



**Official newsletter of the Snipe Class  
International Racing Association  
- Special Edition -  
celebrating 75 years of Snipe sailing**



# Snipe Bulletin <sup>TM</sup>





**Is your jib pulling its own weight?**

**PS-5**

Referred to as 'Old Faithful' by some, the Quantum PS-5 Dacron Jib has won the last three World Championships. Designed in 1997 to be powerful in the lighter winds and bigger waves of San Diego, the PS-5 design has persevered by winning regattas in a variety of conditions. In a World where change is the norm, it is good to know that you can always count on Old Faithful.

1st '03, '05, '07 World Championship



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## Snipe Bulletin

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# SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

Pedro Garra  
Commodore



June 2008

Dear Snipe Sailors,

It is a great pleasure to write this introductory letter to our 75<sup>th</sup> Anniversary Bulletin. I am sure that you will enjoy the stories of the Snipe Class in countries all around the world. These stories will not only delight our older members that were part of them, but will surely show our juniors and not-so-juniors the background where our values stand.

We are a long tradition class, but with an ever lasting modern spirit. We have always set the example for taking care of the one design spirit, for our local and international organization and, especially, for our unique combination of intense competition and friendly atmosphere. We are very proud of our past.

But we are not looking back. Although our past is what makes us strong today, we are aiming for an even brighter future for our class. I am sure that we will continue consolidating as the most popular non-Olympic double hander. In this we target a big "market" of sailors, of excellent technical level, but who would like to keep their families and professions while competing for the top level.

Finally, I would like to thank to all the National Secretaries and Class Members who contributed with this "coffee table" version of the Bulletin in assembling and sending in their stories and pictures.

Enjoy!



**The Count**  
**Numbered Snipes: 30714**  
**Chartered Fleets: 883**

**Cover photo**  
 1957-58 World Champions Juan Manuel Alonso Allende and Gabriel Laiseca of Spain in "Guadalimar." Photo by Cañada



# SCIRA's History

## In the beginning:

In March 1931, in Sarasota, Florida, Bill Crosby promised the Florida West Coast Racing Association to give their proposed Florida Trailer Class a send-off by designing and publishing boat plans in *THE RUDDER*. The Florida Trailer Class – luckily renamed Snipe – was featured in July 1931 in *THE RUDDER*, and the issue quickly sold out.

Fourteen-year-old Jimmy Brown of Pass Christian, Mississippi was the first to complete a boat and was issued Snipe number 1, named "Adelaide" in September 1931. Soon owners were asking for information on a national class, and a system of registration was put into effect, numbering the boats so that the owners living near each other could be in touch.

In May 1932, 150 boats had been registered and racing became popular as several of the large racing associations recognized the Class by giving official starts. In November 1932, The Snipe Class International Racing Association (SCIRA) was formed with Hub E. Isaacks of Dallas, Texas as Commodore. A constitution and by-laws were drawn up and the first rulebook was published. At the end of the year there were 250 numbered boats, and Dallas was awarded the first fleet charter – which is still active. The first fleet outside the United States was chartered in March 1933 when Royal Cinque Ports Yacht Club of Dover, England received charter number 8.

Local racing was encouraged through the Minneford High Point trophy, and soon regional regattas were organized, and competition was heavy for the first Internationals held in New York in 1934.

The appeal of our little boat soon proved universal and its lines were translated into finished boats of cedar, pine, teak and mahogany. From Asia, Europe, Africa, South American, The Islands, Canada and the US, these native materials proved adaptable to building this "everyman's yacht."

In July 1936, the Class reached the status of world's largest racing class with fleets all over the world. Although the World Championships had been held since 1934, it was not until 1946 that this Championship actually became International. The event was held at Lake Chautauqua, New York with contestants coming from Brazil, Newfoundland, Portugal and Switzerland as well as many parts of the USA. This had an impact on the Class and it was decided that international competition should be promoted. Commodore Charles Heinzerling announced that he would design a separate trophy for the USA champion, thus releasing the Hub Isaacks Trophy for true international competition.

## Crisis, Growth and Change:

When World War II impacted continents, oceans and occupied all available resources and attention, the peaceful pursuit of racing small boats on the lakes, bays and harbors of the world seemed a thing of the past. But the world righted itself –and sailors returned to small boats on all seas.

Geneva, Switzerland held the first World Championship in which each SCIRA nation sent its Champion to compete for the Hub Isaacks trophy in August 1947. Ted Wells of the USA was victorious over champions from 13 countries. In 1949, the decision was made to hold Hemisphere Championships and World Championships in alternate years.

*THE RUDDER* still owned the rights to Snipe, and at its 1948 meeting, the SCIRA Board of Governors voted to purchase the plans and Snipe copyright. The Class was incorporated in 1954 and became recognized as an international class by IYRU in 1958.

## New Materials, New Crisis

Swift technological change marked all one-design racing in the decades after World War II. SCIRA shifted with the times, allowing building of fiberglass and plywood boats as well as synthetic sails and metal masts. The Rules Committee and the Board of Governors frequently faced the challenge of balancing the availability of new technology against the policy to maintaining the one-design principle.

The original 100 square feet of sail area was increased to 116 feet, with the introduction of the overlapping jib which replaced the working jib in 1932. Currently the sail area is 128 square feet in mainsail and overlapping jib. Sails went from cotton, to nylon, Orlon Dacron and now mylar.







**Left: Bill Crosby sailing #4000**

#### **Crisis:**

In September 1952 unfortunately Commodore Owen Duffy died, and Vice Commodore Carl Zimmerman became acting Commodore. Then in August 1953, Bill Crosby, Snipe designer and Executive Secretary, died at age 62. Birney Mills was appointed Executive Secretary.

The deaths in less than a year of both the Commodore and Executive Secretary might have sunk a less sturdy class, but Zimmerman and Birney together moved the SCIRA office and operation to Akron, Ohio, and with competence and confidence, helped the organization to maintain its balance and composure. The BULLETIN continued, and SCIRA weathered the storm.

The Class continued to grow and several times the Snipe was considered and passed over as an Olympic hopeful. Snipe sailors, elated at acceptance as an international class, feared that non-Olympic status would kill the class, and many alternatives for gaining acceptance, including changing the shape of the boat, adding a spinnaker, etc., were considered. None of these ideas were approved and the class continued to prosper in its non-Olympic state.

In the early 1970s, a weight reduction proposal was presented. In the middle of the discussion of the pros and cons of alternative approaches, SCIRA suffered a grievous loss when Birney Mills, Executive Secretary and BULLETIN editor, suffered a fatal stroke, leaving the communications network of the Class without a head. Again, SCIRA proved its strength. Buzz Lamb was appointed to take Birney's place. BULLETINS began to be published again, and men of good will within SCIRA worked out the compromise by which the necessary changes could be made without the destruction of important principles. The weight reduction was approved and the Class moved on.

#### **Stability:**

Buzz and Marge Lamb continued to run the SCIRA office and were integral in the growth and prosperity of the Class through the 70's and 80's. In 1988, they decided to retire after 17 years of service. Tom Payne was appointed to run the SCIRA office, and his title was changed to Executive Director, which he did for 7 years before moving on to pursue other ventures. In 1993, the Class chose the first female to run the SCIRA office and headquarters moved to San Diego with current Executive Director Jerelyn Biehl.

Several changes have been made over the past 15 years with direction from the SCIRA Board of Governors; the Rulebook became international with Canadian and US Deeds of Gift under those country's control; with the advent of the internet and creation of the Snipe website, the Bulletin was changed to a quarterly publication and now has an international flavor; SCIRA officers have better and constant communication with the internet and other forms of immediate communication; in 2008, the SCIRA Board of Governors was reduced from 18 to 7 Board members to more effectively administrate the Class.

The Class remains strong with 31 active Snipe countries and over 4,000 members. 30,800 boats have been built in 75 years with a high yearly average, compared to other one-design classes.

True to the Snipe Class heritage, our champions continue to pursue additional sailing avenues and the Class is proud to rank Olympic and America's Cup sailors as alumnae.

#### **Future:**

The Snipe Class has enjoyed 75 years of growth and prosperity. Although we laud our World Champions, the grassroots of the Class remains in the fleets and without the strength of our fleet sailors, we would not exist.

**On to our 100<sup>th</sup> year!**



# Officers and Board of Governors

## 2008

Commodore

Vice Commodore

Secretary

Treasurer

Rules Committee Chairman

European General Secretary

Western Hemisphere &amp; Orient General Secretary

Executive Director

Pedro Garra, Uruguay

Luis Pessanha, Portugal

Jiro Yamamoto, Japan

David Odell, USA

Giorgio Brezich, Italy

Stefano Longhi, Italy

Hal Gilreath, USA

Jerelyn Biehl (non-voting)

## Past Commodores

1933 Hub E. Isaacks, Texas, USA\*  
 1934 M.J. Davis, California, USA\*  
 1935 A.H. Bosworth, Florida, USA  
 1936 M.S.A. Reichner, New York, USA\*  
 1937 Harry Lund, Wisconsin, USA\*  
 1938 G.Q. McGown, Jr., Texas, USA\*  
 1939 Taver Bayly, Florida, USA\*  
 1940 H.R. Schuette, Wisconsin, USA\*  
 1941 Perry Bass, Texas, USA\*  
 1942-43 C.R. Miller, New York, USA\*  
 1944 W.G. Green, Oklahoma, USA\*  
 1945 George Becker, New York, USA\*  
 1946 Charles Heinzerling, New York, USA\*  
 1947-48 Donald R. Simonds, Massachusetts, USA\*  
 1949 Harold Griffith, New York, USA  
 1950 Roy T. Hurley, Connecticut, USA  
 1951 John T. Hayward, Oklahoma, USA\*  
 1952 Owen E. Duffy, Tennessee, USA\*  
 1953 Carl Zimmerman, Ohio, USA\*  
 1954 Ted A. Wells, Kansas, USA\*  
 1955 Eddie Williams, Missouri, USA\*  
 1956 Harold L. Gilreath, Georgia, USA\*  
 1957 Terry Whittemore, Connecticut, USA\*  
 1958 Fred Schenck, California, USA  
 1959 Alan Levinson, Indiana, USA  
 1960 Edward Garfield, New York, USA\*  
 1961 F.V.G. Penman, England\*  
 1962 Sam W. Norwood, Georgia, USA\*  
 1963 Floyd E. Hughes, Jr., Iowa, USA\*  
 1964-65 A.F. Hook, Indiana, USA\*  
 1966-67 Basil Kelly, Bahamas\*  
 1968-69 Robert Schaeffer, California, USA\*  
 1970 Angel Riveras, Spain\*  
 1971 William M. Kilpatrick, Oklahoma, USA\*  
 1972 Richard L. Tillman, South Carolina, USA  
 1973-74 Ralph M. Swanson, Massachusetts, USA\*  
 1975 Stuart L. Griffing, Ohio, USA  
 1976 Svend Rantil, Sweden  
 1977 Dan Williams, Tennessee, USA  
 1978 Bruce Colyer, Florida, USA  
 1979 Flavio Caiuby, Brazil  
 1980 Gonzalo E. Diaz, Sr., Florida, USA  
 1981 Paul F. Festersen, Nebraska, USA\*  
 1982 Arturo Delgado, Spain  
 1983 Douglas DeSouza, California, USA  
 1984 Eugene T. Tragus, Texas, USA  
 1985 Roberto J. Salvat, Argentina\*  
 1986-87 Wayne Soares, Bermuda  
 1988 Jerry Thompson, California, USA  
 1989 Per Ole Holm, Finland  
 1990 Peter Fenner, Texas, USA  
 1991 R. Means Davis, Georgia, USA

1992 Fujiya Matsumoto, Japan  
 1993 Terry Timm, Michigan, USA  
 1994 Horacio Garcia Pastori, Uruguay  
 1995 Jimmie Lowe, Bahamas  
 1996 Giorgio Brezich, Italy  
 1997 Gonzalo Diaz, Jr., Florida, USA  
 1998 Akibumi Shinoda, Japan  
 1999 Lee Griffith, Pennsylvania, USA  
 2000 Id Crook, Canada  
 2001 Bertel Bojlesen, Brazil  
 2002 Birger Jansen, Norway  
 2003 Brainard Cooper, USA  
 2004 Jiro Yamamoto, Japan  
 2005 Henrique Motta, Brazil  
 2006-07 Robert Dunkley, Bahamas

\*Deceased

## Honorary Vice-Commodores

Fred Rochat, Geneva, Switzerland\*  
 Per Skjonberg, Oslo, Norway  
 Dr. Antonio de Meneses, Lisbon, Portugal  
 Dr. Antonio Ruiz Martinez, Spain  
 Jose Maria Lasoosa-Dilla, Spain  
 Jayme Teixeira Leite, Brazil  
 Natalie Galeppini, Italy  
 Dr. Michael LePivert, France  
 Leopoldo Geyer, Brazil  
 Fernando de Avellar, Brazil  
 Reginald Tucker, Bermuda  
 Count of Caria, Portugal

Stephen W. Taylor, Oklahoma, USA\*  
 Arch Higman, California\*  
 Francis Seavy, Florida  
 Katsumi Hirata, Japan  
 Carlos Bosch, Bermuda  
 Erling Olsen, Denmark  
 Charles "Chuck" Loomis, Massachusetts\*  
 Jan Persson, Denmark  
 John Broughton, United Kingdom\*  
 Hisano Kato, Japan

## Executive Secretaries

Over the 75 years of our history we as an organization have been particularly fortunate to have an amazing continuity in the SCIRA office. Only five Executive Secretaries have served the Class:

Bill Crosby	1931-1953
Birney Mills	1953-1970
Buzz Lamb	1970-1988
Tom Payne	1988-1993
Jerelyn Biehl	1993-present

The convenience of keeping the same address over a number of years, and the rapport which develops when new generations of Snipe sailors deal with the same office personnel known to their fathers helps keep it "one big family of Snipes."



# National Secretaries

**2008**

**Argentina**

**Bahamas**

**Belarus**

**Belgium**

**Bermuda**

**Brazil**

**Canada**

**Chile**

**Colombia**

**Croatia**

**Cuba**

**Denmark**

**Finland**

**France**

**Germany**

**India**

**Italy**

**Japan**

**Mexico**

**Norway**

**Paraguay**

**Poland**

**Portugal**

**Puerto Rico**

**Russia**

**Spain**

**Sweden**

**Ukraine**

**United Kingdom**

**United States**

**Uruguay**

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Peter Christie

Sergey Morozov

Andre Callot

Kevin Blee

Ricardo Queiroz Lobato

Harri Palm

Tomas Rodriguez Mollo

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Jorge Murietta

Birger Jansen

Alejandro Gorostiaga

Zbigniew Rakocy

Luis Guedes Queiroz

Enrique Torruella

Andrey Astashhev

Adrian Dupuy Lopez

Bernhard Rost

Vladimir Gusenko

Mark Antonelli

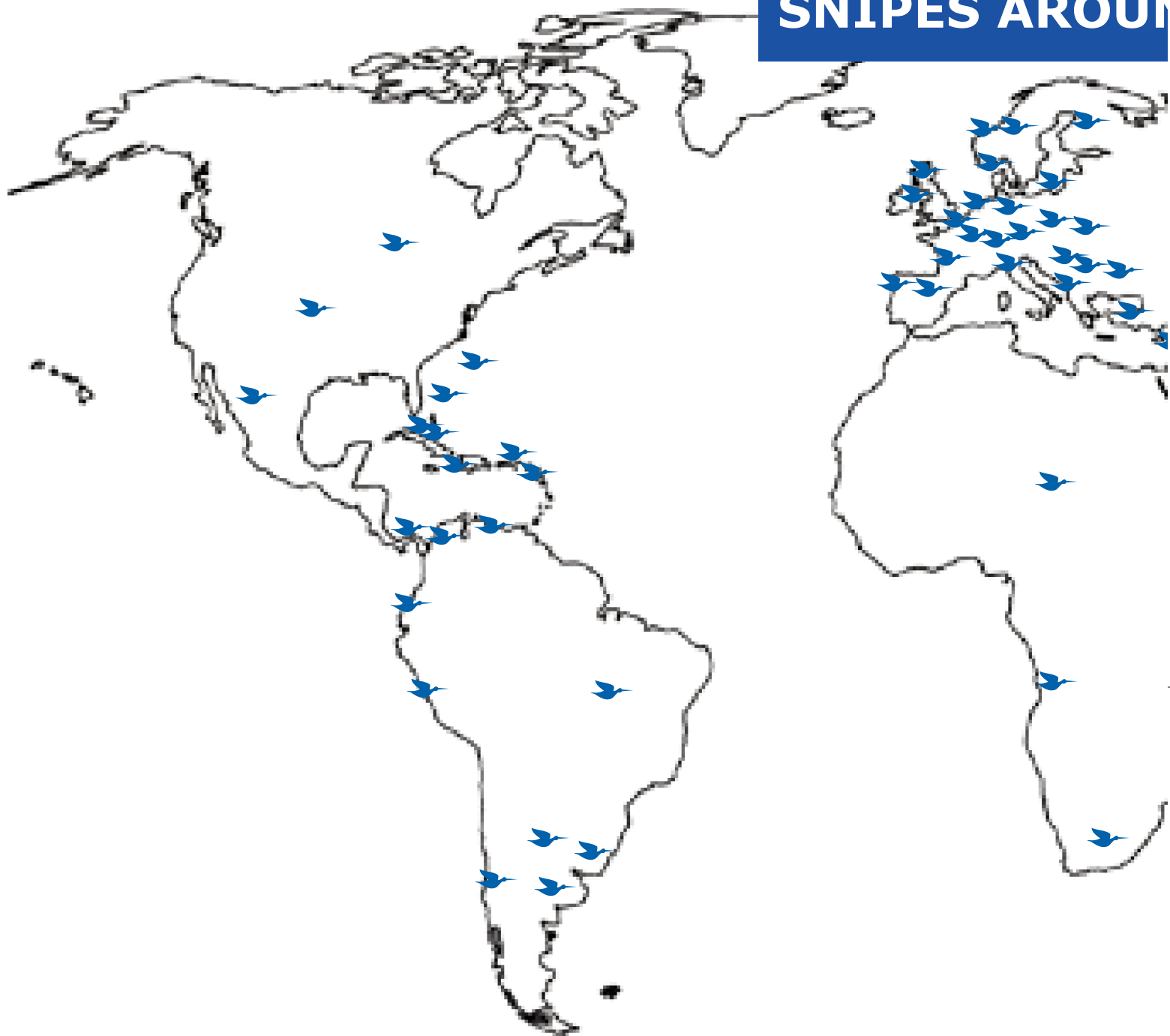
David Odell

Martin Dovat

*1961 Board of Governors, Rye, NY*



# SNIPES AROUND



Africa  
 Angola  
 Argentina \*

Canada \*  
 Chile \*  
 Colombia \*  
 Croatia \*  
 Cuba \*  
 Denmark \*  
 Dominican Republic  
 Ecuador  
 Finland \*  
 France \*  
 Germany \*

