



Saipe

BULLETIN

APRIL 1994



AROUND THE SNIPE WORLD

SNIPES ARE BACK AT CORK!

This year is CORK's 25th anniversary, so it should be a great event. The week is now divided so that Classes do not have to schedule an entire week's event. The Canadian Open/Northeasterns are scheduled for August 20-22 in Kingston, Ontario, with 7 races. In addition, team racing will be offered on August 23, and will be sailed on its own course in front of Kingston Yacht Club with teams of 3 or 4 boats. Contact Ian Brown for further information, telephone/fax (416)203-3500.

US NATIONALS UPDATE

Plans are underway for the 1994 Nationals to be held at Rush Creek Yacht Club in Dallas, Texas. Regatta dates are: Juniors: July 8,9,10. Seniors: July 11-15. The Crosby will have one start, and the Heinzerling and Wells will also share a course. Housing is available; club facilities include pool and playground. They have a limited number of charter boats available. For further information contact Regatta Chairman, Freid Elliot at the following numbers:h(214)941-2807, w(214)280-3912, beeper (201)601-0696, fax(214)380-3929.

DIRECTORY UPDATE:

Paraguay: Carlos Schauman, P.O. Box 2290, Asuncion, Paraguay. Fax: +59-521-601-029

Chile: Ricardo Escobar, Arturo Prat 1109-of.205, Santiago, Chile. Fax: +56-26-98-9698

US Fleet Captains:

#520 Barton Boat Club, Michigan: Mark Spicknal, 11694 Kenton Drive, Whitmore Lake, MI 48189, (313)449-5291

#137 Grand Rapids, Michigan: Chris Schneiter, 2515 Belfast, Grand Rapids, MI 49507, (616)243-8130.

IYRU APPLICATIONS

1994 Application forms for International Judges, Umpires and Race Officers are available from the Snipe Office.

MICHIGAN MARITIME MUSEUM

is inviting Snipe members to bring your boats to the 13th Heritage Boat Gathering in South Haven, MI, June 19, 1994. The Museum's aim is to help perpetuate the building and use of wooden boats. For more information, contact the Museum at (616)637-8078.

SNIPES WORLD FESTIVAL

A bright yellow registration form is included in this Bulletin for all interested.

COMMODORES COLUMN

Dear Snipers;

In going through the new IYRU yearbook I found two subjects that we as a Class should look into.

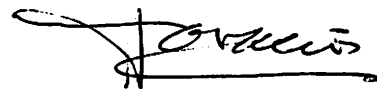
First, the new Simplified Racing Rules Part IV. A great effort has been done to make things easier for the sailor and the juries, and IYRU is asking for general experimentation at the Club level. I think it is worth a good try and I am asking Jerelyn to include a copy in this Bulletin (see page 5).

Second, the new Olympic Courses. SCIRA Japan has asked us for comments on whether

to include some of these new layouts in their Festival. My opinion is that using them at least in some races should be very interesting and possibly a lot of fun (see below).

Sailing is changing and I believe Snipes must stay abreast of all these new ideas if we are to survive as an International Class.

Good sailing to you all from your Commodore.

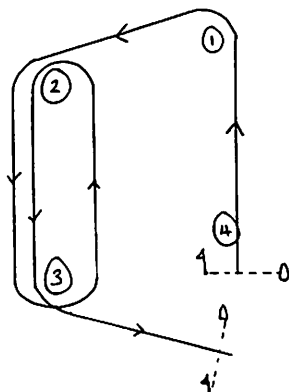


Horacio Garcia Pastori

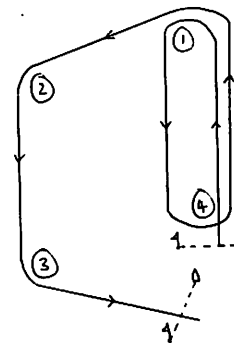
Olympic Courses

Basic Course - Olympic Trapezoid

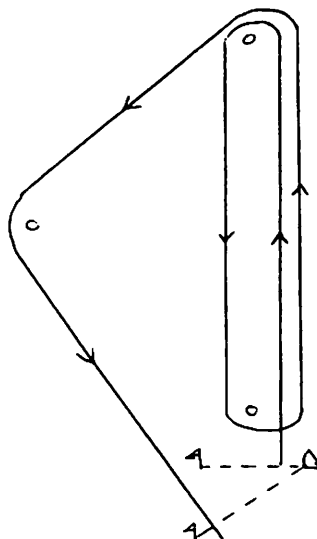
OT - Outer Loop



OT - Inner Loop



Olympic Triangle



The Olympic Triangle is for larger fleets (and shallow water) with a leeward gate that will provide interesting opportunities. (course shown is for Star and Solings and most probably used for Snipes)

Courses are proposed which provide a balance between the physical and tactical aspects of sailing competition. There will normally be a reach to the finish. Courses were designed to ensure opportunities for competitors throughout the race. Different disciplines will have different demands. Two laps is sufficient as three laps would increase the chance of mixing events. The basic course for the Olympic Regatta should be the Olympic Trapezoid (OT). Variations of the course provide many possibilities to accommodate regatta organizers with exciting and flexible racing for many combinations of fleet numbers and sizes.

THE COVER: Close competition--a Tom Payne photo, presumably from the 1991 Tonsberg, Norway Worlds.

THE COUNT: 5 numbers were issued this month, all to Italy.

NUMBERED SNIPES: 28707
CHARTERED FLEETS: 829

From the Birds Beak

Letters to the Editor

Dear Snipers;

In 1939, the Grand Rapids Yacht Club, on Reeds Lake in East Grand Rapids, Michigan, received its charter as Fleet 137 of SCIRA.

As the seasons mounted up, the fleet grew, until by the late 50's and early 60's, we numbered over 50 Snipes and were recognized as the largest Snipe fleet in the world.

Well the seasons continued to wear on. During the 50's, the Rebel class established itself and by 1974, the MC skimmed its way onto our lake. Still, the Snipe held on, but by 1988, we were down to eight boats.

Presently, we don't have too many more than that, but we're growing, and those Snipers that we do have are very committed.

The reason that I give you this background on our fleet, is that our experience is common to many of yours. Our fleet isn't dying, but we need to do something to spice things up.

As a fleet, we've talked and talked about how to keep people not only from jumping fleets, but to make them interested in joining ours.

Our conclusion was that we need to create a sense of cohesion and excitement within our fleet and throughout our club.

To do this, we decided to take on a challenge, as well as commit more to the Snipe Class itself.

First, the challenge. Next June 25th and 26th, GRYC will host:

"The Michigan State Snipe Championship and Open Regatta"

This is a huge task for such a small group, but we need to make people notice us, not just in our club, but state and region wide, not to mention in our community. Unless people know we're here, they're not going to come into our fleet.

As for our regatta, we want to give people a reason to show up.

In addition to racing, we're looking for things to make it more meaningful and fun. Things like having the regatta photographed, so that you can take home a picture of yourself sailing. Of course there will also be child care, housing and camping, and lots of food and refreshments. For the benefit of sailors, we're also hoping to get sailmakers and boat builders to join us.

One thing that has always held me back from going to away regattas, is that my boat is old and really doesn't stand a chance. To encourage people like me, we're talking about giving trophies in a few different divisions, to give people like me a chance.

We're also hoping to make it a sort of media event, enlisting TV and radio stations to have "on the spot coverage" as well as providing newspapers with press releases and photos. We also would like to encourage the public to come down to watch.

Enough about our plans. Ideas are cheap, and we've got plenty of them.

Now regarding commitment: We've come to realize that unless we go to other clubs' regattas, we can't expect them to come to ours. So we've resolved to start traveling a little to compete. Perhaps if we get to know people from other fleets, we'll be able to pool our resources to make all of our regattas more successful.

If our regattas are successful, then more people will notice us, and then maybe instead of losing people to other fleets, they'll come back to the Snipe.

We're lucky to have the Snipe Bulletin to use as a forum to exchange ideas. If enough Snipers write, all of us will benefit.

At this writing, it's the middle of February. I'll try to write again before our regatta to let you know how we're doing.

Good Sailing,

Chris Schneider, Fleet Captain, Fleet 137.



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Dear Snipe Class;

I think the Snipe Class has lost its way. We would like more people racing with us. We are disappointed as our ranks shrink, but we seem to forget what made our Class popular in the first place - the boat was simple!

All the truly popular one designs are based on simplicity: the Sunfish and the Laser, the Snipe of 15, 25, and 35 years ago shared this feature. New classes, especially on the East Coast, are becoming very popular, not because they are great boats, but because they are simple and you are not allowed to modify them. The JY15 and Vanguard 15 are two very good examples of simple boats for which large fleets are appearing. For example, the JY15 does not even have adjustable jib leads! People look at that simple boat that consists of a mainsheet, jib sheets, boom vang, outhaul, and cunningham and feel that if they are either beginners or intermediates that they can handle the boat. Expert racers feel that they can jump in the boat and go just as fast as the next guy and be very competitive. Meanwhile, we try to talk them into a Snipe with adjustments everywhere. The list is huge! Mainsheet, jib sheets, main cunningham, jib luff, outhaul, boom vang, traveler, jib leads, barberhaulers, mast aft puller, mast forward pusher, jib halyard, and pole launcher (and I consider my Snipe to be a "simple one"). This is too much!

