



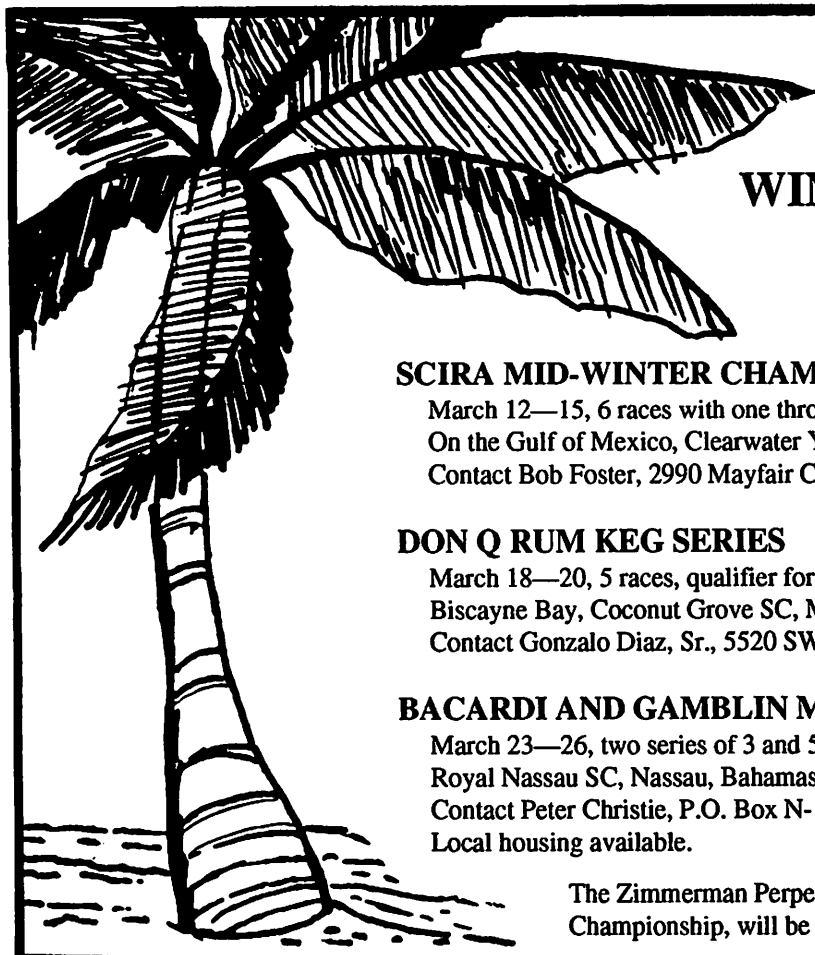
XXXVI SHOTGUN WORLD CHAMPIONSHIP
CAMPEONATO MUNDIAL DE TIRO COM ARMA DE FOGO
SNIPES • 1993 • PORTO ALEGRE



Snipe

BULLETIN

DECEMBER 1993



WINTER RACING CIRCUIT

SCIRA MID-WINTER CHAMPIONSHIP

March 12—15, 6 races with one throw-out.
On the Gulf of Mexico, Clearwater Y.C., Clearwater, FL
Contact Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621, 813-796-3805

DON Q RUM KEG SERIES

March 18—20, 5 races, qualifier for 1994 Western Hemisphere
Biscayne Bay, Coconut Grove SC, Miami, FL
Contact Gonzalo Diaz, Sr., 5520 SW 72nd Ave., Miami, FL 33155, 305-667-0492

BACARDI AND GAMBLIN MEMORIAL SERIES

March 23—26, two series of 3 and 5 races.
Royal Nassau SC, Nassau, Bahamas
Contact Peter Christie, P.O. Box N-1628, Nassau, Bahamas, Fax: 809-326-5642.
Local housing available.

The Zimmerman Perpetual Trophy, emblematic of the Winter Circuit Championship, will be awarded at the conclusion of the Circuit in Nassau.

