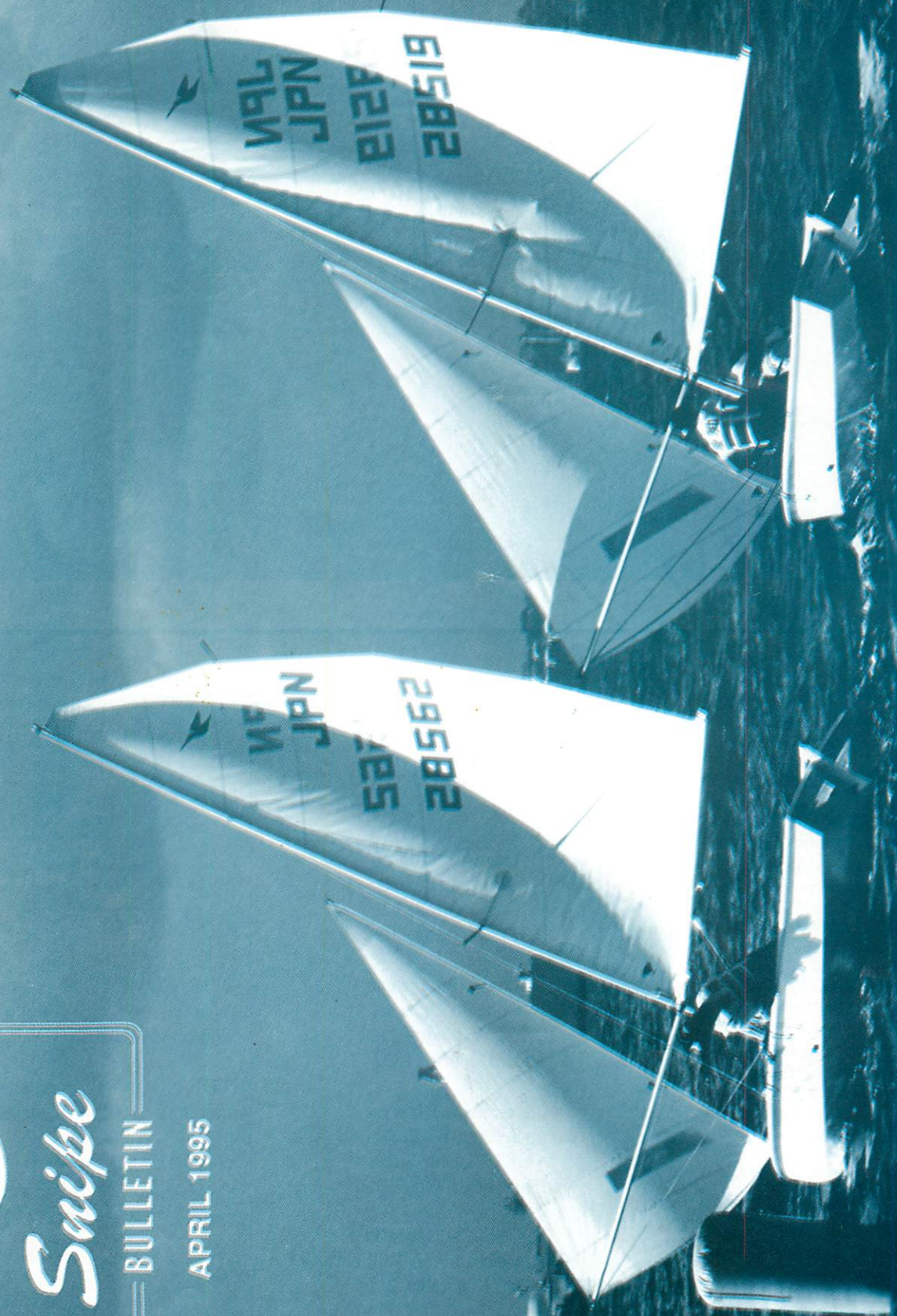


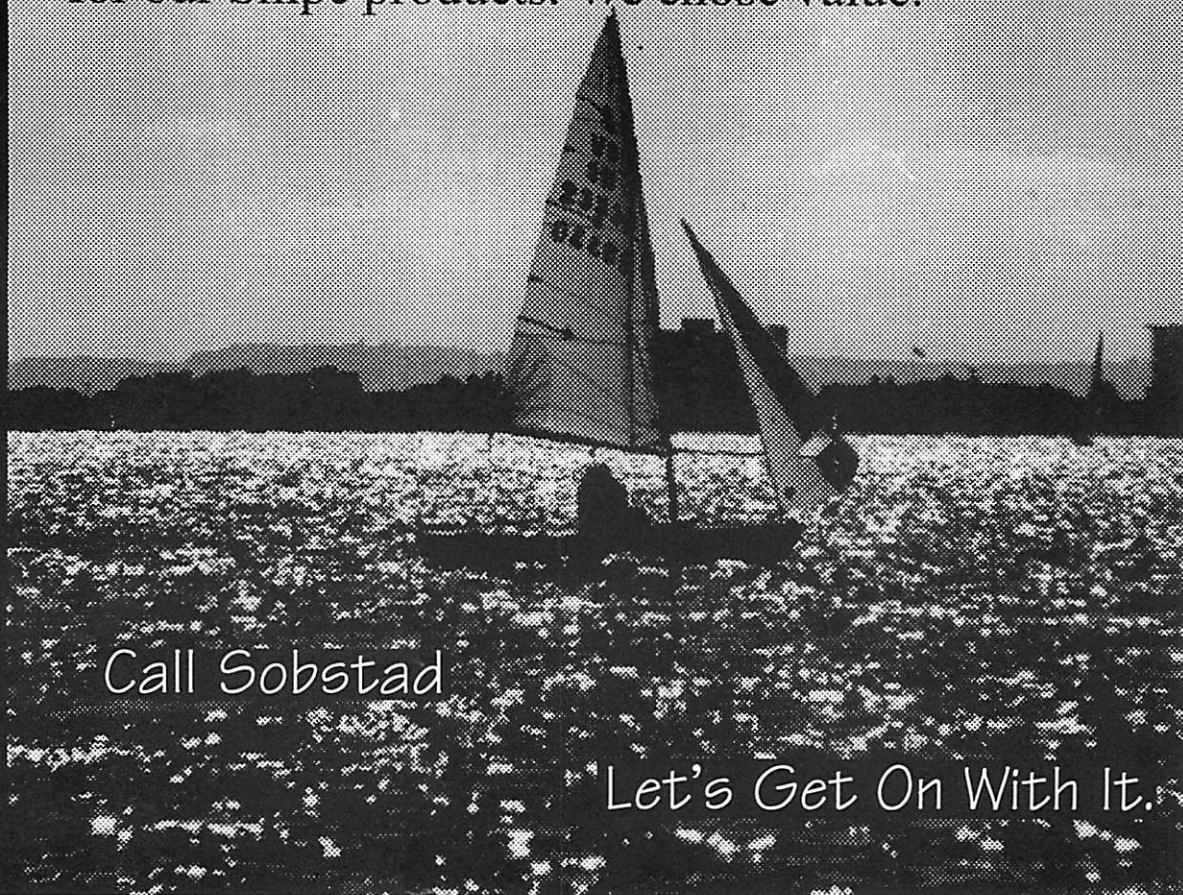


APRIL 1995



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The Snipe Bulletin

April 1995

Volume XIV No. 4

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THE COVER: Mark rounding at the Women's Worlds, Yokohama, Japan.
Photo: Masaaki Ozawa

THE COUNT: 1 number was issued this month, to the United States.