Then we have the nerve to say the Snipe is not a big boat speed game, but a tactical boat. I think we should put our money where our mouths are and make the Snipe what it used to be, a tactical boat.

First, I would like to recommend we get rid of any sort of barber hauler, mollet hauler, or reaching hook. These devices are hard to use, uncomfortable to sit on and do not make the boat easier to more fun to sail. Sure, you go a little faster, but short of a turbine engine, a 380 pound boat is not going to fly down wind like a planing dinghy.

Second is the jib luff. The sailmakers are constantly telling us to lay off this adjustment. I think that beginner and intermediate racers would learn more tactics and less boat adjusting if the Class dropped this adjustment.

Third are mast pushers and pullers. Please, name other classes with this adjustment. I have only seen them on two other classes - 505s and Stars (which can adjust everything and are certainly not models of popularity). In our fleet, sailors who are very competitive at the district level have said to me that they do not think they would be competitive at the national level because they are not always sure whether they should be pushing, pulling, or just leaving the mast alone. These are sailors who have been racing Snipes for fifteen years! Experienced racers from other classes look at the adjustment on my boat and say they will try another class.

I understand the argument for mast adjustments. In theory, the adjustments allow for a greater range of skipper crew weights. I feel that the Snipe rig would be just as depowerable, based on the remaining rig controls if we replaced the mast pullers and pushers with mast partner blocks which we could not adjust during a race.

I realize that most serious Snipe sailors are aghast by this point, but I have got plenty more.

As far as split tail mainsheets go, I think we are foolish to be running around saying that our Class is great for everyone, especially women and juniors, when we have very strong grown men rigging their boats with two ratchet blocks just to handle a measly 180 square foot sail. The classic response is if you are not strong enough, or as in Ed Adam's Sailing World article, weigh 140 pounds or less, use the old fashioned two part mainsheet system. Well, who is going to get into a boat and use a mainsheeting system which is acknowledged as slower at some wind speeds? I would like to propose that the Class establish the

bridle mainsheet system as the only allowable system and that the mainsheet must always be rigged as two parted. This would insure that we are all racing equal, one design, boats as well as truly encourage women and juniors to compete with the men that now dominate this Class only because of larger biceps. A double purchase mainsheet also reduces the advantage, and therefore the temptation, of pumping off the wind.

Lastly, the centerboard. Again, who are we fooling besides ourselves? The current bridle rigs are not safe! If the boat capsized, things are already going wrong! Sending someone under the boat to release the centerboards is just an accident waiting to happen. I propose that everyone mounts a 1/4 inch metal bar across their truck at 1/2 inch from the aft end. And we all cut notches in the trailing edge of our centerboards. The Class could establish 4 or 5 standard notches which we all have to cut in our boards. Since we are all dragging around the same notches under water, the boats will still be equal and will be safe.

The evidence is indisputable. When people look for a one design class to race, they are looking for just what brought most of us to the Snipe Class in the first place: a simple, equal, tactical boat to race. Let's get the Class back on the same track. Our competitors, the single manufacturer based dinghies, biggest claims are simplicity and true one design racing. We should show everyone that the Snipe Class has not forgotten how to be a tactical one design Class!

Sincerely,
Joel Zackin
117 Avon Street
New Haven, CT 06511
(203)495-9431

The Class encourages response to any letters to the Editor. --jwb

Experimental Right-of-Way Rules

The rules for racing sailboats are certainly more complex than many other sports. If the rules can be made shorter and less complicated, they will be easier to understand and remember, benefiting both the newcomer and experienced competitor alike. In this interest, IYRU decided to simplify the rules in time for the 1997 rulebook. IYRU has asked its members, including International Classes, to test and evaluate these proposed rules, reporting experiences and suggestions back to the IYRU by September 1, 1994. Please consider using these experimental rules at one of your regattas, and report back to the SCIRA office where we will gather all reports and send to IYRU. The resulting experimental rules are less than one third the length of the current rules. *Italicized words are found in Definitions section below.*

These rules apply to boats sailing in or near the racing area that intend to race, are racing, or have been racing, except when the sailing instructions state that the International Regulations for Preventing Collisions at Sea or government right-of-way rules apply. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 2.

Section A—Primary Rules

1. Avoiding Contact

Every boat shall, if possible, try to avoid contact with another boat.

2. Boat Not Racing

A boat not racing shall, if possible, try to avoid interfering with a boat that is racing.

3. Acquiring Right of Way

When a boat acquires right of way, she shall initially allow the other boat room and time to keep clear.

Section B—Right-of-Way Rules

4. Opposite Tacks

4.1 When boats are on opposite tacks, the starboard-tack boat has right of way, and the port-tack boat shall keep clear.

4.2 When two boats on opposite tacks are within two lengths of the longer boat, the starboard-tack boat shall not change course if the port-tack boat would then have to do more to keep clear than would otherwise have been necessary. However, a boat that has just become a starboard-tack boat may assume her new proper course, provided she gives the port-tack boat time to keep clear.

5. Same Tack

5.1 When boats on the same tack

(a) are not overlapped, the boat clear ahead has right of way, and the boat clear astern shall keep clear.

(b) are overlapped, the leeward boat has right of way, and the windward boat shall keep clear.

5.2 When a leeward boat or a boat clear ahead changes course, she shall give the other boat time to keep clear.

5.3 If a windward boat would have to change course to keep clear of a leeward boat, the leeward boat shall not sail above her proper course when an imaginary line abeam from her mainmast is behind the windward boat's mainmast.

Section C—Rules at Marks and Obstructions and Other Rules

When a rule of Section C applies, the rules of Section B do not apply.

6. Passing a Mark or Obstruction

6.1 Rule 6 applies at a mark or obstruction that boats are to pass on the same side, but not at a starting mark or its anchor line, or to boats on opposite tacks on a beat to windward.

6.2 Overlapped

From the time one of two or more overlapped boats comes within two of her lengths of a mark or obstruction, until the inside boat leaves it astern on her proper course, outside boats shall give inside boats room to pass, and inside boats shall pass within that room. However, when a boat establishes an inside overlap, she is not entitled to room unless at that time the outside boat is able to give it.

6.3 Not Overlapped

From the time a boat clear ahead comes within two of her lengths of a mark or obstruction until she leaves it astern, a boat clear astern shall keep clear, provided the boat clear ahead does not tack. If she does tack, rule 4 applies and rule 6 does not.

6.4 Tacking at a Windward Mark

When two boats are approaching a windward mark on opposite tacks and then one of them tacks within two of her lengths of the mark, the boats that tacked

(a) is not entitled to room if she becomes overlapped inside the other boat.

(b) shall give room if the other boat becomes overlapped inside her. This rule is an exception to rules 6.2 and 6.3.

7. Tacking to Avoid an Obstruction

Except at a starting mark or its anchor line, when a close-hauled boat intends to tack to avoid an obstruction but does not have room to tack and avoid another boat on the same tack, she shall hail "Room to tack" or words to that effect. The hailed boat shall immediately give room, and then the hailing boat shall immediately tack.

8. Taking a Penalty

A boat taking a penalty shall keep clear of a boat not taking a penalty.

9. Capsized, Aground, Anchored, or Rescuing

Unless unable to do so, a boat shall keep clear of a boat that is capsized, or is aground, anchored, or attempting to help a vessel or person in danger.

Definitions

Clear Astern and Clear Ahead; Overlap

One boat is clear astern of another when her hull and equipment in normal position are behind an imaginary line abeam from the other boat's aftermost point. The other boat is clear ahead. They overlap when neither is clear astern or when a boat between them overlaps both. The terms clear astern, clear ahead, and overlap apply to boats on opposite tacks only when rule 6 applies.

Keeping Clear

One boat keeps clear of another when the other boat can sail her course without risk of contact.

Leeward and Windward

A boat's leeward side is the side on which her mainsail lies. The other side is her windward side.

When two boats on the same tack overlap, the one on the leeward side of the other is the leeward boat. The other is the windward boat.

Mark

A mark is any object the sailing instructions require a boat to pass on a specified side. Its anchor line and objects attached accidentally or temporarily are not part of it.

Obstruction

An obstruction is any object large enough to require a boat more than one of her lengths from it to make a substantial change of course to pass it, or that can be safely passed on only one side. The sailing instructions may define a specified area as an obstruction.

Proper Course

A boat's proper course is a course she would sail to finish as soon as possible in the absence of other boats referred to in the applicable rule. A boat has no proper course before her starting signal.

Racing

A boat is racing from her preparatory signal until either she has finished and cleared the finishing line and marks or retired, or the race committee has signaled a general recall, postponement, or abandonment.

Room

Room is the space a boat needs to maneuver in a seamanlike manner in the prevailing conditions, including space to tack or gybe when necessary.