Guam  
 Hungary  
 India  
 Ireland  
 Italy \*  
 Japan \*  
 Korea  
 Lebanon  
 Mexico \*  
 Moldova  
 Mozambique





# AND THE WORLD



Netherlands  
 New Caledonia  
 North Borneo  
 Norway \*

Russia \*  
 Singapore  
 SouthAfrica  
 Spain \*  
 Sweden \*  
 Switzerland  
 Turkey  
 Ukraine  
 United Kingdom\*  
 United States \*  
 Uruguay \*

US Virgin Islands  
 Venezuela  
 Yugoslavia

\* current active Snipe Countries with 3 or more registered Snipes



## SCIRA WORLD CHAMPIONS

### Commodore Hub E. Isaacks Trophy

<u>Year</u>	<u>Skipper/Crew</u>	<u>Country</u>	<u>Venue of Championship</u>
1934	William E. Bracey	USA	New Rochelle, NY, USA
1935	Perry Bass/Jimmie Maxwell	USA	Dallas, Texas, USA
1936	Philip/Bill Benson	USA	Oshkosh, Wisconsin, USA
1937	Arthur Deacon	USA	Sea Cliff, NY, USA
1938	Charles Gabor	USA	Indianapolis, IN, USA
1939	Walter Hall	USA	Los Angeles, CA, USA
1940	Darby Metcalf/Fred Schenck	USA	Canandaigua, NY, USA
1941	Darby Metcalf	USA	Fort Worth, Texas, USA
1942	Heinzerling Brothers	USA	Detroit, Michigan, USA
1945	Bob & Betty White	USA	Chicago, IL, USA
1946	Bob Davis	USA	Lake Chautauqua, NY, USA
1947	Ted Wells	USA	Geneva, Switzerland
1948	Carlos Vilar Castex	ARG	Palma de Mallorca, Spain
1949	Ted Wells	USA	Larchmont, NY, USA
1951	Jorge Vilas Castex	ARG	Havana, Cuba
1953	Conde Martins	POR	Monaco
1955	Mario Capio	ITA	Santander, Spain
1957	Juan Manuel Alonso Allende	ESP	Cascais, Portugal
1959	Paul Elvstrom	DEN	Porto Alegre, Brazil
1961	Axel/Eric Schmidt	BRA	Rye, NY, USA
1963	Axel/Eric Schmidt	BRA	Bendor, France
1965	Axel/Eric Schmidt	BRA	Las Palmas, Grand Canary, Spain
1967	Nelson Piccolo/Henrique de Lorenzi	BRA	Nassau, Bahamas
1969	Earl Elms/Mike Shear	USA	Luanda, Angola
1971	Earl Elms/Craig Martin	USA	Rio de Janeiro, Brazil
1973	Felix Gancedo/Rafael Parga	ESP	Malaga, Spain
1975	Felix Gancedo/Manuel Bernal	ESP	Punta del Este, Uruguay
1977	Boris Ostergren/Ernesto Neugebauer	BRA	Copenhagen, Denmark
1979	Dave Chapin/Tim Dixon	USA	Nova Scotia, Canada
1981	Jeff Lenhart/Pat Muglia	USA	Long Beach, CA, USA
1983	Torben/Lars Grael	BRA	Porto, Portugal
1985	Santiago Lange/Miguel Saubidet	ARG	Buenos Aires, Argentina
1987	Torben Grael/Marcelo Maia	BRA	La Rochelle, France
1989	Ricardo Fabini/Harold Meerhoff	URU	Karatsu, Japan
1991	Axel Roger/Jorge Quiroga	ARG	Tonsberg, Norway
1993	Santiago Lange/Mariano Parada	ARG	Porto Alegre, Brazil
1995	Santiago Lange/Mariano Parada	ARG	Rimini, Italy
1997	Mauricio Santa Cruz/Eduardo Neves	BRA	San Diego, CA, USA
1999	Nelido Manzo/Octavio Lorenzo	CUB	Santiago de la Ribera, Spain
2001	Alexandre/Eduardo Paradedada	BRA	Punta del Este, Uruguay
2003	Augie Diaz/Jon Rogers	USA	Landskrona, Sweden
2005	Augie Diaz/Pam Kelly	USA	Gamagori, Japan
2007	Tomas Hornos/Enrique Quintero	USA	Porto, Portugal



## JUNIOR WORLD CHAMPIONS

### Vieri Lasinio Di Castelfvero Trophy

<u>Year</u>	<u>Skipper/Crew</u>	<u>Country</u>
1973	K. Suortti/Juna Hyttinen	FIN
1975	Heikki Haimakainen/Timo Karlsson	FIN
1976	Torkel Borgstrom/E. Asad	ARG
1978	Torben Grael/Eduardo Mascarenhas	BRA
1980	Louis Martinez/Andres Longarela	ARG
1982	Steve Bloemke/Gregg Morton	USA
1984	Horacio Carabelli/Luis Chiapparo	URU
1986	Horacio Carabelli/Chris Schewe	URU
1988	Kenichi Nakmura/Sinichi Murata	JPN
1990	Cristobal Saubidte/Andrew Onis	ARG
1992	Fernando Soler/Francisco Fraga	ESP
1994	Luis Calabrese/Jorge Engelhard	ARG
1996	Andre Fonseca/Pablo Furlan	BRA
1997	Andre Fonseca/Roberto Paradedda	BRA
1999	Lucas Gomes/Marcos Montanaro	ARG
2001	Raul de Valenzuela/Jose LaTorre Martinez	ESP
2003	Mikee Anderson-Mitterling/Graham Biehl	USA
2005	Victor Demaison/Mario Tinoco	BRA
2007	Mario Tinoco/Matheaus Goncalves	BRA



2007 Jr World Champs Matheaus Goncalves and Mario Tinoco celebrate in SanRemo, Italy.

## WORLD MASTER CHAMPIONS

<u>Year</u>	<u>Skipper/Crew</u>	<u>Country</u>
1986	Ken Simons	USA
1987	Ivan Pimentel	BRA
1989	Ivan Pimentel	BRA
1991	Felix Gancedo	ESP
1992	Paulo Santos/Fernando Silva	BRA
1994	Kazunori Shinka/Tetsuji Nakatani	JPN
1996	Birger Jansen/Marianne Stigar	NOR
1998	Bibi Juetz/Felipe Vasconcellos	BRA
1999	Flemming Christiansen/Morten Ullmann	DEN
2002	Augie Diaz/John Kehoe	USA
2004	Augie Diaz/Lisa Griffith	USA
2006	Augie Diaz/Pam Kelly	USA



Augie Diaz & Pam Kelly

## WOMEN'S WORLD CHAMPIONS

### Roy Yamaguchi Memorial Trophy

<u>Year</u>	<u>Skipper/Crew</u>	<u>Country</u>
1994	Pauline Book/Carine Juliussen	NOR
1996	Pauline Book/Carine Juliussen	NOR
1998	Ekaterina Skoudina/Tatiana Lartseva	RUS
2000	Karianne Eikeland/Janett Krefting	NOR
2002	Carolyn Brown Krebs/Julie Redler	USA
2004	Andrea/Mariana Foglia	URU
2006	Andrea/Mariana Foglia	URU

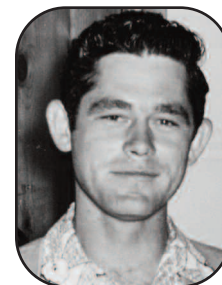


First Women's World Champions Pauline Book and Carine Juliussen pose with Mrs. Yamaguchi.

## Interview with Snipe Multi-World Champions

**All SCIRA World Champions are to be congratulated for their ability to beat the best in the world. But it takes a certain charisma, talent and fortitude to be a multi-world champion. SCIRA has been blessed over its 75 years to distinguish 9 individuals who have triumphed as Snipe multiple World Champions. We hope you enjoy these interviews as much as we have contacting our heroes!**

<b>Darby Metcalf</b>	<b>USA</b>	<b>1940 &amp; 1941</b>
<b>Ted Wells</b>	<b>USA</b>	<b>1947 &amp; 1949</b>
<b>Carlos Vilar Castex</b>	<b>ARG</b>	<b>1948 &amp; 1951</b>
<b>Axel &amp; Eric Schmidt</b>	<b>BRA</b>	<b>1961, 1963 &amp; 1965</b>
<b>Earl Elms</b>	<b>USA</b>	<b>1969 &amp; 1971</b>
<b>Felix Gancedo</b>	<b>ESP</b>	<b>1973 &amp; 1975</b>
<b>Torben Grael</b>	<b>BRA</b>	<b>1983 &amp; 1987</b>
<b>Santiago Lange</b>	<b>ARG</b>	<b>1985, 1993 &amp; 1995</b>
<b>Augie Diaz</b>	<b>USA</b>	<b>2003 &amp; 2005</b>



Darby Metcalf

### **CARLOS & JORGE VILAR CASTEX**

**Argentina**

**1948 & 1951**

#### **What attracted you to sail the Snipe?**

What attracted us to the Snipe class was to us that at that time in Argentina like in the rest of the world, it was the largest class here and where there was great competition. The first Snipes in Argentina were built by German Frers, Sr. in the the 1930's and soon after a good fleet formed.

#### **How did you prepare to win your first Snipe World title?**

When our Father bought the first Snipe for us I was 17 years old and my brother Jorge was 16. Our training was to sail as much as possible, in summer every day and in winter the weekends and the days when school allowed us. In addition we sailed all the scheduled regattas

**What did you do differently in winning your 2<sup>nd</sup> (or 3<sup>rd</sup>) World title?** Preparing as above we went to compete for our first World Championships in Palma de Mallorca. We were with some hopes of being able to win it since the previous year the Argentina crew with Jorge Brauer and Roberto Garcia Guevara were 2<sup>nd</sup> in the Geneva Worlds. The second Worlds were sailed in Larchmont in the Long Island Sound and we finished 2nd. The third Worlds were held in Havana, Cuba in 1951 and my brother and I sailed, this time with my brother Jorge on the tiller.

**Assuming you did some kind of training; did you train differently for your different wins – how?** As we spent the time we were gaining experience and we made physical training, strengthening our abdominals and legs to be able to hike the boat.

#### **Describe any equipment changes you made.**

We made some modifications on the deck to make the cockpit more comfortable and thus be able to hike better and to improve the performance of the Snipe.

#### **What was your favorite Worlds – which World Championship meant the most to you and why?**

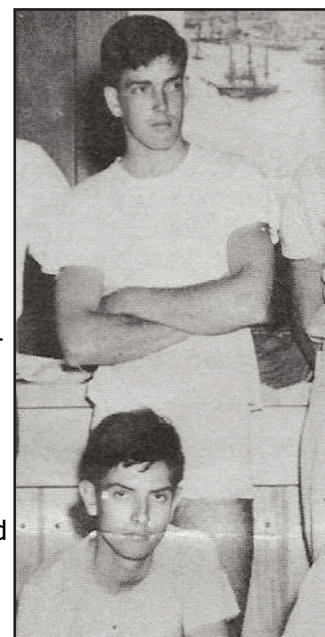
My favorite Worlds were the one in Palma de Mallorca. The venue, the climate and the organization was very good. For that Championship Spain built 20 Snipes from the same builder and the participants drew at the opening for the boats.

#### **What do you see as the most significant change in the Snipe?**

Fundamentally the reduction of the weight and the tolerances in the measurement; also the fiberglass hull and aluminum masts. All of this much improved the class putting it to the front of the most modern classes.

#### **What are you sailing now?**

At the moment I sail in cruising boats with a group of people in "Cabin Boy", which is a national class very popular in Argentina with good competition; it was designed by German Frers, Sr. in 1941. In addition I have sailed several years in Soling and J24.



**AXEL & ERIC SCHMIDT      Brazil      1961, 1963 & 1965****What attracted you to sail the Snipe?**

It was the largest two-man centerboard racing boat with very good competition in Rio, Brazil and the World. Also, a boat that could be built completely by hand by boat builders in Brazil and many other countries at a very low cost (at that time) including sails, masts and equipment. We started sailing Snipes in late 1958.

**How did you prepare to win your first Snipe World title?**

At our 1961 Nationals in Victoria, Axel with Mattia Maia qualified first and Erik with our sister Guida was second. The winds were mostly strong and we had improved our techniques on reaches and runs learning from Gabriel Gonzales several times Brazilian champion before us.

Axel's crew was unable to go – he was in the Navy and duty called. We decided to go together as we had sailed many regattas together before. We trained against each other and took Axel's main (made by North – it was light blue) and Erik's Watts jib to Rye, New York. We arrived late and Mr. Arthur Knapp, Jr. helped us to put our boat in order. After all, this man had written "Sail Your Boat Right" so we did!

**What did you do differently in winning your 2<sup>nd</sup> (or 3<sup>rd</sup>) World title?**

In 1961, boats were allotted and built by Lippincott for that World Championship. In 1968 in Bendor, France, we took BL12748 which belonged to our sister Guida who died in a plane crash in 1961. Our Nationals were always tough and we were third to Reinold Conrad who was a very keen sailor. Our mast was too bendy up top. We prepared a new mast to match our sails made by North and jib made by Piccolo. Once more we were faster downwind and strong winds were always our favorite condition. In 1965, we took the same boat to Las Palmas, Canary Islands. Our Nationals in Rio were complicated because our National Snipe Authority wanted to send a second boat. We won it on the water and had to win it again on land. They were not fair winds – about the same pattern, we were faster downwind and reaches. We used a mainsail given to us by Earl Elms which was fuller at the top.

**Assuming you did some kind of training; did you train differently for your different wins – how?**

Here in Niteroi and Rio we can find a good variety of racing conditions. We trained more outside the bay, where the conditions were more like Las Palmas in 1965. We tuned our mast with a fuller mainsail above. We always sailed barefoot with woolen sweater or t-shirts preferably the same ones!

**Describe any equipment changes you made.**

As simple as possible. No self-bailing cockpit but a good bailer which worked upwind, borrowed from the Star Class. "Osprey VII" 12748 had a very blunt bow just the way it came from the builder, Pierre de Mattos. We raced with 143 kg. total weight. No support from any sponsor was received in those days. Our dad helped a lot and shipping companies like Laurits Lachman and Norlines were the exceptions. The wooden masts made of spruce or Brazilian pine were carefully worked with our smoothing plane in order to match our sails. All was done personally including paint work, varnish and a few fittings.

**What was your favorite Worlds – which World Championship meant the most to you and why?**

The first one in Rye, NY where all boats were built equally by Lippincott. We had arrived from Lightning Class Worlds' held in Milford, CT. With a 3<sup>rd</sup> place, and we were tired but trained. Our mainsail was made of heavy Dacron by North, which helped to hold its shape in the blow as the mast bent sideways plenty. Fred Schenk, a Snipe sailor we met in Portugal in 1960 gave us that hint. At this Championship we made many good friends due to a couple of days caused by Hurricane Ester, interrupting the races. Basil Kelly from the Bahamas threw many parties. We were the first Brazilians to win any yachting title – World Championship.

**What do you see as the most significant change in the Snipe?**

It is good to see self-bailing cockpits improved, better quality aluminum masts and lighter boats. Regarding the shape of the hull, Jan Persson from Denmark has built them with full bows, as ours was, but exploring the bottom arcs. The standard daggerboard makes it easier for the crew. It is bad to see that most races are windward-leeward courses, taking one of the best qualities of the Snipe, which is reaching. Also the courses are too short and the upper limit of the wind speed is too low.

**What are you sailing now?**

Axel won his last Nationals in 1970 and then sold his boat, which is now in the Santos fleet. Both of us sailed the Star, Lightning, Soling and Ocean Racing, with success. Our family has some old classic boats just for the pleasure of sailing. Torben has an old 1911 6 meter which belong to our Dad. Lars has a 1936 more modern 6 meter. Axel has a 5.5 meter from about 1952 and Erik has a 1947 Dragon. Eric and Axel also have a 36 foot sailing boat, 25 years old, used for cruising in Rio de Janeiro waters.





