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DECEMBER 1987



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# Why Did We Change The Rules?

by Pete Fenner

A recent Snipe *BULLETIN* made the observation that "the more things change, the more they are the same." This year the only significant rule changes relate to the whisker pole.

Prior to our international board meeting in La Rochelle, I talked to many Snipe sailors, builders and sailmakers about proposed rule changes. Rule changes come up officially because they have been submitted to Dan Williams, Rules Committee Chairman, in writing and to the board members. Dan collects and publishes in the Snipe *BULLETIN* those his committee feel have merit. Every four years the SCIRA board votes on the proposed rule changes. Then they are published in the SCIRA Rule Book and we all live with them for four more years.

Dan regularly receives questions and requests for interpretations of the rules. Occasionally, these identify errors (e.g., incorrect conversions from centimeters to inches) and inconsistencies. Many of the rule changes this year are of this type of correction.

More substantial issues include weight reduction, whisker pole length, pole overhang, jib stay length, hanks on the jib, and mast step location. I think that the Snipe *BULLETIN* reader should have at least one board member's view of why the rules vote went the way it did. Mind you, this is my view. Other board members have different rationale and goals. To me these rules are a good compromise.

**WEIGHT:** None of the sailors who I talked to at La Rochelle or in the USA really wanted to change the weight. We didn't.

**WHISKER POLE LENGTH:** Most sailors at the worlds including Graef and Lange favored some maximum length and they all thought that 104 inches (264 centimeters) is plenty. This is just about the distance from the front of the mast to the back of the boom when rigged. We approved a maximum overall length of 104 in. (264 cm) tip to tip. So you measure from the tip of the oarlock to the tip of the snapper. Some board members felt that the overhang limits on the pole (discussed next) would effectively limit pole length, but the sailors I talked to favored a limit. Now we have one.

**POLE OVERHANG WHEN STOWED:** Some automatic pole launchers at the worlds had the pole protruding past the back end of the boom when retracted. One hand launched pole stuck out over the bow when stowed. Most sailors agreed that

Snipes do not need longer booms and bow sprits. One board member (a competitor in the worlds) with his automatic pole sticking out past the end of the boom, caught another boat's side stay at the start — SLOW! He advocated some limits. We decided to rule that the pole cannot extend past the end of the boom or the bow when stowed.

**JIB STAY LENGTH:** Many people, me included, believe the jib stay should be short enough to prevent the mast from hitting the back of the partner should the jib halyard break. This would restrict the amount one can let off the jib halyard with the pole up. Others believe limiting the pole length will effectively limit the useful slacking of the jib halyard and then people will return to a shorter jib stay. We decided to give this theory a chance and did not put any limits on the jib stay length. We all thought the stay should be metal wire or rod all the way.

**JIB HANKS:** Several people have suggested eliminating the jib hanks. Other classes have. This would probably require a maximum length on the jib stay to prevent someone from taping the stay to the mast and across the deck. I talked with many competitors at La Rochelle including one sailmaker. They basically said "Why change?". A majority of the board voted not to change — we keep the jib hanks.

**MAST LOCATION:** We voted to have the builders mold in a 60-inch-from-the-bow mark to make it easy for measurers and competitors to check the location for the mast step. It must be at least 60 inches from the bow. The builders I talked to have no problem with this, so why not make life easier for championship measurers.

**MAST SIZE:** After many years of discussion we decided to change the mast top athwartship dimension to 1.25 inch (31.8 millimeters). This is a quarter inch narrower than the previous dimension. Presumably this will allow a standard mast section from a major mastmaker to be used, effectively increasing the availability of Snipe masts. We'll see! Please note that the weight and balance rules are the same, so the amount of effective mast material above the spreaders must be the same as the masts with the 1.5 inch tops. Lead weights in the mast are not a legal way to meet the weight and balance.

**OLD BOATS SAILING IN THE WORLDS:** The Board decided to keep things as they have been, and continue to allow old boats measured to old tolerances to race in all class championship events.

While some believe that some of these old boats (particularly many in South America) are "faster," I have come to believe that they are not consistently faster. Why? Three came to the worlds and were thoroughly measured, including moment of inertia. They are all different as a result of being hand built. They are not even close to the minimum moment of inertia! Santiago Lange sailed one to second place and the rest were out of the top 10 (Paradedo sailed a new Brazilian fiberglass boat with his old 12115 numbers). Sure, Graef won in 1983 and Lange won in 1985 using these old boats. This year Torbin Graef won using a new fiberglass boat he builds in Brazil.

Economic and political issues make it very important to the health of our class in South America to keep these old boats legal for the worlds. Since South Americans finished one-two-three in this years worlds, I believe it is their skill and not their boats that make the difference.

This is a synopsis of why I voted to enact the rule changes for 1988 and beyond. Basically, the only substantially new rules cover the length and stowage position of the whisker pole. The other changes were minor corrections and adjustments. The new rudder layout is effectively the same as the old one, and also easier to measure.

I hope these comments help. If you have questions or problems with any of our rules, consult your national measurer, national secretary, Dan Williams, or a SCIRA officer or board member. The Snipe is your boat and SCIRA is your class organization. We want and need your input to keep it that way.

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# SNIPES BULLETIN

(USPS 611-500)

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INTERNATIONAL RACING  
ASSOCIATION**

**DECEMBER 1987**  
**Volume XXXVI No. 12**

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Notify Snipe BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

# THOUGHTS WHILE SAILING

The Snipe Class has an interesting history and I have been privileged to be part of it while serving as executive secretary for over 17 years. In 1970 the class was embroiled in a battle over weight reduction. At the time a breakup in the organization appeared possible. The problem was resolved satisfactorily and in the following years, the class grew to its greatest numbers.

In recent years, there has been a drastic decline in small boat sailing everywhere. Many classes have not survived. Our class has shared in the problem, but we have now reached a turn around point. I predict that there will be a small steady growth in membership in the future.

