



APRIL 1996

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Gerorge Szabo and Stacey Dumain winning the MBYC Las Vegas Regatta. Photo by Tom Fisher

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The Snipe Bulletin

The Official Publication of the
International Snipe Class



April 1996

Volume XV No. 4

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Jerelyn W. Biehl

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ADVERTISING

Contract rates furnished upon request

SUBSCRIPTION

\$10.00 per year

U.S. Dues: \$40.00

Includes Rulebook, U.S. & International Dues
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Publication Information

SNIPE BULLETIN (ISSN 08996288) is
published monthly for \$10.00 per year
by Snipe Class International Racing
Association, Incorporated (not for profit),
1833 Tustin Street, San Diego, CA 92106
USA. Second class postage paid at
San Diego, CA.

POSTMASTER: Send address changes to
SNIPE BULLETIN, 1833 Tustin Street
San Diego, CA 92106 USA

Printed in the USA in San Diego, CA
by Modern Printing & Mailing



THE COVER: From the archives. The
protest hearing. No date given, but gentle-
man at left is identified as Larry Wheeler of
Akron and gentleman in the dark shirt as
Bob Bigham of Cowan Lake.

THE COUNT: 24 numbers were issued
this month. 4 to Brazil and 20 to Japan.

NUMBERED SNIPES: 29078
CHARTERED FLEETS: 840

From the Commodore

The Board of Governors has approved to change the Deed of Gift of the Junior World Championship allowing skippers to use their own boats. The change is radical and very important for the future of the Snipe Class. It represents a compromise of various positions. The intent is to help juniors to sail at the international level and organizing countries to continue to host Junior World Championships.

The decision has not been an easy one, and the Board deliberated, allowing this Deed of Gift change to be on a two year trial basis to oversee and verify if the rule is applicable and the competitions are fair and correct for all contestants. I hope the Deed of Gifts new version will help all involved parties to grant good competitions and longevity of the Junior Worlds as we need to help juniors to join our Class.

AROUND THE SNIPE WORLD

NEW FLEETS

Japan has chartered two new fleets with more on the way! #839 Enoshima Snipe Kenkyukai, with Jiro Yamamoto as Fleet Captain, and #840 Katsuura with Takeaki Saitoh as the new Fleet Captain.

NOTES FROM RUSSIA

European Secretary John Broughton received the following letter from a sailor in Russia; Dear John;

I'm planning to continue my training in the Snipe Class and I sincerely hope that we can meet soon.

There were many training and competitions during the summer, but all of them passed in territory of Russia. I begin to study in the University in September, although I almost don't have a minute of free time because of training for the Russia Cup Championship on the Black Sea.

Many of our young sportsmen would like to train in the Snipe Class, but all of our tours in this Class depend on Mr. Fomin.

I'm sorry for sending you a fax, but the post-service here in Russia doesn't work surely, so the fax is the better means of communication.

I hope to hear from you soon and remain with kindest personal regards.

Yours faithfully,

Julia Abramova

Some Board members proposed also the award to Juniors trip costs to help participation at major events. At the moment, that issue is still pending and we are working to find a solution depending on the SCIRA International financial situation.

The competition with other classes is very hard, the costs are increasing and then we have to think and act in new ways to help younger Snipe sailors to travel and compete around the world.

Please help encourage our juniors, beginning in your fleet!

Giorgio Brezich

Circular Letter

Due to a recent question regarding the interpretation and enforcement of Rule 14, the following equation will be used to determine the compliance of boats with the limits set forth by Rule 14: Where "LOF" represents allowed lack of flatness at any point on the Snipe hull, $LOF = 1/8 \times \text{length (in feet) of the section being measured (or } 3.2 \text{ mm} \times \text{length (mm)} \div 304.8 \text{ mm of the section being measured)}$.

Brainard Cooper, Jr.
Chairman

International Rules Committee



Snipes in Hungary

This photo is of Joseph Reichstatter's Snipe on his home lake and club at Rakoczi in Hungary.

Snipes in Poland

Three old Snipes have been unearthed, still being sailed, in Poland. This photo is of Zdzislaw Borowski's Snipe on a lake at Plock.



Sailing by the Rules....

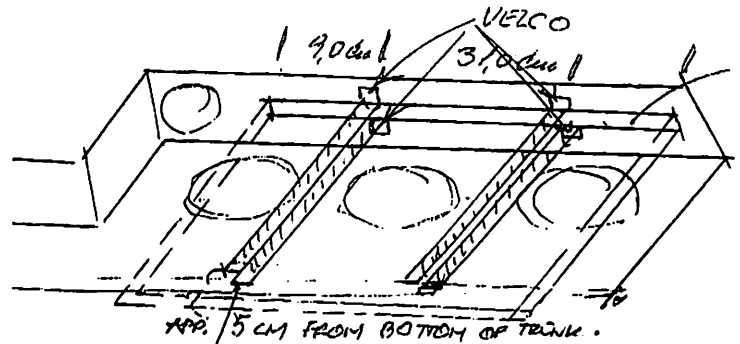
With Rule 26 passed in regards to centerboard restraining systems, we have received 2 versions of alternate methods to retain your centerboard when going downwind or on a reach:

From Persson Marine

A simple way to solve the problem

One of our customers, sailmaker Preben Kristensen from "Sejlsnedkeren" in Denmark has used and tested a system, which we are using now in our 1996 production

- Basically, it contains 4 strips of 20mm Velcro tape (male) placed inside the trunk according to the following drawing.
- Each piece of tape is approximately 25.0 cm long and has to be fixed in the top but can be used with or without glue.
- It is important to place the tape correctly according to the drawing, and it really works well!

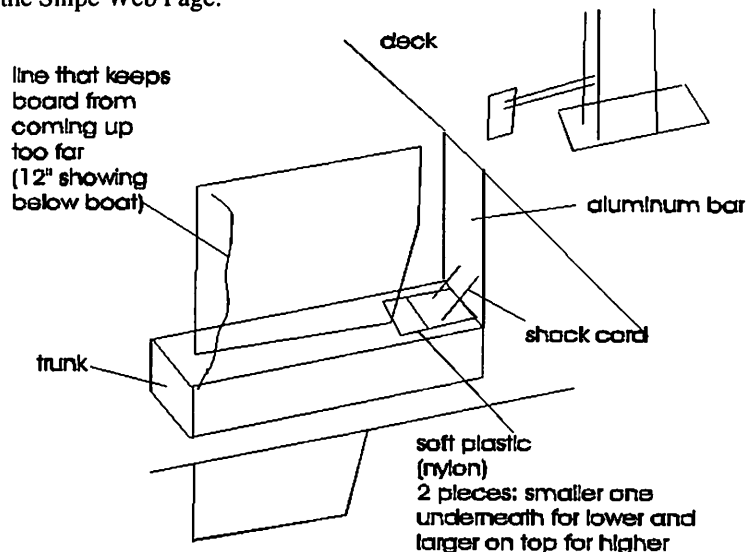


International Rules Committee Chairman notes that this method is legal provided that the tape is applied vertically. If applied horizontally, it must be kept at the top of the trunk only. (Rule 27 "...If seals are used on the centerboard trunk, they shall be used at the top of the trunk only...")