NUMBERED SNIPES: 28903

CHARTERED FLEETS: 829

SNIPERS ON THE NET

As we've reported before, the Snipe Class has gone 90's and is active on the Internet, or electronic mail. As of this writing, there are currently 100 Snipe sailors subscribing including sailors from 6 countries. Topics discussed include rig tension, vang rigging methods, reasons for mast breakage, used boat listing, regatta results....the forum is endless. If you are interested in subscribing to the electronic mailing list send a subscription request to: snipe-request@ai.mit.edu. The SCIRA address is: Internet - 76015.1441@compuserve.com. For CompuServe users - 76015,1441. Thanks to Steve Keckler and Alex Pline for maintaining the Snipe page.

FLEET #002

"It is with the most profound regret that I must report the complete demise of Fleet #002. All efforts for the past three years that I have put in have been to no avail, even though we have been working in conjunction with the old Redondo Beach fleet as well. Let's face it; Alamitos is just too strong offering facilities and shoreside attractiveness rivaled only at Mission Bay.

I will be applying to the Alamitos Bay Fleet captain for her acceptance there.

Still active at 76. Last trophied at King Harbor in December."

With regards and gratitude,

Bob Schaeffer
Past Commodore 1968-1969

NEWS FLASH FOR WOMEN SNIPERS

U.S. Sailing's U.S. Women's Open Championship will be held in *Snipes* at Severn Sailing Association June 15-18, 1995. This is an open regatta with sailor's bringing their own boats. Charter boats will be available. A clinic & practice race will be held on June 15 with racing the 16-18. Entry fee is \$120, charter fee is \$150. Women must be members of US Sailing. Deadline for registration is May 18. For a registration form and/or more information, contact Delrie Hobbs, 907 Bethany Ct., Annapolis, MD 21403, 410/267-7670, or Nancy Haberland, 410/293-5614.

SCIRA REPRESENTATIVE

Ever wonder exactly what a SCIRA rep does? Does he represent the sailor, the race committee or the Class? A "must have" primer for sailors and race committee members is included in this issue of the Bulletin to answer all your questions!

Dear Fellow Snipe Sailors;

The Midwinter Championships comprising a Regatta in both Clearwater and Miami, Florida and two series at my local fleet club here in Nassau have just been completed. All four regattas were well run although the weather, with conditions ranging from less than 3 knots to over 25, was not always cooperative.

Competition at the Championship was very competitive as usual although concern was once again expressed as the number of Snipes attending was considerably reduced from that in previous years. One glimmer of hope did, however, surface in the degree of interest in the Class expressed by new attendees both skippers and crew.

Once again, I wish to take this opportunity to ask that all Snipe sailors do their best to

help promote World Snipe Day and to invite others, both novices and experienced sailors from other classes to participate so that they may see for themselves what a great Class we have.

Impromptu meetings of myself and a number of other SCIRA Board members were held on two occasions during the Nassau portion of the Championship generating a number of ideas regarding the promotion of the Class which will be given further consideration at the meeting of the Board in Rimini, Italy.

Yours sincerely,

Jimmie Lowe

World Snipe Day Proclamation

May 6th, 1995

As forwarded by SCIRA Commodore Jimmie Lowe, and supported by the SCIRA Board of Directors, the first Saturday of May in 1995 shall be proclaimed World Snipe Day. On this day, May 6th, each and every Snipe sailor around the world is urged to set sail in a show of support for one of the truly world-class racing dinghies. All Snipers in the 216 fleets that span the planet representing 26 countries will join forces on this day to demonstrate their joy of the sport as well as to raise the profile of the Snipe Class International Racing Association.

Commodore's Challenge

The Commodore challenges every fleet to get 100% participation from their fleet and to take someone sailing on World Snipe Day who is not currently associated with the Class. World Snipe Day events should be recorded and forwarded to the Commodore, care of the SCIRA office. Innovative ideas will be showcased at the Worlds in Italy, and published in the Snipe Bulletin. Fleets with above 90% participation (based on number of boats participating vs. number of boats registered) will be showcased as a SCIRA gold fleet member.

Host an event at the fleet level and invite new and/or prospective members. Suggested events are:

- Fun short course event, "collegiate style"
- Fun team race event or match race event, challenging other class champions against the local Snipe fleet champions. Or challenge the local junior or collegiate sailing program!
- Long Distance Race with a picnic at the race's destination
- Fun "gimmick" event, such as treasure hunts, backwards races, et.
- "Open House" event open to the public
- Host a sailing workshop, where the local champions give chalk-talks and on the water tips on how to go fast around the course.
- Have an "apres-sailing event" such as a pot-luck dinner, sailing videos, etc.

Contact your National Secretary or the Snipe Office for more details!

Your Regatta and the SCIRA Representative

I usually get the telephone call no later than Monday afternoon. More often than not it's from a friend who wants to share his or her past weekend regatta triumphs or lamentations. After a minute or two devoted to the generalities of competition there is occasionally a pause followed by the phrase "You won't believe what they did." The "they" is almost invariably the Race Committee or Organizing Authority and the unfolding tale relates how the sailors in the event were subjected to some poorly defined aberrant procedure which is perceived to have been implemented to help make the Race Committee's job more comfortable for themselves. Frequently the racers are disadvantaged. But even when the unaccustomed procedure has some merit, confusion exists about a situation that attention to Class Rules and Procedures would have probably avoided in the first place. The racing can be tough enough without having to learn a new set of rules at every regatta.

Fortunately, SCIRA has published an extensive and commonly applicable set of Rules for Conduct in the Official Handbook, and while they have proven to be time tested, they are also reviewed regularly and amended every four years. This allows for both continuity and evolution. Their implementation and enforcement at a regatta is the task of the SCIRA Representative and all "Sanctioned" and "Championship" events are required to designate such a person.

The importance of the SCIRA "Rep" can easily be understood when we look at how the sport of sailing is organized. Like his namesake bird, the Snipe sailor most likely to be found at our important events is also migratory. Most of these competitors have often experienced the local flavor of distant and disparate venues. In contrast, however, Race Committees nearly never leave their home nest. They rarely abandon the feeding grounds of their own yacht club and if we are often advantaged by their knowledge of the local peculiarities we are just as likely to be restricted by firmly entrenched and inbred procedures. Since most sponsoring fleets host but one Sanctioned event every year and a Championship but once every few years it is hardly surprising that the Race Committees and yacht clubs are often unfamiliar with our wishes and requirements. In designating a knowledgeable "Rep" to help them out we can go a long way towards making our events somewhat less unpredictable. The "Rep's" responsibilities are specified in the Rules for Conducting National and International Championships in Section 2 (Authorities).

Those responsibilities include:

1. He needs to ensure that the Sailing Instructions are in compliance with Class Rules. The Class office can supply an approved and standardized SI that has proven to be sufficiently flexible to meet the vagaries of most locales. It is available in hard copy and on diskette. It also includes plug-in modules to accommodate the needs of larger fleets. The more often that they are used the less confused our sailors will be with the idiosyncratic language and procedural nuances crafted differently by each distinct Race Committee. So use them. In International Championships the host country's Prescriptions to the IYRR are normally in effect. The Rep should review them prior to the event to determine their appropriateness to the SCIRA event. Timely distribution to competitors of those prescriptions with relevance to the conduct of the regatta should be arranged with the

Organizing Authority.