**EARL ELMS****USA****1969 & 1971****What attracted you to sail the Snipe?**

I was just out of the Navy in 1961 and went to work for Lowell North. The fleet started about then with 5-6 boats. Mission Bay copied the Alamitos Bay fleet which had really nice boats in their fleet. There weren't very many good boats then. I was eager to sail and working for North, had more chances to race. Our fleet began to grow and just snowballed. We sailed Snipes because that's where the best competition was. We had 25 boats out all the time.

**How did you prepare to win your first Snipe World title?**

At my first Nationals in 1964 at Mission Bay, I finished 4<sup>th</sup>. My first National title was at Lake Chataqua in "White Trash", a boat I built at home with John Gillette, 16103. That was breakthrough boat. When we lofted it, we pushed the tolerances. At that time, most of the boats were built for light air with lots of rocker in the hull. We wanted a boat for breeze so we flattened it out. We finished 2<sup>nd</sup> in the Western Hemispheres that year. At my first Worlds in Nassau, Coral Harbour, we finished 2<sup>nd</sup> to Nelson Piccolo. The next Worlds were in Luanda and we converted to a cut-back daggerboard, trying everything to get the boat faster. That was a Chubasco 18322. Our worst race was a 3<sup>rd</sup>. The wind was 12-18 in bay water with moderate chop. We shipped the boat 8 weeks prior with the help of Old Man Diaz, as we had been training with Augie Diaz. We really knew we had an advantage.

**What did you do differently in winning your 2<sup>nd</sup> (or 3<sup>rd</sup>) World title?**

We kept trying to refine the boat. We built a Cobra gold-band mast between the Worlds and created a whole new rig. Our mast was light, flexible and minimum weight. We had a very quick Chubasco boat for the Worlds in Rio. Craig Martin was my crew. At 15 and 110 lbs, he was at the top of his game. The last race came down to who beat who and we beat Conrad. In the tune-up regatta, we won every race. When the Worlds started, we led with 3 straight wins, then had a 5<sup>th</sup> which brought Conrad right back.

**Assuming you did some kind of training; did you train differently for your different wins – how?**

We just sailed every weekend we could and attended every regatta. I had various crews – Don Bedford, Mike Shear and Craig Martin. We were always trying to upgrade our sails. The Winter Circuit raised the game of Snipe sailing to an incredible level. Augie Diaz, Jeff Lenhart and I were pretty much the top competition. You had to beat good guys to win the Worlds and we worked at it.

**Describe any equipment changes you made.**

Thicker rudder: we went to 1 ½ inches thick with better shape

Mast pullers: fore, aft and side. At that time the mast hole in the deck was huge, so we needed pullers.

Self-rescuing boats with foam bottoms, etc.

Moment of Inertia was in force – we tried to go as light on the ends as possible and still be in conformance with the rules

Stronger – we tested every bit of equipment on the boat to be reliable

No OCS – I learned to stay back and also stay out of the protest room

**What was your favorite Worlds – which World Championship meant the most to you and why?**

Sailing in Nassau was beautiful and the event was run beautifully. It was a good fair series as no one had sailed on that venue before. In Luanda, the racing was again good and steady with 15-18 knots. Brazil was my favorite: winning in Brazil against the Brazilians was something else.

**What do you see as the most significant change in the Snipe?**

Weight reduction: people bought new boats, the centerboard became lighter which helped the class and more boats were sold.

**What are you sailing now?**

A powerboat



photos: above, Earl Elms with Craig Martin. Right, Earl with Tom Nute.

**FELIX GANCEDO****SPAIN****1973 & 1975****What attracted you to sail the Snipe?**

It was in 1955 when I began to sail in the Real Mediterranean Club from Malaga. My father, family and friends sailed in Snipe boats. I sailed as crew for two years with my uncle Charles. To sail with hard winds was really exciting.

**How did you prepare to win your first Snipe World title?**

In 1971 in Rio de Janeiro I used a borrowed boat. I didn't win that World championship because in one race I broke the tiller extension; I got important conclusions. First, nothing could brake in the "Gran Numa". Second, I had to try new materials. In 1973 Earl Elms sailed that World Championship with a "Chubasco" boat, Cobra mast and his own sails. I used a Skipper boat, Bruder mast and a wonderful Jeff Lenhart sails (North). By the way I won the 1973 Worlds with a broken leg; it was really painful—in those years I was a man; now I only remain his shadow.

**What did you do differently in winning your 2<sup>nd</sup> (or 3<sup>rd</sup>) World title?**

I have always liked to improve and to innovate; the World Championship was in Punta del Este, I used the same boat as in 1973 with a new mast and new sail design; once again Jeffy's (Ullman this time). I changed things on the boat using a new traveller, two jib fairleads, interior and exterior, separated by 12 cms., and two mast controllers; one pushed the mast to the front and backwards, and the other to the side. It was really amusing to try all of this rigging during the Worlds.

**Assuming you did some kind of training; did you train differently for your different wins – how?**

In the "Gran Numa" I taught my crews to be very hard mentally, in our boat couldn't exist cold, heat, hunger, thirst or tiredness; we had to be the last in losing concentration with light winds; and the last keeping our heads at 40 cms. from the water with hard winds. We had to be the hardest, the most quick witted, and the fastest manoeuvring. Sometimes those were only dreams.

**Describe any equipment changes you made.**

I continuously changed the boat, sails, mast, rigging, length and angle of the spreaders, fairlead positions, halyard tension, and so on. Sometimes I changed too many things at the same time; the answer of the boat was "stupid guy, you are stopping me!"

**What was your favorite Worlds – which World Championship meant the most to you and why?**

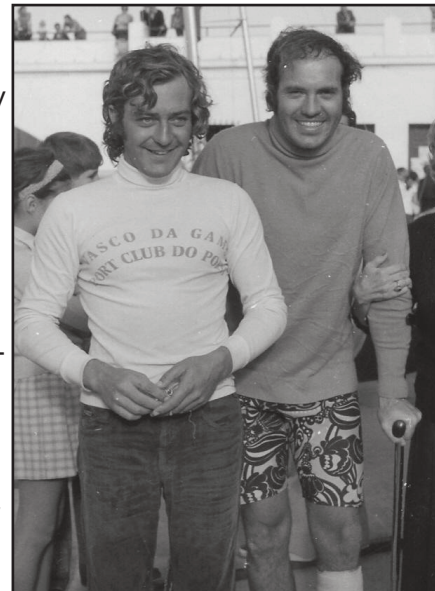
In the World championships in which I participated, the most important thing wasn't to win; that was one illusion that with a bit of luck could change to reality. The most important feeling was to be with my friends, to be in contact with the wind, the sun, and the sea from other countries and cities; the most important of those worlds was to share with other people the beauty of the nature and the real friendship

**What do you see as the most significant change in the Snipe?**

From 1955, the year I began to sail in this lovely boat called Snipe until today I have noticed two important changes. First the materials; boats, masts, sails, riggings, etc. have changed a lot along the years. The second change is that most of the sailors go to races only to win and not to spend a wonderful time with so many friends. I'd like to change that.

**What are you sailing now?**

I seriously stopped sailing in the 1985's World Championship in Buenos Aires; afterwards I have participated for "joking" in some competition, the last was held in Lorient (France), in the year 2004, it blew hard and the muscles of my legs were broken, I said to myself "Hey guy, how many foolish things you still want to do with your poor old life?". Now here I am writing and thinking of you, it's another kind of sailing. I miss so much the sun, the sea, and my friends.



*photos: above, Rafael Parga and Felix Gancedo (with broken leg) at 1973 Worlds. Left: Felix at the 1998 European Championship.*



**TORBEN GRAEL****BRAZIL****1983 & 1987****What attracted you to sail the Snipe?**

It was the best class at that time with many good sailors and many boats at the race course. And my uncles had a nice story there too

**How did you prepare to win your first Snipe World title?**

Actually we didn't prepare too much to that one. I had prepared a lot more with lots of training for the previous one in Long Beach, but we missed some upwind speed and experience there. Then for Portugal I was already dedicating to my Olympic campaign so there was no specific preparation.

**What did you do differently in winning your 2<sup>nd</sup> (or 3<sup>rd</sup>) World title?**

I sold my wooden boat in Portugal and started to build Snipes and had the satisfaction to win in France with my own boat.

**Assuming you did some kind of training; did you train differently for your different wins – how?**

Yes , for La Rochele we did put more time into training again and I had a different crew as well

**Describe any equipment changes you made.**

We adapted the auto pole to the snipe and used it for the first time in Long Beach.

In Portugal 2 years later we were the only ones with it still and it did help us win. After that every boat had one.

Then we introduced the very closed , dry, and aerodynamic cockpit with the Thor Snipes.

**What was your favorite Worlds – which World Championship meant the most to you and why?**

The one in Portugal was very special because it was history making second generation of brothers as I sailed there with my younger brother Lars. We won the windiest race by more then 4 minutes.

Then France was nice because I won with my own boat .

**What do you see as the most significant change in the Snipe?**

Aluminium masts and Dacron sails ?

**What are you sailing now?**

Preparing to go around the world again , this time with the Ericsson Racing team. VO70 boats are lots of adrenaline .



*Torben and Lars Grael at the 1981 Worlds.*

**AUGIE DIAZ****USA****2003 & 2005****What attracted you to sail the Snipe?**

I grew up sailing Snipes, I started when I was 12 and have not stopped sailing Snipes since then. I love the competition, camaraderie and sailing with my family. From 1983 to 1997 I was not able to sail, but from 1989 to 1995, I crewed for my sons in the Snipe; this is the best sailing I have ever done!

**How did you prepare to win your first Snipe World title?**

I got a new boat from Jan Persson and was able to finish the boat with him at his facility, so the boat was ready. Then I was fortunate to be able to sail with Jon Rodgers- this had more to do with winning the Worlds than anything else. Also, we worked very closely with George Szabo and others on the US team and this was very helpful.

**What did you do differently in winning your 2<sup>nd</sup> (or 3<sup>rd</sup>) World title?**

We trained a little harder; this time I was able to sail with Pam Kelly who is also from Miami so we were able to sail together more leading up to the Worlds. For these Worlds we got a new boat from Jan and Enrico Michel and were super fast.

**Assuming you did some kind of training; did you train differently for your different wins – how?**

Not really, I try to do weights twice a week, yoga twice a week and sail as much as possible. I was not able to keep this up for the Portugal Worlds- maybe this is why we lost!

**Describe any equipment changes you made.**

Generally our sails were flatter for the Japan Worlds and George did a nice job with this.

**What was your favorite Worlds – which World Championship meant the most to you and why?**

The 2003 Sweden Worlds were special because it was the first and I didn't think we would win. But any time you win a major Snipe regatta it is special because the competition is always so good.

**What do you see as the most significant change in the Snipe?**

The "modernization" of the Snipe, the moment of inertia rule and the continued observance of the rules are very important. I think our current leadership on the rules group led by Giorgio Brezich is doing a great job, and this is important for continued growth of the class

**What are you sailing now?**

Snipes, Stars and Lasers.



*Augie and Gonzo Diaz*



**SANTIAGO LANGE****ARGENTINA****1985, 1993 & 1995****What attracted you to sail the Snipe?**

The Snipe was a very strong class in Argentina at that time, all the good sailors were competing. That was the fun and the challenge to race against the best. Then also the worlds came to San Isidro, and that gave another push to the class and racing was great. I bought an old boat and with a small budget I was able to join the class and be competitive.

**How did you prepare to win your first Snipe World title?**

It was really fun, I bought #10863; a Brazilian brought it to Buenos Aires... the boat in very poor condition. I bought it I think like \$300 US. I brought it home and repaired it. Together with Miguel, we trained very hard, racing every weekend and when possible during the week. We also did gym training because we were light and needed to gain weight and get stronger to be competitive in the breeze. It was a great experience

**What did you do differently in winning your 2<sup>nd</sup> (or 3<sup>rd</sup>) World title?**

The first one gave us all the know-how on the boat. We had a good understanding of how to be fast. I think the opportunity we had to race against very good sailors with experience in the boat was a big part of my success in the class. The sailing in Buenos Aires was really tight and great at that time.

For the worlds in Brasil, I was involved with the new Snipes with Jan Persson. We were building the boats here, so that was the challenge, to win it with our boat. Also I had an new crew, Cole Parada. I was living in Spain then and I came back to Buenos Aires for a month, to prepare for the worlds and finish the boat. It was a different feeling to win it with a boat build by us. It was a great boat.

The third one, was during my Laser Olympic campaign. I was working hard on it, but I really wanted to go to the Snipe Worlds. Luckily Cole was able to join me, then we spent only a short time to be in Rimini. Anyway I was sailing my Laser daily, which helped to train me to be better in the Snipe.

**Assuming you did some kind of training; did you train differently for your different wins – how?**

Yes, as I said before, the first one was where we learned, we trained many hours and had great racing, the second we were a lot more technical and we had a great boat, the third I managed to incorporate a lot of what I learned in the Laser. I was a lot stronger which allowed us to be lighter and we were very fast in all conditions.

**Describe any equipment changes you made.**

That is the great side of the class, the first boat allowed us to be part of the Worlds with very little money and yet to be very competitive. Then we built the boat—we always had a great boat. The sails were always the same, North from ARG. Very easy and FAST !!! For the worlds in ARG, we used a Cobra mast made here, also low budget. I remember we had to straighten it again every time we sailed in strong winds. Then we used the Danish mast that was a lot nicer. When I look back now, the differences were big in esthetics of the equipment!!!! The 10863 was an ugly fast boat

**What was your favorite Worlds – which World Championship meant the most to you and why?**

All of them were special, but Argentina in 85, was at home, was the first one and was a GREAT experience. Also, the Club was behind us and we really felt it.

**What do you see as the most significant change in the Snipe?**

In the basics, not much which I think is great. The Persson boats were a good step forward as a boat.

**What are you sailing now?**

Preparing for the China Olympic Games in the Tornado.



*Santiago Lange & Miguel Saubidet share a victory ride in - 1985*



*Santiago Lange and Mariano Parada at the 1993 Worlds*

# Snipe Communication

Communication is the key to keeping the Association growing. What began with posted letters, grew into telex, fax and now the internet. Telephone, mobile phones and now skype, keep our officers and members in great contact. But the main source of information has always been the newsletter.

The BULLETIN, the link which holds the family together, grew out of Bill

Crosby's JIB SHEET which took over *Snipe News* from the Rudder in 1945. The BULLETIN began as a monthly publication, with a few combined issues- in its 30-year history. The JIB SHEET had one other editor, Chet Miller, SCIRA'S 1942-43 Commodore.

In 1999 the Board of Governors voted to decrease the publication from monthly to quarterly and the BULLETIN gone to a full color issue. In 1981, a special anniversary issue for the 50<sup>th</sup> was published. This 75<sup>th</sup> issue is also a special anniversary issue.

### Promotion Films/Video/DVD

The Snipe Class has always been one of the leaders in the promotion of one-design sailing. Beginning with the Jib Sheet and Snipe Bulletin, the Board of Governors were also insightful into creating films which were available for purchase:

"One Snipe for All" was created in 1966 with subsequent films on World Championships and other major events to follow. In the 1990's video tapes were available for distribution of clinics and how-to's by Snipe hot-shots. DVDs have recently been produced also assisting various

### Scientific Sailboat Racing

Ted Wells, master of Snipes, undertook the enormous task of explaining one-design sailing, with a focus on the Snipe. The publication of SSR and its subsequent revision with Buzz Lamb as editor, became the bible for all one-design sailors in the 1950's. Even though it is out of publication, copies can be found in used book stores, sailor's bookshelves and are sought after even today.

### How to Build a Plywood Snipe

Harold Gilreath wrote this detailed manual in 1956 and the Class still sells an average of 20 books per year as well as blueprints to build Snipes.

### One Boat for All

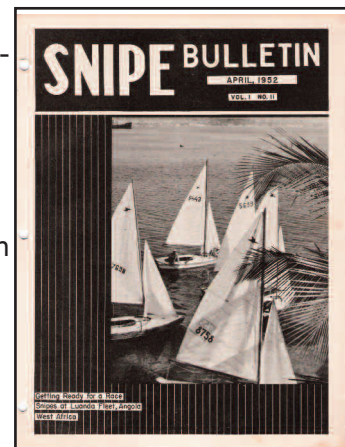
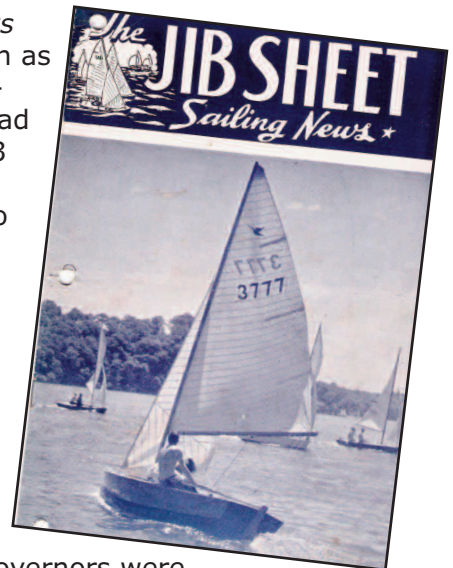
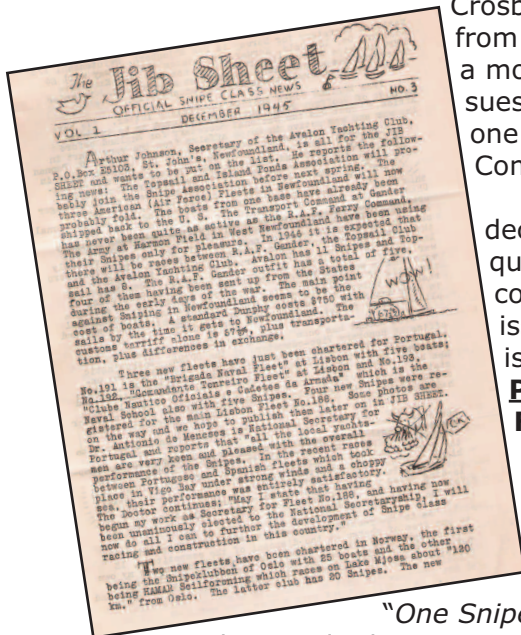
Brochures and pamphlets for distribution were popular in the 1980's extolling the virtues of the Snipe. In 2000, a full color poster was included in the Snipe Bulletin with various phrases printed in many languages.