Tack, Starboard or Port

A boat is on the tack, starboard or port, corresponding to her windward side. When head to wind, she is on her most recent tack.

Taking a Penalty

A boat is taking a penalty when she is sailing toward the pre-start side of the starting line or its extensions after her starting signal to comply with rule 51.1(b) or (c), or is making a turn described in rule 52.2(a) or Appendix B1, paragraph 1.1.

The definitions Bearing Away, Close-hauled, Gybing, Luffing, Mast Abeam, and Tacking are deleted. Other definitions are unchanged.

Henry Davis wins International High Point

Championship

Henry Davis, Iowa/Nebraska Fleet 309, has taken both the Reichner (International) and Minneford (National) Highpoint Championship trophies. Henry won by a scant 1.16 points above Bob Rowland of Cowan Lake who sailed 18 races for a total of 1724 points.

Henry scored 14 first place finishes, 4 second place finished and 1 third for a total of 1725.16 versus Bob Rowland's finishes of 15 firsts, 1 second, 1 third and 1 fourth place finish.

Ed Weitz, also of Iowa/Nebraska Fleet 309, is credited with the most races sailed at 39, with 8 other sailors sailing over 30 races.

For 1993, 13 U.S. fleets reported their High Point races, with 147 total sailors competing. No other country reported for 1993. This number is down considerably, and we are sure that most Fleets just have not reported their High Point scores. If you are in question, ask your Fleet Captain or read Section 13 of the SCIRA By-Laws and page 102 of the SCIRA Rulebook.

Congratulations again to Henry, his crew(s) and all who participated in racing on the local level!

Boat #	Skipper	Fleet	# Races	Total Points
28700	Henry Davis	Iowa Nebraska	19	1725.16
26747	Bob Rowland	Cowan Lake	18	1724
24042	Jon Christensen	Lincoln	24	1714.62
26110	Rick Wood	Portage Lake	15	1708
23625	Richard Hand	Portage Lake	26	1678
24442	John Mulhausen	Atlanta	18	1671.33
28482	Paul Festersen	Iowa Nebraska	20	1660.95
26305	Paul Wood	Quassapaug	31	1660.2
26673	Buzz Levinson	Indianapolis	18	1650
25714	Richard May	Quassapaug	6	1644.34
24087	Sam Mollett	Portage Lake	22	1642
26743	Mike Elser	Quassapaug	38	1638.45
25412	A/J Rousmaniere	Winchester	20	1637.10
26911	Andy Zeratsky	Green Lake	12	1636.42
28376	Jesse Cobum	Atlanta	17	1636.41
24500	Jim Richter	Indianapolis	7	1636
15200	Rick O'Brian	Rocky Mountain	14	1629.86
21361	Mike Girdley	Eagle Creek	6	1620.83
26303	Scott Rowland	Cowan Lake	17	1610
28370	Cliff Browning	Indianapolis	17	1609
19064	Doug Swenson	Rocky Mountain	24	1606.54
26100	Woody Norwood	Atlanta	10	1606.2
24690	MJane Bumby	Green Lake	11	1603.55
24994	Frank Pontious	Atlanta	16	1596.25
28571	Don Hackbarth	Atlanta	21	1593.57
28444	John Buckley	Lincoln	29	1588.34
21500	Jim Barr	Rocky Mountain	16	1585.88
28881	Jim Russell	Lincoln	18	1580.88
17214	F. Workman	Eagle Creek	7	1580.85
28463	Byron Hill	Green Lake	12	1577
15486	Carter Weitz	Iowa Nebraska	32	1575.03
25727	Peter Fenner	Dallas	5	1572.2
27004	Bruck Kitchen	Cowan Lake	21	1571
25761	Sondra Brown	Quassapaug	14	1568.57
26131	Mike Bowers	Winchester	12	1567.83
26307	Dick Cordell	Portage Lake	19	1567
25420	Jay Carey	Cowan Lake	25	1565
24095	Ed Weitz	Iowa Nebraska	39	1564.09
25869	Dudley Bailey	Rocky Mountain	23	1560.91
25003	Susan Lodico	Winchester	10	1560.2
25046	Fred Hagel	Rocky Mountain	23	1558.35
25163	Joe Mendiola	Portage Lake	24	1554
24572	J.VanWagenen	Quassapaug	13	1553.56
24321	Pat Keane	Lincoln	30	1553.23
28882	Jack Wagener	Lincoln	24	1550.62
25487	Pat Flood	Iowa Nebraska	25	1547.17
26462	Paul Levinson	Indianapolis	10	1547
19263	Jack Clodfelter	Rocky Mountain	14	1543.57
27101	John Lally	Medford	18	1542.5
24809	Carl Lindstrom	Rocky Mountain	11	1535.91
25373	Kathy Bronaugh	Atlanta	12	1529.83
25410	Mike O'Toole	Cowan Lake	22	1529
27777	Gene Soltero	Dallas	5	1527.2
26454	Roger Ream	Portage Lake	8	1526
19707	Ken Frink	Quassapaug	37	1521.65
26664	John O'Donnell	Atlanta	6	1519.17
22324	Mike Casey	Rocky Mountain	23	1518.43
26116	Titu Doctor	Atlanta	21	1517.1
17097	Curt Marcott	Cowan Lake	16	1517
26463	Randy Fridlund	Indianapolis	9	1511
20908	Bill Fletcher	Eagle Creek	5	1510.6
26663	Dick Davidson	Quassapaug	36	1508.97
25733	Peter Keen	Winchester	7	1506.14
25838	Peter Wolcott	Quassapaug	25	1500.77
24242	Andrew Ozaki	Lincoln	14	1500
25514	Jack McGrael	Dallas	5	1496.8
28182	Joe Norton	Green Lake	6	1488.66
24099	Larry Briggs	Lincoln	32	1487.81
28399	Ralph Swanson	Winchester	7	1484.14
24090	Glenn Ruff	Iowa Nebraska	20	1476.47
25652	Bob Ewoldt	Lincoln	22	1472.5
27731	Scofield/Jehon	Iowa Nebraska	20	1471.11
27005	Bob Recker	Iowa Nebraska	26	1468.75
25708	Chuck Oman	Winchester	18	1454.06
25728	Jamie Foreman	Cowan Lake	11	1451
24800	Duane Smith	Portage Lake	18	1448
27523	Bill Bursh	Iowa Nebraska	23	1447.59
24269	Rex Phillips	Indianapolis	16	1444
9599	B.Gabrielson	Quassapaug	14	1441.93
26076	Mike Recker	Iowa Nebraska	18	1438.5
22811	M. Schoenberger	Cowan Lake	12	1435
23939	Phil Crommeens	Dallas	5	1434.8
26999	Eugene Sartori	Winchester	13	1430.62
24695	B&M Coyle	Medford	9	1428.78
25750	B. Carpenter	Atlanta	13	1427.69
24630	Peter Zalzal	Cowan Lake	5	1423
25999	Jim Fraser	Medford	19	1421.26
24100	Mike Toohey	Iowa Nebraska	15	1421.2
2499	Jay Horrocks	Quassapaug	25	1419.5
21792	Jon Handwerk	Portage Lake	25	1416
24102	Simon/Davis	Iowa Nebraska	20	1415.74
28377	Peter Gustin	Winchester	16	1411.94
27095	Paul Zent	Indianapolis	11	1409
15421	Dave Reeves	Atlanta	10	1406.3
25432	Zeratsky Family	Green Lake	5	1405.6
21312	Ken Kinas	Green Lake	8	1404.13
25862	Bill Cowan	Portage Lake	9	1399
27011	Joel Zackin	Quassapaug	25	1392.69
27905	Ove Rasmussen	Dallas	5	1391.4
25071	B. Hackbarth	Atlanta	7	1389.14
20633	Ted Kershner	Portage Lake	8	1378
26745	Ken Haney	Atlanta	12	1376.08
26465	Don Johnson	Indianapolis	8	1370
23822	Chuck Wohl	Lincoln	20	1368.95
25677	Jerry Kimble	Atlanta	15	1362.4
21777	Guy Crossley	Cowan Lake	18	1342
25810	Dave Rogers	Quassapaug	41	1336.85
24110	Warren French	Quassapaug	10	1325.8
16730	Mike McCart	Portage Lake	20	1325
20197	John Bohling	Lincoln	28	1323.85
20995	George Walker	Green Lake	7	1318.14
24272	Bill Flack	Cowan Lake	16	1313
24999	Martin Fraser	Medford	5	1305.8
20934	T. Duckworth	Dallas	5	1305.4
27144	Bill Moss	Atlanta	12	1301.33
20991	M. Frederickson	Indianapolis	9	1301
26453	M&E Langlois	Winchester	14	1300.57
27379	Bob Whitman	Cowan Lake	15	1286
21104	Bill Durbin	Portage Lake	6	1285
19800	?	Cowan Lake	5	1282
20536	Dale Katzfey	Cowan Lake	6	1280
25709	Pam Boemer	Winchester	5	1279
25431	Dan Stoney	Iowa Nebraska	22	1278.95
24685	Dave Winter	Lincoln	19	1264.15
21913	John Layman	Lincoln	10	1254.1
7885	Richard Racicot	Medford	6	1250.83
21914	Tom Haley	Lincoln	5	1236.8
20603	Erik Bengtson	Lincoln	17	1212.76
20882	Frank Perrill	Rocky Mountain	8	1211.38
27272	John Gondring	Iowa Nebraska	14	1196
19358	Joe Heinze	Lincoln	17	1184.11
17166	Carl Wolfe	Lincoln	5	1180.8
25197	Pete Welles	Atlanta	7	1180.14
21639	R. Moulton	Lincoln	10	1154
25062	Terry Patterson	Iowa Nebraska	5	1139.8
20841	Bill Gustafson	Lincoln	9	1125
14895	Marion Ellis	Lincoln	7	1111.28
20253	M. Hardenbergh	Cowan Lake	11	1108
26164	Jim Barron	Cowan Lake	10	1101
22721	S. Livensparger	Cowan Lake	5	1087
23759	Schwid/Crook	Iowa Nebraska	9	1018.78
15118	Don Jones	Lincoln	5	976
21604	Rich Hayes	Lincoln	5	971.8
15301	Dave Field	Lincoln	6	949.33

