are there because they want to

be. They learn early on that they must behave or else they are sent home. They are kind to one another. They are punctual despite the fact that many of them come from families that do not own cars, and they have to take the bus to practice. Bus money can be a stretch for some of these families. These kids do not whine - evidence that miracles do exist. They listened intently when I gave my chalk talks. Yes, these are 12-14 year-old boys, an age group I usually dread coaching.

These kids spin! I have never seen so many 360s and 720s in practice. No matter if it is just a five minute practice race, if a kid is protested, they spin. They actually consider their alleged infraction and then they usually spin. They even spin during the starting sequence – in practice! I was getting dizzy. Fairness and respect is of the utmost importance for these kids. Paul Elvstom would be proud.

The Opti race team boats are immaculately maintained,

for the work and mentoring they are doing with these young sailors.

For those of you who have had the honor of racing Snipes in Nassau, you understand what a special place it is, and how important it is to maintain competitive sailing and new Snipe sailors in a small island community with such limited means. I ask those of you who are planning to sail any of the regattas in the winter circuit, to bring with you spraytops, spray pants, wetsuits, hiking pants, or even boots that your kids may have out-grown, and donate them to the BSA. There is a 30% tax on all sailboat parts sold in the Bahamas, so donations of Opti sail-ties and other small diameter line would also be gratefully appreciated. Have an old Opti sail lying around? Donate it. We will get all donations to Nassau in March.

Donate and you will become part of something very special in the Snipe Class. 🌿



and I have never seen a group of kids treat “club” boats with such care. Their sails are completely blown out, but never did I hear an utterance about the condition of their equipment. At the end of the clinic, I was thanked endlessly by the children for coming down to work with them. They were truly grateful. This program is special. We should be very proud of Jimmy & Lori Lowe and Robert Dunkley

Left to right: AJ rounding the leeward mark; National Sailing School graduate and coach Donico Brown skippering a Snipe; Bahamas Opti Champ Daniel Gibsom; up and coming Bahamas sailor Thomas Paine.

Photos by Robert Dunkley and Kathleen Tocke.