Rule 26: Centerboard: FOR ALL BOATS: The centerboard must be restricted while racing in such a manner that no point on the bottom edge extends less than 12" (304.28mm) below the keel. To permit checking the position of the centerboard while racing, a bank 1" side shall be painted on each side of the board, the top of the band being even with the surface of the deck at the centerline of the boat while the board is raised to this maximum height. A safety line must be used on the centerboard while racing. Any type of retaining system may be used, provided such system allows the crew to extend the board completely when capsized without swimming under the boat.

From the World Wide Web Snipe Home Page

This method was previously printed in the November 1993 issue of the *Snipe Bulletin*, and also appears in *The Best of the Snipe Bulletin*, but here are drawings from the Snipe Web Page.



SCIRA Europe 1996 Spring Report

With the arrival of Spring the Class throughout Europe awakens to an exciting season of racing. Though sailing has been somewhat curtailed during the winter months this cannot be said of Euro Officials or Fleets. Much preliminary work has been undertaken during the long winter evenings to assure the membership have a full race programme ahead.

Traditionally the starting gun to set the annual Snipe season in motion is the twin Easter regattas - San Remo, hosted by Italy and Princess Sophia hosted by Spain. Included in the tightly packed race programme to follow space had to be found to place in the World Masters, European Championship, Ladies Worlds and Junior Worlds, reflecting the keen enthusiastic spirit of our twelve nations.

With our Italian SCIRA Commodore heading the Class, Europe welcomes newly elected Italian National Secretary Ezio Braga and Finland's incoming secretary, Sampo Valijus. Both individuals respected and known on the international circuit. With these two taking office in January they straightaway drew their "guns" to establish territory. Ezio made a bid for the European Championship, reluctantly having to accept year 2002, as this was the next available opening. Whilst Sampo walked into the "Olympic arena" coming out with Finland's Olympic helm, IYRU Junior World Champion, Ville Aalto-Setälä as a prize who has purchased a Snipe and enrolled in SCIRA

Finland. Sampo continued his action in setting up the SCIRA stand at the February Helsinki Boat Show, plus presenting his credentials to the Finnish Federation. I think both Ezio and Sampo will be short on words but full in action and results!

Another project completed over the winter was to set up a team of registered IYRU Judges knowledgeable on the SCIRA Rule book and personally experienced of involvement at Class Championships. To date I have worked under all judges enrolled therefore can vouch for their understanding of the Class. To indicate how the Class is respected Worldwide, I quote from an unsolicited letter received from one of the judges following my correspondence inviting him onto the team. "I'm not a "Sniper" because my sailing origins were on Tornado and Catamarans, but the first time I met with the Snipe Class, as Judge, I saw a big friendship and sportsmanship together between all fleet members. I could never find out same feelings in other classes."

Work is progressing endeavouring to get Poland into our SCIRA world. To date, seven Polish gentlemen have expressed interest to work towards establishing the Class in their home country. Two are boat builders, another would like to introduce Snipe into his Sailing School, whilst an official at the State Post Office Sailing Club sees the possibility in adopting the Snipe. One has to understand the economical situation in Poland will make

any progress rather slow. Should Poland come into SCIRA this would be the third European country introduced since 1991. A creditable achievement reflecting much work, foresight where development is possible. Though this growth has been under my secretarial office the credit has to be given to the many individuals that made such results possible. Named individuals such as Burt Eaton, Stephan Irgens, Alexei Fomin, Henryk Sadzik whom worked close the my office and the respective countries where they became the vital link in the chain of liaison. There is also a long Snipe in Hungary with which contact is maintained through my office. At this stage most unlikely there will be further development owing to the lack of resources throughout the country. But, that is no reason to take a defeatist attitude. Contact has to be maintained, for, to sever relations with this lone Sniper, Joseph Reichstätter, would be cutting complete any possibility of future progress.

To sum up Europe '96. The Class throughout Europe looks set for another good season ahead. Each National Secretary understands the importance of juniors to our future and introducing many schemes, ideas suited to their own country in building up a youth following.

Finally, on behalf of my European membership I extend congratulations and a warm welcome to elected Rear Commodore Akibumi Shinoda. Europe looks forward to working under your future offices.

*John R. Broughton
European General Secretary*

US Masters

Windycrest Sailing Club, Lake Keystone, Tulsa, Oklahoma

Windycrest Sailing Club was founded in 1966 when the Keystone Dam was built & the surrounding area flooded by the waters of the Arkansas & Cimarron rivers. The lake is surrounded by densely wooded areas, steep rugged bluffs & sandy beaches. Keystone Lake has about 330 miles of shoreline. There are some 20 park areas with plenty of camping space, including Keystone State Park which has lakeside cabins. The sailing club has about 250 family members who participate in many social functions & the very competitive racing programs including a women's & junior series. In the past couple of years the club has hosted the Coronado 15, MC Scow, & Catalina 22 Nationals for which we were awarded the St. Petersburg Trophy for the best run regatta in the country. Among the social activities we have planned is a dinner at the John Zink Ranch hosted by Jack & Janet Zink. The ranch is about 32,000 acres & is dedicated to providing camping & sailing activities for the Boy Scouts. Also on

display will be the Indianapolis 500 winning cars from the mid 50's. Mark the date on your calendar now & plan to attend the 1996 US

Masters in Indian Territory. September 23rd to 26th

Bruce Hurst. Snipe Fleet 68



XVII Trofeo Armada Española

Between December 7th and 9th of 1995, a new edition of the Trofeo Armada Española took place at Santiago de La Ribera, Murcia, Spain. 45 Snipes travelled from several parts of Spain and Denmark.

The weather was cooperative once races began on the 7th. 2 races were sailed on the 8th and 9th as well.

The winners were Pagnon's brothers from R.C.N. de Valencia. The Championship was not decided until the last race, where the general classification was overturned.

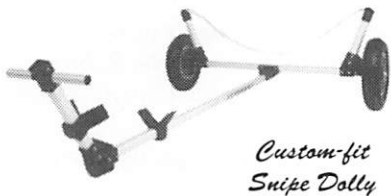
All Snipers are grateful for the wonderful organizing of Real Club de Regatas de Santiago de La Ribera.

Fernando Barreras

Results -- top 10 of 45

Skipper/Crew	Boat	Finishes	Total
Rene/Ricardo Pagnon	27227	1-4-2-1-7	7.5
J. Perez/J. Martinez	26890	4-11-7-2-1	13.75
C. Elosegui/V. Campos	28210	3-6-5-5-15	19
M Martinez/M. Madrid	28757	2-1-1-16-17	19.5
J. Canales/A. Romero	26559	20-3-12-4-6	25
P. Ferrer/M Ferrer	28764	6-5-3-12-13	26
J Costas/D. Gomariz	28664	8-ret-4-15-4	31
A/F. Martinez-Camara	28895	15-2-16-8-9	34
F. Barreras/J. De Llano	23958	15-2-16-8-9	39
Jan/Jane Persson	28818	ret-26-6-7-3	42

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MILLS 8571 - Natural finish hull & deck, built 1951, many upgrades, full covers, trailer, etc. Call Mick Yates 716-763-8736, Lake Chautauqua, NY. \$4500/obo. (ma)

MCLAUGHLIN 25044 - Cobra II mast, 3 sets of sails, white deck, white hull, trailer. \$2300. Boat is located in Dallas. W (214) 952-6207, h (214)771-2205.