2. SCIRA has recorded nearly seventy Deeds of Gift, each with criteria which mostly establishes distinct covenants for the awarding of trophies at a specific event. The language and directives of many of our Deeds is dated, vague, needlessly repetitive and sometimes contrary to the SCIRA Rules for conduct.* The Board meeting in Norway in 1991 determined that in the occasion of conflict between a Deed and our Rules for Conduct, the latter has priority. The Rep should review his regatta's Deed prior to the event to make sure that those requirements relevant to Race Management and Scoring are properly included in the Sailing Instructions. Any confusion related to the Deed should be resolved prior to the Competitor's Meeting and reported there to the sailors. If you have any questions regarding an interpretation, contact the Class office well in advance of your regatta.
3. The SCIRA Rep should be thoroughly familiar with Class Scoring and be prepared to advise the Race Committee, Protest Committee or Jury on the subject. If asked, the Class office can supply a scoring diskette that is adaptable to most PCs. Our program is good enough so that another major IYRU International Class has recently adopted it as their official program also. However, their Executive Director reports having had an interesting time explaining to his membership why in order to get into the standard IYRU scoring fields they must first traverse a couple of fields designated "Official Snipe Class Scoring"! In any case, be suspicious about any local club's assurance that they do not need it because they have a computer "guru" who has developed a system for them. Our class scoring has a number of subtleties and new programs have rarely been found to have been adequately "debugged" at regatta time. See that the regatta gets the Class Scoring Program well enough in advance to allow the scorer time to wander through the self-help fields before registration.
4. Questions pertaining to Class Membership can occur at registration and the Race Committee should not have to deal with this issue. Membership lists are available from the Class office prior to the event and people not on that list, or those without a current hull decal properly affixed to their boat, should generally be denied registration. This is absolutely the case for the Championship and qualifying events. In Sanctioned events the SCIRA Rep should be willing to accept a check at registration and, if the boat is right, allow participation. Our dues are expensive and those that have paid have a right to insist upon only competing against other members.
5. More often than not those SCIRA events that require some Measurement will have someone from the Rules and Measurement Committee, or their approved designee in attendance. While this person need not be the Rep, it is the Rep's responsibility to make sure that the measurement process is correct and that all questions regarding measurement are answered prior to the commencement of racing. An

assurance of compliance should be communicated to the Race Committee. Additionally, for those events that are eligible for Advertising under SCIRA Rules the Rep should be prepared to enforce compliance.

6. The SCIRA Rep should review the qualifications of all Protest Committee and Jury members and be reasonably confident of their expertise in the conduct of the Class event. Among the required criteria for Jury membership at an International Championship is fluency in English as it is the required regatta language. Prior experience with Class sailing is obviously very desirable.
7. Perhaps the most important contribution of the SCIRA Rep is on the water with the Race Committee. As the conduct of racing influences all of the sailors all of the time, there is no substitute for a real working knowledge of Race Management and in depth experience with the specifics and guidelines of our Rules for Conduct. The PRO for your event should have the Class Rules for Conduct prior to the event and you should be satisfied with his ability and willingness to produce the Class product. At the Sanctioned level of competition this responsibility should not necessarily preclude the Rep from competing himself. But, at the Championship level of importance you need to be on the Committee boat as a resource for the PRO. Most Race Managers desperately want to produce the best racing product for the Class sailors and are happy to receive assistance from the Class to aid that end. However, this service may be novel to the PRO as many other classes do not offer this level of support. So, be helpful, be tactful, be diplomatic, be reasonably accommodating, but, be there and be firm.

In the final analysis it falls to the sailors to protect the integrity of their event. At the beginning of this article I recounted some conversations that really began with the phrase "You won't believe what they did." I often conclude the conversation with the question "So what did you do about it?" Regrettably, sometimes the answer is an awkward silence. The Class can supply a lot of support for you, but in the end it must be the sailors, who in their own self interest simply must stand up at the appropriate time and be prepared to insist upon their rights. If we are willing to invest our dedication, time and money to travel for Class competition, then we ought to be prepared to defend it vigorously, or be prepared to watch it disappear.

Phil Richmond



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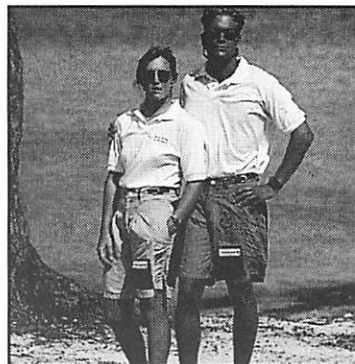
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Boat Show Coverage

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Covering the weekend of March 4th and 5th, SCIRA UK had a Snipe on show which was moulded by Andy Thomas of Itsa Marine on the Isle of Wight. Over the 2 days there was much valuable interest in the stand, it was well organised and a lot of hard work was put in by everyone. It was nice to have Greg Fisher of North Sails One Design also in our booth. Much appreciation to class coach Keith Butler, Richard Lambert, John White, George and Sarah Mees, Graham Campbell and everyone else who did their bit. On conclusion, I think the weekend brought some valuable publicity to the Snipe Class.

Jon Leeder

SCIRA UK Public Relations Officer



Seattle Fleet #444 Hosts Snipe Booth

Snipe Fleet 444 hosted a booth at the recently completed Seattle Boat Show. Oil Wind International, of Seattle, Washington, an importer of European-made one designs including the Persson Snipe, teamed up with the local Snipe fleet to host a booth during the two week boat show. The Seattle boat show is one of the largest shows on the West Coast and the most important in the Northwest. Most of the fleet members volunteered to co-host the booth with Oil Wind International. The focus of the booth was the Snipe and its strength of Class. The fleet also helped out by bringing in a local boat to exhibit at the last minute when it was discovered that the brand new Persson Snipe that was supposed to be on display was held up on a container ship. The event was very successful for the local fleet. Significant class visibility was obtained over the course of the two week show. Forty-five names of interested Snipers were obtained for fleet building. The fleet reports renewed regional interest in the Class with over 25 members in the local fleet and the formation of a new

fleet in Vancouver, BC. Boat chartering is starting to catch on as a great way to attract new members for those interested in racing Snipes but who don't want to purchase a competitive boat right away. The fleet had a

great time hosting the booth and urges other fleets to team up with local vendors to publicize the Snipe Class at these events.

*Tom Colligan
Fleet 444*



A.
S.
N.
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**FLOTTA SNIPE
CENTRO ITALIA**

ROMAN HOLIDAY

The organizing club A.S. Nautica Sabazia, with the Snipe Fleet Centro Italia, invites the competitors to enter the 1st Roman Holiday, at Bracciano Lake 20 miles from Rome, with the following programme:

- 2 August arrivals - registration - practice race - dinner at club or available
- 3 August Skipper meeting - race - Rome by night
- 4 August race (s) - available
- 5 August race (s) - Dinner at "Veliero" near club, then music & dance at club
- 6 August race - prizegiving.

Rules: 1993/1996 I.Y.R.R. including the relevant appendices; and the prescriptions of Federazione Italiana Vela, shall govern except as specifically modified by the SCIRA Constitution, By-laws, and Rules for Conducting Sanctioned Regattas as published in the current Rule Book, notice of race, sailing instructions. **Courses:** SCIRA courses as prescribed in the Rulebook will be used.

Eligibility: Any SCIRA Owner or Co-Owner in good standing sailing a Class legal Snipe affixed with the current SCIRA sticker.


Sailing Instructions: Available at Skipper meeting.

Entry fees: Including Saturday Dinner: Extracuropeans free; Europeans £ 50,000; Italians £ 65,000.

Entry closing date and information: The entry closing date is on 15th July. Late entries may be received up to 2nd August, latest at the discretion of the Organizing committee, on payment of a late entry fee of £ 5,000 or a can of beer.

Scoring: SCIRA Official Scoring system Option 2.
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Accommodation: at Poggio dei Pini three star hotel at extra cheap prices - reservation via the organizing club until 10 April or camping sites near club.



Contact the SCIRA office for promotional materials for your fleet or boatshow! Extra March promotional *Bulletins* available.