In spite of our strength in membership, some are now wringing their hands and crying doom. But there is no cause for this. The activity in the class is as strong as ever. It is true that we have fewer juniors, but we have tremendous appeal to the young adults as demonstrated by the big increase in membership in the northeastern part of the US. Their participation was

most obvious at the Halloween Regatta in Atlanta.

We still need to work at the local level because this is the source of our membership. If we are not strong at the local level, we will not survive. We should also be aware of the problems of professionalism and commercialism that so much of the sailing world seems to be flirting with. A viable class does require work from all members.

The Snipe Class is starting its 57th year and is still a great class. Problems come and go but there are enough working members to keep the class going. Small boat racing has declined but there will always be a demand for a few non-Olympic classes. Snipe will be one of those classes.

Marge and I have enjoyed working for the class over the years. The best part was meeting people and making new friends all over the world. We will cherish all the great memories. We wish you the best of luck. See you on the race course.

# AROUND THE SNIPES WORLD

## TROPHIES TO STEVE CALLISON

"Buzz, now that I have gotten used to having the Heinzerling trophy around I would like to consult SCIRA about how we can enlarge it to fit the plaques of past and future years. . . . The best idea, I think, is to replace the wood on the current one. We could make it slightly larger and place the plaques a little closer together and achieve a trophy which would be good for another 20 years. . . . I have a woodshop and would replace the wood with a larger piece and mount all the plaques and it will be better than new!

. . . Secondly I would also like to get the crew trophy up to date . . . Once again I will take care of mounting the base if SCIRA will pay for engraving the plaques to bring it up to date." There's a real champion. Thank you Steve.

## PUBLICITY AT LATITUDE 38

Local publicity gets results for the local fleet a lot more quickly than the flashier articles in the national sailing press. LATITUDE 38 published in Sausalito, CA, recently printed a four page spread on Snipes from Dick Loomis of San Francisco Bay Fleet 12. The article featured fun and family sailing along with local names and fleet addresses and phone numbers. That is one of the reasons that San Francisco Bay is one of our fastest growing Snipe areas.

## CHAMPIONS OF THE CHAMPIONS

It ain't over 'till it's over (and the scores are counted); true in yacht racing as well as baseball. Ed Adams, representing the Snipe Class, is the winner of the 1986 USYRU Championship of Champions Regatta. The event was rescored on appeal  
(Continued on page 5)

## THE COVER

Changes and new beginnings; sunrises and sunsets; and the Class goes on. With this photo of sunshine breaking through clouds over Sagami Bay, Japan, we sail onto our own new course, trusting in the strength of the Snipe to continue as the best boat in the world. Photo by Buzz Lamb.

## THE SCORE

Forty numbers were issued in the past month with Japan getting 20. 10 went to Brazil, 7 to Italy, 2 to U.S.A. and 1 to France. No new fleets were chartered during the month.

**Numbered SNIPES — 27051**  
**Chartered Fleets — 801**

## SCIRA Gives Thanks To Ralph Swanson

The Snipe Class has been blessed with many outstanding leaders. Some would be overlooked in any attempt to name them all. But SCIRA does owe a large debt to the many great members who have worked so hard and diligently. We are the beneficiaries of their efforts. Those members sought no approbation — they enjoyed working for the class. Now our class is the finest in the world. We can boast of great quality, not only in our boat but in our organization.

Occasionally, there is an opportunity to recognize and pay tribute to one of our leaders to whom we are most grateful. This is the last year in office for our esteemed U.S. National Secretary, Ralph Swanson and it is most fitting that we express our appreciation.

Ralph started sailing in 1937 as a crew on Mystic Lake in Winchester. Then he sailed in a Snipe jointly owned with his brothers. After his stint in the Navy, crewing on an aircraft carrier, he bought the first of a series of boats. He also found a permanent crew, a pretty blonde named Berta. Then came the Snipe family, six children; all sailed Snipes at one time or another. Some years back it was not unusual to see eight Swansons at a regatta. They showed that the Snipe Class offered us a family boat.

Ralph's boats are always named "Swanee" and are light green in color. For the past 20 years the boat numbers have ended in 99. Probably the favorite was 12999, a wooden Varalyay. The boats were always available for a junior to use anytime Ralph was not sailing. There are many Snipe sailors who got their start in "Swanee."

Ralph was district governor in 1965, and in 1968 began a 20-year stint as a member of the Board of Governors. He was Rear Commodore in 1971, Vice Commodore in 1972 and Commodore in 1973-74. He became U.S. National Secretary in 1975, a job which he still holds.

It would be difficult to enumerate all the contributions he has made for there have been many. He was always willing to

round up a boat for someone to sail — he borrowed most of the boats for the Western Hemisphere in 1970. He devoted much in the way of time, talents and money to moving our class forward.

Probably the outstanding aspect of this long career is the successful effort in making SCIRA truly international. He attended the World Championship in 1971 as the leading flag officer. Everything seemed to be going well until he met a phalanx of unhappy national secretaries. This was at the time of weight reduction and at least half of the class was mad at the other half. It is a real tribute to Ralph's political abilities that a gradual weight reduction was accepted and in the next few years, a truly unified organization emerged.

Many thanks Ralph and Bert. We do appreciate you and wish to express our gratitude.



*Ralph and all the Swanson girls — L to R: Maria, Berta, Karen, Sonya, Susan, and Ralph. Sons Scooter and Johnny weren't present for this photo from about 1966.*

## Around The Snipe World

*(Continued from page 4)*

and Adams was given the points for having retired from the third race instead of being scored as DSQ. Congratulations to Ed and his crew Meredith Adams and Geoff Moore.

### REMEMBER MURPHY & NYE?

Fred Schenck, Past SCIRA Commodore, sent the following note — "...Mr. Harry Nye of the famous sailmaking team, Murphy & Nye, passed away Sept. 11, 1987. Along with Kenneth E. Watts and Ratsey were the top sailmakers of our early Snipe days. He will be missed by all who knew him."