MCLAUGHLIN 26107 - Excellent condition, fully equipped to race. White hull and deck. Two sets of sails. Compass. Anodized centerboard. Covers for top, bottom, centerboard, rudder. Double deck trailer. \$3100. Greg Nichols. Billerica, MA (508)667-8801 (ma)

MCLAUGHLIN 25678 - Race ready, white deck & bottom with light grey sides, minimum weight, Proctor mast, 2 sets of Doyle sails (3 sails are new), Tennessee trailer. 2 rudders, pole launcher, spare pole, double-ended control lines, top & bottom covers + extras. \$3800/Transportation negotiable. Detroit, MI. Call Drew Moeller (810)468-1488 (313) 885-2433 evenings. (mam)

KANSAS CITY FLEET looking to grow and is interested in boats in the midwest. Call Bob Hyland at (816) 363-1656 or John Briggs at (913) 383-2668 (ma)

MCLAUGHLIN 25675 - Emerald green with cream deck, minimum weight with lead, Cobra II mast with adjustable spreaders, 2 suits of sails, trailer, skirted top cover. \$3,000. In Annapolis. w 410-634-2121, h 410-820-5076 (mam)

PHOENIX 27688 - White hull, gray boot top, Cobra mast with super spreaders, all Harkens, custom WaterRat rudder, top and bottom covers, galvanized trailer with custom fiberglass bunks, new North sails, practice set Sobstad sails. Excellent condition. \$4,000, Call Dennis Westover 800-457-0220 days or (206)868-1109 evenings. Seattle (jfma)

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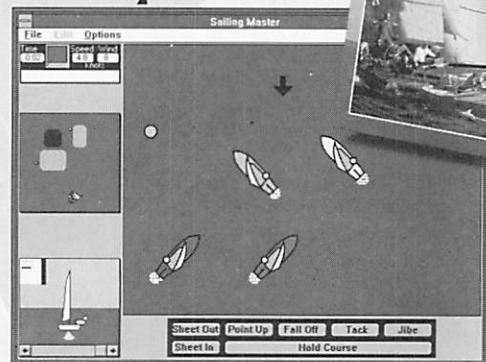
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SCIRA Centerboard Committee

The SCIRA Centerboard Committee has been working to get a handle on the various technical parameters involved with our current aluminum board (plate), the prototype foam/carbon fiber boards built in Italy. Through several sets of deflection tests done by Antonio Bari in Italy and a set done by Dan Williams and Brainard Cooper in the USA, we have developed a good understanding of the deflection and twist of the aluminum and prototype carbon fiber boards under sailing loads. Interestingly, the prototype carbon fiber board has more deflection and twist under estimated sailing loads. However, most top sailors testing the board like its performance. The added twist of the prototype board could explain the comments that it was not as "lively" as the regular board in puffs.

Antonio Roquette of Portugal has proposed a solid molded fiberglass material called SMC which is used to make auto body and running rear parts. This material could be much less expensive than aluminum or carbon fiber/foam construction. Antonio Roquette has built three test boards: 2 of the high strength SMC with carbon fiber added for stiffness and 1 of high strength SMC with

no carbon. These board will be tested by members of this committee who also have tested the carbon-fiber prototype boards. This will give us a USA and Europe test by committee members who have both keen interest and technical knowledge. We hope to have both deflection tests an actual sailor trials accomplished in the next few months.

While those tests are under way, the committee is working to devolve a simple set of building rules, specifications, and measuring procedures to propose to the SCIRA Board for an open composite centerboard testing program. These rules would include the following areas. The values shown are not final and may change with further testing and comments:

Weight: The weight of the board (including the handle?) shall not be less than 7.0 kilograms a solid glass/fiber or aluminum board.

Temporary Hull Maximum Ballast Extension: The maximum ballast a hull may have to meet minimum weight would be extended past 15 kilograms by the difference between the actual weight of the composite centerboard and 12 kilograms.

Strength: Some simple method (two saw-horses & a weight) to test that any board will hold a 200kg (440 lbs) weight without breaking. This test is intended to simulate the requirement that the board be strong enough for both crew to stand on and right a capsized boat without any chance of the board breaking.

Deflection: When loaded with the 200 kg strength test, the minimum deflection shall be no less than the current 10 mm thick aluminum centerboard. (We are told a composite board could be made stiffer than the current aluminum, but not inexpensively.)

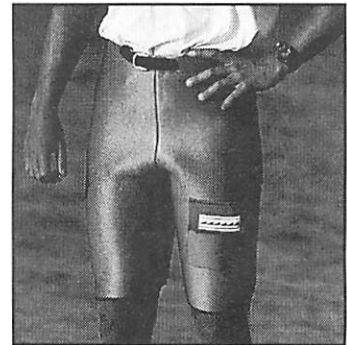
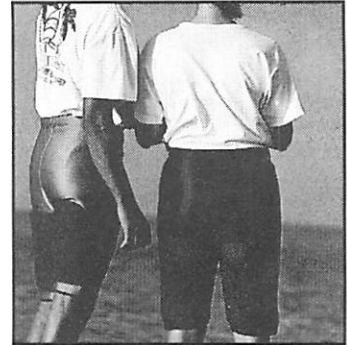
Twist: We are not considering a twist spec until we have some reason.

We are sure whatever we initially specify will have some unknown loopholes that we have not considered. We do believe we need to open up the "centerboard competition" to the whole class and see what products come forth. The guys with the competitive, cost effective products will win the business. To control the evolution process, we need simple measuring requirements for weight, strength and possibly deflection (to prevent overuse of carbon fiber). If anyone in the Snipe Class has any observation, comments or ideas please forward them to me at: fax: +213-783-0649 or at CompuServe 103077,3044 or on the internet at 4eagle@flash.net.

Peter R. Fenner

SCIRA Centerboard Committee

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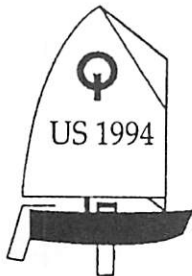


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1995 SCIRA High Point Championship Trophies

Neil Martin of Budworth, England narrowly beats Henry Davis for Reichner Trophy

Neil Martin of England beat Henry Davis of the Iowa-Nebraska Fleet by a skant 1.57 points to take the Reichner (International High Point) Trophy. Henry retained the Minneford (US National) Trophy for the third year in a row. Neil sailed a total of 19 races with a total of 1741.70 points while Henry sailed 16 races with a total of 1740.13 points. The top five were rounded out by Jim Bowers, Winchester, MA with 16 races and 1701.13 points, Jim Richter, Indianapolis, IN, with 21 races and 1694.80 races, and John Dentinger of Newport, NY

with 13 races and 1693.60 points.