### Best of the Snipe Bulletin

Based on Jesse Aronstein's fleet pamphlet, Alex and Lisa Pline compiled a handbook with articles out previous Snipe Bulletin's categorized into the various points of Snipe sailing - all written by the experts of the Class.

### Website

The Snipe Class was once again on the cutting edge of one-design sailing with one of the first websites for the Class. Alex Pline and Steve Keckler created the first website which set the pace for where we are today.





# The Snipe Around the World

## *a few histories*

### The Beginnings of the Snipe Class in the Bahamas

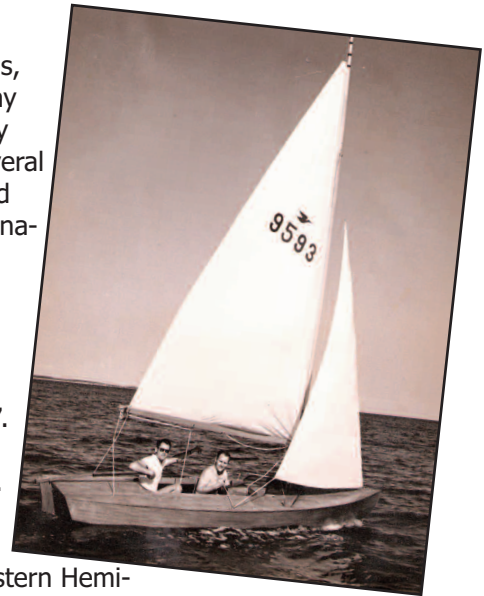
Our Royal Nassau Sailing Club was founded in 1925 and sailed two local classes, the "Pirate" class which was a smaller edition of the Dragon and a two man dinghy with a mainsail only and a centre board, called the Flamingo. These were actively sailed until the second world war after which the club had no sailing races for several years. In 1954 the club was looking to start an International class and considered the Comet and the Snipe. We chose the Snipe mainly because it was more "international" and the rest is history.

Our first Snipes were made by Botved in Denmark out of wood with wooden masts. The first Snipe was issued to Charles Freeman, 9592 with Johnny Bethel 9593; Peter Bethel 9594; Godfrey Higgs, 9595; Guirth Duncombe 9596 and WHP Pond 9597. Attached is a picture of Godfrey Kelly (skipper) and myself winning the first Snipe race. Godfrey is pointing to the rest of the fleet who were far behind and not in the picture.

Godfrey and I also sailed in the 1954 Western Hemisphere Championship in pre Castro Havana.

The RNSC can be proud of its history and contribution to the Snipe Class having hosted many Snipe Championship regattas over the past 53 years and provided three SCIRA Commodores, Basil Kelly, Jimmie Lowe and Robert Dunkley.

**William McP (Peter) Christie**  
**Bahamas National Secretary**



### A Brief on Snipe Class in Brazil

A first attempt to build Snipes in Brazil was made in 1932, the very same year of SCIRA's formation. The idea was suggested by Dácio Veiga from Clube Caiçaras, a sailing Club located in Lagoa Rodrigo de Freitas (a small lake in the south part of Rio de Janeiro). However, with the success of Sharpie 12 in other Brazilian States the original idea was dropped and Sharpies were built for sailing on the lake.

Ten years passed before one of the strongest Class of sailboats in Brazil was finally born with the full support of Fernando Avellar (a passionate sailor) and other sailors from Iate Clube do Rio de Janeiro who decided to form a consortium and built at least 5 Snipes, the minimum number for a Fleet to be formed. Estaleiro Botafogo comes to life and the first boats are built. On January 1943 Iate Clube do Rio de Janeiro receives from SCIRA the number 159 for a new fleet and the first boats registered are:

Hull #	Name	Owner
4821	Jeep	Geraldo Rocha Pombo
4822	?	Ernesto Borges
4823	Avenir	Jorge Meir/Ulisses Ribeiro
4824	Barita	Roberto Jose Pecegueiro Quinto Alvas
4825	Alô	Pierre Bousrayrol de Mattos
4826	Ley	Carlos Alberto Wanderley





4827	?	George Avelino
4904	Vida Boa	Fernando Pimentel Duarte
4905	?	Ljuba Van Eyken
4906	Argos	Fernando Duarte

In subsequent years the Brazilian fleet never stopped growing and other fleets are formed all over, inclusive on the north-east and south of the country. From 1946 to 1949 more than seventy boats were built by Verdier & Cia., Estaleiros Botafogo, Pernambuco Snipe Fleet and several other independent builders (Airton B. da Victoria, Da Silva, Luiz Kurchner, Ernest Alm). Among those we may list a few:

5204	Soneca	Gilberto Bastos
5205	Dream Girl	Adolpho Berlin
5206	Rille	Waldo Weigand
5207	Toninha	Luis Carlos Alhadass
5208	Minuano	J.F. Mendes
5209	Xaréu	Gontran Maia
5210	Pan	Carlos Anibal Villanova
5211	Táu	Otávio Cristiani
5212	Eda	Francisco de Assis Bazilio
5213	Pipoca	Alberto Jules Maligo
5214	Moleza	Lafayette Silveira Thomez
5215	Pacha	Luiz Octavio da Silva



Brazilian Snipe fleets continued to grow and the strength of the Class in Brazil turned Brazilian Snipe sailors to be among the best sailing racers in the world. Their successful sailing results are not limited to the Snipe as a racing boat (several Pan Am Games, World, Hemisphere and South American Championships - both seniors and juniors – titles won) but in other sailing boats, such as the Star with Torben Grael with two Gold and one Bronze Olympic Medals and who is the present tactician on the PRADA and former skipper on the BRASIL I, third place on the last Volvo Race, and Maurício Santa Cruz present J-24 World Champion. Both are former Snipe World Champions and had the Snipe as their primarily boat.

Needless to say that the constant growing of Snipe Class in Brazil is directly related to good boat builders for all these almost 65 years of local history. Just to name a few we had Alberto Lineburger, builder of the famous 12.000 wood hull series and Thor Yatch with the innovative cockpit and automatic pole attached to the boom that is now used all over the world. Presently, Kurt Diemer (Lemão) with Diemer Snipe and Victor Raymond Demaison/Pedro Avelino with the DNA Snipe keep the tradition of their predecessors builders, with fast and well built Snipes that are being exported to several countries.

Many of those very first Snipe sailors in Brazil are still alive and their sons and grandsons keep the tradition and their original dream by sailing Snipes. We are proud of our origins and most of all to be part of such a great worldwide Sailing Class.

*Victor Raymond Demaison  
Henrique O. Motta*



## Days of Pine and Cotton - the Snipe conquers Finland 1947-1965

It all started in 1947 in Vaasa, where R.W. Lindeman was looking for a sporty and inexpensive dinghy for the junior sailors of his club WSF. It should be easy to build by amateurs from the domestic woods, spruce and pine. Through friends in Norway, he obtained plans for the Snipe, liked what he saw, and quickly sold the idea to the other clubs in the area. The next summer, seven Snipes were already racing in Vaasa, headed by 7620 *Inger*.

The Snipe spread like wildfire along the coast of Finland. In 1948, three snipes saw the light of day in port city of Kotka: *Mikki* by Mikko Enegren, 7695 *Punajuova* for Antero Enqvist and *Kilu-kalle* for Keijo Mättö. In 1949, the junior program of the ASS club in Turku ordered two snipes, 7630 *Knoll* and 7631 *Tott*, from the local boatyard. Experienced sailboat racers such as Olle Palmberg, Karl-Gunnar Källström and Nils-Erik Bjurström also caught the Snipe bug and were instrumental in setting up the first Finnish Championships in Turku in 1950. In the capital city of Helsinki, some Snipes were sailing in 1949 at the HSS club, with 15 boats participating in the city championships in 1950. By 1951, some 100 Snipes were afloat in Finland.

### Getting things organized

The string of Finnish Championships continued, with ever growing numbers of entries. Finland arranged the Nordic Championships 1951 in Turku and 1955 at Brändö in Helsinki. Thanks to the efforts of Aarno Walli and Olof Wendell, the official class organization named Suomen Viklaliitto - Finlands Snipeförbund was re-created in 1956 and affiliated to the Finnish Sailing Association (FSA). (By the way, Vikla is the Finnish name for the Snipe bird). After many years of unofficial affiliation, Finland managed to meet all SCIRA requirements, and on October 1, 1959, Charter 481 was issued to the Helsinki Snipe Fleet. Next in line was the Kotka Fleet 494 in 1959 followed by the Turku Fleet 509 in 1960.

New fleets kept mushrooming. Thanks to commodore Michael Berner, the Pori Snipe Fleet 523 was chartered in 1961, and ran the Finnish Nationals already in 1962. The Vaasa Snipe Fleet 524 was also started in 1961, managing the nationals in 1964. In 1962, the fleets 550 Tampere, 551 Mänttä and 552 Hamina were chartered, followed by 569 Lappeenranta and 570 Kokkola in 1963. Snipe fleets 576 Emsalö, 577 Jakobstad and 578 Hangö received their charter in 1965.

Each fleet had its own ways to spread the Snipe message and keep the Snipe spirit up. In Turku, there was racing by moonlight for the "Källan Cup". In Helsinki, an annual "Propaganda Race" was held along the shoreline of the city, showing off the 50-odd boats to thousands of spectators. In Hanko, the annual ranking regattas Williams Cup and Printal Cup were traditionally followed by after-sail visits to the local portside bars. In Kotka, fleet enthusiasts build a series of 12 boats in wintertime in an unheated shed. No wonder that their hardy Snipers enjoy swimming among the ice floes every Easter Friday. They also started a musical band, playing at the weddings of Snipers and their offspring. By 1960, the Kotka snipes numbered 37 boats, the biggest fleet in Finland. Point Score racing was keenly contested in Kotka, with Seppo Raatikainen winning the Hugh Reichner trophy in 1963 for the highest Point Score in the world.

### Improving the breed

The first domestic Snipes were built in a robust fashion, with little regard to weight. Masts resembled telephone poles, and sails were stitched from domestically woven cotton by local tentmakers. Centerboards were thick steel plate. No wonder that the Finns were soundly beaten in their early meetings with their Nordic brethren. But Finnish sailors kept visiting the Nordic Championships in Sweden, Denmark and Norway, bringing back fresh ideas about Snipe hulls, sails, rigging and sailing technique.

Dr. Olle Palmberg purchased 7484 *Lill-Mon* from Sweden and promptly won three consecutive Finnish Nationals, in 1952-54. C-G. Trapp, appreciating the value of a light hull, had 8481 *Zsa-zsa* built in cedar wood, taking the 1955-56 championships. By purchasing sails of prime cotton from Elvström of Denmark and Örtengren of Sweden, and copying layouts and fittings from the winners, the level of the Finnish racing started improving. So were the international Snipe relations, especially to Norwegians like Erik Barfod, Leif Husebye, Niels Monstad and Per Skjönberg, who shared the Finnish ideas about hard racing and partying.

A quantum leap in performance was achieved in 1960 when master carpenter Yrjö Halén of Turku started creating his beautiful Snipes in mahogany. Together with knowledgeable clients such as Olympic 5.5 m yachtsmen Juhani Salovaara and Johan Gullichsen, the legendary Halén snipes were developed towards the ultimate racing machine. Soon, alu-





minimum masts from Proctor, dacron sails from Fragniere or Murphy & Nye, clam cleats and other American state-of-the-art fittings were seen on the top boats. Spurred by keen competition in large fleets of 40-50 boats, Finnish snipe sailors started climbing in the results tables of the World and Regional championships. The high point of the wooden era was reached in 1962, when Juhani Salovaara and Erik Aikala sailing their Halén-built 8493 *Amok* won a Silver medal at the Europeans in Palma de Mallorca. Later, the fiberglass Snipes would open up a new era, but that is another story.

Looking back, it is clear that the Snipe was instrumental in spreading our wonderful sport of sailing to new layers of people. In the process, a brotherhood of Snipe sailors was created. Many early Snipe racers were later to be found at the helm of successful keelboats and ocean racers. Snipe class enthusiasts such as Michael Berner, Per-Ole Holm, Keijo Mättö, Olle Palmberg, Antti Wahlström and Rafael Wolontis have served as commodores of their yacht clubs, and gone on to important posts within the FSA, SCIRA and ISAF. Present-day Snipers owe our pioneers a vote of thanks.

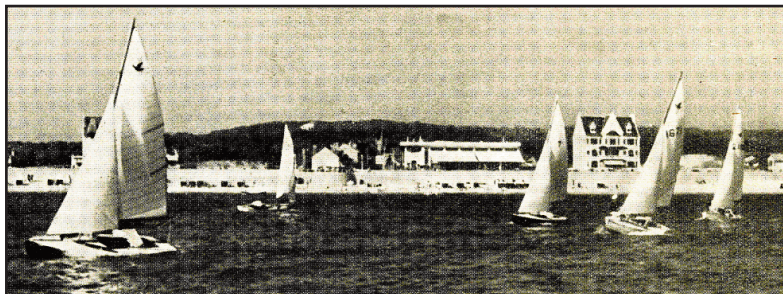


**Henry Ericsson**  
Henry sailed his first snipe in 1961, was national secretary for Finland in 1973-75.

## The Birth of Snipe in France

The history of Snipe in France is rather well-known after the creation of our current Association Française des Snipes in 1947 but we were sure our favourite dinghy had sailed (or flown?) across the Atlantic Ocean some years previously although documentation was scarce (some international event having been somewhat more important between 1939 and 1945). Yet after some research it appears the first snipes were built in France in 1936, only 5 years after Bill Crosby designed it. It was officially introduced by Sport Nautique de l'Ouest (Nantes) in 1936; a certain Jacques THUBÉ had been on a business trip to the US and had obviously fallen in love with the boat.

Our records list snipes as old as 2 264 (St Nazaire), 2 269 (Paris) and 2 478, 2 479, 2 756, 2 801, 2 832 (Bordeaux) still sailing in 1953 but with no indication as to when they were built.



*A Snipe race off the beach at La Baule in 1938 (in Le Yacht magazine Dec 24, 1938)*

An article in a 1938 issue of "Le Yacht" names M. LACAN as President of an early Association Française des Snipes (2 rue de Bréa, Nantes) created in 1937-1938, and M. LIBAUDIERE from Nantes too as its secretary and District Secretary for France. The Saint-Nazaire fleet near Nantes was mostly built by amateurs in 1937. The same article mentions a single-handed French championship at La Baule from July 22nd to 26th 1938 (maybe the photo above?). It then spread to Sport Nautique de la Gironde (Bordeaux).

Another mine of information is our oldest measurement sheets (the list is being slowly published on line on our site). Measurement sheets from 1948 and 1949 indicate that snipe 6 232 "Skaal" was built for Pierre POIRIER in the west of France by Pouvraut Shipyard (in Vix, Vendée) in 1939 and snipe 6 403 "Kiki" was built for Louis BEUCHEY by Plé Shipyard in Joinville near Paris in 1938.

There were some 60 snipes in France before 1939 but the class really soared after WW2 when

a number of yacht clubs were created. The first recorded French fleets are Paris 221, Annecy 223, La Baule 224, Loctudy 225, Bénodet 226 (both in Brittany).

An "international" championship was organized by the Geneva snipe fleet in August 1945 on Lake Léman between mixed French and Swiss crews (French skipper and Swiss crew or vice-versa) but lack of wind prevented the minimum number of races from being completed.

When my father founded Club Nautique d'Audierne in Brittany in 1948, he and his friends had to choose a dinghy as support for the club. My father had both a Snipe and an Argonaute (a slightly shorter dinghy with a keel) built so that he could better compare the advantages of each boat: the snipe won (the snipe was





7 028, she was named "Skany" and she still exists - as well as the Argonaute (by the way). That was how fleet 294 started, practically at the same time as the club.

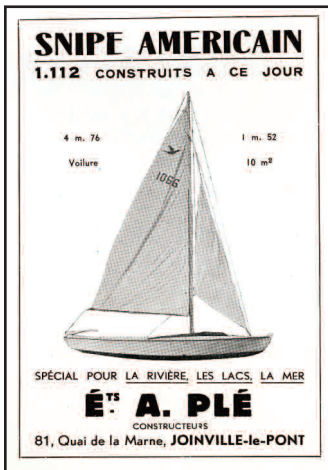
*Snipes 27028 and 7028 sailing side by side at Audierne (photo Sylvie LE BOUR)*



In 1958 our fleet organised the French Nationals with 39 entries from all over France. the beach was teeming with snipes between races. Other events at the time were just as impressive.