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FLEET NEWS

Comodoro Rasco

Snipe Regatta

Adrian Diaz beats World Champ Dave Chapin

Adrian and Augie Diaz (son skippering and father crewing) beat by less than a point past National and World Champion Dave Chapin with Alan Capellin crewing, at the 25th annual Comodoro Rasco Snipe Regatta, sailed February 5-6 at Coconut Grove Sailing Club. Gordon Hackstaff and Cindy Hebert were first in the Aicardi Fleet and Ed Martin and Maria Garcia were second in that fleet.

The participation in this Championship is up again with 19 boats (including 5 boats from St. Petersburg, Clearwater and Orlando). Again, we sailed with 2 fleets; Red and Blue (the Rasco and the Aicardi fleets). Notice the Aicardi competitors marked with an A on their finish position. But they all kept the score as in one fleet.

The Race Committee managed to run three races on Saturday with very light winds from the Southeast with the Diazes, father and son scoring 2-1-3 very consistent finishes. The fleet waited on Sunday for the wind never to come and was towed in by 2:00 pm. Sorry folks!! We will give you a written guarantee for next year!!

Race Committee Chairman Dick Reinke ran excellent races for us considering the non-cooperative wind and with the help of Club members and friends: Mary and George McCullough, Art Auwaerter, Al Chapin, Mary L., Bill and Sandy Wilson and Roxan Capellin.

Since we came back sooner than expected, we missed our Commodore Nestor Lao for trophy presentation but unexpectedly got our Rear Commodore Dugan Patchett to present the trophies. And as we always do in the Comodoro Rasco Snipe Regatta, we gave the winners a chance to drink from La Bomba while we all sang: La Bomba Va, La Bomba Va, La Bomba Va!!!

--Gonzalo Diaz, Sr.
Fleet Captain, Miami Fleet #7.



Photo at left: front row: Cindy Hebert, Maria Garcia, Alan Capellin, Augie Diaz. Second row: Gordon Hackstaff, Ed Martin, Dave Chapin, Adrian Diaz.



	Boat	Skipper/Crew		Places	Points
	1. 26457	Adrian/Augie Diaz	Coconut Grove	2-1-3	5.75
	2. 28450	Dave Chapin/Alan Capellin	Orlando	1-5-1	6.5
	3. 26395	Gonzalo Diaz Sr./Arron Haller	Coconut Grove	6-2-2	10
	4. 25374	Robert Lizano/Barbara Torres	Miami	8-4-7	19
	5. 24776	Gonzo Diaz/Sam Septembre	Coconut Grove	3-6-12	21
	6. 25428	Paul Silvernail/Sandy Bjurmark	St. Petersburg	4-8-9	21
	7. 25058	Scott Zebny/Laura Marx	Ft. Lauderdale	5-12-5	22
	8. 27872	Charlie/Michele Bustamante	Boca Raton	9-7-6	22
	9. 24109	Pierce Owens/Peter Dreyfuss	Miami	14-3-11	28
10a.	27027	Gordon Hackstaff/Cindy Hebert	St. Petersburg	10-11-10	31
11.	27772	Bill/Sherry Welch	St. Petersburg	7-13-14	34
12.	23623	Bill Spencer/Tim Rodle	Lauderdale YC	12-14-8	34
13.	26900	Ken/Kay Voss	Coconut Grove	11-9-17	37
14a.	23711	Ed Martin/Maria Garcia	Ft. Lauderdale	17-17-4	38
15.	26397	Bob Foster/Chris Sinnett	Clearwater	16-10-13	39
16a.	23391	Fernando DeCardenas/Will Green	Coconut Grove	13-16-15	44
17a.	19723	Jim Janda/Jack Daniels	Key Largo	15-15-15	45
18a	20252	Pedro Malax/Frances	Miami	DNF-18-18	54
19a	21711	Remy Herrero/Mitch Harvey	Miami	DNS-19-19	62



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FLEET NEWS

1993 Belgium Championships Lake Galgenwed, Antwerp, Belgium October 2, 3

1. 22874	Jan Vermant/Kim Jongers	KLYC	4-2-2-6-2-1-1	17
2. 21530	Erwin Everaert/Jochen De Paepe	NUCLEA	1-4-1-3-1-4-9	21.7
3. 20214	Dirk/Dina De Bock	RYCB	2-1-3-5-6-2-5	31.7
4. 27789	Bart Biermans/Gerd Cryns	SODIPA	3-6-9-2-3-11-2	44.1
5. 22217	Jan Everaert/Jan Stoffels	NYC	8-9-4-1-4-7-6	54.7
6. 27263	Dirk Vemylen/Jan Hauspy	VVW	5-5-10-7-10-5-8	73.0
7. 27835	Andre/Eric Callot	RYCB	PMS-8-5-4-5-13-7	74.0
8. 28156	Lode D Hoore/Alex Helsen	RYCB	DSQ-10-12-14-7-3-4	79.7
9. 22196	Jelle VD Brande/Jeroen Houbus	KLYC	10-3-11-18-9-9-10	84.7
10. 28046	Lieven/Jeroen Dossche	VVW	7-7-8-8-DND-6-3	88.4
11. 26835	Patrick Lauman/ Martine Wouters	KLYC	9-13-13-9-12-14-13	105.0
12. 20811	Spike D Hartigh/Kreun De Corte	RYCB	6-11-7-17-8-RET-DNC	109.7
13. 20874	Jan Goderis/Luk Buelens	KLYC	11-14-18-15-16-8-DNF	118.0
14. 28627	Paul Saey/Linda Van Goethem	SODIPA	12-12-14-10-13-DNC-DNC	122.0
15. 22195	Dirk Delacourt/Dirk De Smet	KLYC	14-20-20-20-17-10-11	128.0
16. 21539	Kris Voets/Sofie Geuens	VVW	DNC-DNC-DNC-11-11-12-12	132.0
17. 281561	Wim Ghijs/Patrick De Molenaer	VVW	13-DNF-6-12-DNF-DNC-DNC	141.7
18. 20637	Louis Duflou, Monique Cooremans	KLYC	18-16-16-16-18-DNC-DNC	145.0
19. 27	Jean Dupont/Willy Wouters	SRNA	20-18-21-14-14-RET-DNC	148.0
20. 21635	Leo Meyvis/Wilfried Sneyers	VVW	15-15-17-21-19-RET-RET	148.0
21. 26848	Raymon Saeyvoet/Tito Perez	VVW	21-22-23-RET-20-15-14	151.0
22. 21537	Marten Everaert/Nele Everaert	NYC	16-21-19-19-15-DNC-DNC	151.0
23. 20638	Luc/Pieter Van Gerwen	VVW	17-17-15-DNC-DNC-DNC-DNC	160.0
24. 22878	Edmond/Eric Falise	LORIENT	19-19-22-DNC-DNC-DNC-DNC	171.0

1993 AYC Halloween Regatta

The Halloween Regatta was the windiest one in memory. We had winds of 15 to 20 knots the whole time due to an unusually early cold front that came through. There were 58 boats in the Spook fleet and 11 in the Goblins. The strong winds changed many minds and there were many dropouts at the first race. During the second race, the wind whipped up a fog that made seeing the boat 25 yards away impossible. In the fog, there were many changes in place but in the end, Funsch/Silvermail and McKinzie/Adams were tied for the lead only a point ahead of the next boat.

The party that evening had its usual menagerie of weird costumes with the contingent from Cleveland's "Farside Cows" leading the way. After the party we had the first time change back to regular Eastern time ever at this regatta. The math involved in changing ones clock messed up some minds and we had a few boats show up late for the morning start. With the wind still blowing, the racers were off. The late boats made a great effort but couldn't make up the time and the winners were Scott Nixon and Molly Gross from Charleston, S.C.

We are all looking forward to next year and we expect the wind and cold to return to normal.