### OLYMPIC CLASSES REGATTA 1988

Although this event has never been sanctioned by the District and the Alamitos Bay Fleet as a Sanctioned Snipe Regatta the Alamitos Bay Olympic Classes Regatta is an important multi-class event in Southern California. Ken Weiss is the chairman of the event to be held April 8-10, 1988. Write Alamitos Bay Yacht Club, 7201 East Ocean Blvd., Long Beach, CA 90803.



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# Ed and Meredith Adams Top North Americans at Marblehead

*Competitive fleet of 66 challenged by light, steady winds.*

Ed and Meredith Adams of Newport, RI, claimed the 1987 Snipe North American Championship over an extremely competitive 66 boat fleet.

Hosted by the Eastern Yacht Club, the series was sailed September 10-22 off Marblehead, Massachusetts. Snipers came from as far afield as Florida, California, Bermuda and Argentina to race.

The regatta was sailed in predominantly light but steady winds, putting a premium on good starts and boatspeed. The Adams team clearly mastered both, never finishing below sixth in the seven-race series. With one throwout allowed,

they had the luxury of sitting out the final race, still winning the title with a 14-point lead over runners-up Jens and Marie Hookanson, also of Newport.

The Eastern Yacht Club Race Commit-

*Eastern Yacht Club hosted sailors from as far afield as California, Florida, Bermuda and Argentina.*

tee was put to the test right from the beginning, as the regatta opened with a light, fluky southerly. By the time the breeze settled down enough to set a square start-

ing line, there was only time for one race on Thursday. The breeze was steady over the first triangle of the Olympic course, then mixed things up with a 30-degree wind shift on the run and a 15-degree shift on the final beat.

Friday's three races were characterized by a very steady five-knot easterly. A strong current running with the wind caused a huge sag in the starting line — an unusual situation in a very aggressive fleet. The Adams capitalized on the opportunity, easily winning the day's racing.

Saturday's three races were sailed in a southeasterly that built from 5-12 knots over the day. A storm offshore resulted in 3-6 foot swells along with the easterly chop, adding an element of interest to the conditions. With no current holding people back from the starting line, the Race Committee was faced with repeated general recalls, and had to rein in the fleet by using the penalty of disqualification for anyone over the line within one minute before the start. The Adams again dominated the day's racing, with a pair of second-place finishes securing the series for them before the final race.

Third and fourth places for the series went to two women skippers who exhibited outstanding talent throughout the range of conditions of the regatta. Sandy Adzick and Steve Brodsky, of Marblehead, and Allison Jolly and Lynne Jewell, of Los Angeles, both sailed a very consistent series to capture the third and fourth place spots.

Ten skippers chose to race in B Division, which was offered to encourage less experienced Snipe sailors to participate in the regatta. All Snipes raced together, with scoring broken down into A and B Divisions. Andrew Moeller and Tom Fleming, of Grosse Pointe, MI, topped the division with a narrow two-point lead over runners-up Karen Long and Sherry Eldridge. Bill and Sherry Welch, of St. Petersburg, FL, placed third.

*Martha Altreuter  
Marblehead Snipe Fleet*

## NORTH AMERICAN CHAMPIONSHIP (Top 35 of 66 Boats)

Boat	Skipper/Crew	Club	Places	Points	Finish
26099	Ed Adams/Meredith Adams	Newport	2-4-6-1-2-2-ns	16.75	1
26289	Jens Hookanson/Marie Hookanson	Newport	5-10-12-3-1-9-3	30.75	2
26449	Sandy Adzick/Steve Brodsky	Marblehead	6-11-4-4-6-29-10	41	3
26109	Allison Jolly/Lynn Jewel	Los Angeles	23-18-7-2-15-4-2	48	4
20369	Jerry Thompson/Beth Towle	Alamitos Bay	3-3-2-15-5-20-31	48	5
26307	Bryan Fishback/Lisa Foulke	Annapolis	7-31-9-11-4-13-9	53	6
26461	Kirk Donaldson/Phyllis Donaldson	Ann Arbor	4-7-18-49-8-8-16	61	7
25164	Rob Brodsky/Debbie Dudas	Marblehead	13-20-11-12-11-5-13	65	8
25764	Sue Taylor/Scott Taylor	Annapolis	9-21-1-25-12-6-19	67.75	9
26894	Harry Levinson/Harry Levinson	Medford	18-2-19-13-37-14-4	70	10
25871	Henry Filter/Dina Kowalyszyn	Waltham	12-15-17-19-14-21-1	77.75	11
25165	Pedro Lurson/Mimi Lurson	Port Washington	33-8-10-5-19-31-8	81	12
26810	Rob Gorman/Lisa Gorman	Marblehead	8-28-8-7-34-25-11	87	13
25412	Art Rousmaniere/John Keane	Winchester	45-19-56-14-7-1-5	90.75	14
25708	Ron Sandstrom/Cathy Duffy	Winchester	17-26-26-47-17-3-6	95	15
25430	Chris Friend/Connie Guff	Newport	19-27-13-23-10-22-12	99	16
25223	Robin Gales/Scott Barnard	San Diego	16-14-20-6-25-26-23	104	17
25484	Fred Rozelle/Jane Rozelle	Michigan	22-9-3-10-3-dsq-dns	109	18
24605	Tarasa Davis/Mike Bowers	Atlanta	11-5-16-36-29-18-32	111	19
25127	Chris Klotz/Diane Klotz	Lorain	1-1-21-28-43-30-35	115.5	20
26468	Eric Gesner/Pam Hite	Rochester	30-13-28-8-30-17-21	117	21
25779	Lorie Stout/Donald MacKenzie	Annapolis	36-17-33-21-23-11-25	130	22
26004	Lee Griffith/Sara Adducci	Pine Beach	21-42-15-9-26-37-22	130	23
25460	Fred Abels/Vicki Spindler	Locust Valley	40-16-32-46-21-7-20	136	24
25990	Leigh Savage/Art Kubert	Grosse Point	10-33-34-42-20-12-30	139	25
26759	James Jacobs/Sandy Forester	Annapolis	15-25-36-31-13-40-28	148	26
23280	Tom Nute/Rochelle Mateffy	San Diego	27-12-30-45-38-35-7	149	27
23971	Joni Palmer/Steve Ross	San Diego	28-32-23-18-36-36-15	152	28
26459	Alex Stout/Paul Button	Annapolis	25-48-22-33-18-27-29	154	29
25090	John Drayton/Mary Jodice	Newport	48-22-25-26-33-33-17	156	30
26453	Martha and Sam Altreuter	Marblehead	14-37-46-30-27-28-24	160	31
26754	Bill Page/Julie Kastacheak	Marblehead	37-57-24-37-41-10-14	163	32
26174	Dave Lence/Dave Koepf	Winchester	29-35-37-22-24-24-33	167	33
12733	Torkel Borgstrom/Juan Jose Grande	Argentina	31-6-5-17-49-dsq-dns	170	34
26670	Roger Link/Sue Kaufman	Annapolis	49-30-44-16-16-16-ns	171	35