*Detail from postcard PouillotEhanno 2 at Loctudy "Races"*



By that time there were around 25 French fleets, notwithstanding the fleets sailing in our former colonies in Africa (some of which had been regularly registered). There were also some 7 or 8 builders. Competition was fierce and produced excellent sailors such as Didier POISSANT who won the European Championship at Arcachon in 1954 on snipe 9611 "Leucosia" (11 nations were competing).

**Sylvie Le Bour**

## Story of SCIRA Japan

Sailing in Japan was initiated at Yokohama Yacht Club founded around 120 years ago. In the beginning stage, the club was almost for the foreigners staying in Japan, not for Japanese. However, Japanese involved in the Club had learned of pleasure of sailing through their club life with foreign sailors. Then, they founded national sailing authority of "Japan Yachting Association"(JYA) in 1932. It was miraculously the same year as foundation of SCIRA.

In 1948, just after the World War II, JYA designated SNIPE as an official class following to A Class Dinghy. In the next year, SNIPE was selected as an official class of Japan Collage Sailing Federation. Then, SNIPE was adopted as the official class of National Athletic Games. After that, SNIPE was spread to almost all area of Japan. On that stage, the sail numbers were Japan's own 4 figures number independent from SCIRA number.

It is not sure what kind of negotiation was done between SCIRA and Japan, but we would believe such individual numbering system would be done under agreement of SCIRA.



Real Snipe fleet activity was started in 1955 by Old Boys of college sailing clubs in Tokyo area. As main members of such OB members, Katsumi Hirata, Ryoichi Yamaguchi, Saburo Tanamachi, Masayuki Ishii, Kiyishi Shioda, Yasutoshi Tagami, Fujiya Matsumoto were involved, and Yamamura Akira from Kansai area and Tadami Morioka from Biwako areas temporally participated in the events. Many of those members become leading sailors in Japan and some of them grew up to be Olympic sailors.



In 1956, SCIRA Japan was founded by Mr. Ryoichi Yamaguchi and it was registered in SCIRA as Tokyo Bay Fleet #428. In the next year of 1957, as the first entry in to international regatta from Japan, Yamaguchi / Matsumoto team participated in Snipe World held in Cascais, Portugal. On that time, a memorial Trophy was presented to SCIRA Japan by Mr. Terry Whittemore SCIRA Commodore. After that and up to now, this is the winning trophy of Japan National Championship. It is a very beautiful and splendid punch set made of silver. (See photo) So, Mr. Terry



Wittemore and Mr. Ryoichi Yamaguchi would be the fathers of SCIRA Japan. Then, at the time of foundation of SCIRA Japan, Japanese teams could achieve good results in International Regattas such as Ishii / Kawada team third at 1959 World in Brazil and Ninomiya / Kawamura team was the winner of 1968 Western Hemisphere in Florida. In 1961, Mr. Ryoichi Yamaguchi was elected as a member of SCIRA Board of Governors.

The first international snipe regatta held in Japan was 1986 Western Hemisphere at Enoshima with 8 nations and 16 starters. Three years after, 1989 Snipe World was held at Karatsu with 15 nations and 44 starters. This came true with the help of Mr. Ralph Swanson, past



commodore who attended '86 Western Hemisphere and investigated Karatsu upon their request. He acted as a KUROFUNE. As Mr. Ryoichi Yamaguchi who was the founder of SCIRA Japan and an excellent Snipe sailor also a great sponsor of SCIRA Japan, passed away in 1963 just before of Tokyo Olympics, those international championships were conducted by Matsumoto, Shinoda and others. After that, in 1994, the "World Snipe Festival in Japan" was held. Three regattas were held as a series, in which World Masters was at Gamagori, Junior World was at Mikkabi and Women's World was at Yokohama. On Women's World which was newly founded, the trophy for the winner was donated by Snipe sailors taught by Mr. Yamaguchi and his bereaved family and it was named as "Roy Yamaguchi Memorial Trophy", and then his name would be permanently left in SCIRA.

As SCIRA officials from Japan, Mr. Fujiya Matsumoto was elected as Commodore in 1992, and then Mr. Akibumi Shinoda of Commodore 1998 and Mr. Jiro Yamamoto of Commodore 2004 followed. Mr. Katsumi Hirata and Mr. Hisanao Kato were honored as Honorary Vice-Commodores.

**Fujiya Matsumoto  
Past Commodore 1992**

## The Snipe Story of Norway

The Snipe class came to Norway in 1937. Several sailors wanted a boat with center-board for two persons, suitable for the junior sailors of the yacht clubs of inner Oslo fjord. And Vestfjordens Seilforening, Oslo Seilforening and Trim opted for the Snipe. Georg Thurman Christensen from Vestfjordens obtained the drawings and had the first Norwegian Snipe built. Other early snipe sailors were Øivind Christensen, Thor Thorvaldsen and Per Skjønberg. The snipe became popular, soon several builders were active, and many were built at home. By 1940 the Oslofjord had about 50 snipes ! On the inland lake of Mjøsa Hamar Seilforening established a fleet, members as well as a local builder were active.



During the Nazi German occupation the Norwegians did not race, at least not officially. So the fleets more or less died.

Many of the early juniors developed into very active and able Snipe sailors, who made their marks well into the 1960s. much silver was brought home. And some are still around, even though not in Snipes.

The class expanded to other parts of the country, today there are fleets in Oslo, Stavanger, Bergen, Stord, Åsgårdstrand, Tønsberg, Risør. There are even some Snipes at Spitzbergen islands, way up north.

Some places the Snipe is still used for training juniors, without having an active fleet. Many of the old snipes are now kept at summer cottages and are no longer active in Re-



gattas. All told there are still about 500 snipes in Norway, we think. Not bad for a country of 4.5 mil inhabitants and much cold waters...

When the Snipe went through changes of the specifications and weight reductions, the Norwegian snipe class had trouble. Owners did not want to make the adjustments and changes on the old boats. But the keen workers of the Snipe clubs and the board members of SCIRA Norway have succeeded and the participation in National championships is up into the sixties again.

Unfortunately, some fleets have died. If the key person loses interest, the fleet may die quickly. In some cases the Snipe owners move to another local fleet. This has been the case for Oslo fleet at Vestfjordens, now renamed Snarøya fleet, which has grown to about 70 racing ready Snipes. Many race only locally, about 25 travel abroad. And the sailors are no longer juniors, the oldest is presently 78 yrs. For some the Snipe provides keen competition and a training ground where they may hone their skills used in large keel boat races.



The successful Snipe clubs run sailing schools every season, thus providing the fleet with newcomers both skippers and crews.

The Norwegians came up with the first Nordic snipe road trailer which doubled as a beach trolley. Now we are trying out junior size sails for Snipes on the windy shores of the Scaw.

The Norwegians came up with the first Nordic snipe road trailer which doubled as a beach trolley. Now we are trying out junior size sails for Snipes on the windy shores of the Scaw.



**Brynjulf Romslo**  
Grand Master  
National Secretary 1962-68  
translations by Bjorn Sundby

## Snipes in Poland

Snipe as one of the oldest racing classes of the world was very popular in Poland in 50<sup>th</sup> and 60<sup>th</sup> years of the last century. The quantity of Snipe boats in Poland was not so great as in USA or Japan. But for these years of communistic time behind the iron curtain was very good.

Here a few historical dates:

May 1952 – Snipe stays a touristic-racing class of Polish Sailing Association

1953 – the first Polish Championships with 13 Snipe crews

1954 – in the second Championships 37 Snipe crews participated.

November 1954 – the first Snipe racing staff: Jan Glazek, Jan Szymanski and Eugeniusz Blaszka

1956 – in Polish Championships starts 24 senior crews and 27 juniors crews

The last Polish Championships before a long pause in 1967 Janusz Knasiecki is champion.

In these years the Snipe exploded in Poland with the Hornet-class as a pre-olympic class – that was a decision of communistic Polish Sailing Association. This effects with less popularity of Snipe class.

In 60<sup>th</sup> years of last century Mr Capt. Mioduszewski has made on his specially unbuilt Snipe an exotic trip through the West Africa.

Before the last 10 years a few of us took an invitation from the French Romain family from Le Havre. And this moment was a second birth of the Polish Snipe. Then we went to Motola, Sweden with an invitation from Tom Svensson. In the next years we were often going to France. Thanks to the Romain family we – Polish Snipe Fleet "Slonka" – are today a member of SCIRA.

Very interesting is that the last Polish champion from 1967 was Polish champion in **2001, 2002 and 2003** \*

Every year we are going to German Championships to Trentino in Italy. We all have very much fun at these races.

German's and Italian's colleagues come every year to Poland – here we have serious sailing and a very, very serious fun! You must ask the people from this country!



*Stephen Wysocki*  
National Secretary of  
Poland in the 1950's.

## Snipe in Portugal



The year of 1945 saw the first National Championship of the Snipe Class, disputed in Portugal with possibly few boats, because that was the year of the end of World War II.

With an easy manufacture, supported by very detailed plans of construction, this sail boat was quickly adopted by the existing sailing schools in the country. Being built in national shipyards of recreation boats, the conditions were created to attract many sailors and results were expected at any moment.

Since 1950, the World and the European Championships started taking place in alternating years.

It was in 1953, in the World Championship in Monaco, that the Portuguese crew formed by Conde Martins/Carlos Carmo won the World title. The championship was disputed by 15 competing nations and the boat used by the winning team, built in a national shipyard, is now exhibited in the Museum of the Navy in Lisbon.

In the bay of Cascais, in 1957, 21 countries participated in the 18th World Championship of the Class. The class was well consolidated, growing not only world-wide, but also nationally. This championship was the first in Portuguese waters and the fifth outside the boat's origins, the American continent.

The "Snipe" remained very strong with several fleets in Portuguese territory, the sailing schools using it more and more as a teaching boat, and also being acquired by private parties and nautical clubs, who sought to refine the technique

of the "Art of sailing". Many of the sailors trained in the "Snipe" started to look for other challenges and, as was common in other countries, opted for Olympic classes.

Snipe was chosen as a sailing category to participate in the Brazilian-Portuguese Games in Portugal, in 1966.

The International Association of the Snipe Class (SCIRA) was always worried about the update of the boat and the alterations in the class had always been carefully weighed, minding the costs that would definitely make the boat more expensive, but the time had come to follow the evolution of other classes, so the SCIRA allowed the use of the fibre glass in the construction of the hull, the aluminium substituted the old wooden masts which reduced 20 kg in its overall weight. These alterations and others, not so significant, made the class more attractive and faster, in the end of the 60's.

The Portuguese crew Paulo Santos/Fernando Silva were the leading men of these new alterations of the "Snipe", winning 2 European titles, in 1968 (Ismir-Turkey) and 1970 (Reeka-Jugoslávia). In Turkey, the Portuguese crew used a fibre boat with an aluminium mast that the Danish constructor had brought for tests. This proved to be the launch of the Danish brand and an accomplishment for Portugal, that led the Portuguese government to award the sailmen the Medal of Honour of Merit.

In 1969 Portugal organized, for the second time, the World Championship of the Snipe Class in national waters, but this time in Luanda, Angola (former Portuguese colony in Africa), disputed by 24 nations. The organization was an example of good cooperation between sailors of the Motherland and the former-colony.

The attempts to manufacture a boat in fibre glass in Portugal had not been fully successful, with Portuguese shipyards unhappily failing to follow the evolution of this technique applied to the "Snipe".

In 1972, Portugal organized the European Championship of the class - Leixões - Porto-, in which 14 nations with 26 boats participated.

The "Vasco da Gama" Trophy disputed in Leixões - Porto, with international projection, included European sailors who easily traveled to Portugal, and other intercontinental participants invited by the organization, who raised the standard of the event.

With the 1974 Revolution in Portugal, sailing sports experienced a fall, and the national "Snipe" fleets diminished, since it was a particularly implemented class in the former Portuguese colonies.

The maintenance of the "Snipe" in Portugal was possible due to its technical features as a teaching boat and for being used by sailors who had always continued support it.

The Portuguese Association of the Class of Snipe was one of the few, if not the only association of Portuguese Sailing that annually promoted, without interruptions, its National Championship.

Portugal has always had national representation in the World and European Championships, at times with more than one crew, since it started being possible, because until a few years back, there could only be one participation for each country.

In 1983, the World Championship of the class was held for the 3rd time in Portuguese waters, Leixões being once more the chosen location. At that time 18 nations were represented with 37 boats in regatta, the increase of participants being a response to the organization's great effort.

The European Championship of the class returned to the same waters (Leixões-Porto) in 1990 and was disputed by 9 nations with 56 participants.

In 1992 the World Championship of Masters of the class was organized in Portugal, this time in Vilamoura, between 49



participants. The winner of this event was a Portuguese-Brazilian crew well known among us (the 1968/70 European bi-champions), now in Brazilian representation, Paulo Santos/Fernando Silva.

The Portuguese Association of the Class, had supported, for some time, the participation in World and Europeans of Juniors' championships. In 1993 Diogo Cayola and Duarte Araújo obtained the European heading. This heading was very important and added to the interest of the youth for the class.

At the beginning of the Nineties, the "Maria Guedes Queirós" trophy began. This competition is disputed by mixed crews, which generates more popularity, and is carried through annually in the waters of Cascais, with international participation.

Many Portuguese sailors of the snipe category have had good places in international championships, although only the World and European champions were mentioned during the more than 62 years of existence of the class in Portugal.

In the present year, Leixões is prepared for another Championship of the World of the Class, because it is the most experienced city in these organizations, and it is sure to be a hit.

**Domingos Borralho**  
National Secretary-1983-1992

## Snipe in Russia

The Russian Federation is the largest country worldwide and Snipe is becoming more and more popular among Russian sailors. First few boats were acquired by the Moscow Sailing School in 1998 and since then Snipe has undergone continuous development. Though majority of the boats is based in Moscow, nowadays the class is expanding over some remote parts of Russia.

Feature of our fleet is that any interested person having the right to operate a yacht (e.g. licence) who is a member of SCIRA, may be provided with a Snipe by the Moscow Sailing School free-of-charge and use it for training and races.

With a view to help class expansion in other parts of Russia, SCIRA Russia has undertaken the following steps:

- 3 Snipes have been presented to a sailing school in St. Petersburg;
- the possibility of construction of wooden Snipes in Siberia (Bratsk town) is under discussion.

The shipyard in that remote Russian city expressed its interest in constructing boats from larch and cedar. In this case a new fleet may appear on the Russia map.

We keep inviting visitors and mass-media to attend Snipe regattas. For this purpose the Moscow Sailing School keen on erecting new buildings in order to provide comfortable and affordable accommodation. The Moscow Sailing School is one of the leading sailing centers in Russia, e.g. in 2005 it hosted the 49er World Championship and the Finn Gold Cup. This year the Finn Junior World Championship will be held there.

Moscow constantly conducted the following Snipe regattas:

- First water competition;
- Moscow Championship;
- Russia Championship;
- 832 Fleet Championship;
- Masters Race.

The number of participants in the regattas last year has exceeded 80 persons from 10 regions of Russia.

The First water competition and the Moscow Championship are qualification for the Russia Championship. All the regattas are open, i.e. we do not have any qualification requirements for foreign sailors.

Moreover, the Master Race is very popular and is the biggest gathering of senior sailors. It should be mentioned that three oldest crew participated in the Masters Race has age 129 years in total!



In May 2007 Moscow welcomed the Snipe Ladies European Championship which was extremely competitive. Ekaterina Bessonova and Alexandra Sokolova won the championship.

We would naturally be pleased to invite everybody to Russia!

**Andrey Astashev**  
National Secretary SCIRA Russia

*Above: the broad reach of the Snipe in Russia.*

*left: 2003 Snipe Jr World Championship Opening Ceremonies - Moscow, Russia*

## The History of The Snipe Class in Spain

### FOREWORD

The history of the Snipe class in Spain started back in 1931. From then until today it has been the joining of our people with the sea. This is the story of a beautiful boat called Snipe, created in the US of America and loved in our country like in no other.

Writing about this old and exceptional boat means to me remembering many friends that have gone, remembering regattas in dozens of clubs and countries, it is to remind illusions, the love for the nature, for the wind and for the sea. At the end of the day, it is to remember the great richness that this boat has created in our country the friendships.

### THE SNIPE IS BORN IN SPAIN

It was in Vigo in 1932 in the northwest of the Iberian Peninsula where a group of friends reading an American magazine called "The Rudder", decided to build one small boat for two crew members, whose designer was a north American naval engineer called William Crosby. Dr. Antonio Ruiz Martínez, first secretary of the Snipe class in our country, was the one who had the idea of building them; plans were removed from a booklet entitled "How to Build Snipe". The first Snipe built in Spain was born in Vigo from that idea, it was called "El Toñete".



1944 - Dr and Mrs. Jorge de Montaner, Fleet 143 Champions of Barcelona in "San Pol II"

It is from 1940 that the Snipe class began to grow strongly in our country. The clubs located in Vigo, La Coruña, Santander and Bilbao already had several boats. During a meeting promoted in Madrid by the General Sports Delegation, it was decided that they would support the Snipe class since the Snipe was the best light sail boat to sail on our seas. The boat was seaworthy, it could be carried by road, it had a good price, its construction were not complicated and lastly it has a good international organization. The Snipe class would be under the Spanish Federation of Nautical Clubs and the International Snipe Class control.