—John Hill, Atlanta Fleet #330

Spooks

Scott Nixon/Molly Gross	2-3-1	5.75
Shawn Burke/Genie Jones	3-1-3	6.75
Alex Pline/Lisa Foulke	4-2-2	8
Dave Pritchard/Jeff Beck	1-4-5	9.75
Steve Burke/	3-5-2	10
Mike Funsch/Paul Silvermail	2-1-8	10.75
Hal Gilreath/Nancy Green	6-5-1	11.75
Craig Beardsley/Mimi Pritchard	7-3-4	14
Dave Chapin/Holly Gregory	5-4-8	17
Bob Foster/Jess Cobum	4-8-5	17
Woody Norwood/Vicky Nashay	9-8-3	20
David Noble/Dustin Kays	6-12-4	22
Gene Ratliffe/George Walton	12-10-7	29
Bruce Colyer/Chris Stang	10-13-6	29
Eric Rinke/Allison Simmons	13-11-6	30
Brent McKinzie/Scott Adams	1-2-DNS	31.75
Keith Crum/Betsy	5-6-DNS	40
Bryant Carpenter/Rick Oldham	20-12-9	41
Lee Griffith/Julia Simmons	DNS-7-7	43
Jack Franco/Adrienne Korkosz	8-7-DNS	43
John Sepanski/Mark Aljets	10-9-DNS	48
John O'Donnell/Margaret Garrett	12-9-DNS	50
Rhett Turner/Chip Houseman	11-11-DNS	50
Bill Troutman/Richard Yound	8-DNS-DNS	54
Taresa Davis/Jennifer Kittle	15-13-DNS	56
Scott Cline/	14-14-DNS	56
Frank Pontius/Marilyn	11-17-DNS	57
Brian Haile/Missy	16-14-DNS	59
Robert Muller/George Hurst	DNS-20-DNF	60
Ian Prime/	DNF-6-DNS	63
Andy/Ellen Bantz	17-19-DNS	64
Joe Buzhart/Gail	19-18-DNS	65
Paul Levinson/Carly Franklin	9-DNS-DNS	65
Bill Moss/Dave Taylor	21-16-DNS	66
Steve Bums/Mary	13-DNF-DNF	66
Martin Zonnenburg/Linda	DNS-10-DNS	68
Titu/Rucsandra Doctor	22-21-DNS	71
Angel Albela/Eugene Figeroa	14-DNS-DNS	72
Raul Mari/Roberto Nacer	DNS-15-DNS	72
Andrea Sepanski/C.Bradley	DNS-16-DNS	72
David Muhlhausen/Trixie Hodges	18-DNS-DNS	75

Goblins

Terry McSweeney/Stacy Brinker	1-1-2	3.5
Brad Dunn/Jason Mullins	2-2-1	4.75
Gregg Mylett/Meg O'Hara	3-4-4	11
John Dill/John Spearing	4-5-4	12
Bill Flack/Marty Daffner	5-3-5	13
Pete Wells Jr./Pete Sr.	7-6-DNS	24
Lee Bumup/Andrew Cason	6-DNS-DNS	28



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THE ROLL TACK

From a crew's perspective

As a Snipe crew, I understand what its like to crouch in the cockpit in light winds to keep the boat balanced with a slight heel, then transform into a hiking machine as soon as the wind builds over 10 knots. One way I've found to receive sympathy (or praise, whichever you prefer) is to perform consistently from one tack to the next. Tacking encompasses a variety of skills often overlooked as fundamental but when investigated, can give you new inspiration to "nail" every one. With so much involved with good boat handling you must analyze each maneuver thoroughly, and then persist at mastering each on the water. Take some time after sailing to analyze the important maneuvers performed and note areas needing improvement. I wouldn't doubt that roll tacking appears often near the top of your list.

Roll Tacking

An often abused and misunderstood aspect of sailboat racing, it is critical to light and moderate air performance up to 12 knots, and not as critical over this because most boats including the Snipe tack efficiently when the boat is moving well. Think of it as naturally tuning the boat by using proper body placement and sail trim, thus reducing rudder movement. It also "pops" both sails across smartly which reduces the luffing of the sails through the maneuver, and heels the boat to the new leeward side which gives the sails shape immediately, and provides the crew an opportunity to rock the boat flat giving your sails a good pump and help to bring the boat back up to speed. But a word of warning...In the light stuff, don't flatten so aggressively that the mast swings back to windward or you will shake all the wind from

your sails and may even illicit a discussion concerning what's legal and what's not. Heeling to windward is not fast in a hard chined boat.

Many teams tack their boat and lose speed because all the opportunities that I mentioned above are lost. The result is a need for speed which can only be gained by easing the sails slightly and footing off a bit, which equates to extra distance sailed. A properly rolled boat helps maintain momentum, and as stated before, snaps the sails full on the new tack allowing the skipper to straighten the course earlier without losing much speed, thus eliminating the need to foot after the tack and minimizing wasted distance. It may even help preserve your new lane if tacking to windward of another boat(s).

Before we talk about how to train your team to tack well, lets further analyze by looking at the photos:



above photo: extremely light air--crew leans to leeward to start the boat turning with skipper trimming main slightly.

right photo: crew hesitates--make sure not to roll too early.

bottom photo: butt "glued" to rail, crew has both sheets in hand, ready to release loaded sheet.



3.



How to Practice

Best done first in light air with an attitude to persist and you will conquer. Also, keep an open mind because if one crew member errors or has a chronic weakness in technique the whole process is disrupted. So you must both be patient and agree to eliminate flaws. Here we go:

While sailing on starboard tack, the crew prepares by grabbing the port (loaded) jib sheet with their right hand and the starboard (lazy) sheet with their left. Make sure all the slack is out of the new sheet. Next, the skipper allows the boat to head up by easing their grip on the tiller, which should have a slight amount of windward helm, created by heeling the boat to leeward and by trimming



photo left: "unglued" from the leeward side, crew begins to trim new sheet with both feet still on leeward side (basically, just stand-up).

photo right: crew snaps jib in to fill, but is ready to ease slightly for speed. Crew then begins to turn and cross, facing aft and ready to flatten boat.

4.



5.

the main in a couple "clicks". Hopefully the main is not overtrimmed before this. Warning: As the wind builds, there is no need to heel the boat too much prior to the tack since the boat should already have enough windward helm. Now the tough part. As the boat nears head to wind, pretend that your backside (butt) is super glued to the starboard side of the boat. Understand that this is the new leeward side, but stay here until the jib nearly backwinds and the bow is past head to wind. There is no real need to lean your body way out over the side to get a good roll. Timing is the key to a hard roll. I do what roll tacking master Chris Raab terms "kinda like a head fake". As I cast off the jib, I slide my hips out right to the rail and head fake by popping my shoulders and head out for a split second. As the sails begin to fill, I immediately become "unglued" to begin the jump to the new windward side. The new sheet needs to be immediately snapped in with short hand over hand pulls or one long whipping motion with your hand ending up over your head. Facing aft as you switch sides may be awkward at first, but it is better for a variety of reasons, mainly to keep your head from getting smacked by the boom/vang! The final flattening motion should be done together in all but the lightest of winds. I've also found it good to overtrim the jib for a split second just before the boat is flattened to remove all the luffing, but I'm sure to ease it a couple

inches as the boat is flattened to let the jib breathe.

A common error is releasing the jib too early. Luffing sails are one of the reasons a boat slows down so much while tacking. Release it just as it backwinds (you will be head to wind or maybe beyond slightly) at this point. Backwinding can add extra power to the roll, but I prefer to roll with as little backwind as possible. Definitely don't backwind in winds over 8 knots or it may cause the boat to overtake. If you're having trouble climbing up against the heel, I've found that by grabbing the inside edge of the deck on the new windward side with your free hand, you can haul yourself up. If its real light, you'll need to hesitate a little longer on the low side, and as the sails fill, the skipper has the flattening duties as you gracefully crouch in the cockpit to make sure the boat isn't overflattened. You want to exit a light air tack with a slight heel to give the sails shape, and to dig the chine a bit, all of which keeps the helm balanced and the bow pointing up the course a bit more than our non-roll tacking friends. You want to end the tack with neutral helm and the telltales flying. If you flatten the boat with the rudder turned excessively or with the jib stalled (too tight), or luffing, you lose the power that you're seeking. Try to have the rudder straightened as you flatten, and both of you need to look to the telltales to match the new course to the

sails. If persistently exiting your tacks with the jib stalled, you're either overtrimming the jib or the skipper is oversteering. If the boat wants to pinch out of the tack, it may indicate too loose a jib, or the skipper understeering. Too loose a jib can be bad mainly because it allows the clew to rise up slightly and therefore the top of the jib is luffing more than the bottom thus losing drive from the part of your sail that is in the most wind velocity.

Now you want to tack back. You're sitting on the port side, or in the cockpit with the loaded sheet in your left hand and the lazy sheet with all the slack removed, in your right hand. Butt glued to the port side. Stay there for as long as you can handle, then stand with both feet to leeward of the centerboard trunk, trim with short hand over hand pulls until the jib is in, then sit down on the new side. If you're really having trouble, I recommend doing a few tacks in which you stay on the leeward side and sail the boat for 15 seconds, then switch side together. Obviously, if the boat is going to capsize, this may not work for very long, but give it your best shot!