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part of our plans for 1994.**

THE COMMODORE'S BULLHORN

One of the truly great experiences of my lifetime was serving as Commodore of SCIRA. I once told Kirk Donaldson that even with family and job responsibilities I cannot quit sailing. He commented that sailing is part of our identity. More specifically sailing Snipes is our identity. The small part I have been able to play helping the Snipe Association compete in the world of sailing and to meet the needs of its members has been a rewarding experience and one I would gladly do again. Snipe sailors worldwide are wonderful people, lots of fun and a pleasure to work with.

1993 was a year of many changes and some meaningful accomplishments. Nothing would have been possible without the support, enthusiasm and hard work of the Flag Officers, Board of Governors, National Secretaries and the many Snipe sailors that support the Class from organizing fleet activities to major championships. Peter Fenner and the members of his search committee deserve a lot of credit for the numerous hours they spent interviewing and finally selecting our new Executive Director, Jerelyn Biehl. Jerelyn has been a tremendous help although she is still in the process of learning her new job and organizing the SCIRA office. Phil Richmond, Brainard Cooper and Gonzo Diaz were always available for advice. Jerry Thompson did a thorough job as chairman of the nominating committee and never said no to any request for help. It still amazes me that so many people who love Snipe sailing continually spend countless hours working on behalf of the Class. I must thank my secretary, Mary Kay, for the countless hours she spent typing, faxing and handling phone calls for SCIRA. Also, I need to acknowledge my wife, Connie, and my children, Aubrey and Tess, for their patience and support. Thanks again to everyone, everywhere.

Commodore Pedro Peace, Regatta Chairman Ivan Carvalho and the fine staff at Clube Dos Jangadeiros deserve much kudos for hosting a World Class Championship. The facilities were outstanding and the staff and people were extremely helpful and friendly. The measurement team, the international jury and the race committee all fulfilled their jobs expediently, fairly and professionally. It was a pleasure working with everyone, especially Nelson Ilha, chairman of the race committee. Congratulations to Santiago Lange and Mariano Parada, our current World Champions!

Both the National Secretaries and the Board of Governors held meetings at Porto Alegre. Both groups remained focused and consequently lengthy agendas were completed in a reasonable amount of time. Several things happened that need to be mentioned although the minutes in their entirety will be published next month in the Bulletin.

Mr. Chuck Loomis was first to address the Board of Governors. He eloquently addressed the Board and retired as Vice Chairman of the Rules Committee. The Board responded with a much deserved, prolonged standing ovation. Chuck has always conjured the respect of Snipe sailors everywhere. For someone who has given his heart and soul to SCIRA it is not without much consterna-



tion that he willingly stepped aside to let someone else participate in the organization. Brainard Cooper considers Chuck one of the most profound thinkers in the Association and his decision to retire is one more example of his foresightedness. Thank you Chuck for many long years of devotion and hard work to SCIRA. By the way, he promised to continue measuring and sharing his wisdom and expertise with the rest of us.

The Board established a new non-voting Board position. Fred Rozelle was elected as our first Treasurer. The Treasurer should be a large asset to the Executive Director and will serve a four year term with re-election possible.

A Board of Review will be established to work with the Executive Director and to submit a yearly evaluation. The Board will function as a liaison between the Executive Director and the general membership. Hopefully this arrangement will alleviate some of the stress and pressure that can be brought upon the Executive Director by the general membership, and thereby provide more time for the Executive Director to conduct SCIRA business.

The Rules Committee Chairman will be elected every four years by the Board of Governors commencing January 1994. Re-election is possible.

As an incentive for all countries sailing Snipes

to pay their dues in a timely fashion, it is now a requirement that each country's financial accounts must be current thirty days prior to the Western Hemisphere, European or World Championships. If the Executive Director does not consider a country current with their financial obligations to SCIRA then the sailors from the delinquent countries cannot compete in the Championship.