### B FLEET

25678	Andrew Moeller/Tom Fleming	Grosse Point	6-1-3-3-4-2-3	15.75	1
26382	Karen Long/Sherry Eldridge	Annapolis	2-3-2-8-2-1-dnf	17.75	2
27027	Bill Welch/Sherry Welch	St. Petersburg	3-7-4-6-1-6-1	20.5	3
26489	Phil Richmond/Larke Wade	Annapolis	1-2-1-1-7-ns-ns	21.25	4
24695	Owen Mathieu/Mathieu-Girard	Marblehead	8-4-5-2-5-4-4	24	5





'A' Division winners at the North Americans: Marie and Jens Hookanson, Meredith and Ed Adams, Sandy Adzik and Steve Brodsky.



'B' Division winners at the North Americans: front — Eileen Matthieu, Sherry Welch, Sherry Eldridge, Tom Fleming; back — Owen Matthieu, Phil Welch, Bill Welch, Phil Richmond, Karen Long, Andrew Moeller.

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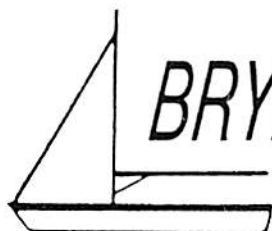
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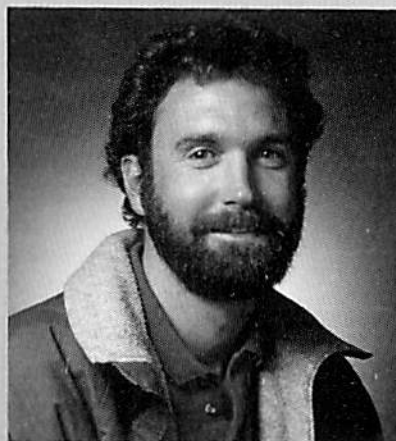
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**FISHER**



## UK Nationals Held At Broadstairs Sailing Club

The UK National Championship, held July 30 through to August 2, drew competitors from every UK fleet plus, new members to the class. Also, with the Junior Trophy for highest placed junior overall it was encouraging to note the youngsters competing. For this new trophy the class is indebted to Keith and Sue Harding; Keith being our P.R.O.

Broadstairs Sailing Club organized and hosted the championship. Broadstairs is a very popular venue and gave three days of perfect racing and social activities.

Thursday the 30th was given over to measuring, weighing. With that out of the way it left no possible hold up for the early 10 a.m. start for the first race on Friday. The race committee laid the first Olympic course 1½ miles out to sea, giving the crews long legs to contend with and showing no mercy for their introduction to Broadstairs. The elements were ideal for getting the 'feel' of the environment with a slight sea and force three wind to contend with.

For Race 1, U.K.'s reigning National Champion, Gary Lewis, took the gun, with Alexander Lewin getting second position and Andy Thomas claiming third. On beaching all talk focused on Andy Thomas ... the new guy. But when the competitors realized Andy had been a promising Snipe junior, representing UK at the Snipe Junior Worlds, California 1978, they sat up and took note! Also on realizing Andy had returned to Snipe following many years of ocean racing and Fastnet experience ... they realized trouble was ahead ... little at that early stage did competitors know there was further 'trouble' in a recently joined member, Kim Leatt, past World Fireball competitor.

Following lunch race two gained a win for Alex Lewin/Wendy Wolstenholm, Gary Lewis/Alan Williams claimed second; Andy Thomas and crew Christopher took third overall. So day one's racing passed with Gary and Alex on equal points.

That evening the Annual General Meeting had a good and lively attendance. With the day finishing off with the Commodore's reception plus disco ... it had been perfect.

Saturday's two races gave a win for Gary Lewis in the morning, then Andy Thomas took race four in the afternoon. Race four brought high wind and seas plus, unfortunately, equipment damage.

Following the race the dinghy park became a hive of activity in everyone assisting to make good the damage, even to Mark Lawry having his snapped mast re-sleeved and riveted into place. The work



*Launching in Broadstairs bay with the old Victorian part of town behind and the famous 'White Cliffs of Kent.'*

reflected the true Snipe spirit, for, within three hours every Snipe damaged was ready to compete in the final day's racing.

That evening the Broadstairs fleet organized a barbeque, followed by mouth-watering sweet dishes made by the ladies of the fleet and club. Eating and drinking went onto the small hours amidst a most friendly and cordial atmosphere.

Sunday morning brought another strong wind with heavy seas — plus some thick heads! The morning race also brought a shock; for though "big boy's" Peter Wolstenholm and Charles Frost came respectively first and second the third gun went to juniors Iain Harding and crew James — a 12-year old! Great credit went to the young brothers, for they had braved and won against the reknown conditions that Broadstairs can be guilty of on occasions.

With still no clear indication who would win the championship the final race went to almost zero wind on the second leg. This had a drastic effect on positions for those in the rear were at an advantage and began to overhaul. Great concentration was called for the leaders to hold onto their position but there were losers, for by the time the wind picked up changes had been made with some helms dropping back five or six places.

Finally the gun went to Alexander Lewin, second Peter Wolstenholm, third



*Iain Harding and younger brother James sailed well throughout the championship, and were rewarded with winning the Junior trophy for highest placed junior crew in the 1987 U.K. Nationals.*

Kim Leatt with Andy Thomas claiming fourth.