Jon Rogers is US Snipe National Champion crew in 1992. He also has won J-24, Santana 20 and Cal 20 national titles as a crewmember. He is Director of the J-World Sailing School in San Diego.

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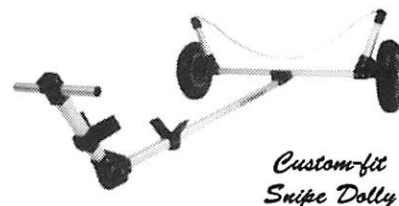
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APRIL 23-24; SPRING CUP: Horsens. SCIRA Denmark. Bjarne Iversen. fax +45-75-62-55-56.

APRIL 23-25; REGATTA DI SELEZIONE: Talamone, Tyrrhenian Sea. SCIRA Italy. Giorgio Brezich. Fax +39-40-307-955.

APRIL 20-MAY 5; COPA DE ESPANA: RC Nautico de Valencia. SCIRA Spain, c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

APRIL 30-MAY 1; MAJSNIPEN: Langedrag, Sweden. SCIRA Sweden. Chris Jacobsen, Fax: +46-40-29-0665.

APRIL 30-MAY 1; DISTRICT 4 CHAMPIONSHIPS: Charleston, SC. Steve Burns, h(803)795-3682, w(805)792-4029, fax (803)792-8319.

MAY 7-8; SOUTHERNS: Lake Chickmauga. Ken Simons, 4106 Hamill Road, Hixson, TN 37343.

MAY 7-8; LUINO: Lake Maggiore. SCIRA Italy. Giorgio Brezich. Fax +39-40-307-955.

MAY 7-8; BLUE CIRCLE OPEN & JR UK NATIONALS: Kent, England. SCIRA England. John Love, 8 Pasture Drive, Warrington, Cheshire, WA3 7LH, England.

MAY 7-8; FDEZ FRANCO MEMORIAL: RCN de Vigo, SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

MAY 7-8; STARS & SNIPES: Meulan River, SCIRA France. SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733

MAY 12-15; FRENCH NATIONAL CHAMPIONSHIPS: Cazaux Lake, France. SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733

MAY 14-15; SPRING CUP: Asgardst. SCIRA Norway. Birger Jansen. Fax +47-66-848-262.

MAY 14-15; KNUDP CUP: Kolding. SCIRA Denmark. Bjarne Iversen. fax +45-75-62-55-56.

MAY 14-15; ERITH OPEN: Kent, England. SCIRA England. John Love, 8 Pasture Drive, Warrington, Cheshire, WA3 7LH, England.

MAY 14-15; SAN ISIDRO TROPHY: RCN de Madrid. SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

MAY 14-15; HERB SHEAR MEMORIAL: Mission Bay, California. Kenyon Martin, 4814 Mt. Ararat, San Diego, CA 92111, (619)279-5937.

MAY 20-22; CIUDAD de IBIZA TROPHY: CN de Ibiza. SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

MAY 21-22; WHITSUN REGATTA: Helsinki. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

MAY 21-23; WIBROE CUP: Espergaerde. SCIRA Denmark. Bjarne Iversen. fax +45-75-62-55-56.

MAY 21-23; COPPER SNIPE CUP: Lorient Sea, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733

JUNE 4-5; VIGO BAY TROPHY: RCN de Vigo. SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

JUNE 4-5; DENMARK JUNIOR NATIONALS: Skanderborg. SCIRA Denmark. Bjarne Iversen. fax +45-75-62-55-56

JUNE 4-5; STONE OPEN: Essex, England. SCIRA England. John Love, 8 Pasture Drive, Warrington, Cheshire, WA3 7LH, England.

JUNE 11-12; PORTE OCEANE: Le Havre, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733

JUNE 11-12; HELSINKI REGATTA: Helsinki. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

JUNE 11; DISTRICT 3 JUNIOR CHAMPIONSHIPS: Indianapolis, IN. Cliff Browning, 5315 N. Capitol Ave. Indianapolis, IN 46208, (317)251-3467

JUNE 11-12; SNIPE HUNT & DISTRICT 3 CHAMPIONSHIPS: Indianapolis, IN. Cliff Browning, 5315 N. Capitol Ave. Indianapolis, IN 46208, (317)251-3467

JUNE 16-19; FINNISH NATIONAL CHAMPIONSHIPS: Tampere. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

JUNE 18-19; WOLVERINE REGATTA: Barton Boat Club, MI. John Johns, 2965 Hickory Lane, Ann Arbor, MI, 48103. (313)665-5999.

JUNE 18-19; FIREWATER & DISTRICT 2 CHAMPIONSHIPS: Lincoln, NE. Jon Christensen, 4321 S. 46, Lincoln, NE. 68516. (402) 489-6988.

JUNE 24-25; INAUGURATION TROPHY: RCR Santiago de la Ribera. SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

JUNE 24-26; DENMARK NATIONAL CHAMPIONSHIPS: Nyborg. SCIRA Denmark. Bjarne Iversen. fax +45-75-62-55-56

JUNE 25-26; MICHIGAN STATE CHAMPIONSHIPS: Grand Rapids Yacht Club, MI. Allan Vorel, 751 Lamoreaux Dr. NW, Comstock Park, MI 49321. (616)784-0294.

JULY 1-4; 53rd ITALIAN NATIONALS: Rimini. SCIRA Italy. Giorgio Brezich. Fax +39-40-307-955.

JULY 2-3; 44th ANNUAL MISSOURI VALLEY & INSA CHAMPIONSHIPS: Iowa-Nebraska Sailing Assoc. Bill Brush, 631 N. 62nd Street, Omaha, NE 68132 (402)551-6702.

JULY 2-3; BROADSTAIRS OPEN: Kent, England. SCIRA England. John Love, 8 Pasture Drive, Warrington, Cheshire, WA3 7LH, England.

JULY 13-17; BRITTANY SAILING WEEK: Locudy Audieme, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733.

JULY 16-17; GOVERNORS CUP REGATTA/ILLINOIS STATE CHAMPS: IBYC, Tim Dixon, 12 Hickory Point, Springfield, IL 62707.

JULY 16-17; REGATA DEI FIORI: Torri del Benaco, Lake Garda. SCIRA Italy. Giorgio Brezich. Fax +39-40-307-955.

JULY 16-17; ANNUAL MUSTAKARI REGATTA: Kokkola. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

JULY 23-24; TOURNOI DE L'ATLANTIQUE: Lorient Sea, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733.

AUGUST 6-7; PACIFIC COAST CHAMPIONSHIPS: Willamette, Oregon. Gene Patrick, P.O. Box 2212, Milwaukie, OR. 97269. (503)659-6898.

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Yokohama, Japan, Site of the 1st Snipe Women's World Championships

An insiders view

We asked Doug Clark to give a brief description of the sailing environment for those women interested in attending the Womens Worlds in Yokohama, Japan later this year.

Arriving at Sea Paradise before the rest of the American team to teach a clinic, I had been up for thirty some odd hours. I was immediately directed to the bar, where I met several of the regatta officials as well as some of the Japanese coaches. I had a few beers, asked a few questions then excused myself for the evening. My clinic was to begin first thing in the morning.

The Island where Sea Paradise is located has everything that a regatta facility dreams about. First off, there are no cars allowed. All the equipment, boats, sails, lodging paraphernalia, etc. were all carried across a 1000ft. bridge walkway, through the center of the amusement park, around the hotel I was staying in and down to the marina. This all was done by the Japanese students. An incredible feat considering the number of boats transported.

The marina is comprised of two buildings that were earmarked for the intercollegiate sailors. On the first floor, there are garages that each team can keep their equipment, spare parts, marks, and space for indoor repair to boats. Another section of the first floor is the main office. The marine equipment in the office includes a weather information center showing wind direction and velocity forecasts each hour. A complete overhead map with isobars and gradient flows in addition to the wave direction for our sailing area was also at our disposal.

The second floor of the buildings had bunk rooms for the sailors (up to forty sailors in each room), administration offices, classrooms with all the latest in equipment, VIP rooms, protest rooms, shower facilities and a breathtaking view of Tokyo Bay. The storage area for boats was a huge concrete area and the ramp to launch was approximately 200 feet long... the sailors couldn't have asked for a more perfect set-up!

We began our first morning with a lecture/show and tell that I had prepared. The students had a wealth of knowledge on the boats and how to set them up. I concentrated on explaining how college sailing works in the US and how we train during practice. After a short lunch break, we headed out on the water to run some drills. This is where it got interesting. The sailing area slated for

the clinic and regatta had parameters to limit us in a small area when there was plenty of beautiful open water available.