SCIRA USA 2010 Financial Statement and 2011 Budget

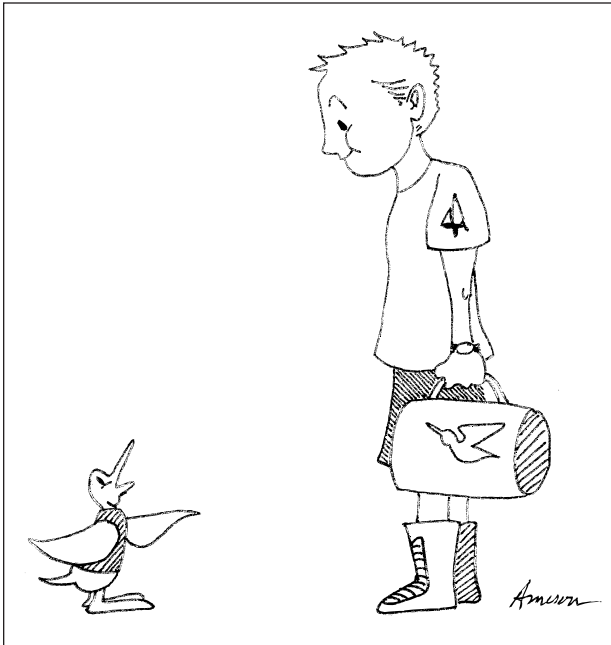
	2011 BUDGET				2010 RESULTS			
	Operating Fund	Fleet Develop Fund	Restricted Perpetual Fund	Total	Operating Fund	Fleet Develop Fund	Restricted Perpetual Fund	Total
REVENUES & CONTRIBUTIONS:								
Dues & Decals	27,280			27,280	27,280			27,280
Premium Member Contributions	13,600			13,600	13,771			13,771
Ad Revenue	5,500			5,500	6,513			6,513
Perpetual Fund Contribution	4,000		(4,000)		3,840		(3,840)	
Nationals & Event Registration Receipts	3,000			3,000	4,130			4,130
Sail Royalties	2,500			2,500	2,520			2,520
Merchandise sales - gross	1,700			1,700	2,419			2,419
Charter Insurance Fees	1,200			1,200	2,080			2,080
Fleet Development Distribution	1,000	(1,000)			705	(705)		
Other	700	200		900	718	547		1,265
Video Project					3,207			3,207
Perpetual Fund Distributable Earnings			4,000	4,000			3,840	3,840
Perpetual Fund Contributions			300	300			367	367
	60,480	(800)	300	59,980	67,183	(158)	367	67,392
EXPENSES & GRANTS:								
Administrative Services Contract	20,760			20,760	20,760			20,760
Dues Paid to SCIRA International	14,290			14,290	14,375			14,375
Newsletter Publication	10,200			10,200	9,968			9,968
Liability and D&O Insurance	4,200			4,200	4,015			4,015
Other Event & Fleet Development Grants	4,000			4,000	3,112			3,112
Postage & Mailing Services	1,700			1,700	1,616			1,616
Other	1,624			1,624	1,437		96	1,533
Advertising	1,500			1,500	1,496			1,496
Cost of Merchandise Sales	1,230			1,230	1,806			1,806
Measurement Jig	1,100			1,100				
National Secretary & Board Expenses	500			500	936			936
Web Hosting/Development	300			300	1,500			1,500
Video Project					3,207			3,207
Unrealized Market Value Loss/(Gain)							(8,195)	(8,195)
	61,404	-	-	61,404	64,228	-	(8,099)	56,129
NET INCOME								
	(924)	(800)	300	(1,424)	2,955	(158)	8,466	11,263
Net Assets at Beginning of Year	45,183	13,965	125,427	184,575	42,228	14,123	116,961	173,312
Net Assets at End of Year	44,259	13,165	125,727	183,151	45,183	13,965	125,427	184,575
BALANCE SHEET:								
Cash - unrestricted	38,759			38,759	38,928			38,928
Cash - restricted for video project	1,793			1,793	1,793			1,793
Cash-traveling Snipe Fleet program		1,500		1,500		1,500		1,500
Cash-other fleet development programs		13,165		13,165		13,965		13,965
Due From/(To) Perpetual Fund	4,000		(4,000)		3,840		(3,840)	
Contributed assets held for resale - traveling Snipe Fleet		15,725		15,725		15,725		15,725
DVD capitalized production costs (inventory)	1,500			1,500	2,415			2,415
Deferred Contributions - video project	(1,793)			(1,793)	(1,793)			(1,793)
Deferred Contributions - traveling Snipe Fleet program		(17,225)		(17,225)		(17,225)		(17,225)
Marketable Securities - Permanently Restricted			129,727	129,727			129,267	129,267
Net Assets at End of Year	44,259	13,165	125,727	183,151	45,183	13,965	125,427	184,575

SCIRA USA finished 2010 in a reasonable financial position given the tumultuous year. Our 2010 operating net income of \$2,955 was \$2,645 favorable to the budget primarily due to, well - just having a better year than we thought we would. The 2011 budget is essentially break-even although it shows a loss of \$924 which is primarily \$1,000 approved for the purchase of another measurement jig if considered prudent. 2011 revenues and expenses generally reflect actual results for 2010. Budget risks in 2011 are consistent with prior years in that 45% and 22% of our revenues are provided from dues (including hull decals) and premium membership contributions, respectively. Our expenses are essentially fixed in nature. The budget presented above does not yet include expected revenues and expenses related to the Traveling Snipe

Fleet Program currently under development. However, by 12/31/10, this program had received approximately \$17,225 in dedicated contributions. Revenue related to these program contributions has been deferred until final approval of this program by the Board. At 12/31/10, the perpetual fund balance had a year-end balance of approx. \$129,000, prior to its contribution to SCIRA USA for qualified promotional expenses. The perpetual fund has contributed approximately \$21,000 to the SCIRA USA operating fund for the period 2007-2010. It remains an important source of funding. Please contact Mary Buckley if you have any questions or would like a more detailed report for the 2010 results and/or the 2011 budget.

Ken Culver, Director of Finance

Cartoon Caption Contest



Create a clever caption for this cartoon, drawn by US Snipe Sailor's resident tactician and cartoonist Rick Arneson, and email it to Rich Evans (richard.bc.evans@gmail.com), by May 1, 2011, and USSS will publish the winner's picture and sailing biography.

And the winner is...