The scoring for these trophies is an unique combination of positions placed averaged over the number of races sailed. In 1995 the total number of entries for these trophies increased to 186. John Hagman of St. Petersburg, FL. sailed more races, 43, than any other entrants. Some of the US fleets and English fleets were the only fleets to submit scores. The *Bulletin* hopes the rest of our Snipe World joins in this unique competition.

Skipper	Fleet	Boat	# of Races	Total Points
1 Neil Martin	Budworth, England	27106	19	1741.70
2 Henry Davis	Iowa-Nebraska	28700	16	1740.13
3 Jim Bowers	Winchester, MA	28440	16	1701.13
4 Jim Richter	Indianapolis, IN	24500	21	1694.80
5 John Dentinger	Newport YC, NY	28781	13	1693.60
6 David Rogers	Quassapaug, CT	25810	27	1691.93
7 Ethan Bixby	St Petersburg, FL	25948	24	1691.42
8 Scott Cline	Atlanta, GA	24093	19	1682.86
9 Gene Patrick	Willamette, OR	23593	11	1674.00
10 Harry Levinson	Indianapolis, IN	26894	8	1670.10
11 Peter Wolcott	Quassapaug, CT	28656	14	1667.64
12 Carter Weitz	Iowa-Nebraska	25486	27	1666.19
13 Jon Christensen	Lincoln, NE	24042	17	1657.24
14 Andy Zeratsky	Green Lake, WI	28911	13	1652.00
15 Jon Skoog	Iowa-Nebraska	27391	17	1650.24
16 John MacRae	Winchester, MA	26451	15	1646.66
17 John Love	Budworth, England	24154	24	1644.00
18 Joel Zackin	Quassapaug, CT	27011	19	1643.68
19 Frank Pontious	Atlanta, GA	24994	17	1639.05
20 Philip J. Tanski	Chippewa, OH	19719	9	1637.56
21 Dave Ellis	St Petersburg, FL	27271	33	1633.21
22 Cliff Browning	Indianapolis, IN	28370	25	1633.20
23 Joe Norton III	Green Lake, WI	28182	10	1632.00
24 William J. Bees	Chippewa, OH	20562	18	1629.78
25 John Irvine	Atlanta, GA	26398	18	1629.00
26 John Hagman	St Petersburg, FL	27072	43	1628.50
27 Buzz Levinson	Indianapolis, IN	26335	21	1625.20
28 Richard Lynham	Chippewa, OH	24684	10	1622.80
29 David Odell	San Francisco, CA	27521		1621.00
30 James Cummings	Chippewa, OH	27137	17	1618.29
31 Pat Flood	Iowa-Nebraska	25488	26	1618.12
32 Mary Jane Bumby	Green Lake, WI	26911	15	1616.00
33 Pat Keane	Lincoln, NE	24321	21	1611.61
34 Dave Lence	Winchester, MA	27101	26	1608.14
35 Don Smith	Budworth, England	26996	14	1607.00
36 Paul Wood	Quassapaug, CT	26305	15	1606.93
37 Larry Briggs	Lincoln, NE	27372	27	1586.81
38 Peter Zackin	Quassapaug, CT	24998	16	1585.63
39 Mike Elser	Quassapaug, CT	26743	23	1585.61
40 Bill Welch	St Petersburg, FL	27772	35	1577.40
41 Matt Bryant	St Petersburg, FL	25128	39	1572.97
42 Ken Kinas	Green Lake, WI	24690	15	1570.00
43 Eugene Sartori	Winchester, MA	26999	18	1565.89
44 Bill Hall	Winchester, MA	28199	13	1565.89

Skipper	Fleet	Boat	# of Races	Total Points
45 John Lally	Medford, MA	28542	24	1564.04
46 Jack Wagener	Lincoln, NE	28882	28	1563.78
47 Peter Allen	Newport YC, NY	24631	7	1561.70
48 Brian Lockwood	Willamette, OR	16483	9	1560.00
49 Ted Horvath	Newport YC, NY	26897	7	1558.00
50 Bob Foster	Clearwater, FL		17	1556.06
51 Randy Fridlund	Indianapolis, IN	26463	22	1555.90
52 Ed Weitz	Iowa-Nebraska	28482	29	1553.86
53 Hooper	Atlanta, GA	28500	28	1553.30
54 Howard Wolff	Chippewa, OH	25252	18	1553.28
55 Jim Grubbs	Lake Washington	28446		1552.00
56 Mike Crompton	Budworth, England	25050	15	1546.00
57 Sue Lodico	Winchester, MA	25003	25	1545.36
58 Tom Townsend	Indianapolis, IN	24114	9	1543.90
59 Roger Barnes	Budworth, England	27330	23	1543.00
60 Paul Zent	Indianapolis, IN	27095	28	1541.50
61 Robert Ewoldt	Lincoln, NE	25552	22	1541.45
62 Tom Koppang	Willamette, OR	24011	6	1537.00
63 Bill Brush	Iowa-Nebraska	27523	25	1530.64
64 James Russell	Lincoln, NE	28881	12	1529.00
65 Paul Maier	Willamette, OR	17390	10	1529.00
66 Sandy Strathie	St Petersburg, FL	19888	11	1518.00
67 Norm Dahl	Newport YC, NY	25370	8	1517.30
68 Rex Phillips	Indianapolis, IN	25738	22	1516.40
69 Robert Dull	Annapolis, MD	27788		1516.00
70 John Muhlhausen	Atlanta, GA	24442	24	1506.68
71 Mike Recker	Iowa-Nebraska	26076	16	1506.50
72 Mike Toohey	Iowa-Nebraska	24100	18	1504.89
73 Don Hackbarth	Atlanta, GA	28571	21	1499.89
74 Doug Howson	San Francisco, CA	25329		1495.00
75 Budge Gabrielson	Quassapaug, CT	24633	9	1494.33
76 Tony McCoy	St Petersburg, FL	25951	43	1491.88
77 Dennis Mizerak	Chippewa, OH	22474	15	1491.13
78 John Tagliamonte	Winchester, MA	27225	17	1489.59
79 Packy Davis	San Francisco, CA	28215		1488.00
80 John Dannenberger	Annapolis, MD	25870		1488.00
81 Peter Schwartz	Winchester, MA	26754	7	1483.57
82 Burr Zeratsky	Green Lake, WI	25432	5	1480.00
83 P.Huffeldt/R.Godbout	Iowa-Nebraska	24095	16	1478.19
84 Mark Philpot	Budworth, England	23627	18	1473.00
85 Kevin Pickard	Indianapolis, IN	24270	6	1467.20
86 Glenn Ruff	Iowa-Nebraska	24090	22	1466.50
87 Jeff Benton	Indianapolis, IN	26291	11	1464.50
88 John Bohling	Lincoln, NE	20197	16	1461.62