There have been 135 fleets in many of the nautical clubs of our country from 1940 till today. They all have a great name and a great history.

### THE EARLY CLUBS

The fleets from Vigo, Bilbao, Santander, Barcelona, Málaga and Santiago de la Rivera (Murcia) were the first which were born in Spain. All of them were given the title of "Royal" for our Kings due to the great work they did for Spanish sailing and for the Snipe class. The two excellent fleets of the Nautic and Maritime clubs of Barcelona were lost; we have the illusion they will return someday; the Spanish championships were won by crews from Royal Maritime Club of Barcelona from 1943 to 1949

These first clubs were representatives of our seas: the Atlantic Ocean, the Cantabrian Sea, the Mediterranean Sea, and the Mar Menor in Murcia. The Snipe class succeeded in our country in uniting wills and illusions of Spaniards from different cities and regions, and all those who joined the love for the sail and the sea.

Until the 1960s there was in our country the Association of Yacht Clubs. Over time it has transformed into the Royal Spanish Sailing Federation. Nowadays we have again that old and renewed Association of Yacht Clubs. Both organizations have remembered and consider the Snipe class as a boat for all ages, a boat worthy to be protected and a boat for a lifetime. The yacht clubs have been without any doubt the soul of the Snipe class in Spain.



### THE IBERIAN CUP

The Iberian Cup is the oldest sailing trophy of our country; it is a mythical trophy. It is the Spanish championship of the Snipe class. To permanently own this, it must be won 5 consecutive or alternate times. There are only two skippers that have it in property after 67 years of history. Félix Gancedo was awarded on two occasions, and Aurelio Negrín, one. José Pérez restored the last cup giving it back to its category and regaining its history. The first Spanish Championship was held in Vigo in 1942. José María and Juan Manuel Alonso Allende from the Bilbao fleet were the winners. Félix, with 15 victories, has a record difficult to beat.

### GREAT TROPHIES IN SPAIN

We call them "great" not only because they are better than others, but because they carry more than 30 years being celebrated in different clubs in our country. They are the unforgettable memories of the union of a club towards a boat; the Snipe.

The great patriarch of these yacht races is the trophy S. M. El Rey; It is being held at Málaga each year in March, the day of Saint Joseph. This trophy began to be held back in the year 1943; then, it was called "Winter Races"



We have old and magnificent trophies in Spain: the "City of Palma", the "City of Valencia", the "City of Coruña", the "Bay of Vigo", the "Gold Sun" in Almería, the "Farragut" in Menorca, the "San Roque" in Villagarcía, the "Inauguration" of Santiago de la Ribera, the "Gold Snipe" in Las Palmas Gran Canaria, the "San Isidro" in Madrid, and many others" much younger "which serve to promote the sail and the Snipe in the clubs that organize them.

Each club has one special date for the organization of their trophy; in this way there are much more boats in every competition. We should recover that beautiful trophy which was organized by the the Royal Racing Club Astur of Gijón. back in the 1960s and 1970s; the Trophy Prince of Asturias.



### THE SPANISH ARMY

The Spanish army has been through years a great support to the Snipe class. They organized eight fleets in Ferrol, Marín, Cádiz, Cartagena, Soller, Mahón, Porto Pi and Las Palmas. A gentleman, Marcial Sanchez Barcaiztegui, pushed up the Snipe class organizing boat races in many clubs.

The army had it's own championship. Names as Carlos Pardo,Victoriano Sanchez Barcaiztegui, Rafael Iturrioz, Alfonso Vierna, Luís Ayesta and many others gave an important prestige to the Spanish sail. Thanks friends for your willing, effort and for promoting the Snipe class in Spain.

### OUR BEST SKIPPERS

Spain has had great skippers in the Snipe Class. We will list those who won at least twice the Spanish Championship: Santiago Amat, Antonio Pérez, Juan Manuel Alonso Allende, Gonzalo Fernández de Córdoba, Duke of Arion, Ángel Armada, Félix Gancedo, Jorge Haenelt, Fernando Rita, Aureliano Negrín and Francisco Sánchez del Campo.

These and other skippers like Eusebio Bertrand, Fernando Masó, Carlos Llamas, Pedro Casado, Damián Borràs, Oliver Góngora, Ricardo Rubio and Raúl Valenzuela, gave prestige to the Snipe Class winning many Spanish and international competitions, as well as championships in Spain, in Europe and around the World.

### OUR BEST CREWS

The job of the crew in the Snipe Class is essential. Spain had and it has, excellent crews. We list the exceptional ones here who won at least three times the Spanish Championship: Luís Triay, Julio Rioboo, Antonio Burgos, Rafael Parga, Manuel Bernal, Carlos Llamas, Laureano Wizner, Antonio Maria Andréu, David Martín, Marina Sanchez del Campo, Alejandro Fresneda and Martín Wizner.

Through these lines I wish to have a deep thanks towards all those magnificent crews who dignified the work of this author. My best memory is dedicated to two great Malagueños that are gone; Manuel Bernal and Martín Wizner.



### OUR BOAT BUILDERS

The shipyards "Lagos de Vigo" began to build Snipes in 1934. Logically, they were made of wood. Afterwards they were build of plywood with mast, boom, and pole still in wood.

As time continued new builders emerged in Spain. They were great woodworkers: Noli Cardona

in Palma, José Araez in Los Alcázares, Juan Mayor in Almería, José Rovira in Barcelona, and Shipyards Udondo in Bilbao.

At the end of the 60's the construction of Snipes in polyester fiber began: Araez Copino Taylor, our good sailors Chiqui García Soto and Pepe Palacios. The super-perfectionist Juan Ramos joined them, with his famous "Proto". All of them built boats that today still sail.

In the manufacturing of masts, center boards and booms, Juan Costas, Pepe Araez and Víctor Beltri helped the sailors economy with cheaper prices.

### OUR MEASURING MEN

In Spain we don't have historic memory for remembering our old measurers, but we keep in our thoughts that they were as good as the best referees, those who go unnoticed after a good match. We never had concern for the measurements because the Snipe in Spain was a sport among young and old gentlemen. If sometimes someone intended to benefit from any situation, with a couple of words things were settled.

From 1986 the revolution of a "strange device" arrived in our country. Boats measured by great measurers of the SCIRA: Ted Wells, Nils Toftgard, Chuck Loomis, Dan Williams and Brainard Cooper, were considered as "illegal". Magnificent skippers stop sailing; the referees whistled penalties where none existed.

Today, "thank God", things are standardized; "the art of measuring" has become another part of a pleasant history, the history of the Spanish Snipe Class. In honour to reality, the files of each boat that we have in Spain are a model of perfection. We owe it to José Pérez.



### OUR COMMODORES

Only Angel Riveras de la Portilla and Arturo Delgado de Almeida have been Commodores of the International Snipe class representing Spain.

We have had sailors and directors of a great value from a personal and sporting point of view, but perhaps the lack of willingness or the lack of harmony with others have done that Spain has not had more Commodores of the Class, despite living and feeling the Snipe deeply "in our own way". As it occurs with the world championships, "some day it will come".

### OUR NATIONAL SECRETARIES

They worked for the Class from the anonymity removing time with their family, with their obligations, with the aim to achieve that the Snipe class in Spain was not only the best organized but the one that had the most yachts navigating along the Spanish coast. To all of them, thank you.

Their names were: Antonio Ruiz, Angel Riveras, Fernando Bolín, Arturo Delgado, Santiago Méndez Fariñas, Carlos Gómez, Angel Bellés, Francisco Pérez, Fernando Velarde, Eduardo Pastor, Carlos Rivas, Ricardo Rubio, Fernando Tajuelo, José Pérez and Adrian Dupuy.

### ORGANIZATION OF EUROPEAN AND WORLD CHAMPIONSHIPS

Over the years Spain has sought to engage in a major way with the Snipe class organizing European and World championships. This is a reference of the championships we organized.

#### .- Junior World championships.

1980 Mahón  
1990 Los Nietos  
1996 Los Urrutia  
1999 Almería

#### .- European championships.

1962 Palma  
1978 Valencia  
1986 La Ribera  
1994 Mahón

#### .- World championships.

1948 Palma de Mallorca  
1955 Santander  
1965 Palmas de Gran Canaria  
1973 Málaga  
1999 Santiago de La Ribera

#### .- Master World championship.

1990 Santiago de La Ribera



1986 European Champions Fernando Rita and Antonio Andreu

### HUB E. ISAACKS – WORLD CHAMPIONS

Juán Manuel Alonso Allende and Gabriel Laiseca from Bilbao; Félix Gancedo with Rafael Parga and Manuel Bernal from Málaga have been the unique World champions that the Spanish Snipe class has had; someone from an unknown place makes us every two years a magnificent voodoo getting that great Spanish teams could not win more world championships.

Angel Armada, The Duke of Arion, Jorge Haenelt (three times European champion) Fernando Rita, Carlos Llamas, Damián Borrás, Aureliano Negrín, Rayco Tabares, Raúl Valenzuela, Francisco Sánchez del Campo and Pablo Fresneda (all champions of Europe), have demonstrated enough knowledge and expertise to bring the HUB E. ISAACKS trophy.

### OLD FRIENDS OF THE SCIRA

In Spain, the friendship plays a very important role in our society; that's how we see the Snipe class, a boat that makes friends forever; these are our feelings towards our SCIRA friends. They will be forever in our memories persons as Ted Wells, Terry Whitmore, Alan Levinson, Buzz Lamb, (we remember him playing the flute with Félix in Rio de Janeiro in 1971), Flavio Caiuby, Horacio García Pastori; il nostro amicci Giorgio Brezich, Dan Willians, Jerry Thomson, Brainard Cooper, Antonio Roquette, Chuck Loomis, Birger Jansen, Jiro Jamamoto, Per Ole Holm, Pedro Paw, Gonzo Díaz, Mean Davis, John Broughton, Roberto Salvat, Svend Rantil and many others

### SPAIN AND THE SCIRA

Throughout the history of the Snipe Class in Spain some believe that there has been moments in which it has lacked a bit of harmony with the SCIRA; in others this harmony has been magnificent, usually happens in the best families.

We understand that the SCIRA generally has a brilliant human team, we believe that if its central office would not be located in the U.S.A, hardly the class would have had the organization that today exists.

Nowadays our great nexus of union with the Scira is called Jerelyn Biehl, one special woman; thanks Jerelyn for your dedication for your efforts and for your way of loving the Snipe Class.

### THE FUTURE OF THE SNIPE CLASS IN SPAIN

We believe that this future will depend, as almost everything in life, on persons. First of all our national secretary and afterwards the sailors because normally some of them assume the role of captain of the fleet.



The Snipe is a great boat, hard, for all ages, quite simple in gear, but that does not connect excessively with youth; there is the great challenge; globally the Snipe is almost a "philosophy of life" that is the way we ought to understand it; its future in Spain and in the world will always be in our hands, in our minds, and in our hearts.

**CONGRATULATIONS**

From Spain, we appreciate and feel proud with the people who had the idea of writing the Snipe history of each country; this reality makes all of us to know better each other, feel more as unity, and be more and better friends. Congratulations to all of you!

**History of the Snipe Class in Uruguay**



The first Snipes were made in Paysandú, up the River Uruguay and 350 Km from Montevideo, the capital city. They were named Poseydón, Niña, Pinta and Santa María after Christopher Columbus boats.

Some years later, 15 new boats were built by a local carpenter at the Neptuno Club in Montevideo. Among the new owners were renowned yachtsmen like Pena Pampín and Pitaluga. During those days, the Neptuno Club was one of the most prominent sailing spots in



*First South Atlantic Championship in 1964; to the right Felix Leborgne and wife, Denise Caubarrere*

After the 1959 World Championship in Porto Alegre, the Snipe Class awakened the interest from the Yacht Club Uruguayo, who promoted Pedroni, a local carpenter, to build a new fleet of wooden Snipes. With these boats, a new generation of yachtsmen entered the Snipe Class. Horacio García Pastori, Pedro Garra, Ricardo Mignone, Llaguno, Felix Leborgne and others would give a new and consistent lift to the Snipe Class in Uruguay, as well as at the international stage.



*Shipping the boats to the 1973 Worlds in Spain; Horacio García Pastori, Federico Latourrette and Pedro Garra. All photos from the archives of Carlos Murguia*



*1984 Jr World Champs Luis Chiapparo & Horacio Carabelli*

In 1964, the first South Atlantic Championship was organized in Montevideo. This championship was the first edition of what turned into the South American Championship, several years later.

In 1973, with the impulse of Horacio García Pastori and Felix Leborgne, the Yacht Club Punta del Este imported 6 brand new Bruder boats and presented a bid to organize the 1975 World Championship, which was accepted.

1975 was a turning point for the Snipe Class in Uruguay. Pedro Garra and Ricardo Mignone won the Bronze Medal in Mexico Pan American Games. Horacio García Pastori and Felix Leborgne raised the bar once more, finishing in an unprecedented 4<sup>th</sup> place in the World Championship in Punta del Este. This was the first sailing World Championship organized in Uruguay.

The second generation of Snipe sailors started making their way in 1984, when Horacio Carabelli and Luis Chiaparro won the Junior World Championship in Montevideo, Uruguay. A consecutive Junior World title by Carabelli/Schewe and a growing performance of the Uruguayan fleet in the Senior Worlds, was consolidated when Ricardo Fabini and Harold Meerhoff won the Senior Worlds in Japan in 1989.

The Snipe Class in Uruguay is now in its third generation, with some second generation sailors trying to keep pace (like the author of this article!!). There is an extraordinary push from young and excellent sailors like Pablo Defazio, Santiago Silveira, Andrea and Mariana Foglia and others, with Martín Dovat leading the class into a business like model that is strongly consolidating. But that's present time and you might already have learned about this!



*Pedro Garra based on contributions by*

*Dario Marlova, Ricardo Mignone & Hoario Garcia Pastori 1980 Western Hemisphere Championship; Up: "Bocha" Torre, Lars Grael, a sailor from Japan, Carlos García, Augie Díaz, Wilson Pereira, Arnoldo Sue, Gonzalo Díaz, Mario Torre, Miguel Vidal, Llaguno; Down: Cabeco Aydos, Paulinho Oliveira, Ivan Pimentel, Jorge Manganeli, Fedoca, Carlos Murguia.*

## Snipes in The United States

Snipe activities in the United States are generally summarized in the SCIRA history in the beginning of this magazine. Because of the size of the country, with almost 3000 miles between east and west coasts, Snipe fleets originally developed in local areas centered around high population areas, where suitable bodies of water existed for sailing and where wooden boat builders were concentrated. Many of the early Snipe fleets were located in the eastern half of the country, with some fleets in the south and west, but as popularity of the Snipe increased, and travel improved over roads and highways, Snipe fleets in the midwest and other interior regions grew. Snipe fleets in the United States are organized now in seven districts, some with widespread boundaries. Over the years, there have been more than 250 Snipe fleets in the United States that have been active at one time or another. The states of New York (39 fleets), Michigan (30 fleets) and California (28 fleets) topped the list. Snipe activity in the United States is currently is focused mostly in four of these districts, mainly in the eastern, southeastern, Midwest/south-central and western regions.

The popularity of the Snipe was enhanced when several large wood boat-building companies with nation-wide advertising and a distribution/dealer network began to produce Snipes, both family day-sailing and racing models. Snipe racing became widely popular and competitive with certain builder's versions becoming successful in regional and district racing. A partial list of professional builders of wooden Snipes in the United States is shown in Table 1.

In 1952, former SCIRA Commodore Hub Isaacks encouraged the building of fiberglass Snipes to keep pace with boating market trends. He contracted for a prototype fiberglass Snipe to be built. In Wichita, Kansas, Francis Lofland, Ted Wells and Harold Gilreath combined efforts to build a fiberglass Snipe, with development of a mold or hull plug, and the first fiberglass Snipe (#9753) was produced in 1954 from this mold, with several others following. The first fiberglass Snipes were built from a mold owned by SCIRA, to keep hulls with similar in characteristics. These early fiberglass Snipes had relatively full bow sections, following the trend of the day, but the hulls were lightly stiffened and had relatively low torsional rigidity as compared to wooden hulls, thus their speed potential was compromised and wooden-hull Snipes continued to generally out perform the fiberglass-hull versions at higher levels of competition.

In subsequent years, other builders of fiberglass Snipes entered the market, and the techniques for building and stiffening the hulls improved, and design features were incorporated which made the boats faster, and more control of sail shape, more comfortable to sail and more competitive to race. One of the major improvements was to build the hull with a fiberglass-foam core system, which made the hulls both stiff and torsionally rigid, while also providing floatation down low in the hull to enable the boats to be self-rescuing in case of capsize. These improvements finally resulted in a fiberglass-hull Snipe winning the 1967 Snipe National Championship, the first such boat to do so, about 13 years after the first fiberglass Snipe was built, ending a reign of championship wins by wooden-hull Snipes that had continued since the first International/National Snipe Championship. Later improvements in fiberglass hull construction materials have been incorporated to provide more durability and overcome technical problems with the earlier materials. A partial list of professional builders of fiberglass Snipes in the United States is shown in Table 2. Currently, there are is 1 production builder of new fiberglass Snipes in the United States. Many new fiberglass Snipes are regularly imported from outside the country.