Presentation was made by Club Commodore Ronnie Vaughn, with the loudest cheers being given to the crew claiming the Junior Trophy — Ian Harding and James Harding of the Broadstairs Snipe Fleet.

Final overall positions for first six boats, with a note that .7 points were only between first and second. This reflected the close racing and high standard obtained in the '87 Nationals.

*John Broughton  
U.K. National Secretary*

### 1987 BRITISH NATIONAL CHAMPIONSHIP

Skipper/Crew	Fleet	Places	Points	Finish
Gary Lewis/Alan Williams	Budworth	Martin Marine Skipper	16	1
Alexander Lewin/W. Wolstenholm	Stone	Danish Skipper	16.7	2
Andy Thomas/Chris Jarvis	Dover	Martin Marine Skipper	25.1	3
Peter Wolstenholm/Stephen Roberts	Blue Circle	Martin Marine Skipper	25.7	4
Kim Leatt/John Smith	Broadstairs	Olympic Snipe	47.7	5
Charles Frost/John Carr	Stone	Danish Skipper	56.7	6



## Chapin and Lindley Win Pan Am Gold

Dave Chapin and Robert Lindley, representing the U.S., won the gold at the 1987 Pan American Games sailed August 11-18 on Lake Michigan, Michigan City, IN. With six first place finishes, they sat out the last race.

Silver medalists Santiago Lange and Miguel Saubidet, Argentina, fought Chapin and Lindley all the way, with seconds in four of the races. Competition for the bronze was decided in the last race with Ivan Pimental and Marcos Vianna, Brazil, taking that medal from Canada's Doug Nugent and Howie Sutton.

Generally light and shifty wind dominated the first three races of the seven race series. A front moved through bringing medium to heavy winds for the fourth race, and rainstorms and heavier weather dominated the last two races.

One boat per country is allowed in each of the seven Pan Am classes. Other contenders were Dickinson and Payne from



Winners, Chapin and Lindley, U.S. Terry Timm photo.



Ivan Pimentel and measurer Chuck Loomis sight Brazil's boom. Terry Timm photo.

Bermuda, Carabelli and Chiapparo from Uruguay, Christie and Roberts from the Bahamas, and Acosta and Perez from Cuba.

Cuba will be host for the next games to

be held in four years.

MEDALISTS FINISHES: 1) David Chapin, Robert Lindley, U.S., 1-1-1-1-1-1-ns; 2) Santiago Lange, Miguel Saubidet, Argentina, 2-2-2-3-ns-2-ns; 3) Ivan Pimentel, Marcos Vianna, Brazil, 4-7-4-2-ns-6-2.



## Sanctioned Snipe Regattas

JANUARY 9-10, DEAD OF WINTER REGATTA, St. Petersburg Fleet 801, St. Petersburg Y.C., Bill Welch, 2001 Illinois Ave., St. Petersburg, FL 33703.

MARCH 13-15, SCIRA MIDWINTER CHAMPIONSHIP, Clearwater Fleet 46, Clearwater Y.C., 830 Bay Way Blvd., Clearwater Beach, FL 33515, (813) 447-6000.

MARCH 18-20, DON Q RUM KEG, Miami Fleet 7, Gonzalo E. Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155, (305) 667-0492.

MARCH 23-26, BACARDI CUP and GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey Kelly, P.O. Box N 1113, Nassau, Bahamas.

JULY 30-31, U.S. JUNIOR CHAMPIONSHIP, SCIRA District VII, Dick Loomis, 2429 Debbie Way, Calistoga, CA 94515. Phone (707) 942-4006.

AUGUST 1-4, U.S. NATIONAL CHAMPIONSHIP, SCIRA District VII, Dick Loomis, 2429 Debbie Way, Calistoga, CA 94515. Phone (707) 942-4006.

AUGUST 27-28, ONTARIOS/CANADIAN NATIONALS, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

AUGUST 29-31, WORLD MASTERS CHAMPIONSHIP, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

SEPTEMBER 2-4, NORTH AMERICAN CHAMPIONSHIP, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

### NEW YORK STATE OPEN (Top 6 of 24 Boats)

Boat	Skipper/Crew	Fleet	Places	Finish
26461	Kirk Donaldson/Phyllis D.	Barton BC	1-2-1-2	1
23625	Dick Hand/Dave Weil	Portage Lakes	2-6-2-1	2
26299	John Johns/Cathy Johns	Barton BC	12-3-5-5	3
26699	Fritz Gram/Jane Gram	Cuba Lake	4-12-7-4	4
26671	Steve Callison/Kristen Gocker	NYC - Rochester	7-4-3-14	5
24116	Doug Nugent/Howie Sutton	RCYC	9-1-4-15	6

## Kirk Donaldson Sweeps New York State Open

Chautauqua Lake was the site for this year's New York State Open held on July 11-12. Twenty-four boats from Michigan, Ohio, Canada, and (of course) New York participated. Although the wind conditions were less than favorable for good sailing on both days, the Snipers did complete four of their scheduled five races.

Saturday morning the sailors were greeted with coffee and rolls but not wind. So the morning passed away in quiet discussions, anxious waiting, and last minute check of equipment. Then about noon the wind showed some signs of promise. Hurriedly the sailors ate their lunches and left dock to do what they came out to do — sailing.

The southwesterly breezes, changing somewhat in velocity and direction, remained that afternoon so that two races were completed. A third attempt to start — about 4 p.m. — was foiled as the race committee experienced motor problems with the chase boat.

At the end of the first day Kirk and

Phyllis Donaldson were in total control with a first and second place. A delicious steak and crab leg dinner was served by the Chautauqua Lake Yacht Club, and the evening was capped off by nature's beautiful sunset. I received several very complimentary comments about the dinner and regatta and shall relay the messages -- thank you!