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ECLIPSE 28388 - White hull/lt. blue deck/Sidewinder mast/boom/pole launcher and all go-fasts (Stamasters, adj. spreaders, custom galvanized centerboard, custom rudder, etc.) All covers and galvanized trailer. Brand new North FP Main and split jib and never-used North AP2 Main with 2 wave jibs. Also includes North practice set. This boat looks brand new, has all new lines/rigging. Will deliver in Southeast/Mid-Atlantic. Asking \$5,500. Call Scott E. at 800-325-9523 (days) or (704)375-2523 (even). (mamj)

CHICAGO AREA SNIPERS - We're trying to rejuvenate a Chicago Snipe fleet. Anyone out there who's interested, please contact Barb Evans 708-501-3761, or Fred Hagedorn/Sarah Alger 312-944-5450 (mamj)

MUELLER 25522 - Ice blue with white rolled deck. 2 suits of sails, 2 rudders, all covers, trailer, Cobra II with adjustable spreaders. AM/FM 8-track, minimum weight. In Annapolis. \$3400. 410-757-5173. (ma)

PHOENIX 25845 - Light gray with light blue waterline. Excellent condition, always covered. Not sailed in five years. New Fisher Sails. Trailer & spare. Complete and race ready boat priced to sell at \$2,000. Phone (214) 890-4435. (mam)

MCLAUGHLIN - 25005 - Emerald deck, white hull. Cobra mast. Tennessee trailer. Top & bottom covers. \$2,200, Acton, MA 508-263-7790 (amj)

JIBE TECH - 28781 - Practically new. Sailed only 5 days. Fully equipped, including almost new North sails, new top and bottom covers, and new trailer. White hull and light gray deck. \$6,300. Please call John Keane h-617-893-3718, w-617-241-9200x 1254. Boston (a)

EICHENLAUB - 20195 - minimum weight, Proctor A, Shores, race rigged, cover and trailer, \$675. Tom Sly, Decatur, IL 217-429-4325, days; 217-428-5016, after 6pm. (am)

CHUBASCO - 19448 - White hull, blue deck, Cobra I mast, two suits of sails, Harken magiv box, cover, trailer. \$950. Ohio h-419-892-3796, w-419-524-8054. (amj)

MCLAUGHLIN - 27400 - Off white hull, Proctor mast & boom, 2 suits Fisher sails, double deck trailer, all covers. Excellent condition and goes fast. \$4,500. Call Phil Korkosz 603-483-8724. (amj)


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MUELLER - 22586 - Excellent beginner boat, Cobra II, new magic box, cover, trailer, two sets of sails. \$1100, obo in Ohio. Joe 216-628-5489. (amjja)

ECLIPSE - 28450 - White hull, grey deck. All the goodies including trailer & sails. Great race record. central FL location. Great deal for \$5000. Call days: Dave Chapin 407-872-3500 or Mike McLaughlin 615-899-3391. (am)

WOODEN SNIPE - partially constructed in 1994 Joe Norton led course at WoodenBoat School. Hull, foam-core bulkheads, and deck frames in place. Asking price \$1,100. Rich Hilsinger, WoodenBoat School (207)359-4651. Maine (amjjas)

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Henry Davis wins International & US High Point Championship

Henry Davis, Iowa/Nebraska Fleet 309 has once again taken both the Reichner (International) and Minneford (National) Highpoint Championship trophies. Davis won this year by a 5.61 margin over Richard Grant, Jr. of Grand Rapids who sailed 25 races for a total of 1706.00 points.

Henry scored 15 first place finishes, a 3rd, 4th, and 5th for 18 races total and overall points of 1711.61 versus Richard Grant's finishes of 14 first places, 8 seconds, and 3 thirds.

Dave Rogers of Quassapaug is credited with the most races sailed at 47, with 9 other sailors racing in over 30 races.

For 1994, 15 U.S. fleets reported their High Point races, with 150 total sailors competing. No other country reported for 1994. For 1993, there were 13 U.S. fleets and 147 total sailors.

Jerry Sams of Dallas sailed the oldest boat of 13085 with 18 other boats under the 20,000 series sailing.

Henry Davis has held the trophies 10 times beginning in 1975.

If your fleet is not listed here, contact your Fleet Captain or read page 102 of the SCIRA Rulebook. Let's see if we can increase the numbers for 1995!