Also in 1954, specifications were developed for plywood-hull Snipes, and Harold Gilreath Sr. built a plywood Snipe (#12345) to the latest specifications and documented construction with improvements in deck construction in a booklet "Building A Plywood Snipe," published in 1960 and still used currently as a reference manual (when updates to Snipe rules and specifications are taken into consideration). These boats proved to be fast and competitive, and two Snipe National Championships (1960 and 1961) were won with a plywood-hull Snipe.

Snipe activity in the United States has continued at a high level of interest and competition is keen at national and regional events. The organization is well run, and younger sailors are being encouraged to join the class, indeed an increasing number of successful racing skippers and crew come from this group. Also, a number of long-time Snipe owners continue to participate in class racing and organizational roles, and social functions are planned to keep interest and camaraderie at a high level.

**John Rose**

*US President John F. Kennedy sails 8696*



## US Snipe Builders - wood & fiberglass\*

<b>Builder</b>	<b>Location</b>	<b>Contact</b>
Bludworth Boat Works	Houston, TX	
Buechler Brothers	Fairport Harbor, OH	
Cape Cod Ship Building Co.	Wareham, MA	
Center Boat Company	North Andover, MA	
Chubasco Boats*	El Cajon, CA	Herb Shear
Clark Mills	Dunedin, FL	Clark Mills
Clark & Lund	Oshkosh, WI	
Clearwater Bay Marine Ways	Clearwater, FL	
Datchel-Carter Boat Co., Inc	Benton Harbor, MI	
Douglas Aircraft Snipe Builders	Santa Monica, CA	
Dunphy Boat Corp.	Oshkosh, WI	
Emmons Boats	Brewerton, NY	Nearing Emmons
Eichenlaub Boat Co*	San Diego, CA	Carl Eichenlaub
Fox Chapel Marine	Pittsburgh, PA	Joe Becker
Gerber Boat Works	City Island, NY	
Greene and Co. Inc.*	Toledo, OH	Ray Greene
Hamlin	Boston, MA	
Samuel HandleyNyack, NY	Samuel Handley	
Hoernke Boat Co.	Milwaukee, WI	
Joys Brothers	Milwaukee, WI	
Wm Krippendorff Boat Works	Island Heights, NJ	William Krippendorff
Laird Boat Building	Norfolk, VA	
Lippincott Boat Works	Riverton, NJ	
Marina Boat Works/White & Holcomb	San Francisco, CA	
Martin Boat Works	Dallas, TX	
Emil Mayer	Long Island, NY	Emil Mayer
Minneford Yacht Yard	City Island, NY	
Ollendorff Inc.	Saugatuck/Westport, CT	
Plants & Son	Shreveport, LA	Cecil Plants
Guy Roberts	Clearwater, FL	Guy Roberts
Rumsey-Ots/Sail-Craft Inc.	Rochester, NY	
Russell's Boat Works	Miami, FL	
Sea Island Boat Co.	Sea Island, GA	
Skaneateles Boats	Skaneateles, NY	
Southern Boats*	Wichita, KS	
Stickle Brothers	Newton, NJ	
Thompson Bros. Boat Co.	Peshtigo, WI	
Varalyay Boat Works*	Gardena, CA	Lou and Ted Varalyay
Wagemaker Boat Co.	Grand Rapids, MI	
Walco Wood Fabricators	Wichita, KS	LaVerne Walker



Mike McLaughlin

Lofland Sail-Craft



## US Fiberglass Builders (also note others above)

Call Racing Craft	Indianapolis, IN	John Call
Duplin Marine Inc.	Winthrop, MA	Joe Duplin
Eclipse Manufacturing Co.	Chattanooga, TN	Mike McLaughlin
<b>Jibe-Tech</b>	Portsmouth, RI	Andrew Pimental
Lemke	Indianapolis, IN	Paul Lemke
Lofland Sail-Craft Inc.	Wichita, KS	Francis Lofland
McLaughlin Boat Works	San Diego/Hixson, TN	Mike McLaughlin
Mueller Boat Co.	Lorain, OH	Bill Buckles
Nickels Boat Works Inc.	Fenton, MI	
PSI	Long Beach, CA	Mike Segerblom
Phoenix Snipe	Long Beach, CA	Ron Fox
WD Schock Corp.	Corona, CA	

# Two Chapters in the History of SCIRA

## THE FIBERGLASS REVOLUTION

In 1953, the SCIRA Board of Governors gathered a committee to study the possibilities of building Snipes using a new material, fiberglass. Hub E. Isaacs had built the prototype boat 9-X in 1952 for the purpose of helping to prove the value of fiberglass as a modern building material.

### THE IDEA

In May 1953, Ted Wells wrote the SCIRA Board of Governors and members of the International Rules Committee. Ted's letter begins with *"The volume of mail concerning fiberglass and plywood hulls has now just about dried up so I think it is time to report on the results....Practically every letter congratulated the Board of Governors for being so foresighted as to recognize that conditions change and that regulations must change with conditions in order to permit the Snipe to retain its present dominant position in the small boat racing field. No one felt that the fiberglass hull would have any racing advantage. The most frequently given reason for wanting a fiberglass hull was to eliminate either the expense of hiring a winter overhaul or the time required for doing this personally. Others mentioned that they were sick and tired of a leaking boat that they had tried to fix for years without success and the fact that a fiberglass hull is not damaged by minor collisions..."*

Wells continues *"The international aspects of this situation probably need some separate consideration. Cuba and Canada are in favor of the change. The only country outside of the US besides Cuba and Canada is opposed to the change because the same conditions do not exist in Europe that exists in the US. There are two possible answers to this—either the situation can be ignored on the theory that no one is likely to build a fiberglass boat outside of the US and Canada and that no one is likely to import one from the US into any country other than Canada and Cuba...No complications are likely to arise in either case as a result so international competition because there is practically no chance of a boat from this hemisphere being shipped to Europe for a Worlds Championship and in any championships in this hemisphere everyone would be required to use borrowed boats and swap boats in each race.*

*As a next step, I would suggest contacting a limited number of recognized builders of fiberglass boats to determine definitely whether or not they are interested in building fiberglass hulls...and to try to pin them down on some more accurate cost estimates. I would propose recommending to these boat builders that they should consider furnishing fiberglass hulls in any one of three ways:*

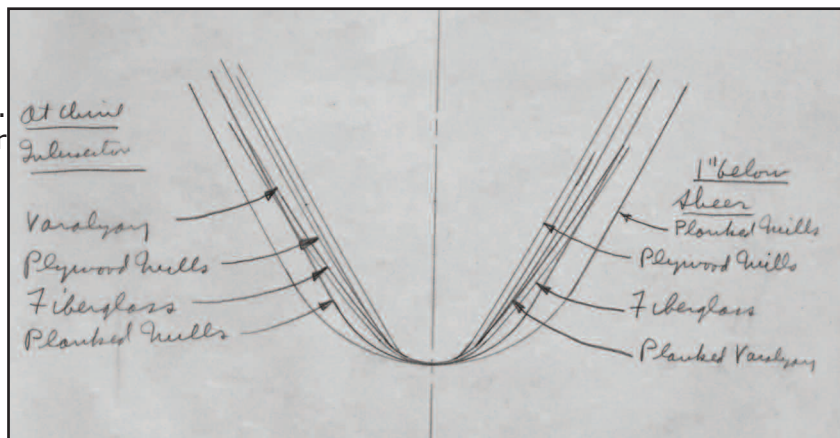
- |                                                                               |                           |
|-------------------------------------------------------------------------------|---------------------------|
| <i>1) bare hull, trimmed at shear line without deck</i>                       | <i>min weight: 205lbs</i> |
| <i>2) fiberglass hull with 1/4 plywood deck, wood deck teams, floorboards</i> | <i>min weight: 308lbs</i> |
| <i>3) fiberglass hull and deck, wood floorboards</i>                          | <i>min weight 308 lbs</i> |

*To absolutely control the weight of fiberglass hulls...they should have a minimum weight of 205 lbs."*

### THE PLAN

After considerable research, the committee presented a paper in September 1953 titled the "Fiberglass Boat Project," signed by Carl Zimmerman. Carl outlined the recommended procedures to the Board of considering fiberglass Snipes. These were:

authorize 1 builder in the east, central & west sections of the US to buy a female mold and construct and sell fiberglass boats. Boat builders would be selected as above for each section of the country but would send bare hulls to the nearest finisher or to the skipper to finish and rig the boat. Authorize any competent & reliable builder to buy female molds and sell fiberglass boats in various stages of completion to skipper at a price the builder would fix.





## THE BOATS

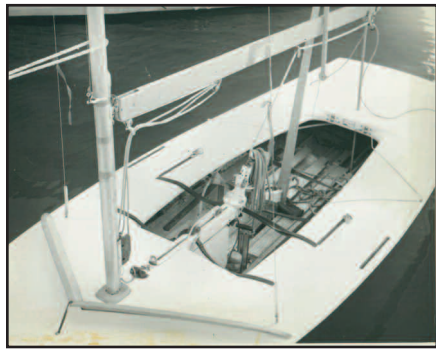
Once the Board approved fiberglass in 1954, the SCIRA office was inundated with requests to build hulls from all over the world including Norway, Hong Kong, Canada, Israel, Chile, Italy, Japan and the US. Builders of other one design boats were also interested in building fiberglass Snipes. The Comet Class contacted SCIRA to plagiarize the transition from wood to fiberglass. But as the fiberglass boats began to hit the lakes and waters around the world, skepticism remained.

In a 1966 letter from Birney Mills regarding the 1966 US Nationals;

*"The top ten boats were all wood. This certainly looks convincing (and damaging to fiberglass) to those, like Buzz, who have always thought wood hulls were better than fiberglass. It will be hard to argue against them with these figures. Probably just as well that we don't publish them as this emphasizes the point to the public."*



Loftland boats in production.  
Right: finished Loftland boat



## VIEW OF THINGS TO COME

Sales of new boats began to decline and Executive Secretary Birney Mills provided his reasons for this decline in a May 1969 letter :

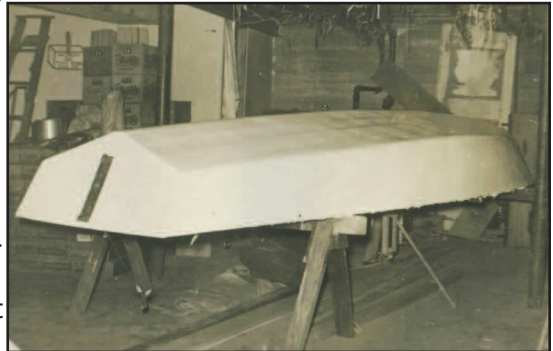
- A reaction from the Snipe not being chosen for the Olympics
- Confusion over sail-away ability on fiberglass boats
- Spinnaker equipment: the question was continually raised. If this was a chance, then the buyer would wait.

•Weight reduction: more and more sailors felt that after 15 years, the class could safely throw away all that extra lead around for nothing now. A lighter boat would attract sales. 40 lbs. reduction straight across the board would be possible and practical.

•Bad reputation: there was evidence that many of the existing fiberglass hulls were not good and that most local measurers did not know how or were not capable of accurately checking a hull. There was no confidence in the existing measuring system.

Birney Mills went on to suggest: Official SCIRA MDS certificates should be mandatory for all fiberglass hulls before they leave the factory. Weight should be reduced straight across the board and satisfy this 15-year old demand Blue prints for making old hulls self-rescuing should be provided.

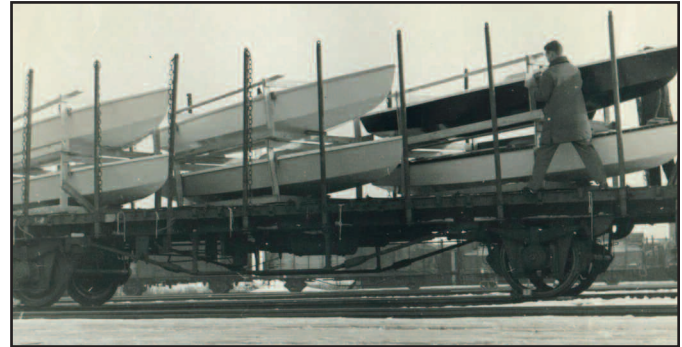
*Eling Olsen's Skipper Snipes ready for transport*



## A MIS-STEP

In 1969, 21 boats were built by Lemke for the Western Hemisphere Championship held in Jacksonville, Florida. These boats were sold after the Championship and a fleet measurer noticed that the hulls were not measuring. Questions began to arise on the system for measuring Snipes now coming out of the builders at faster rates than the wood boats.

To help solve this problem, the measurement system was created with the MDS being required of all hulls before they leave the factory.



## THE FUTURE

Currently SCIRA averages 170 fiberglass boats built per year. Carbon fiber has been allowed in certain fittings for the boat, but not in the hull. Where will the Class go in the next 25 years? The Long Range Planning Committee, appointed annually by the Commodore, is tasked with looking into the future of the Snipe and adapting to current trends and equipment. With 30,800 boats built in 75 years and many of them still in sail-able shape, the competitive Snipe is enduring in our hearts and on the water and we don't see this diminishing any time soon.

# Two Chapters in the History of SCIRA

## THE WEIGHT CONTROVERSY

Robert Schaeffer wrote in his July 1969 Commodores Column, "At the meeting of the National Secretaries represented at the European Championship, Izmir, Turkey, September, 1968, a proposal was made to reduce the weight of the Snipe by approximately 50#, or about 23 kg. The vote was 17 for, 6 against.

The significant support of this proposal deserved careful consideration, since it was highly controversial. This had been seriously proposed frequently from many parts of the sailing fraternity. It had come more often from the championship caliber group; not so frequently from the great majority of the class membership who did not necessarily classify themselves as "hot" skippers.

But some people were thinking of the distant future. Technological advances were allowing hulls to be built of lighter weight materials having equivalent or better strength and durability. Builders assured class officials that it was possible to build the hull structure such that the hull weight could be as much as 50 pounds less, and still not compromise strength. Other competing new classes were doing this successfully, in many ways mimicking Snipe lines, sail plan, and rig.

Class officers thoughts were "If our class wished to make a significant modernizing change, there seems little purpose in changing the proven hull design. A lighter weight would give more nimble performance and be a somewhat easier package to manage while on shore and during launching. It is anguishing to think of creating overweight boats by reducing the minimum allowable all-up weight. However, a continuing growing sport can not turn its back on technological advantages. We have come a long way from the typical Snipe of the 1930's – the "little yacht", planked top and bottom, 600 pounds and more.

If this type of change is the wish of the class, the board could pass a resolution declaring that at some future date, say 1971 or 1972, (if the board chooses at that time), the Snipe might be reduced to 375# (or 385#, or 295#). Until then boats could be made with sufficient fixed ballast so that it could be removed when a lighter weight was allowed. This situation exists in most boats. Today, since aluminum boards were authorized, the difference in weight compared to steel has been made up, in most cases, by adding ballast to the hull.

Our obligation to maintain the best boat and class association is not only to our present sailors, but also to the next generation who will be joining us in the future."

What followed the rest of the year until the Board of Governors meeting in Luanda, Angola (then Portuguese West Africa) were non-stop letters to the editor regarding the pros and cons of the proposal.

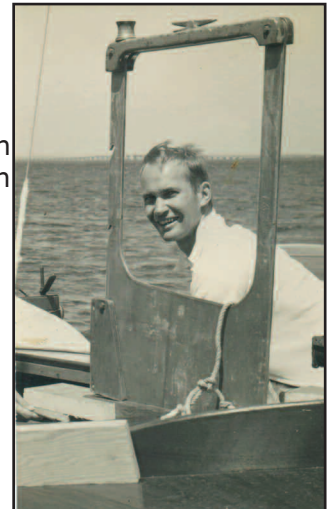
Once in Angola, the Board met and voted 10 yes, 7 no to pass the weight reduction to 381 lbs (173 kg.)

Ted Wells summed up the controversy in Wells Wanderings..."The Europeans felt they needed an appreciable weight reduction to compete with new lighter boats such as the 420 and 470. Dr. Riveras asked for at least 100lbs. At the National Secretaries meeting in Luanda, they asked for 44lbs. immediately and another 44 in 2 years (Ted remarked that even at 375lbs a Snipe is not necessarily comparative with a 253lb 470; that our strength is in the good competitive racing with other Snipes.) The main reason for wanting a weight reduction is to improve performance.

## USA TAKES A STAND

Upon return from the Board vote in Luanda, Vice Commodore William Kilpatrick, ranking SCIRA office in the US and National Secretary Alan Levinson then placed the following resolution before the Board for their immediate consideration and vote: RESOLVED: It has been decided that the official minimum weight of the Snipe is 381 lbs (173 kg). However, the National SCIRA Sailing Authority of any country may decide to maintain the minimum weight of 425 lbs. if considered desirable and necessary for the best interest of Snipe and SCIRA in that country. Revision of this deviation from the legal minimum weight of 381 lbs. can be made according to future conditions. The resolution passed with 15 votes in favor and 2 not voting. ...."All official races and regattas and participation by Snipes in this country will be required to meet that minimum weight in the future."

The archive file on the weight reduction controversy is full of letters on the





verge of law suits. Perhaps this forced the US Board to take such action?

Interestingly, in the Snipe Bulletin following the vote the Lemke ad read, "All our new Snipes have at least 45# of removable lead."

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Literature & Price List Upon Request

**LETTERS TO THE EDITOR**

Should all the radius be made to work? The only additional item would be to make sure the most are at least 2" wide. There are changes here to be made to the handle on the... on your working time is a lot less.