I came to find out that the fisheries run the waterways and sailors take second fiddle to this industry. As it turned out, the sailing area was fine and we accomplished many things in a short time. Credit has to be given to my friend "Katz" for keeping the group together and translating my American slang into comprehensible Japanese. Katz is a Snipe crew and although he did not sail in the regatta, his sailing abilities were obviously outstanding. He had attended a Snipe clinic the prior year when Snipe veteran Ed Adams came to Japan and looks forward to continue his SCIRA involvement after graduation.

The sailing was highlighted by a sudden front that came from the southwest with winds gusting up to 40 knots. With an upwind sail to the dock and some light crews out there, it was interesting to watch, if not scary for me being the person who sent everyone out in the first place. The Southwest and the North/Northeast are the predominant wind directions year round. The water depth averages about 90 feet in the course area which made for difficult mark changes in the short courses we were using. The current seemed negligible, but the wave direction did not always coincide with the wind and this made for unusual seas at times. Instead of having government marks or lobster pots, we used the plentiful sea-weed traps to check the water movement.

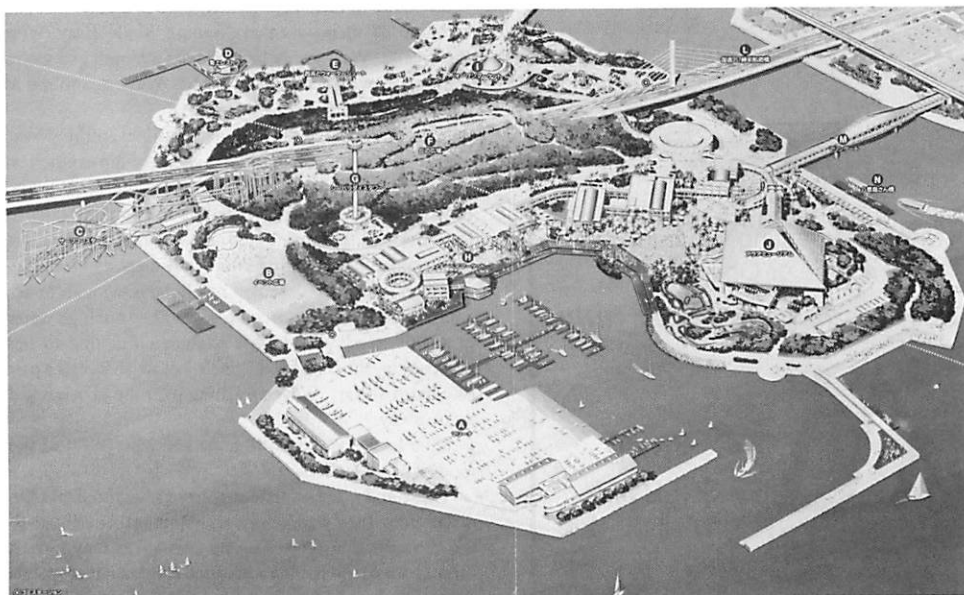
After a day and a half of good fun and

translation like I've never seen before, the Americans arrived and the show began. We were treated with the red carpet by everyone and all those involved worked extremely hard to make sure we had everything we needed. Racing took a back seat to meeting new friends, eating some rather exotic foods, drinking a few potent drinks, experiencing a new culture, traveling around Tokyo and developing a bond with our Japanese friends that will last a longtime.

My personal experience was incredible and I was fortunate to have the opportunity. I know the Japanese will make every effort to run three successful regattas during the Japan World Snipe Festival 1994. Preliminary information has been sent out and it is clear the organizing authorities are working hard to keep expenses down to make it more appealing for teams to attend. I encourage those that are interested to pursue this as a once in a lifetime chance. I could use the rest of the Snipe Bulletin to tell all, but if anyone would like further information, please don't hesitate to contact me.

Doug Clark, current US National Snipe Champion, is the sailing coach at the US Naval Academy and was chosen to coach the US Intercollegiate All American Sailing Team on their trip to the Goodwill Regatta, held in Yokohama last November. He can be reached at the US Naval Academy, 601 Brownson Road, USNA, Annapolis, MD 21402 or by fax (410)267-5233. See also Virginia Verney's article in the March 1994 issue of Sailing World.

The Island of Sea Paradise



A Snipe for All Reasons--3 tales of the traveling Snipe

Have you ever been out sailing in your Snipe on a beautiful day and wondered how far you could really sail your boat? For most of us, that fireplace (or jacuzzi) looks awfully good after a long cold regatta, and the thought of making an extended trip in a Snipe—not too comfortable. Well, the Snipe archives have once again produced a thought provoking photo, as well as two other incidents of long crossings.

“With a Book and a Sailboat, They’re Touring Waterway”

taken from the June 1960 Snipe Bulletin with the same picture at right.

According to the tradition that sends a bus driver out for a spin the family car on days off, airlines stewardesses should make a beeline for the nearest airplane, come vacation time.

Such, however, is not the case with a couple of Pan American hostesses names Betty - Betty West and Betty Walters.

When the day came for them to leave the stratosphere and 350 mph Douglas DC7 airliners behind for 30 days, they headed post haste for Key Biscayne Yacht Basin, a 15 1/2 foot Snipe class sailboat, and breathtaking 5 mph speeds.

They departed from Key Biscayne a week ago Monday, their tiny craft - called “Burr” - riding gunwale deep from the gear stowed in every available inch aft, forward, and amidships.

Their announced vacation goal: To sail the Inland Waterway to Jacksonville, then journey up the St. Johns River to Deland and the home of Miss Walters’ uncle. Monday night they arrived at the Daytona Beach Municipal Yacht Basin.

Betty West (right) watches her sailing companion, Betty Walters, toss a line to make fast at the completion of their trip.



Yesterday morning, after a short excursion by land to see Uncle Willis, the hardy pair of seafaring stewardesses weighed anchor for the next leg of their nautical experience, and hoped to be in St. Augustine by nightfall. Tonight, they expect to sleep in Jacksonville.

Physically, neither girl appears the type to set off in a boat to conquer a stretch of water whose sometimes treacherous tides have made strong men in large power yachts quake at the wheel. Both are short, small boned, petite; their demeanor ladylike. Neither will admit to attempting to prove that women can do anything men can. “We just love to sail,” said Miss West, “and we figure the experience we gain on this trip will give us a better chance to win the women’s sailing regattas we hope to enter this summer. And we wanted to get as far away from airplanes as possible,” she added hastily.

Included in their vacation baggage is a box of books and one of them is titled “Sailing Made Easy With Pictures.” “We’ve only had the boat a month and we’re learning as we go along,” said Miss Walters, smiling at the remark made only partly in jest.

The trip so far has been smooth and uneventful. “Normally we go ashore to sleep,” said one of the sailorettes. “But the other night we had to stop at a bridge near Cocoa. It was shut down by a power failure and couldn’t raise to let us through. So we unrolled our air mattresses and slept in the cockpit.” The girls swore they slept comfortably, although the cockpit seemed barely large enough to accommodate a pair of virus germs. “We had our high water problems, too,” added Miss Walters. Pointing to her companion, she continued, “She’s lost two hats and a pair of glasses so far. Waves washing over the boat carried them away.”

“She lost a hat herself,” remarked Miss West of the modest Miss Walters.

These and other experiences have failed to daunt the distaff duo. They were obviously enjoying themselves - to the consternation of waiting motorists - as they inched through the South Bridge and up the Halifax River yesterday on their way to new adventures. (Sent in by Jim Morris of Miami Fleet 7)

Sailing to Freedom

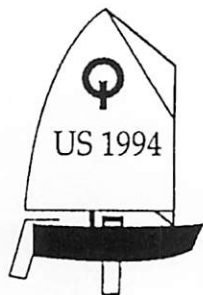
There has long been a rumor that in the early part of Castro’s reign in Cuba, certain members of that strong and competitive Snipe fleet fled in a Snipe to Florida. Our sources couldn’t be reached at press time, but the rumor has it that they arrived safely, and the Snipe was the greatest “freedom ride” of their lives.

Sailing to Greener Pastures

While in a local marine store last month, an old salt began to tell the proprietor that he once sailed a Snipe from Tacoma, Washington to Juneau, Alaska. I walked a little closer and began to listen as he told of he and his father building “Rainbow” in 1935. This gentleman, Mr. Ralph Mortensen, described his plight during the depression as a kid just out of college with no jobs available. A local Seattle attorney, Mr. Cylus Nelson, was promoting the Snipe and sold a set of plans to Ralph and his father, who built the boat out of a “standard size of plywood.” Launched out of Gig Harbor, Mr. Mortensen packed his Snipe and headed north. Johnson Engine Company had just created a 3/4 horsepower engine and gave it to Ralph to test. After 30 days and many experiences, Ralph landed in Juneau “with \$7.50 in my pocket.” Pacific Motor Boat and Yachting ran a story on his adventure, and the next day a gentlemen recognized him and offered him a job at his grocery store for \$85 a month. “Quite a bit of money in those days, especially considering I had \$7.50 to my name,” Ralph said. He eventually shipped “Rainbow” back home, and has since lost touch with the boat.



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AP-2 main - This is a fuller mainsail, especially up top, and definitely provides the extra punch that the Snipe needs to slug it out in those tough conditions where steering is a critical factor.