Sunday morning, mother nature seemed to show more promise than the day before in the wind department and the sailors departed for the race course about 10:15 a.m. This elation, however, was dimmed as, at times, the winds were nearly drifters. However, no one could complain about the lack of heat. This day Kirk Donaldson and Dick Hand showed their skills at the tillers as each finished with a first and a second. But in the end, as all the scores were tallied, Kirk proved to be the better sailor.

Thank you all for coming.

Henri Kutschke  
Snipe Fleet 124

## THINK SNIPE!



## U.S. Board Holds Special Meeting

A called meeting of the U.S. Board of Governors was held at Atlanta on October 31, 1987. The meeting was called to order by U.S. National Secretary Ralph Swanson. Those present were: Members-at-large Terry Timm, Pete Fenner, Jim Grubbs, and Means Davis, Vice-Commodore Jerry Thompson, Secretary-Treasurer Buzz Lamb, District Governors Rob Gorman and Scott Cline, Snipe builders Mike Segerblom and Steve Sherman, and the Tom Payne family. U.S. National Secretary-elect Phil Richmond attended the last half of the meeting.

**INTRODUCTIONS:** Ralph Swanson introduced the Executive Secretary-elect Tom Payne and his wife Gina and their family. Tom will take office on January 1, 1988.

**ELECTION:** Jerry Thompson, nominations chairman, nominated Phil Richmond for the position of U.S. National Secretary. Phil was elected by those present and will take office on January 1.

**PROMOTION:** Mike Segerblom presented proposals from the promotions and advertising committee which include some advertising in national magazines which would be sponsored at least in part

by those "in the industry."

The "hard copy" of the proposals was not available for the meeting, but the specific proposals will be printed and sent to all those present, as well as made available to others who are interested. These specific proposals will be implemented by the committee.

**FUND RAISING:** Jim Grubbs presented a long range fund raising proposal. Copies were not available for the meeting, but will be mailed to the board. Requests for donations to a trust fund to be used for class promotion will be mailed to all U.S. members of the class. A proposed letter was read and discussed. Discussion centered around the content of the appeal letter as well as its timing, and the purposes for which funds would be used. Grubbs projected a figure of \$95,000 collections from individual and "major donors" by next June. Only the interest from the funds, an irrevocable trust fund, could be used.

The decision was made to delay the fund raising drive until January 1, 1988. Lamb pointed out that the new Executive Secretary would be extremely busy in the transition of the office, the routine duties of

correspondence and dues collection, and the publication of the *BULLETIN*.

No further business was transacted. The meeting was adjourned at 9:00 p.m.

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*Family portrait, District I.*

## **Bowers/Clark Win District I Championship**

Quassapaug Yacht Club in Middlebury, Connecticut, was the host of the 1987 District I Championship, June 26-28. The local sailors were gracious in letting the visitors take most of the awards. The Junior Championship went to Mike Bowers and Kevin Guarnotta, Winchester. The senior champions are Doug Clark and Scott Taylor of Annapolis.

The Juniors were sailed on Friday with

five boats competing for honors. Four races were sailed under good conditions. Bowers dominated the series with four bullets. Mike Mills captured second place. Bryan Largay won the last race, but was disqualified, settling for third.

After the races, a cookout was held for the juniors. Some of them ate for hours, proving that even a small lake like Quassapaug can make you hungry. As dark approached, the keg was tapped and the hors d'oeuvres were brought out for the welcome party for the seniors. Late

**FIRST ANNUAL**

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Senior Winners: Scott Taylor, Doug Clark, Doug Wefer, Kris Meyer, Collette Preis, Bill Lawson, Ron Sandstrom, Kathy Duffy, Art Rousmaniere, Michael Bowers.



Junior Winners L to R: Artie Gleason, Mike Mills, Michael Bowers, Kevin Guarnotta.

comers arrived in the rain storm that night, which did not prevent those hardy souls from pitching tents on the soaking grass of the club grounds. The smarter (or less hardy) found the club house to be dry, making it look as if a wild party had taken place, with people sleeping in every corner on Saturday morning.

Things were gloomy from the start that morning with the wind barely making ripples on the water. Following the skippers' meeting, the race committee, headed by Berta Swanson, called the boats to the starting line. After an hour of "light and variable" wind shifts, the race was

postponed and lunch was served back at the club.

After a few hours of eating, drinking, and District meetings, a light breeze started in from the south. The harbor gun was fired and the race was on. However, the time limit expired before the first triangle was completed and the race was called. Fred Abels still insists that there was two minutes left, and he was only 20 yards from the mark. By the way, he was in the lead.

As a second attempt was made to start a race, things did not look much better. The wind did co-operate (a little) and the

race was completed. That was enough! Doug Wefer was in first followed by Ron Sandstrom and Doug Clark.

After a frustrating day like the one just experienced, you can expect that the kegs will be hit hard, and they were. But Quassapaug's record remains intact as the beer flowed straight through to Sunday evening. A chugging challenge went out to the Californians, but none could be found. With no challengers, the steaks were served, followed by a D.J. and some pretty wild dancing.

As the sailors crawled out of their tents Sunday morning, they were greeted with warm sunshine and a brisk westerly breeze. What a difference a day makes! It blew 10-15 all day. It turned out to be Quassapaug at its best as five races were run back to back, still allowing everyone to get off the water by 1:30.

The championship came down to the last race and it was between Dougs (Wefer and Clark). Keeping in mind that there would be a throw-out, things were tight. Wefer, the defending champion, had 16.5 points, and Clark, the newcomer, had 15.75 points. Wefer had a mishap, and Clark went on to win the regatta with a fourth in the last race. Bill Lawson won the last two races to slide into third, followed by Sandstrom and Rousmaniere.

We at Quassapaug would like to thank all those who participated and invite you back to our two annual regattas.