A difficult problem to solve but one that most Snipe sailors seem concerned about is the poor longevity of Snipe jibs. The Board discussed this issue at length and finally established a committee to study the issue and to report to the Board of Governors no later than December 1994. The sailmakers were consulted prior to the Board meeting and their correspondence is available upon request. There was general agreement amongst the sailmakers that cloth that stretches is the fastest material for Snipe jibs. Stiff cloths are not as fast but lasts longer. Increasing the minimum weight of the would increase the life of a jib, but since there are so many different kinds of sail cloth it is difficult to set a minimum weight without excluding some of the potentially very good cloths that are currently available. Johnny MacCall thinks a combination of 100 and 130 weight polyant is both fast and durable. Hopefully a viable solution to the jib problem will soon be forthcoming.

Please read the minutes from the National Secretaries and Board of Governors meetings when published in the Snipe Bulletin. Many of the decisions and much of the discussion is germane to your enjoyment an understanding of the Class.

As the year draws to an end, I would like to wish everyone a Happy Holiday. Remember; You only go around the course once so get all the wind in your sails that you can.

Your sailing friend, Terry A. Timm



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The Snipe Bulletin

December 1993
Volume XLII No. 10

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AROUND THE SNIPES WORLD

BOAT SHOWS!!

The Snipe was on display at both the St. Petersburg and San Diego boat shows, manned by local Snipe sailors. Both shows offered the booth free of charge to help boost one-design sailing! Thanks to Bill & Sherry Welch and Jerome Fournier for organizing.

NEW FLEET FORMING IN WESTERN CANADA

Mark Wilson is forming a new fleet in Vancouver with the help of Gweneth Crook, under the name of the Western Canada fleet. 3 boats are already sailing, and they are looking for more to join. For more information, call Mark at (604)224-6114

PROMOTION

Don Hackbarth (SouthEast), Darryl Waskow (East), John Dill (Midwest) and Bob Bowden (West), are spearheading a committee to follow-up on prospective Snipe sailors that have contacted the Snipe Class. They will be working with District Governors and Fleet Captains to help bring these sailors into our ranks.

WORLD SNIPES FESTIVAL

1994 JAPAN

Masters World

July 27-31, Gamagori

Junior World

August 2-7, Mikikabi

Womens World

August 11-15, Yokohama

OTHER QUALIFYING/WORLD REGATTAS

1994 Western Hemispheres

1st week of December

Montevideo, Uruguay

U.S. Qualifying Regatta--Don Q

Regatta--Miami, March 18-20

1994 U.S. National Championships

July 11-15

Dallas, Texas

1994 European Championships

September 8-14

Mahon, Menorca, Spain

1995 Pan-Am Games

March 11-26

La Plata del Mar, Argentina

1995 World Championships

July 3-9

Rimini, Italy

PAN-AM TRIALS SITE NEEDED

The Snipe Class needs a site to hold the Pan-Am trials for the 1995 Games. The regatta should be held in the fall of 1994. It is open to all U.S. citizens or residents. Anyone may sail, there will be no entry fee, but you must join SCIRA. The U.S. will send one team. The Olympic Yachting Committee will ship boats out of Miami in January. Contact Peter Fenner if interested. (214)231-7289

CENTRAL AMERICAN GAMES

The Snipe was represented by 4 countries in the Central American Games, November 19-30. Puerto Rico is host to these Games, still underway as of this writing. Bahamas, Bermuda, Cuba and Puerto Rico are all representing the Snipe Class.

COVER: The new World Champions Santiago Lange and Mariano Parada hoist the Hub E. Isaacs Trophy

THE COUNT: Seven numbers were issued this past month. Five to Brazil, two to the United States.