1 - 1993 North Americans, 1 - 1993 US Nationals, 1,2,3,4,5 - 1993 Worlds

Fanned Panel main - A slightly flatter mainsail with a more open leech. It is ideally suited for lighter weight crews and inland lake, flat water sailing.

1 - 1993 Midwinter, 1 - 1992 North Americans

Wave Jib - This is a powerful jib, now built out of durable 100 Polyant square material. It is the perfect match to the AP-2 main. It's fuller entry makes it an especially easy sail to steer.

1 - 1993 Nationals

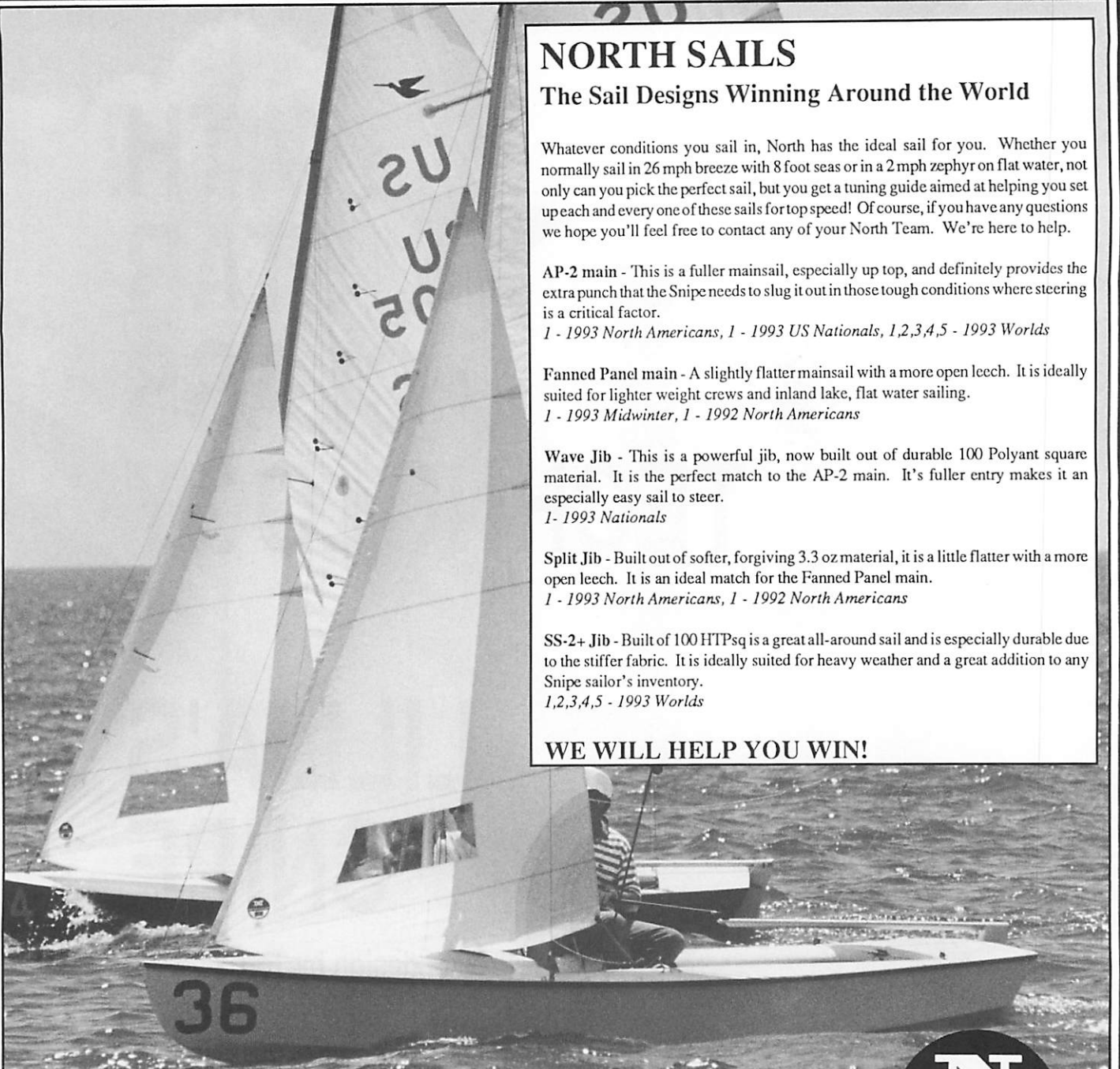
Split Jib - Built out of softer, forgiving 3.3 oz material, it is a little flatter with a more open leech. It is an ideal match for the Fanned Panel main.

1 - 1993 North Americans, 1 - 1992 North Americans

SS-2+ Jib - Built of 100 HTPsq is a great all-around sail and is especially durable due to the stiffer fabric. It is ideally suited for heavy weather and a great addition to any Snipe sailor's inventory.

1,2,3,4,5 - 1993 Worlds

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WORLD SNIPE FESTIVAL 1994 JAPAN



"The WORLD SNIPE FESTIVAL 1994 JAPAN" is already coming around the corner. Preparations for the Snipe Festival Regattas are progressing smoothly here, and all of us involved in holding these events are looking forward to welcoming all participants and supporters alike at each venue.

We have sent information about the Festival to the National Secretary of each member country, finalized Notice of the Race and Entry Form sheet is scheduled to be sent to the National Secretaries in mid-April. If you are interested in participating in a Regatta, please fill out the fax form on the back of this information sheet and return it to us as soon as possible at our fax number. Our PR staff will send you Festival information up to the present. We would appreciate it very much if you could give us personal information, such as your brief sailing and personal history.

THE 6TH SNIPE MASTERS WORLD CHAMPIONSHIP IN GAMAGORI

- Date: July 27-31 1994 (Check-in: July 26; Check-out: August 1)
 - Venue: Mikawa Bay (Kaiyo Marina in Gamagori, Aichi-ken)
 - Number of Races: 5
 - Eligibility: Any SCIRA member skipper must be at least 45 years old
(combined age with his/her crew must be at least 80 years old)
 - Entry fee: Yen 20,000 per team, which includes lodging, meals and official events
 - Charter Boats: Available at Yen 25,000 Additional Yen 25,000 is required for damage deposit
- *Racing boats will be provided for overseas entrants.

※ Sails must be provided for overseas entrants.

Race course conditions: Temp.: 23-33°C (73-91°F); Wind: Usually light (2-9kts)

Water temp.: 27-28°C (80-82°F); Humidity: High

THE 12TH SNIPE JUNIORS WORLD CHAMPIONSHIP IN HAMANA

- Date: August 2-7 1994 (Check-in: Aug.1; Check-out: Aug.8)
 - Venue: Hamanako (Lake Hamana) (Mikkabi Seinen-no-Ie in Mikkabi-cho, Shizuoka-ken)
 - Number of Races: 7
 - Eligibility: Any SCIRA member under 20 years old at the end of 1994
 - Number of entry teams: Up to 2 teams per country (must be recommended by National Secretary)
 - Entry fee: Yen 20,000 per team, which includes lodging, meals, charter boat fee and official social events
 - *Charter Boats: All entrants will sail charter boats
- ※ sails and race course conditions in compliance with masters

THE 1ST SNIPE WOMEN'S WORLD CHAMPIONSHIP IN YOKOHAMA

- Date: August 11-15 (Check-in: Aug.10; Check-out: Aug.16)
 - Venue: Tokyo Bay (Hakkeijima, Kanazawa-ku, Yokohama, Kanagawa-ken)
 - Number of Races: 7
 - Eligibility: Any SCIRA member female
 - Entry fee: Yen 28,000 per team, which includes lodging and meals
 - *Charter Boats: Yen 25,000. Additional Yen 10,000 is required for damage deposit
- ※ sails and race course conditions in compliance with masters

The 1st Women's World Championship will be a historic events in the annals of Snipe racing. All of the staff here are eager to welcome many entrants the world over.

FACSIMILE SHEET

If you are interested in any of the Regattas as part of the SNIPE FESTIVAL, or interested in participating, please fill out this form and return it to executive committee at

FAX NO. 81-3-3498-8824

Check appropriate items.

- Send me detailed information about Masters Juniors Women's as I am interested in the event.
 Be sure to send me the final Notice of the Race of Masters Juniors Women's.

Skipper

Sex

male female

Skipper age *Date of Birth*

Address

City *State*

Zip Code *Country*

Work phone/Fax *Home phone/Fax*

Sail No. *Yacht Club/Snipe Fleet*

Personal Profile:

① *Sailing History*

Crew

Sex

male female

Crew age *Date of Birth*

Address

City *State*

Zip Code *Country*

Work phone/Fax *Home phone/Fax*

Yacht Club/Snipe Fleet

Personal Profile:

① *Sailing History*

② *Occupation*

Signature of Skipper

② *Occupation*

Please return the completed FAX SHEET to:
WORLD SNIPE FESTIVAL 1994 JAPAN
Executive Committee
Attn: Fujiya Matsumoto