1995 SCIRA High Point Championship Trophies

Skipper	Fleet	Boat	# of Races	Total Points	Skipper	Fleet	Boat	# of Races	Total Points
89 Wally Hardman	Budworth, England	19894	7	1461.00	141 Jim Revkin	Quassapaug, CT	25167	5	1332.60
90 Sherry Welch	St Petersburg, FL	27772	22	1460.91	142 Bill Moss	Atlanta, GA	27144	33	1331.29
91 Ken Frink	Quassapaug, CT	19707	14	1457.29	143 Geoff Siddell	Budworth, England	23233	11	1330.00
92 Ralph Swanson	Winchester, MA	28999	19	1456.26	144 Bob Becker	Iowa-Nebraska	27005	19	1328.05
93 Raymond Gauthier	Annapolis, MD	28728		1455.00	145 Patrick Hicks	Chippewa, OH	27776	3	1326.67
94 Shane Erickson	Quassapaug, CT	26202	17	1450.88	146 Charles Wahl	Lincoln, NE	23822	5	1322.40
95 Phil Morse	Newport YC, NY	21789	13	1450.30	147 John Arrand	Budworth, England	20264	15	1322.00
96 Don Elliott	Budworth, England	22778	8	1449.00	148 Roger Link	Annapolis, MD	26670		1318.00
97 Mark Antonelli	Budworth, England	25225	6	1444.00	149 Dan Stoney	Iowa-Nebraska	25431	29	1309.31
98 Steve Lang	St Petersburg, FL	27271	18	1442.94	150 Don Johnson	Indianapolis, IN	26465	6	1301.80
99 Rob Fewkes	Newport YC, NY	17733	10	1441.40	151 Gordon Hackstaff	St Petersburg, FL	25172	33	1301.15
100 Eric Reinke	Annapolis, MD	25483		1439.00	152 Terry Patterson	Iowa-Nebraska	25062	23	1300.65
101 Ted Thompson	Budworth, England	20330	15	1437.00	153 Erik Bengtson	Lincoln, NE	20630	18	1296.72
102 John Gray	Budworth, England	27098	9	1430.00	154 David Yoffie	San Francisco, CA	25976		1294.00
103 Kirke Rogers	Green Lake, WI	21312	9	1429.00	155 Steve Keckler	Winchester, MA	27238	25	1292.29
104 John Buckley	Lincoln, NE	28444	10	1428.90	156 Ed Benton	Indianapolis, IN	26291	10	1289.60
105 Jim Lampros	Willamette, OR	18648	11	1427.00	157 Lester Scott	Budworth, England	23762	8	1289.00
106 Art&J Rousmaniere	Winchester, MA	25412	14	1424.36	158 Joe Heinzle	Lincoln, NE	21604	12	1285.58
107 Frank Hiatt	Indianapolis, IN	25780	9	1422.90	159 Richard Racicot	Medford, MA	7885	12	1282.75
108 Andrew Ozaki	Lincoln, NE	24242	13	1421.23	160 S.Simon/P. Davis	Iowa-Nebraska	24101	19	1276.79
109 Frank Workman	Indianapolis, IN	28657	5	1419.80	161 April Franklin	St Petersburg, FL	24020	14	1271.44
110 Leo Urban	Chippewa, OH	22351	14	1412.21	162 John Leach	Lincoln, NE	25652	19	1269.05
111 Harry Atkinson	Indianapolis, IN	20932	14	1411.00	163 Schmidt	San Francisco, CA	23583		1265.00
112 Don Jenny	Chippewa, OH	16401	19	1407.21	164 Rick Hartnett	Indianapolis, IN	20878	9	1264.40
113 Jim Fraser	Medford, MA	25999	17	1402.82	165 Bob Coyle	Medford, MA	24695	9	1253.11
114 Liz Crutcher	Quassapaug, CT	21459	20	1400.65	166 Chris Pope	Lincoln, NE	23757	18	1252.72
115 Chuck Oman	Winchester, MA	25708	34	1397.91	167 Titu Doctor	Atlanta, GA		23	1248.56
116 John Partridge	Budworth, England	28034	11	1395.00	168 Marc Brown	Willamette, OR	23291	4	1247.00
117 Derek Femon	Annapolis, MD	23622		1395.00	169 Ken Shepard	Lincoln, NE	21799	19	1235.05
118 Jerry Kimble	Atlanta, GA	25677	28	1392.46	170 Pam Boerner	Winchester, MA	25709	8	1222.67
119 R. Scofield/T.Jehon	Iowa-Nebraska	27731	23	1390.43	171 Mike Brazao	Winchester, MA	28399	11	1219.00
120 Paul Levinson	Indianapolis, IN	16462	7	1390.30	172 B.Hoffman/BDunbar	Iowa-Nebraska	27570	25	1214.96
121 Anne Hansen	Lincoln, NE	24104	5	1390.20	173 John Gondring	Iowa-Nebraska	27272	9	1183.22
122 Steve Donahue	Newport YC, NY	17512	7	1378.70	174 Jason Werlin	Winchester, MA	25416	5	1180.80
123 Knight	San Francisco, CA	19600		1376.00	175 Martin	San Francisco, CA	23599		1178.00
124 Rick Cashman	St Petersburg, FL	25428	44	1374.23	176 Peter Guile	Iowa-Nebraska	25487	13	1165.15
125 Blake Middleton	San Francisco, CA	26161		1370.00	177 John Layman	Lincoln, NE	21913	8	1164.50
126 Bob Bossert	Newport YC, NY	21716	6	1369.80	178 Dennis James	Lincoln, NE	15301	17	1163.23
127 Yano Casalaina	San Francisco, CA	28445		1369.00	179 William Gustafson	Lincoln, NE	20841	18	1151.33
128 Dave Patterson	Willamette, OR	20354	11	1369.00	180 Howard Parker	Lincoln, NE	22366	22	1126.36
129 Dave Winter	Lincoln, NE	24685	8	1364.37	181 Bob Leahy	Medford, MA	24977	5	1124.60
130 Niccols	San Francisco, CA	25993		1363.00	182 Crook/O'Brien/Schwid	Iowa-Nebraska	23759	15	1111.20
131 Bill Vaughn	Newport YC, NY	19119	8	1360.00	183 Jody Graf	Lincoln, NE	21639	5	1110.80
132 Mike Ashburn	St Petersburg, FL	28045	14	1359.29	184 Don Jones	Lincoln, NE	15118	8	1022.37
133 Wilmot	San Francisco, CA	25480		1358.00	185 Harvard	San Francisco, CA	26112		1018.00
134 John Mullane	Winchester, MA	27591	27	1352.48	186 Marion Ellis	Lincoln, NE	14895	5	788.60
135 Ben Hammond	Winchester, MA	25710	16	1351.50					
136 Martin Fraser	Medford, MA	24999	6	1347.33					
137 George Rood	Iowa-Nebraska	25954	13	1342.62					
138 Vince Casalaina	San Francisco, CA	28445		1337.00					
139 Mike Andrews	Budworth, England	20023	6	1335.00					
140 Gunter Hofmann	Lincoln, NE	24330	16	1333.56					

1996 XXVII Annual Comodore Rasco Regatta

Peter and Connie Commette tied with Augie Diaz and Eddy Vadia for the 27th Annual Comodore Rasco Snipe Regatta. The rule "who beats the other in the last race" decided the winner and indeed it is a good Snipe rule as for the last race both competitors knew what was at stake and each crew did their best in this last race. So, Peter and Connie Commette sailed better and became the winners!