NUMBERED SNIPES: 28655

CHARTERED FLEETS: 827

District Governors

District 1

Lee Griffith

16 Orchard Way
Yardley, PA 19067

District 2

Bob Ewald

4011 Taliesin Drive
Lincoln, NE 68520

District 3

Matt Heywood

3237 Homestead Commons Dr. Apt. 4
Ann Arbor, MI 48108

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2990 Mayfair Court
Clearwater, FL 34621

District 5

Jane Gram

357 North Shore Road
Cuba, NY 14727

District 6

Bob Bowden

5741 Abalone Place
La Jolla, CA 92037

District 7

C. Paxton (Packy) Davis

29 Oak Creek Lane
San Carlos, CA 94070

SOUTH AMERICANS DOMINATE WORLD CHAMPIONSHIPS

In conditions covering the entire spectrum of wind speed possibilities, Santiago Lange and crew Mariano Parada of Argentina utilized superior boat speed, excellent shift hitting, and a fair amount of gear shifting to win the 36th Snipe World Championships by 17 1/4 points. It was not necessary for them to sail the last race.

George Nehm and Fernando Krahe, with the support of the entire Brasil cheering team, finished 2nd and Guillermo Parada and Sergio Ripoll of Argentina were 3rd. The rest of the top ten were rounded out by Snipers from Uruguay, Denmark, the United States, and Spain. Jonatan Perrson and Thomas Iverson of Denmark, finishing sixth overall, were top Europeans. Peter Commette and Connie Suddath, seventh overall, finished 1 3/4 points ahead of Bart Hackworth and Jon Rogers, for top U.S. boats. The other U.S. teams of Andy Pimental and Carol Newman finished 14th and Kurt Mayol and Laurel Timpson finished 37th.

The XXXVI Snipe World Championships returned to the site of the 1959 Worlds, which were won by Paul Elvstrom and 2nd place was earned by Gonzalo Diaz of Cuba. The Clube dos Jangadeiros has grown since those days, necessitating the building of an island off the original club site. Competitors walked out the narrow bridge onto one of the most perfect sites for a major regatta. Measurement dilemmas were solved under a covered patio, complete with lockers, a "sanduche" and cervecha bar, and sponsors' booths. Nearby was the administration headquarters where translators of every known language were available. Near the end of the island was the ever popular Brazilian swimming pool and restaurant. Off to the right was the home of the race committee and spectator boats. The Snipes were launched off a ramp in the lee of the island with the help of yacht club staff.

RACING

In the practice race, a radical increase in air temperature during the race saw experienced Brazilians heading for the safety of the Clube knowing what was to come. Observant foreigners, and then the entire fleet followed their lead, lashing boats down once at the Clube. Shortly thereafter, the breeze increased to 60 knots. They were not disappointed as the next day unveiled boats blown down the launch ramp.



Spain's Oliver Gongorra and Leopoldo Merida blast through waves on the final day.

The first day of scheduled racing turned into a survival exercise, both mentally and physically. After enduring the wait until the 3 P.M. start, the fleet was sent out and then back to the Clube twice in breeze at the top end of the scale, the day was abandoned. Total damage was 3 masts, 3 rudders, 1 bent daggerboard, and a whole fleet of sails worse for wear and tear. As the fleet scrambled to put the boats back together, little did they know what was in store.

The next day broke clear, sunny, and breathless. The fleet couldn't buy a puff, even for hundreds of thousands of Cruzeiros. The sunbathing was curtailed as the Race Committee got the first race off at approximately 6:30 P.M. in 5-8 knots. In a race marked by BIG shifts Guillermo Parada and Sergio Ripoll lead wire-to-wire to win the opener. They were followed by Peter Commette and Connie Suddath and third place was taken by Andres Domato and Jorge Englehart of Argentina. 1991 World Champions Axel Rodgers and Jorge Quiroga started off their repeat bid with a disappointing PMS while looking rock solid half way up the first beat.

Day 2 provided a more "normal" day

of sailing, normal in that the fleet was able to get in two races. Bart Hackworth and crew Jon Rogers started off the day with a bullet with Peter and Connie scoring another 2nd. Lange and Parada finished third ahead of teammates Rodgers and Quiroga. Parada and Ripoll, 1st day winners, cashed in their throw-out with a 22nd. The second race of the day turned some of the fleet inside out with some new names at the top of the fleet. Per and Lars Jorgensen of Denmark won this race ahead of Felipe Wielandt and Juan Wiegand of Chile finishing second. Lange and Parada, starting to show some consistency, finished third. In fourth place, shaking off the afternoon's first race, were Parada and Ripoll.