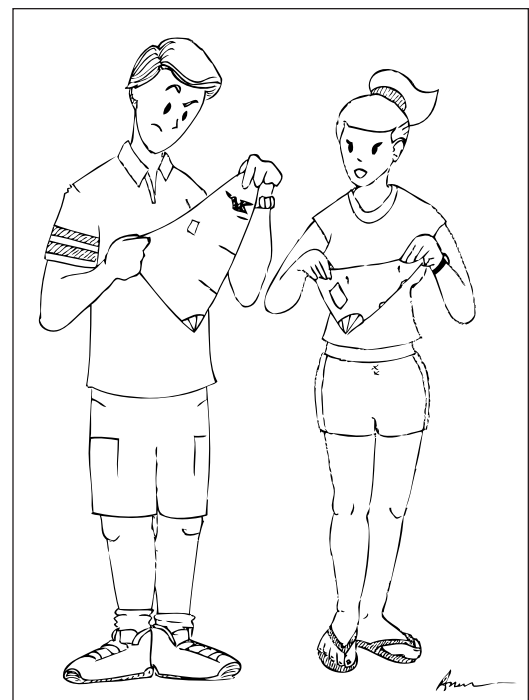
The winner of last issue's caption contest is Quantum San Diego sailmaker George Szabo: *"I thought that Fall discount was only on the price of the sail, not the size..."*

Winning isn't a new thing for George, who topped the leader board in five US Snipe Nationals, four Snipe

North Americans and the 2009 Star Worlds. Maybe he honed his wordsmithing will on the US Sailing Team sponsored by Alphagraphics, the printing company.

The editor's pick for runner-up caption is Greg Group, of Willoughby, OH: *"I've heard of saving weight aloft but this is getting ridiculous!"*

Thanks to George and Greg, and everyone who submitted captions.



"I thought that Fall discount was only on the price of the sail, not the size..."

George Szabo, San Diego, CA

2011 SCIRA USA Regatta Schedule

Apr 1-3	Snipe Pan Am Trials - Lauderdale Yacht Club, Ft Lauderdale, FL Peter Commette: pmc@commettelaw.com
Apr 9-10	Ironman Regatta (Open) - Birmingham Sailing Club, Birmingham, AL Michael Papp: mpapp@netzero.com
Apr 15-17	St Johns Tea Party - Florida Yacht Club, Jacksonville, FL Hal Gilreath: harold.gilreath@1984.usna.com
May 13-15	Snipe US Masters Championship - Coral Reef Yacht Club, Miami, FL Doug Broeker: doug@broekerlaw.com
May 21-22	Snipe Southern Championship - Birmingham Sailing Club, Birmingham, AL Michael Papp: mpapp@netzero.com
May 28-29	75th Snipe Southwestern Championship - White Rock Lake, Dallas, TX Mark Williams: snipefleet1@hotmail.com
Jun 4-5	Colonial Cup - Severn Sailing Association, Annapolis, MD Holly O'Hare: holliso@obyc.com
Jun 25-26	Firewater Regatta - Lincoln Sailing Club, Lincoln, NE Chuck Lewis: chucklewis@earthlink.net
Jun 25-26	Whittemore St John Regatta - Quassapaug Sailing Center, Lake Quassapaug, CT Joel Zackin: joel.zackin@cyclone.com
Jul 9-10	Winchester Invitational - Winchester Boat Club, Winchester, MA Art Rousmaniere: art.rousmaniere@gmail.com
Jul 16-17	Women's National Championship - Jubilee Yacht Club, Beverly, MA Shan McAadoo: r19slr@yahoo.com
Jul 23-29	Snipe US National & Junior National Championship - North Cape Yacht Club, LaSalle, MI Terry Timm: tatimm@comcast.net
Aug 20-21	75th Briody Memorial Regatta - Newport Yacht Club, Rochester, NY Norm Dahl: normdahl@rochester.rr.com
Aug 27-28	Board of Governors Regatta - Quassapaug Sailing Center, Lake Quassapaug, CT Joel Zackin: joel.zackin@cyclone.com
Sep 17-18	Leukemia Cup (Open) - Birmingham Sailing Club, Birmingham, AL Michael Papp: mpapp@netzero.com
Sep 30 - Oct 2	Snipe North American Championship - Mission Bay Yacht Club, San Diego, CA Doug Hart: dbhart@cox.net
Oct 1-2	Frigid Digit - Severn Sailing Association, Annapolis, MD Kim Couranz: kimcouranz@yahoo.com

Go to www.snipeus.org for updates to the Regatta Schedule



Fried Elliott

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