We sailed Saturday with westerly winds (cold front approaching) 10-15 knots. After some storms at noon time, the Race Committee was able to run 3 races and we had a very good day. On Sunday, we had 20 knots northwesterly and only 6 boats were able to finish the race.

The Race Committee did an excellent job under the directions of the Race Committee Chairman Dick Reinke with his team including: Art Ahrens, Will and Gail Pulsford, John Ayers, Stuart Sorg, Paulette Molina, Al Chapin, Arturo Alamo, Pedro Freire, Will Bourner, George Munoz-Bustamante, Tom Gardner and Kiki Bosch. The delay in starting the first race on Saturday to allow the storms to pass was a smart move from the Race Committee.

Saturday nights Lasagna party at the Diazes is a established tradition and enjoyed by the competitors and the Race Committee.

Our Coconut Grove Sailing Club Commodore Dugan Patchett presented trophies for the first and second overall winners and for first and second of the Aicardi Fleet (B fleet).

The regatta closed with the now traditional singing of La Bomba Va! to the winners of both fleets, who Drank it All!

*Gonzalo Diaz, Sr.
Fleet 007 Fleet Captain*



Skipper/Crew	Boat	Finishes	Total
1. Peter/Connie Commette	28714	2-2-1-1	5.5
2. Augie Diaz/Eddy Vadia	25374	1-1-2-2	5.5
3. Tom Bremen/Charles Lewis	26795	3-5-7-4	19
4. Gonzalo Diaz Sr/Chris Sinnett	26395	5-4-4-dnf	21
5. Hal Gilreath/Alan Capellin	28142	4-11-5-3	23
6. Gonzo Diaz/Carlos Guevara	24776	8-8-10-6	32
7. Roberto Lizano/C. DeLaGuardia	26457	7-cnfn-3-dnf	32
8. John Hagman/Dawn Nyitray	27027	6-9-13-dnf	36
9. Ken/Kay Voss	26900	9-3-dnc-dnf	39
10. Roberto Guaragna/Nelson Millan	23176	10-7-6-dnc	42

1996 Midwinters West Championship

The 1996 California Midwinters was hosted by Alamitos Bay Yacht Club and as always, was well run but suffered a bit from parking lot boat congestion and too few hoists. This event is only one small part of the very large Southern California Yachting Associations Midwinter Championship which was run on the 17th and 18th of February by many Yacht Clubs in Southern California. Latest estimates were that over 600 boats were competing in over 24 classes from San Diego to Santa Barbara. The Snipe Class was one of the larger classes represented but was not as large as it has been in years past. WE need to encourage travel for the Snipers so that we can return to the days when the flock was stronger.

Doug Hart and Jeff Baker won this event with Argyle Campbell and Rob Lindley close behind. Chuck Tripp and Stacey Dumain were 3rd in the maiden voyage of Chuck's newly acquired Persson.

Winds were moderate on Saturday but stayed lighter on Sunday due to the many prayer offered Saturday eve after most of us discovered that our hiking muscles were a bit rusty. Some highlights were:

- Lisa Leweck had Craig mover over so she could drive and reminded us all that she is very talented in the back of the boat too (even while very pregnant). However, three in a boat is quite awkward!
- Argyle and Rob looked like a very strong team and are planning to sail the Winter Circuit.
- There were at least 6 mylar jibs used. The verdict is still out but none of them were able to win a race so do not throw away your soft jibs just yet.
- Donny Bedford and Steve Stewart continued their quest to win the circuit but I think we all still have a change of beating them if they are not allowed to use alarm clocks in the morning.

•Jim Grubbs was our furthest traveler. It would be great if District 6 folks could support District 7 like Jim supports us!

•Russell Oiring gets the award for the most willpower. Despite a disappointing Saturday performance, Russell chose to leave his new sails on the beach again on Sunday.

•George Szabo helped train another badly needed Snipe crew. We need good crews so if you have any new candidates, bring their names, weight and phone numbers to the next Snipe Fleet meeting and we will start a master list.

Everyone had a great time and it was a great tune-up event for all of us bound for that other Midwinter circuit back east.

—Doug Hart
Mission Bay Fleet 495

Skipper	Boat	Finishes	Total
1. Doug Hart	28714	1-3-3-1-1-1	6
2. Argyle Campbell	28815	3-2-1-2-8-5	12.75
3. Chuck Tripp	24106	2-7-9-4-5-2	20
4. Jerry Thompson	24702	5-5-7-5-3-4	22
5. Don Bedford	25521	4-8-2-16-4-7	25
6. George Szabo	28672	9-4-4-5-6-11	30
7. Lisa Leweck	23280	10-13-6-3-2-10	31
8. Jeff Lenhart	25715	8-6-8-9-11-8	39
9. Ken Redler	28224	13-10-13-8-6-3	40
10. Jerome Fournier	28679	14-14-12-7-9-6	48
11. Jack Franco	28702	6-1-5-dns-dns-dns	51.75
12. Jim Grubbs	28446	12-12-dns-10-10-9	53
13. Stu Robertson	27100	7-11-11-13-12-13	54
14. Kevin Dumain	28409	11-9-10-14-13-12	55
15. Matt Niccolls	25993	17-16-14-11-15-dns	73
16. Russell Oiring	25872	16-17-12-14-14	73
17. Peter Troin	25520	dnf-dns-15-15-16-15	81
18. Matt Greiner	27255	15-15-16-dns-dns-dns	86
19. Jorge Suarez	23753	18-18-18-17-17-16	86

SANCTIONED SNIPE REGATTAS



MARCH 30-APRIL 1; NORTH AMERICAN CHAMPIONSHIPS: Royal Nassau SC, Nassau, Bahamas. Peter Christie, PO Box N1628, Nassau, Bahamas. Fax: 809-326-5642.

APRIL 4-5-6; EASTER REGATTA: San Remo, Italy. SCIRA Italy, Ezio Braga. Fax: +33-1-620-422

APRIL 27-28; HERB SHEAR SPRING INVITATIONAL: Mission Bay Yacht Club, San Diego, CA. Sean Biehl, 1833 Tustin Street, San Diego, CA 92106 619-226-2490.

APRIL 27-28; SPRING CUP: Horsens, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

MAY 4-5; KS OPEN: Kerteminde, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

MAY 11-12; SOUTHERNS: Privateer Yacht Club, Chattanooga, TN.