Don't forget that anytime you convert a 22" board to a 20" board, you have to add an 18" plug to the trunk. If you previously have a center board with a 60" bottom, the same general procedure can be used. See Fig. 3. The cut from the bottom will be about 11" in an equal amount must be added to the top. These boards are required to be 200" wide so there is no problem with width. Most boats have 12" or more board depth so any setting will be above the waterline unless you have some in the cockpit and want to fill them in. In addition, most of these boards have the carroll and are thick across the top. This complicates the job. In any case a piece of aluminum 11" x 14" x .002" should not be too expensive.

**Fig. 1**

**Fig. 2**

**Fig. 3**

Most everyone who has used the experimental board has liked it. Some prefer it to either the radius or present out boards. The official SCIRA patch will be to encourage the use of the new board. So take a couple of evenings, a few dollars and have a new design.

**Point Score Race Results for 1975**

1975 POINT SCORE RACE RESULTS will be printed in the earliest available 1976 issue of the BULLETIN. The deadline for receipt in the SCIRA office is February 1, 1976. Please use the correct small format which will be sent by US and Canadian Fleet Captains in September. Any Fleet Captain who does not receive a supply should request them from the office. Send them in as soon as the 1975 season is completed - you don't HAVE to wait until February.

**TO ALL our US and Canadian Fleet Captains:** Yes we do want your scores for the BULLETIN. You may make your own score cards - 3"x4" (the US will go metric - such by inch). The cards should look like the example in the BULLETIN.

So busy, keep up the good work and you can be president for a long time. After all, it's not how many races you win but the fact that you are being paid to further your sailing skill that makes you a top professional. While someone

Happy sailing  
 Ed King

Sincerely, I believe more sailors are attracted to the Snipe Class because the competition is good rather than turned away because it is too good.

SCIRA Official Score Card 19

Owner \_\_\_\_\_ Boat No. \_\_\_\_\_  
 City \_\_\_\_\_ Fleet No. \_\_\_\_\_

Total races \_\_\_\_\_ Score \_\_\_\_\_

For all scores over 1600: List races by finish on the back of this card.

Signed \_\_\_\_\_ Other Comment \_\_\_\_\_

Return to SCIRA for all boats with 5 or more races only.

**OFFICIAL POCKET PATCH**  
 Order direct from SCIRA an official Snipe pocket patch -  
 Looks great on your blazer jacket.  
 Made of either felt or variable cotton twill. Only \$2.00 ea.

**TIME MARCHES ON**

As time progressed, the Snipe Bulletin month after month featured articles on how to put your Snipe on a diet.

In 1970, the Rules Committee led by Ted Wells, summarized a recent meeting of the Board of Governors in Indianapolis, IN: "The Board voted to reduce the minimum weight in the US to 410 lbs for 1971, and contemplates further reduction of 10 lbs. per year until 381 lbs. is reached. A referendum vote for approval or disapproval of this action is being taken by mail. At 410 lbs. minimum, ballast up to 65 lbs. Less the centerboard weight may be carried anywhere."



# PERSSON SNIPE

the original one



NEW  
Cockpit!!



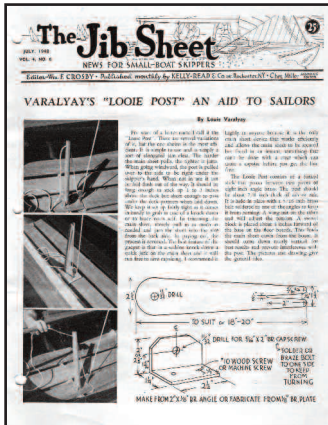
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# Snipes through the Years boat and gear development

Snipe rigging and deck configuration has changed dramatically through our 75 years, yet the hull itself remains virtually unchanged. Documented on these 2 pages are some of the more significant developments or trials that the class has gone through.

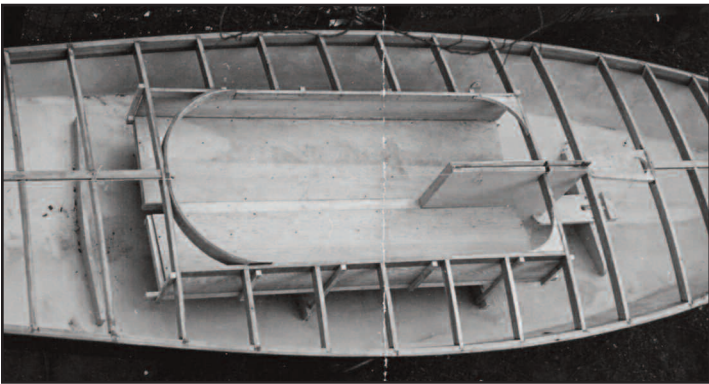
*Below: an early Snipe with jib sheets led outside the shrouds.*



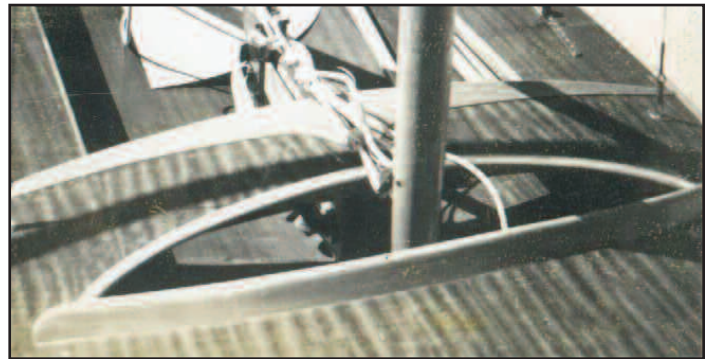
*Left: the Looie Post - as invented by Lou Varalyay in 1947.*

*Below: early racing technique; a pre-cursor to the trapeze later adopted by other classes.*

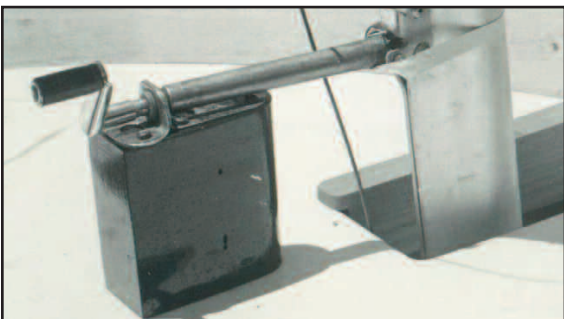
*center: early cut-out daggerboard.*



*above left: #10364 ready to deck with first mock-up of self-bailing cockpit: 1956 Botved hull owned by Jesse Aronstein.*

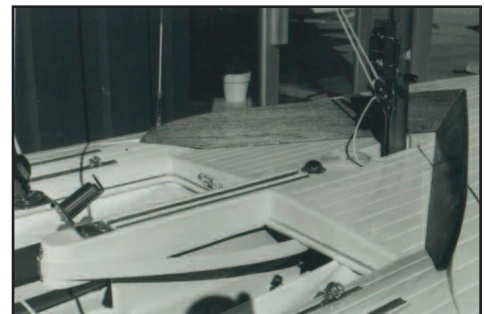


*above right: early mast hole: some sailors had skirts made to keep the water out.*

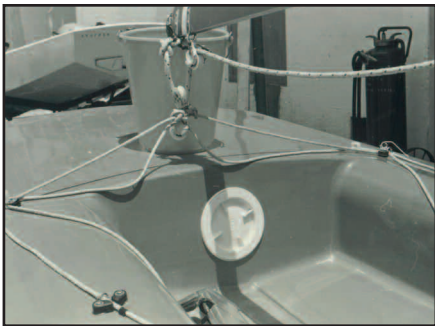
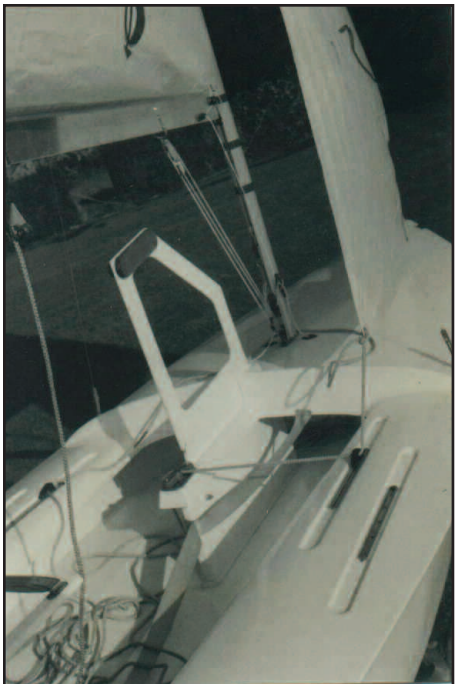


*left: early mast ram*

*left: early fiberglass boat*





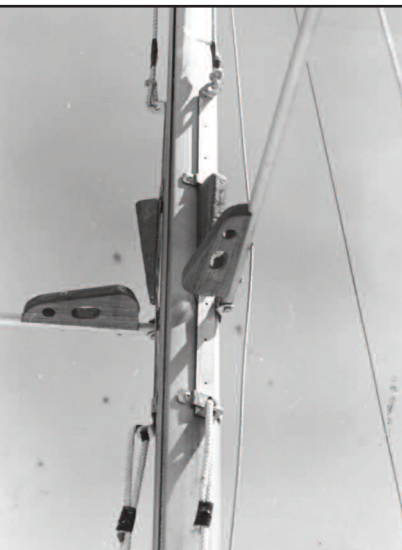
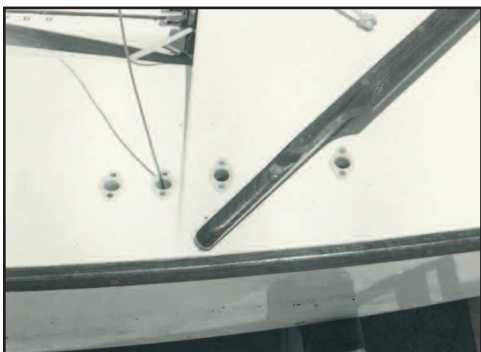


Upper left: Olympic Boats of London with self-bailing cockpit.

Top: Skipper with modern cockpit.

Center: adjustable spreaders by Japanese.

Upper right: the spinnaker experiment



Left: adjustable shrouds placement.

center left: Skipper Snipe with boom track.

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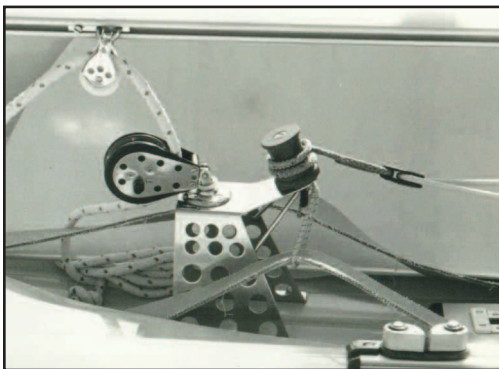
*Jiffy Jib Jam*  
PRICE \$18.00 POSTPAID

Right: Howie Richards ad for the "head knocker" and Jiffy Jib Jam

center right: Torben Grael's pole launcher system

Lower left: Paulo Santos in a modern Thor boat.

Lower right: center post with dropped centerboard case.





# Snipes Through the Decades

## 1930-40's



above: early 40's racing



above left: 1935 Internationals. Hal Hardin and Bill Bracey present the Isaacks trophy to Perry Bass and Jimmy Maxwell.  
above right: "Damp Ann" Perry Bass' winning Snipe

## 1950's



Darby Metcalf & horizontal hiking.

below: French Snipes



Monte Carlo; 7275 Spain, 9040 France  
below: Snipes in Rio de Janeiro  
right: "Lassapur" Regio & Lasinio of



below: 1957 British Nationals  
far right: Havana, Cuba







above: one of John Broughton's many cartoons  
 below: "Punta Salvore" D'Isiot/Scognamiglio of Italy



above: 1975 Worlds, Cascais, Portugal  
 below: Terry Whittemore #7432 leads fleet in Sea Cliff



**1960's**



right: 1965 Worlds, Rye, New York







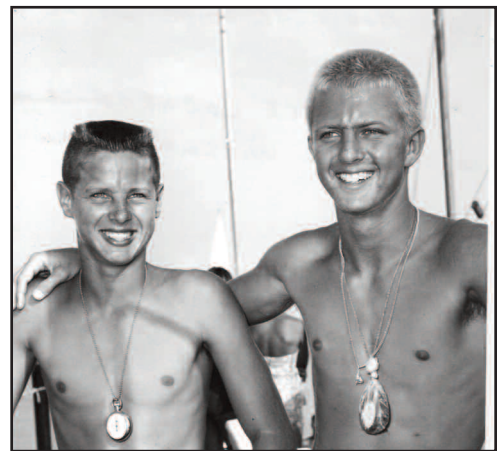
above: Snipes in front of the Golden Gate, San Francisco



above right: 1st Colombian Nationals, 1969.  
right: 1960 US Jr Nationals; Bruce Cochran & Robin Wickman



left: 1967 East European Champs, Izmir, Turkey  
lower left: 1965 Worlds, Rye, NY



lower right: 1964 Yugoslavian winners.

bottom left: 1967 Yugoslav: Cok Zlatan, Korosei Zkitko & Turkish NS Macit Buluc.

lower right: Brasilia fleet 516, 1968





# 1970's



upper right: Europeans  
upper left: UK's Gary Lewis & crew  
middle: Peter Bjurstrom leads 1973 Finnish Champs  
right: 1978 WH&O start, Sao Paulo, Brazil  
middle: Dirk Kneulman & Jim Teague lead '75 Canadians



center middle: Cairo Snipe  
lower right: Nelson Piccolo - Brazil

above: the 70's

below: Jeff Lenhart & Dave Ullman





# 1980's



Gary Lewis & Mark Preswich, UK



Snipes on Lake Balaton, Hungary



Scandinavian sailors at the 1981 Worlds



left: Mark and DeAnn Reynolds

right: Don Q Miami regatta, 1987.

top left to right: Greg Fisher, Mike Segerblom, Birger Jansen, Craig Leweck, Jerry Thompson.

Bottom: Martin Keen, Bob Little, Janet Krefting, Scott Lindley, Rob Lindley.



# 1990's



above: Henrique Motta, BRA.



center: John & Jo Broughton, UK



right: Lange & MacCall of Argentina



lower left: Helsinki Whitsuntide Regatta 1982.

lower right: 1st Women's Worlds, Japan





# Snipe Personalities



*Edna & Bill Crosby*



*Dick Sherman & crew welcome Dr. DuPan from Switzerland*



*above: Reinaldo & Ralph Conrad*



*center: Jan Persson & Earl Elms at the 1971 Worlds, Rio.*

*left: Fred Schenck*



*below: Giorgio Brezich, Jerry Thompson & Horacio Garcia Pastori*

*below: crew & Frank Penman, UK*



*above: Gonzalo & Augie Diaz, Hub Isaacks and Berta Swanson*

*below center: Lee Thompson & Jerry Thompson*

*below right: Clark King, Fred Schenck, Tom Frost & Darby Metcalf*



*above: Harold Gilreath, Guy Roberts, Carl Zimmerman, Eddy Williams, Ned Linscott & Frank Levinson*



*Right to left: Gail DeJarnette, Eleanor Williams, Dorothy Slauson, Ted Wells, Ray Hardey, Eddie Williams, and Chuck Hardey.*







left: Dan Williams, Chuck Loomis & Brainard Cooper-USA

center: Ralph Swanson-USA  
right: Fernando Sanjurjo, ARG

lower left: US & URU sailors  
below: Ingemar & Pelle Hellgesson  
center right: Id Crook



left: 1975 Pan Am Games medalists  
right: Ted & Marge Wells.

lower left: Solerio Brothers of Italy.  
lower center: Octavio Lorenzo & Nelido Manzo - CUB  
lower right: Julio Labandera & crew, ARG, 1975 Worlds, NS Canada



below: Katsumi Hirata, JPN

center: Ralph Swanson, Red Garfield, Fred Schenck, Harold Griffith, Doug DeSouza, Jerry Thompson & Eddie Williams

below: Francis Seavy, Augie & Gonzalo Diaz, Tom Nute





## 75th Anniversary Merchandise available from SCIRA



Make sure you help remembers SCIRA's 75th birthday with commissioned articles that support the Snipe Class!

Hats, kevlar bags, shirts, jackets and vests as well as sun-protective shirts that look as good on the water as they do in the bar after racing!

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To order your items, visit [www.snipe.org](http://www.snipe.org) and use the secure order form. Items are usually shipped within the week!

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**MAINSAIL:**  
NEW VERSION FOR 2007  
We're just about to release the **CRC+** Mainsail, an upgraded version of our renowned CRC.  
The new Main is more powerful in the upper section, making it even easier to sail and better performing. Its results were excellent so far, winning the Pre-Panamerican and the South-American Championships. Keep tuned on our frequencies!

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NUOVA VERSIONE PER IL 2007  
Stiamo ultimando i test della nuova **CRC+** evoluzione della ben nota CRC. La nuova Randa, più potente nella parte alta, è ancora più facile da usare e più performante. Ha già dato prova di sé vincendo sia il Pre-Panamericano che il Sudamericano. Restate sintonizzati sulle nostre frequenze!

IF YOU CAN'T STOP SMILING

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## Celebrating 75 years of pure fun!

*Photo: 3-time Snipe World Champion Torben Grael, 1987.*



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