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

Name	Fleet	Sail #	# of Races	Total Points
Henry Davis	Iowa-Nebraska	28700	18	1711.61
Richard Grant	Grand Rapids	22725	25	1706.00
Andy Zeratsky	Green Lake	28911	13	1687.60
Bill Hall	Winchester	28199	18	1680.44
Jon Christensen	Lincoln	24042	21	1668.33
John Buckley	Lincoln	28444	19	1667.68
R. Hand	Portage Lake	23625	13	1663.00
Dave Rogers	Quassapaug	25810	47	1662.00
Bryan Fishback	Annapolis	28575		1661.00
Norm Dahl	Newport Y.C.	25370	10	1661.00
Bill Fehsenfeld	Grand Rapids	19445	23	1658.39
Joel Zackin	Quassapaug	27011	32	1656.53
Scott Cline	Privatoer	24093	6	1646.80
Carter Weitz	Iowa-Nebraska	25486	23	1646.30
Dave Lemo	Winchester	27101	25	1645.12
John Skoog	Iowa-Nebraska	17391	19	1640.79
Peter Wolcott	Quassapaug	28656	39	1636.48
John MacRae	Winchester	26451	12	1635.75
MJ Bumby	Green Lake	24690	17	1630.90
A.Rousmaniere	Winchester	25412	21	1628.90
Sam Mollert	Portage Lake	24087	13	1628.00
Pat Flood	Iowa-Nebraska	25487	28	1625.25
Byron Hill	Green Lake	28463	13	1623.00
Pete Femer	Dallas	25515	5	1618.40
Carl Erickson	Grand Rapids	24088	17	1613.88
R. Ream	Portage Lake	26454	9	1603.00
Gene Soltro	Dallas	27777	5	1602.60
Joe Norton	Green Lake	28182	8	1602.25
Susan Lodico	Winchester	25003	13	1599.69
Doug Clark	Annapolis	28050		1598.00
Mike Elser	Quassapaug	26743	34	1595.29
Jack Wagner	Lincoln	28882	20	1595.20
Paul Peterson	Iowa-Nebraska	28482	10	1590.60
Doug Swenson	Rocky Mountain	19064	12	1586.92
Peter Schwartz	Winchester	26754	19	1586.47
Greg Pease	Quassapaug	26202	28	1576.36
Lou Joline	Lake Lotawana	24111	5	1572.00
Robert Ewaldt	Lincoln	25652	18	1568.05
R. Wood	Portage Lake	26110	4	1564.00
Brian Lockwood	Willametto	16483	11	1562.00
Tod Horvath	Newport Y.C.	20548	9	1561.00
J. Mendiola	Portage Lake	25163	12	1558.00
Gene Patrick	Willametto	23593	8	1547.00
John Lally	Medford	28542	29	1545.86
Dan Williams	Privatoer	24747	6	1542.50
Larry Briggs	Lincoln	24099	23	1540.91
Paul Maier	Willametto	17390	9	1538.00
Tony Koppang	Willametto	24011	11	1536.00
J. Handwerk	Portage Lake	21792	15	1530.00
Carl Lundstrom	Rocky Mountain	24809	12	1529.83
Ed Weitz	Iowa-Nebraska	24095	28	1528.75
Paul Wood	Quassapaug	26305	32	1527.38
Dick Davidson	Quassapaug	26663	27	1525.85
Ken Kinca	Green Lake	21312	12	1515.00
Steve Donohue	Newport Y.C.	17512	11	1514.00
Jim MacKenzie	Rocky Mountain	25053	9	1512.56
Jack Coldfelter	Rocky Mountain	19263	12	1510.25
Henry Filter	Annapolis	28094		1507.00
Bill Brush	Iowa-Nebraska	27523	27	1505.52
Jim Brady	Annapolis	28555		1500.00
John Bolding	Lincoln	20197	24	1499.54
James Russell	Lincoln	28881	8	1489.00
Mike Rocker	Iowa-Nebraska	26076	15	1488.53
Martin Fraser	Medford	24999	8	1487.75
Scott Nixon	Annapolis	26165		1481.00
Ed Olson	Dallas	26666	5	1479.00
Jim Lampros	Willametto	18648	10	1479.00
Mark Biesi	Grand Rapids	25452	25	1476.32
Bob Coyle	Medford	24695	11	1468.27
Phil Morse	Newport Y.C.	21789	6	1468.00
Fred Hagel	Rocky Mountain	25046	11	1467.55
Ken Frink	Quassapaug	19707	32	1466.44
Roger Link	Annapolis	26670		1466.00
Chuck Oman	Winchester	25708	18	1464.44
Glen Ruff	Iowa-Nebraska	24090	17	1460.71
J. Tagliamonte	Winchester	27225	12	1455.83
Pat Keane	Lincoln	24321	18	1452.33
Peggy Murphy	Grand Rapids	21870	5	1451.80
Jill Carver	Green Lake	25432	7	1451.70
Chris Schmeiter	Grand Rapids	26299	21	1450.00
Jerry Thompson	Annapolis	24702		1449.00
Eugene Sartori	Winchester	26999	22	1447.50
Scottfield/Jetton	Iowa-Nebraska	27731	19	1446.79
Scott Hillman	Medford	24007	7	1443.28
Peter Zackin	Quassapaug	24998	9	1441.11
Bill Vaughn	Newport Y.C.	19119	7	1440.00
Mike Toohy	Iowa-Nebraska	24100	15	1437.80
Mark Brown	Willametto	23291	8	1432.00
Jay Horrocks	Quassapaug	24997	10	1430.00
B. Gabrielson	Quassapaug	24633	36	1429.92
Bob Fowles	Newport Y.C.	17733	10	1427.00
George Walker	Green Lake	20995	2	1426.50
Bob Recker	Iowa-Nebraska	27005	21	1422.57
Peter Salmon	Annapolis	25989		1418.00
Ralph Swanson	Winchester	28999	13	1413.76
E. Gabrielson	Quassapaug	25838	45	1412.31
D. Smith	Portage Lake	24800	12	1411.00
Jim Fraser	Medford	25999	32	1406.84
Allan Vorel	Grand Rapids	18428	22	1406.68
Jim Barr	Rocky Mountain	21500	6	1405.33
Bob LaScala	Lake Lotawana	25075	5	1404.80
Jason Worin	Winchester	25416	11	1402.09
T. Kenker	Portage Lake	20633	3	1401.00
Dave Patterson	Willametto	20354	7	1399.00
J. Denneberger	Annapolis	25870		1395.00
Jerry Wachter	Grand Rapids	23840	15	1388.47
Eric Reinka	Annapolis	25483		1384.00
Ken Fra	Lake Lotawana	23756	6	1381.00
Phil Cromocens	Dallas	23939	5	1376.00
Joe Heinzo	Lincoln	21604	27	1369.29
Bob Knapp	Grand Rapids	28352	14	1366.57
Dave Winter	Lincoln	24685	21	1365.57
Peter Fetzerson	Iowa-Nebraska	25052	7	1362.43
B. Durbin	Portage Lake	21104	6	1358.00
Robert Dull	Annapolis	27788		1356.00
T. Hutchinson	Annapolis	28440		1340.00
Lou Aquavia	Quassapaug	25797	13	1337.15
Ove Rasmussen	Dallas	27905	5	1333.00
B. Cowen	Portage Lake	25862	8	1332.00
Simon/Davis	Iowa-Nebraska	24101	15	1328.80
Erik Bengtson	Lincoln	20630	14	1315.64
Mike Schmidt	Annapolis	26385		1314.00
Greg Nichols	Winchester	26107	17	1301.88
Charles Wahl	Lincoln	23822	6	1300.50
M. McCart	Portage Lake	16730	8	1290.00
Jerry Sams	Dallas	13085	5	1275.40
Dan Stoney	Iowa-Nebraska	25431	25	1273.60
Lisa Pine	Annapolis	24702		1272.00
G. Hofmann	Lincoln	24330	17	1266.29
Bill Baldwin	Winchester	27999	6	1263.33
John Gondring	Iowa-Nebraska	27272	12	1252.25
Terry Patterson	Iowa-Nebraska	25062	20	1250.00
Harold Dean	Quassapaug	25070	8	1245.63
Per Huffolt	Iowa-Nebraska	25911	9	1233.33
John Layman	Lincoln	21913	6	1224.16
John Leach	Lincoln	25652	5	1198.60
Ken Shepard	Lincoln	21799	13	1193.76
Jim Lebaugh	Rocky Mountain	20100	6	1168.57
Blair Laackman	Grand Rapids	13871	2	1144.50
Schwid/O'Brien	Iowa-Nebraska	23759	18	1125.61
Andrew Groce	Annapolis	19383		1091.00
Bill Dunbar	Iowa-Nebraska	20555	5	1080.00
W. Gustafson	Lincoln	20841	10	1063.60
Amy G. Neff	Annapolis	23394		1063.00
Howard Parker	Lincoln	22366	8	1055.37
Kim Yellott	Annapolis	25871		1050.00
Don Jones	Lincoln	15118	10	1030.20
Dennis James	Lincoln	15301	11	1012.54
Carl Wolf	Lincoln	17166	5	953.20
Kurt Gottzandt	Annapolis	26450		903.00
Robert Harmon	Annapolis	25171		664.00
Karen Long	Annapolis	26382		650.00
John Brady	Annapolis	27393		526.00
Doug Housler	Annapolis	25522		486.00

Name	Fleet	Sail #	# of Races	Total Points
Henry Davis	Iowa-Nebraska	28700	18	1711.61
Richard Grant	Grand Rapids	22725	25	1706.00
Andy Zeratsky	Green Lake	28911	13	1687.60
Bill Hall	Winchester	28199	18	1680.44
Jon Christensen	Lincoln	24042	21	1668.33
John Buckley	Lincoln	28444	19	1667.68
R. Hand	Portage Lake	23625	13	1663.00
Dave Rogers	Quassapaug	25810	47	1662.00
Bryan Fishback	Annapolis	28575		1661.00
Norm Dahl	Newport Y.C.	25370	10	1661.00
Bill Fehsenfeld	Grand Rapids	19445	23	1658.39
Joel Zackin	Quassapaug	27011	32	1656.53
Scott Cline	Privatoer	24093	6	1646.80
Carter Weitz	Iowa-Nebraska	25486	23	1646.30
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John MacRae	Winchester	26451	12	1635.75
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Sam Mollert	Portage Lake	24087	13	1628.00
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Dick Davidson	Quassapaug	26663	27	1525.85
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Bill Brush	Iowa-Nebraska	27523	27	1505.52
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John Bolding	Lincoln	20197	24	1499.54
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Proposed Measurement Rules Change

Rule 8.15 - "FOR ALL BOATS: Aramid fiber lines may be used only in the running rigging, but carbon or aramid fibers or micro-grooved film are not to be used elsewhere in the hull construction, or equipment." First Sentence: It has been proposed that the first part of this sentence be rewritten to allow the use of high modulus polyethylene (HMPE - Spectra and Dyneema, trade names) lines as running rigging. HMPE lines are in general use in other classes and in racer/cruisers. It has largely supplanted the use of aramid fiber lines because HMPE is easier to handle and is not as subject to breakage in running over sheaves. While it costs some more than the standard polyester braided and three-strand filament lines, it should last longer. In some cases, smaller HMPE lines can be used because it is much stronger than polyester lines.