MAY 11-12; KNUD PETERSEN CUP: Kolding, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

MAY 18-19; SOUTHEASTERNS: Lake Lanier Sailing Club, Atlanta, GA

MAY 18-19; BLUE/GREY REGATTA: Island Heights Yacht Club, Barnegat Bay, New Jersey. Dave Applegate.

MAY 18-19; GOVERNORS CUP: Island Bay Yacht Club. Troy Tolan. Telephone: 217-626-1179

MAY 25-27; WIBRO CUP: Esbjerg, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

JUNE 1-2; RED/GREEN CUP: Vestfjordens Seilf. SCIRA Norway. Birger Jansen, fax: +47-66-848-262

JUNE 1-2; DISTRICT 2 CHAMPIONSHIP: Oklahoma City, Oklahoma. James Rix, 1227 N. Rutland, Wichita, KS 67206.

JUNE 1-2; RIFF RAFF REGATTA: Cowan Lake, Ohio. Bruce Kitchen, telephone: 513-821-7030.

JUNE 8-9; DISTRICT 6 CHAMPIONSHIPS: Mission Bay Yacht Club, San Diego, CA 92106. Jerome Fournier, 619-268-0925.

JUNE 8-9; VITUS BERINGS CUP: Horsens, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

JUNE 15-16; DISTRICT 4 CHAMPIONSHIPS: Atlanta Yacht Club, Atlanta, GA. John Muhlhausen, 770-642-1146

JUNE 15-16; FIREWATER REGATTA: Lincoln Sailing Club. Lincoln, Nebraska. Bill Gustafson. Telephone: 402-488-1585.

JULY 1-6; WORLD MASTERS CHAMPIONSHIP: Oslo, Norway. SCIRA Norway. Birger Jansen, fax: +47-66-848-262

JULY 6-7; DISTRICT 3 CHAMPIONSHIP: Cleveland, Ohio. Jno Disch, 23825 Wonneta Pkwy. Westlake, Ohio. 44145. 801-645-8317

JULY 6-7; 46th ANNUAL MISSOURI VALLEY and INSA CHAMPIONSHIP: Lake Manawa Sailing Association. Jon Skoog.

JULY 10-13; NORWEGIAN CHAMPIONSHIP: SCIRA Norway. Birger Jansen, fax: +47-66-848-262

JULY 11-14; DENMARK NATIONAL CHAMPIONSHIP: Esbjerg, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

JULY 12-14; US JUNIOR NATIONAL CHAMPIONSHIP: Pensacola, Florida. John Muhlhausen, 770-642-1146

JULY 15-19; US NATIONAL CHAMPIONSHIP: Pensacola, Florida. John Muhlhausen, 770-642-1146

JULY 13-14; NORM TANNER MEMORIAL REGATTA: Bow Mar Yacht Club. Steve Tautz.

JULY 13-16; FRENCH NATIONAL CHAMPIONSHIP: SN Lorient. SCIRA France. Gilles Boisaubert, fax: +33-1-488-66875

JULY 26-28; FRENCH JUNIOR NATIONAL CHAMPIONSHIP: SN Claquey. SCIRA France. Gilles Boisaubert, fax: +33-1-488-66875

AUGUST 2-5; OPEN SCANDINAVIAN CHAMPIONSHIP: Horsens, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

AUGUST 10-17; EUROPEAN CHAMPIONSHIP: Kolding, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

AUGUST 24-25; GOLD CUP: Gilleleje, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

AUGUST 31; HJARNØ ROUND: Horsens, Denmark. Bjarne Iversen. Fax: +75-61-54-60

AUGUST 31-SEPTEMBER 1; CANADIAN OPEN: Oakville Yacht Squadron, Oakville, Ontario, Canada. Id Crook, 6 John Street, Apt. 1002, Oakville, Ontario, Canada L6K 3T1

AUGUST 31-SEPTEMBER 1; VIKING SNIPEN: SCIRA Norway. Birger Jansen, fax: +47-66-848-262

SEPTEMBER 7-8; OPEN JYSK CHAMPIONSHIP: Skanderborg, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

SEPTEMBER 8-11; WOMEN'S WORLD CHAMPIONSHIP: Mar Menor, Spain. SCIRA Spain. Jose Juan Quer Abellan. Fax: +34-68-34-30-02

SEPTEMBER 12-15; JUNIOR WORLD CHAMPIONSHIP: Mar Menor, Spain. SCIRA Spain. Jose Juan Quer Abellan. Fax: +34-68-34-30-02

SEPTEMBER 14-15; NOR CAL REGATTA: Richmond Yacht Club, Richmond, CA. Vince Casalaina. 510-841-8524

SEPTEMBER 19-22; PACIFIC COAST CHAMPIONSHIPS: Mission Bay Yacht Club, San Diego, California. Jerome Fournier. Fax: 619-224-6997.

SEPTEMBER 23-26; US MASTERS CHAMPIONSHIP: Windcrest Sailing Club, Lake Keystone, Tulsa, Oklahoma. Bruce Hurst

SEPTEMBER 29-OCTOBER 4; WESTERN HEMISPHERE CHAMPIONSHIP: Larchmont Yacht Club, Larchmont, New York. Tom Ingram, 23 Old Mamaroneck Road, White Plains, NY 10605. 914-686-5834

OCTOBER 5-6; OPEN BYMERSTERSKAB: Horsens, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

OCTOBER 28; OPEN BYMESTERSKAB: Kolding, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60



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Downwind Strategy

Skipper

3 Ways to Pick the Longer Jibe

One of the most basic rules of thumb for any beat or run is to stay on the tack or jibe that's longer. By doing this, you avoid the edges of the course and maintain your best chance to benefit from future windshifts.

But on a run, how do you know which jibe is longer? Here are three methods you can use to stay on the right tack:

- (1) Simply "eyeball" where your bow is headed on each jibe, and stay on the jibe where you are pointing closer to the leeward mark (starboard tack below);
- (2) Figure out the true wind direction (TWD) and the bearing to the next mark (BNM) Add 180° to the BNM to get the wind direction needed for a square run. If the TWD is left of this, sail on starboard tack; if the TWD is right of this, sail on port tack. In the example below, $180^\circ + 045^\circ = 225^\circ$. The TWD is 215° (i.e. left of 225°), so starboard jibe is longer.
- (3) Get the bearing to the next mark, and figure out whether this number is closer to your compass heading on starboard tack or port tack. In the example shown, your port-tack course is 40° off the mark (045°-005°), while your starboard-tack course is only 20° off (065°-045°).

Of course, you must consider a wide range of strategic factors in your game plan, but if you can stay on the longer jibe a high percentage of the time, you will increase your chances of success.

Crew

Calling Puffs Downwind

Look in the Right Direction

Think, for a moment, about your next big race. As you sail down the first run in a puffy breeze, you are just behind the leader. Getting to the puffs first is critical for success, so your skipper asks you to start calling the wind out loud. You sit up high and turn aft to see the course better. But do you know exactly where to look?