Dave Rogers, Jr.  
Quassapaug Fleet 231

#### DISTRICT I CHAMPIONSHIP (Top 25 of 34 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26108	Doug Clark/Scott Taylor	SSA	3-2-5-1-5-4	14.75	1
25737	Doug Wefer/Kris Meyer	SCYC	1-1-7-5-3-28	16.50	2
26741	Bill Lawson/Collette Preis	SSA	8-4-9-17-1-1	22.5	3
25708	Ron Sandstrom/Kathy Duffy	WBC	2-9-1-2-11-12	24.75	4
25412	Art Rousmaniere/Mike Bowers	WBC	10-15-10-6-2-3	31	5
26174	Dave Lence/Dave Koepf	WBC	6-8-3-12-9-13	38	6
26459	Alex Stout/David Zinn	SSA	5-5-17-8-12-11	41	7
22285	Harry Levinson/Sarah Levinson	MBC	4-6-16-13-4-22	43	8
24998	John Lally/Laura Kelly	MBC	14-7-12-10-21-5	48	9
25090	John Drayton/Mary Jodice	EYC	17-14-4-9-15-8	50	10
25460	Fred Abels/Todd St. John	SCYC	nf-3-13-4-26-6	52	11
26004	Lee Griffith/Karla Griffith	Pine Beach	19-10-26-3-22-2	26	12
25165	Pedro Larson/Cathy Jordan	SCYC	11-25-21-7-10-16	65	13
26754	Bill Page/Hiromi Manroe	EYC	18-13-6-16-14-23	72	14
25779	Lori Stout/Jennifer Lawson	SSA	7-21-nf-19-18-9	74	15
25480	James Barnes/Debi Lee	BYC	12-12-11-20-20-19	74	16
26485	Rick Harris/Donald Harris	SSA	15-16-18-11-19-15	75	17
24633	Shawn Sullivan/Suzanne Brown	QYC	25-24-15-14-7-18	78	18
24999	Martin Fraser/Tara Nelson	MBC	16-17-23-25-16-10	82	19
26099	Meredith Adams/John Pope	NYC	13-26-22-22-8-17	82	20
24110	Dave Rogers/Lauri Rogers	QYC	ns-11-2-15-nf-ns	88	21
25736	Curt Spalding/Patrice Milos	MBC	21-21-30-27-13-14	95	22
25838	Peter Wolcott/Kerri Mellor	QYC	22-28-20-24-6-25	97	23
25659	Ray Schmit/Teresa Alexander	NYC	9-18-27-31-24-24	102	24
26337	Ken Campbell/Greg Campbell	SSA	29-19-8-26-27-27	107	25

#### JUNIORS

25412	Mike Bowers/Kevin Guarnotta	WBC	1-1-1-1	2.25	1
22290	Mike Mills/Artie Gleason	WBC	3-2-3-2	7	2
25991	Bryan Largay/Blair Largay	QYC	2-4-2-dsq	8	3
25714	Sandra Brown/Suzanne Brown	QYC	4-3-4-3	10	4
21632	Greg Peasel/Jennefer Aquavia	QYC	5-5-nf-ns	15	5

**SUPPORT BULLETIN  
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## Snipe Oldtimers Meet In Finland

Nils-Eric Bjurström created an interesting handicap scoring system for the first Oldtimers Regatta in the Snipe jubilee year 1981. The scoring system make older and female crews and boats more competitive compared to younger crews and still active boats.

Since that year Oldtimers Regattas have been arranged in Oslo, Norway and Karlshamn, Sweden and this year it was again Finland to have the arrangements with my club Airisto Segelsällskap being responsible for the practical arrangements on the waters of the neighboring town of Pargas in the archipelago.

Fourteen boats showed up, among them former European champ Nils Monstad, Norway, and SCIRA Past Commodore Svend Rantil (68 years old!) in one of the four Swedish Snipes. Rear Commodore P-O Holm was also there and was crewing the first day in Nils Monstad's Snipe but had to leave the regatta before the last races because of important appointments.

The winds were perhaps a little bit too strong and tricky the first day and it resulted in some turtles with one banded mast and dirty mast heads in the shallow waters. Three races were sailed on Saturday with a break for lunch at the restaurant ashore. In the evening there was a dinner attended by almost 50 persons with speeches by among others P-O Holm.

On Sunday we had two races in slightly lighter winds with no turtles.

The next Oldtimers Regatta will be in Oslo, Norway in 1989.

*Roger Nylund*

## SNIPES OLD TIMERS REGATTA, FINLAND

Boat	Skipper/Crew	Fleet	Points	Finish
24140	Carl-Johan Krogus/K. Krogus	Finland	19.4	1
24312	Peter Bjurström/Juhani Liinamaa	Finland	21.7	2
26642	Ingmar Björndahl/Bengt Holmqvist	Finland	26.4	3
22433	Nils Monstad/Holm & Fransson	Norway	33.4	4
21660	Svend Rantil/Sture Birgersson	Finland Sweden	42	5
23678	Henrik von Knorring/Curt Ljungberg	Finland	43.7	6
26646	Martin Uunila/Pentti Lahti	Finland	47.7	7
24322	Arne Lemström/Marita Lemström	Finland	49	8
20270	Karin Pettersson-Hornfeldt/Rantil	Sweden	52	9
25132	Carl-Christian Trapp/M. Ostrom	Finland	55	10
25473	Stig Nasman/Fjalar West	Finland	62	11
25043	Olle Blomqvist/K-A Fransson	Sweden	66	12
23824	Antti Wahlström/Irina Wahlström	Finland	90	13
S	Christer Holmström/Eric Sandström	Sweden	100	14

## Piccolo, Henning Are South American Champs

Hilton Piccolo and Ralph Henning, Brazil, were the best of 28 Snipe teams entered in the 1987 South American Championships organized by Paraguay at Yacht Club Ypacaray. Ivan Pimentel and Marcos Viana, also from Brazil, finished second, and Torkel Borgström and Julio Saubidet, Argentina, were third.

Because the regatta was scheduled just before the World Championship, some of the best sailors from Argentina and Uruguay were unable to attend, but competition was so close that the trophy could have gone to any of the top finishers.

The winds were from 7 to 25 knots, and always from the north during the six races completed. In the seventh race the wind shifted so drastically that the race had to be cancelled, and there was not enough time to reset the course for another start.