The Rules Committee invites comments on this and other proposed Rules changes previously published in the January and February Snipe Bulletins. Please send all comments to: Dan Williams, 1200 Maclellan Building, Chattanooga, TN 37402. Fax: 615-267-4200.

1995 26th Annual Comodoro Rasco Snipe Regatta

Past National and World Champion Dave Chapin with Alan Capellin crewing won the 1995 Comodoro Rasco. Jim Janda and Sam Septiembre won the Aicardi Fleet. The participation is up by one boat from last year. Total of 4 boats from out of town (St. Petersburg, Clearwater, Orlando and Atlanta) and the local fleet showing up with 16 boats.

We had perfect weather with winds from the South (warm!!) 10 to 15 miles. A forecast for heavy weather and small craft warnings did not materialize (I made some phone calls!!) and Biscayne Bay was a beauty one more time! We guaranteed this weather for this year when we made our report last year!

The Race Committee did an excellent job throwing on us all kind of courses and flags for 5 well run races (did not have to shorten any course!). Race Committee chairman Dick Reinke with his team of Club members: Bill Page, Bryan Page, Frank Herbert, George and Mary McCullough, Danielle Septiembre, Will and Gail Pulsford and the always welcome help of Arturo Alamo and Ramon Diago.

We had our usual lasagna party Saturday night at the Diazes with sailors and Race Committee attending.

Dick Reinke presented trophies to the winners and after the presentation we celebrated our traditional La Bomba. Dave Chapin proved to be a professional, drinking without breathing while the sailors sang: La Bomba Va, La Bomba Va, La Bomba Va!!

*Gonzalo Diaz, Sr.
Fleet Captain Miami #007*

1. Dave Chapin/Alan Capellin	28450	1-1-1-2	5.0
2. Charlie/Michele Bustamante	27872	2-4-2-6-1	14.75
3. Gonzalo Diaz Sr./Arron Haller	26395	3-2-5-8-9	27
4. Bill Spencer/Christine	23623	6-3-10-4-6	29
5. Gonzo Diaz/Stephanie Barr	24776	5-12-7-2-5	31
6. Don Hackbarth/Raphael Mallie	28571	4-15-3-7-4	33
7. Gordon/Cindy Hackstaff	25172	9-7-8-5-11	40
8. Robert Lizano/Barbara Torres	25374	10-10-4-9-10	43
9. Joe Logan/Tim Edbrooke	23713	8-6-9-10-13	46
10. Jim Janda/Sam Septiembre	28971	12-5-14-11-8	50
11. Tracy/Berry Hayley	25407	11-14-12-13-3	53
12. Linda Wennerstrom/	28694	15-11-13-3-15	57
13. Ken/Kay Voss	26900	14-8-11-dns-7	60
14. Scott Weston/	26486	13-9-6-dns-dns	68
15. Bob Foster/Carly Franklin	26397	17-16-15-12-12	72
16. Bergie/Beto Montarroyos	24995	dns-17-18-14-14	83
17. Fernando de Cardenas/	23391	16-13-16-dns-dns	85
18. Martha/Jay Chen	24950	19-18-19-15-16	87
19. Roberto Guaragna/	23176	7-dns-dns-dns-dns	87
20. Tom Gardner/Ves Burford	21711	18-18-17-16-dns	89

Bold denotes B fleet

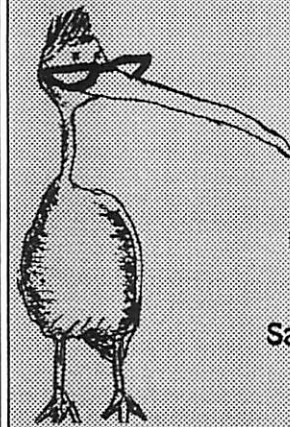


photo: left of right standing: Dave Chapin, Charlie Bustamante and Jim Janda. Kneeling: Alan Capellin, Michele Bustamante and Sam Septiembre.

Snipe Southernns '95

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APRIL 1-2: GUTTER SNIPE & ALABAMA STATE CHAMPIONSHIPS; Lake Logan Martin, AL. Brad Dumm, 724 3th St. S, #4, Birmingham, AL 35222. (205)328-5159.

APRIL 8-9: CIRCOLO NAUTICO BRENZONE; SCIRA Italy, Giorgio Brezich. Tele & Fax: +39-40-307955

APRIL 8-9; COPA OTONO C. Y CAREN. Laguna Aculeo, Chile. SCIRA Chile; Fax: +6353000.

APRIL 7-10; JUNIOR SOUTH AMERICAN CHAMPIONSHIPS; Porto Alegre, Brazil. Velieiros do Sul YC. Av. Guaiba, 2941, Porto Alegre, RS, 91900 - 420. Fax: 55-051-249-2833

APRIL 11-15; SOUTH AMERICAN CHAMPIONSHIPS; Porto Alegre, Brazil. Velieiros do Sul YC. Av. Guaiba, 2941, Porto Alegre, RS, 91900 - 420. Fax: 55-051-249-2833

APRIL 13-15: SANREMO; SCIRA Italy, Giorgio Brezich. Tele & Fax: +39-40-307955

APRIL 22-25: BRACCIANO; Assoc. Velica Bracciano. SCIRA Italy, Giorgio Brezich. Tele & Fax: +39-40-307955

APRIL 29-30; HERB SHEAR MEMORIAL; Mission Bay, CA. Steve Stroebel, 1759 Elmhurst St. Chula Vista, CA 91913. 619-421-4800.

APRIL 29-30; SPRING CUP, HORSEN; Denmark; SCIRA Denmark, Bjarne Iversen, Fax: +45-75-61-54-60.

APRIL 29-30-MAY 1; GRAN TROFEO VALENCIA; Real Club Nautico de Valencia. SCIRA Spain. Fax: +34-68-34-30-02

APRIL 29-30-MAY 1; TROFEO SEMANA CATALANA DE VELA; Club Nautico de Sitges. SCIRA Spain. Fax: +34-68-34-30-02

MAY 6-7: BELGIRATE, VERBANO YACHT CLUB; SCIRA Italy, Giorgio Brezich. Tele & Fax: +39-40-307955

MAY 6-7; MAJSNIPEN, Langedrag, Denmark; SCIRA Denmark, Bjarne Iversen, Fax: +45-75-61-54-60.

MAY 13; MES DEL MAR C y HIGUERILLAS. Higuerillas, Chile. SCIRA Chile; Fax: +6353000

MAY 13-14; SOUTHERN REGATTA; Privateer YC, Tennessee. Holly Gregory, 615-842-5045.

MAY 13-14; II TROFEO SANTA RITA; Real Club R. Galicia de Villa Garcia. SCIRA Spain. Fax: +34-68-34-30-02

MAY 20-21; BLUE/GREY REGATTA; Barnegat Bay. Dave Applegate, 118 Laurel Avenue, Toms River, NJ 08753. 908-505-1825 (h).

MAY 20-21; SOUTHEASTERN CHAMPIONSHIPS; Lake Lanier, GA. Shawn Burke, 404-938-2809

MAY 20-21; RED/GREEN CUP; Vestfjordens seilf. Oslo, Norway. SCIRA Norway, Birger Jansen, Fax: +47-66-848-262.

MAY 20-21; KNUPP CUP/JDM Kolding, Denmark, Bjarne Iversen, Fax: +45-75-61-54-60.

MAY 20-21; TROFEO CIUDAD DE IBIZA; Club Nautico de Ibiza. SCIRA Spain. Fax: +34-68-34-30-02

MAY 20-21; GOVERNORS CUP; Island Bay YC. Tim Dixon, 12 Hickory Pt. Springfield, IL 62707.