Most sailors look upwind (i.e. straight into the true wind direction) for the next puff or lull. But this is too far aft. The puffs that are directly upwind of you will only get to you if you stay in one place. But since you are moving forward (hopefully), they will pass well behind you.

The place where you need to look is in the direction of your apparent wind. You can determine this in either of two easy ways: It's the direction of the wind that you feel on your body; and It's the direction where your masthead fly and shroud telltales point.

By tuning into your apparent wind, you automatically compensate for your boatspeed. Now you have an accurate idea of where to look for the next puff. This is especially important downwind because there is a greater divergence between your apparent wind and the true wind direction.

Both of the above articles were reprinted with permission from Dave Dellenbaugh's Speed and Smarts, issue number 19, January/February 1996 issue. For more information or subscription information, contact: Speed and Smarts, PO Box 435, Easton, CT 06612.



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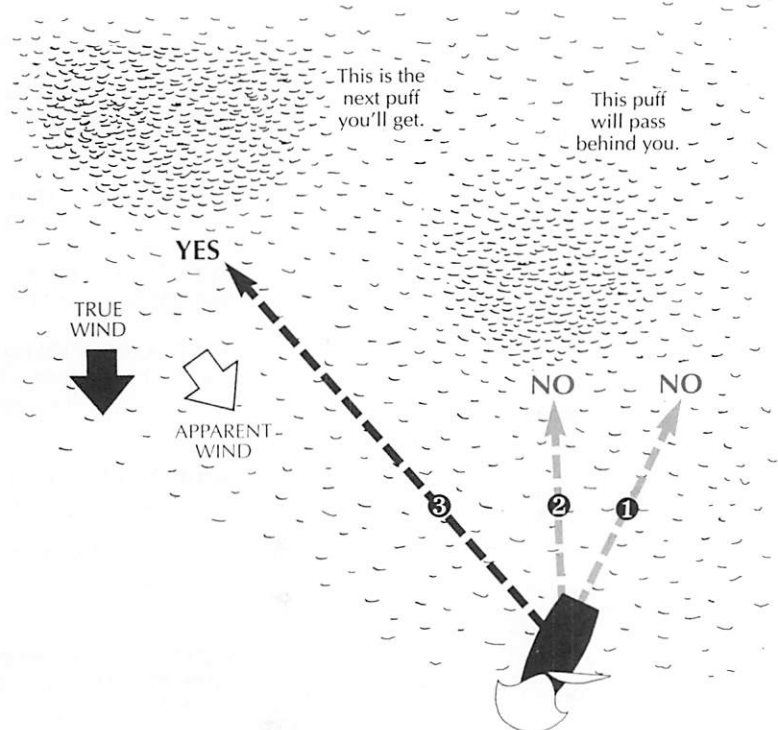
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When you're looking for the next puff (or lull) that will hit you, don't look astern (1) or to windward (2). Everything you see in those areas will pass behind you. Instead, look in the direction of your apparent wind (3).

Sail Expo 1996

The Snipe Class was once again represented at the Sail Expo boat show that was held in February in Atlantic City, NJ. This show has become a showcase for the industry, and many new sailors, industry professionals, college racers, and old time Snipers stopped by our display.

Lisa Foulke Pline had one very good idea to raffle off a duffle bag, and her system worked very well. Each entry had to mark off their level of interest, so now we know who wants more information and who was just in it for the loot. We had over 75 prospects show enough interest to leave their name and address. Our job now is to follow up and get these people involved with the Class.

Lisa's other idea was to have SCIRA (Darryl Waskow) conduct a clinic on Fleet building. This was held on each of the two Saturdays and an interesting grass roots discussion among members of a number of different classes was conducted. Many classes are facing similar problems as SCIRA, and people shared their successful ideas and failures. Three ideas had strong support: 1) your activities should suit the needs of your membership; 2) the local fleet needs to actively recruit new members (one fleet tried a newspaper ad: Free Sailing Lessons), and 3) new members must be made to feel welcome and encouraged (or don't let them get frustrated and quit).

The booth was manned by Snipers from Annapolis, New Jersey, New York, Connecticut, and Massachusetts. Bill Buckles (with the Crook's help) delivered Ted Pinkerton's new Mueller for the booth, and Mark Beaton loaned a set of sails and helped man the booth all week. I would like to thank everyone who helped SCIRA make the booth possible, including the Lightning Class with whom we share our display.

*Darryl Waskow
District 1 Governor*



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North American '95

Place: 1-2-5-6

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Place: 1-2-3



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The 1996 Experimental Right-of-Way Rules

Many of you know that the International Yacht Racing Union has been developing a new set of right-of-way rules that may become the right-of-way rules for 1997-2000. I believe that there is a strong probability of this happening. US Sailing has played a major role in this project, and several hundred clubs within the US and Canada have successfully used the 1994 and 1995 versions of these rules. The Inland Lake Yachting Association and its member clubs have used them throughout their sailing season both years.

I write to you now to suggest that you seriously consider using the Experimental Right-of-Way and Definitions during 1996, except for races held before the Olympic Games that include boats of an Olympic class. We do not want to disturb the preparation of our sailors who aspire to qualify for the US Olympic teams.

There are two chief reasons for this request. One is that the experimental rules need further testing on the water and thoughtful analysis by students of the rules, from which our Racing Rules Committee hopes to receive your comments and suggestions for change. The earlier in the year this can begin, the better.

The second reason is that if these rules become the basis for the 1997-2000 rules, all of our sailors, judges and race officers will benefit from having had an extra year's experience with them. That experience should be useful in preparing instructional materials and other learning aids for early availability in 1997.

The 1996 Experimental Right-of-Way rules brochure will be available soon through US Sailing and also is now on-line at <http://www.sailing.org>, which is the IYRU Internet address. The full text of these rules will appear in the March issue of *American Sailor*. To request the brochure, call 401-682-2951, extension 655.

If your organization decides to use these rules, please sent a short note to me or the Racing Rules Committee. Many thanks.

Sincerely,
David Irish
President

US Sailing Association

The Experimental Right-of-Way rules appeared in
the April 1994 Snipe Bulletin

1996 Dues Schedule

dues were due by March 31, 1996

International dues: \$10.00

US Dues

Senior:	\$40.00
Junior:	\$20.00
Crew:	\$20.00
Co-owner:	\$30.00 each
Family:	\$55.00

US dues (Senior, Co-owner and Family) include International dues, US dues, Rulebook and Bulletin subscription. Junior and crew dues include the Bulletin

Rulebook:	\$10.00
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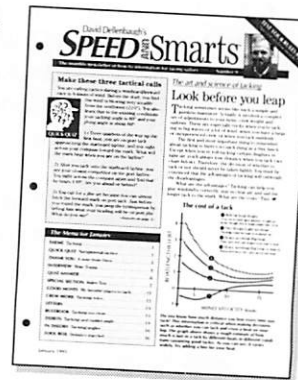
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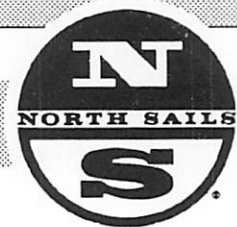
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