Since this was the middle of the winter

in Paraguay, it was a success to get 28 Snipes. The wind being from the north, the weather was warm, but most of the races were windy for Paraguay. The top finishers from Paraguay were the Shaumann brothers in ninth place.

The quality of boats included several new Snipes from Rio, and some old boats such as "12,000s"; all kinds of Snipes new and old. The masts were mostly Cobra and Pistola, and sails were North, Hood, etc.; but the winner had Nelson Piccolo sails.

We thank Boris Ostergran for the talk he gave on how to sail. It will be good to see him again, so we can learn more. Many thanks to all participants and we hope to see more of them during the next South Americans in Paraguay.

*From: Bertrand Gayet, Paraguay*

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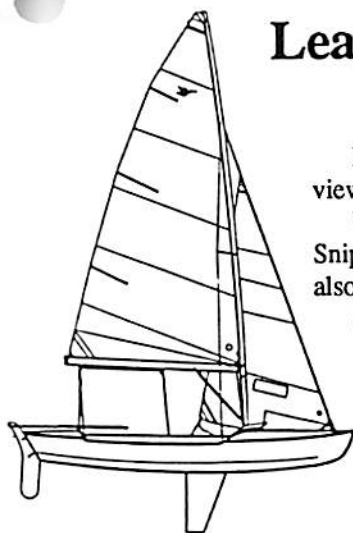
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# MIRACULOUS SPARS!

## Proctor Snipe Masts Have Something Up Their Sleeves!

The secret to the success of the Proctor Miracle Snipe mast may not have anything to do with magic, but the spars definitely have a little something extra.

The Miracle section uses an internal sleeve to provide minimum weight, center of gravity, and size, while at the same time promoting bend down low. A flexible top taper depowers the rig in heavy weather or puffy conditions. By utilizing this combination, the rig automatically compensates for varying wind strengths without the need for continual control line adjustments.

For the perfect spar combination, serious racers will choose both the Miracle and the Proctor 2628 boom. The 2628 exhibits an excellent strength-to-weight ratio, and features adjustable cars for mainsheet and boom vang attachment.

If you'd like to put a little more speed and control into your Snipe, give I.S.P. West a call and let us work a Miracle for you!



**MIRACLE**



**2628**



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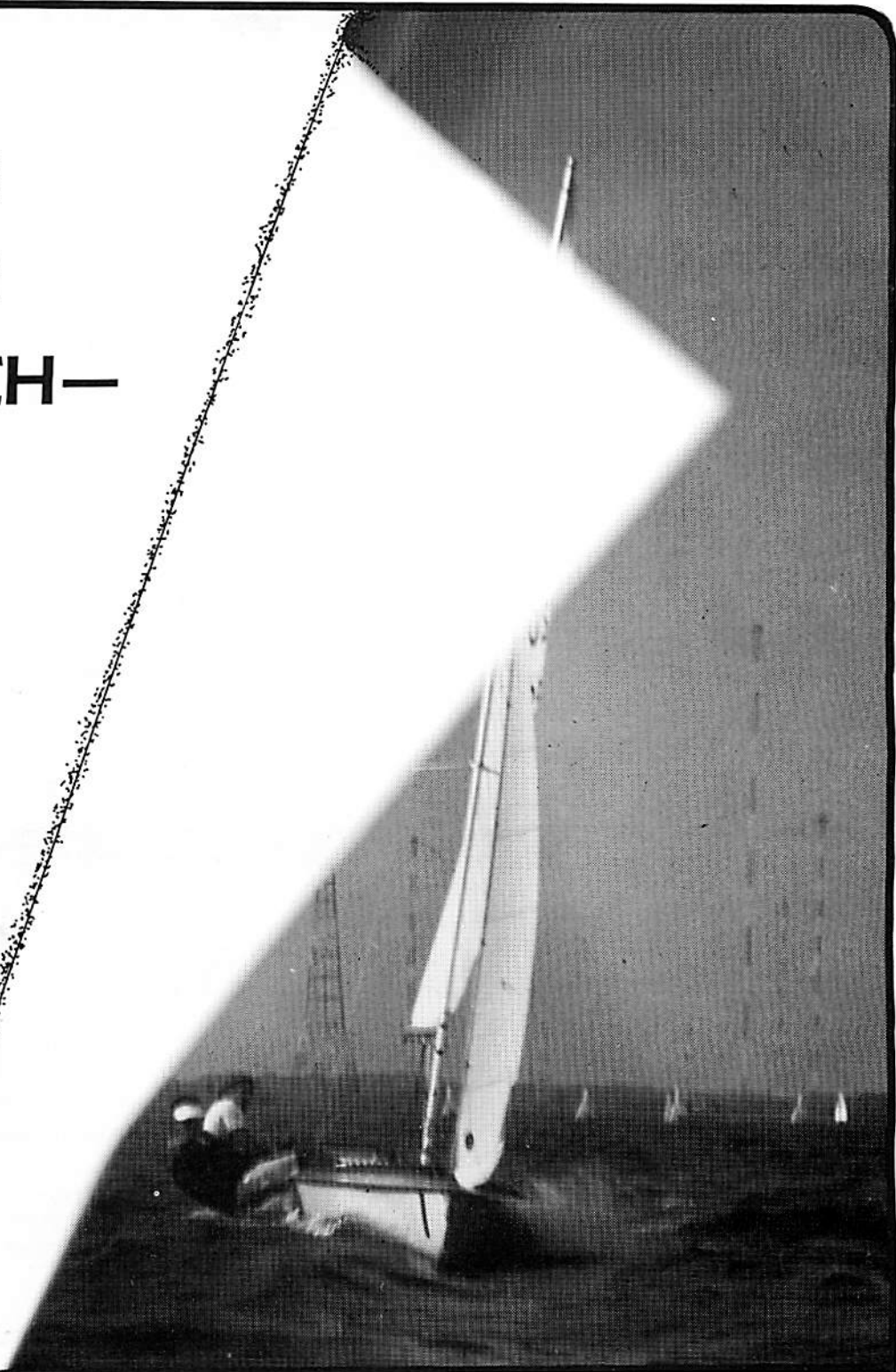
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