MAY 21-22; WHITSUN REGATTA; HELSINKI, FINLAND; SCIRA Finland, Matti Pehkonen. Fax: +358-0-164-5261

MAY 25-28; ITALIAN NATIONALS, SANREMO; SCIRA Italy, Giorgio Brezich. Tele & Fax: +39-40-307955

MAY 27-28; JUNIOR UNITED KINGDOM NATIONALS; Erih YC., George Mees, +01322-382-252

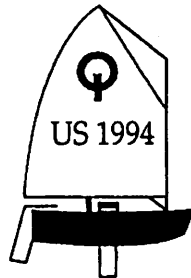
MAY 27-28; SPRING REGATTA, TURKU, Finland, SCIRA Finland, Matti Pehkonen. Fax: +358-0-164-5261

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JUNE 3-4; DISTRICT 2 CHAMPIONSHIPS; Oklahoma City Boat Club, Andy Towles, 3200 W. Britton #219 Oklahoma City, OK 73120. 405-751-5745

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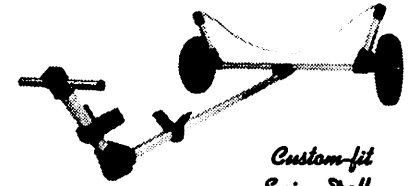
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The Evolution of Deck Configuration.....

As in many aspects of Snipe construction, the Snipe deck has gone thru many changes and in some senses has come full circle. The Snipe archives have produced many photos of boats present and past, and we'd like to share the collection with a comparison of deck layouts over

the years. We must note that, believe it or not, we couldn't find a good photo of the McLaughlin Snipe, dominant for many years,

and probably the most prevalent Snipe found in the U.S. Apologies to Mike McLaughlin and Steve Sherman, but if anyone wants a peek, just look in any boat yard that has Snipes!

Photo 2: (below) #13507, "Wild Goose" built by Olympic Boats for Vice Commodore Douglas of Stone Sailing Club fleet 372, in 1962. Note the apparent swing board, out-board jib tracks, and prototype Seitech dolly.

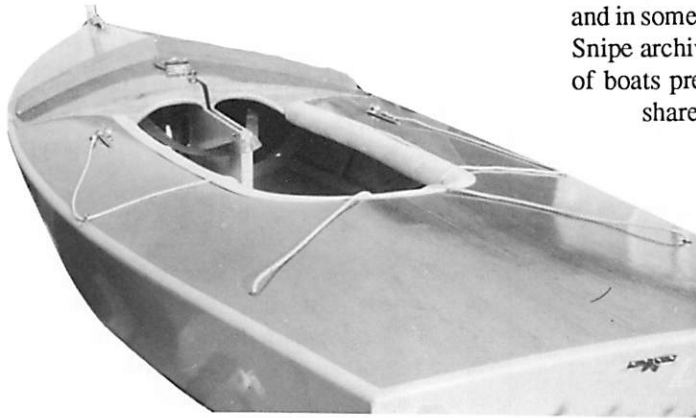


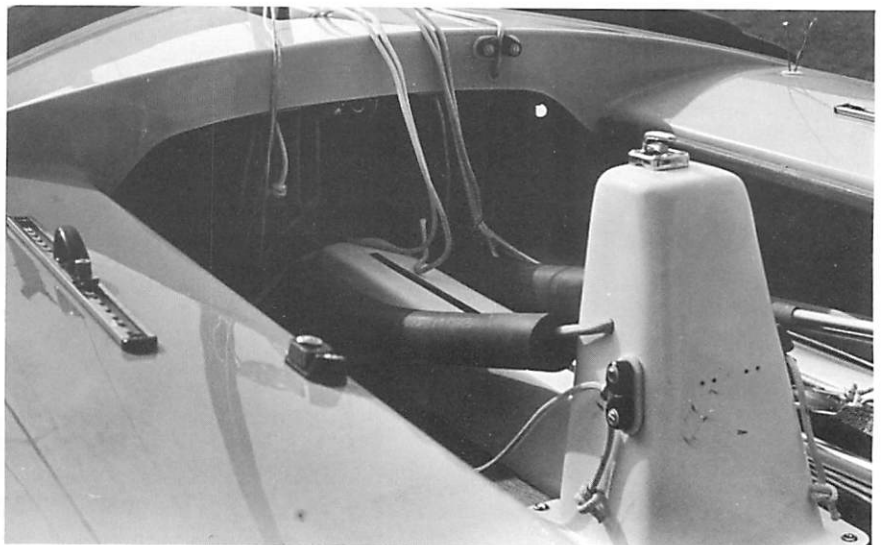
Photo 1 : (above) Builder unknown, date unknown. But we couldn't resist the hiking pads on the inside rail of the cockpit.



Photo 4: (below) First Chubasco with dropped centerboard trunk, tower, and double bottom circa 1967. This was what many people thought of as the first truly modern Snipe. The tower served two purposes; holding up the daggerboard and providing a cleat for the jib (on the top of the tower). We suspect the lone cleat on the console is the forward puller. Note that the jib tracks have begun to move inboard.



Photo 3: (above) Another Olympic, #15600, built in 1965. Bulkhead, sealed side tanks, bottom stringers and indented jib tracks. Check out the depth of the cockpit! Still stuck on the swing board....



.....Then and Now

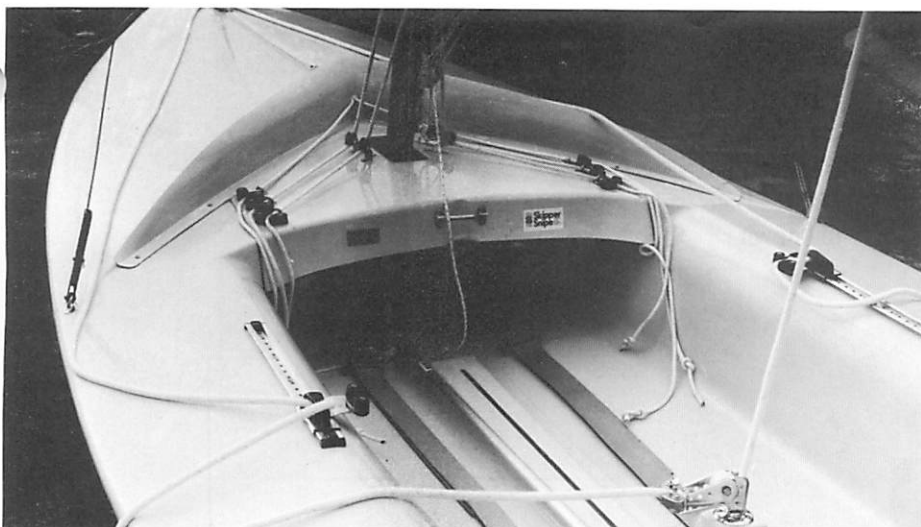


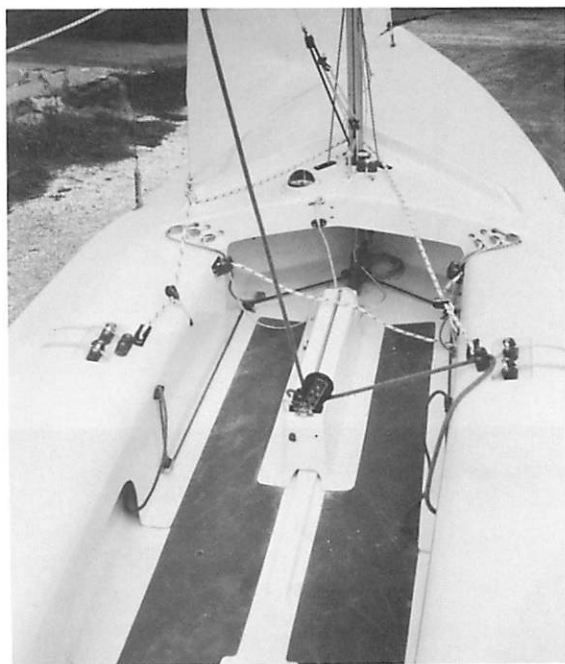
Photo 5: (left) Skipper Snipe, maybe late 60's or early 70's? What's left of tower now supports mainsheet swivel block and cleat. Double bottom, sealed side tanks and possibly a bulkhead. The jib tracks have continued to move inboard and a hook on the console now holds the daggerboard up. The controls on the foredeck appear to be jib tack, main downhaul, and maybe outhaul.

Photo 6: (below) Modern Jibe Tech sans hiking straps. Bulkhead, sealed side tanks, and back to a deeper cockpit. Daggerboard is now held up via a bridle which on this boat appears to cleat on the console. Jib leads now adjustable to inside of side tank.



Photo 7: (above) The U.S. team of Jack Franco and Mike Sturman at the 1994 Western Hemisphere Championships, with a Persson/Lange. Further "devolution" of the deeper cockpit and increase in stern deck length.

Photo 8: (right) Uruguay's always quick Fabini brothers and their Rosendo. Compare this deck with that of photo 2. The more things change, the more they stay the same!



A Quick History of Mast Adjusters

One of the first things a rookie Sniper needs to learn is the value of the fore and aft mast. Not only is the puller a method of controlling rig position, tension, and sail shape, but more importantly the forward puller helps keep the mast in one piece downwind in a breeze. But, Snipes didn't always have mast adjusters! And how many remember the side pullers of the 70's? The following photos follow some of the evolution.

Photo 1: (below) Deck stepped and no puller. Scary! Date: unknown

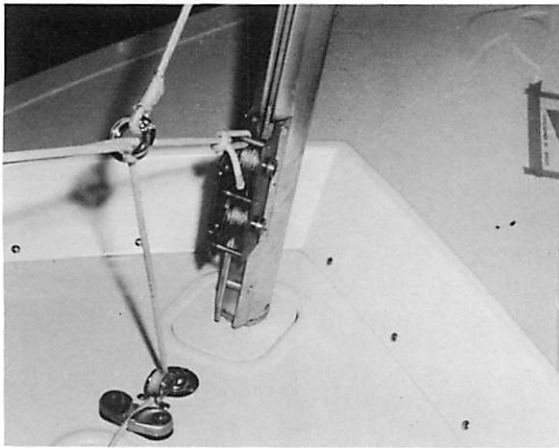


Photo 2:
(right)
Geared mast
crank. Date:
unknown

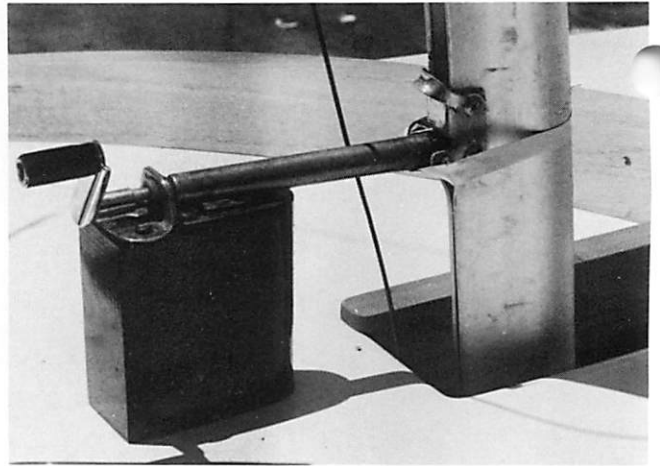


Photo 3:
(right) Early
"magic box"
used as mast
puller. 1971
World Cham-
pionships in
Rio de Janeiro

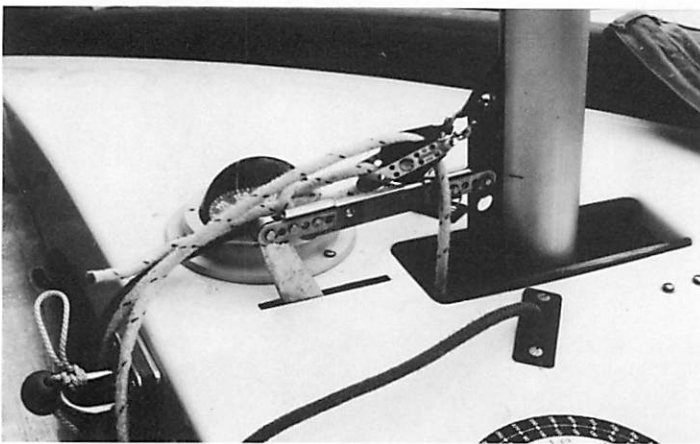
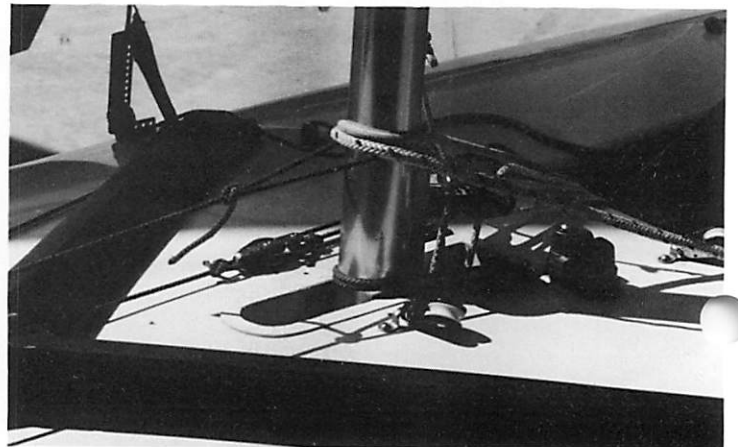
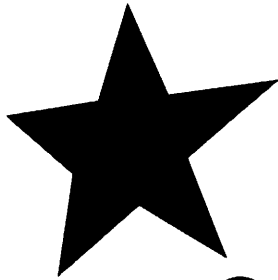


Photo 4: (above) Pusher/Puller on Commodore DeSouza's boat at 1983 Worlds in Porto, Portugal

Photo 5: (right) Creative use of block and tackle. The forward puller is the bowline around the mast which runs to a block on the bow and then thru the purchase system on the starboard side of the mast. The aft puller consists of the two lines around the mast at deck level. 1993 Worlds, Porto Alegre, Brazil.



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Here's what we've done for you lately:

1, 2, 3, 4, 6 - at the U. S. Nationals in Dallas

Our AP-2 Main and our new SS2++ Jib stood up to the test for first place. (The SS2++ is the same design that captured the 1993 World's - built from the former 100 HTP polyant material). Congratulations to Doug Hart and Jon Rogers for their championship performance.

The sails on the second place boat were the same exact same sails (AP-2 main and split jib) that won in 1993. (We believe sails should be as durable as they are fast!)

Welcome Doug Clark to the North Snipe Team



Doug comes to North from the U. S. Naval Academy where he was Assistant Director of Intercollegiate Sailing. A 2X All-American himself, Doug coached countless Academy sailors to the All-American team, winning 3 out of the last 4 National Championships. Racing Snipes since 1987, Doug has competed in 6 Nationals, taking 6 top 10 finishes: 1, 2, 3, 7, 8 & 8. In the 1991 World's he was the top U. S. boat and will be competing in the Western Hemisphere Championships this December. He has also earned himself a trip to the 1995 World Championships in Italy.

Aside from securing himself a spot in the "Who's Who" in the Snipe Class, Doug is a world-class team player who will be a great addition to the North Snipe team of Greg, Vince and Chris. Doug will be based in our Marblehead loft and continue to be a regular on the circuit - always available to answer your questions and do whatever he can to make your Snipe sailing more fun and rewarding.

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