As worn out sailors pushed their boats up the launching ramp, they were amazed and some even shocked to see the Clube dos Jangadeiros packed with local party people. As part of the requirements for regatta sponsorship, acute sponsors demanded that the social events be opened up to the local community, thus enhancing marketing and providing sailors the chance to experience Brazilian parties at their best. For hearty sailors able to hang late (especially Norwegian crews who managed a samba lesson on stage) the evenings entertainment provided an affirmation of Brazilian music's danceability.

Once again the Brazilian Team showed uncanny ability to read local conditions as they pulled umbrellas out from the cockpits of their Snipes to help keep cool while waiting for race 4 to start. After a hot afternoon of sunbathing, the race committee towed the boats back to the Clube for some much needed relief. As the wind showed signs of picking



Four of the Six women sailors at the Worlds--Connie Suddath, Carol Newman, Laurel Timpson and Maria Teresa Alvarez.

up the harbor gun went off at 4 P.M. and race 4 was started around 5:30 P.M. in 5 to 7 knots. Lange and Parada jumped to an early lead which was magnified by their ability to be in the right spot for the assorted shifts that seemed to be landing spordically around the course. Sailing conservatively up the middle, protecting their 1 minute, 45 seconds lead, they began to scramble as a left hand puff filled in "big time." As the boats who rounded a little later could see the obvious, they took advantage of the left and planed into the finish line, Lange and Parada managed to hang on for their first bullet of the regatta. Second went to Rodgers/Quiroga with Hackworth/Rogers in third and Ricardo Fabini, the 1989 World Champion and crew Jose Chiapparro finishing fourth.

Race 5 provided a true test of gear shifting for the participants. Under rainy skies, the fleet was off in what the race committees array of three

anemometers said was 22 knots. Then, in the shifty, dying breeze, Lange almost secured his Championship with another win. "Part of the problem sailing here is, even when it's blowing 25, is it is just as shifty as when it is blowing 5. It just doesn't settle down," commented one frustrated sailor. A fellow competitor passing by added, "It settles down. When it blows 40..." Brasilians George Nehm and Fernando Krahe finished second and started to look strong due to consistency with Paulo and Ricardo Santos of Spain finishing third. In fourth was Tiago Roquete and Miguel Torrao of Portugal with Peter Commette and Connie Suddath rounding out the top five. It is interesting to

note that 4 of the top 5 final boats finished in the top 5 in this race.

Race 6 got started in 10-12 knots at 6:40 P.M. A heavy chop on the water, an overcast sky, and some rain contributed to the wind increase throughout the race. After a tight first mark rounding with almost the entire fleet overlapped and some great off-wind dueling, Fabini finished first with Diogo Cayola and Duarte Araujo of Portugal finishing second. Santiago Lange and Mariano Parada's conservative tenth place finish sealed their World Championship bid. As the spectator fleet blasted horns and waved flags, the two Argentinians stood and hugged each other as their Persson/Lange tracked

1993 SNIPE WORLD CHAMPIONSHIPS PORTO ALEGRE, BRAZIL

| | SAIL | SKIPPER/CREW | COUNTRY | FINISHES | POINTS |
|-----|-------|--|---------------|----------------------------|--------|
| 1. | 28643 | Santiago Lange/Mariano Parada | Argentina | 4-3-3-.75-.75-10-(DNC) | 21.50 |
| 2. | 27533 | George Nehm/Fernando Krahe | Brazil | 9-11-(35)-8-2-8-.75 | 38.75 |
| 3. | 10883 | Guillermo Parada/Sergio Ripole | Argentina | .75-(22)-4-19-11-4-3 | 41.75 |
| 4. | 26447 | Paulo Santos/Ricardo Santos | Brazil | 21-(26)-7-5-3-5-5 | 46.00 |
| 5. | 28026 | Ricardo Fabini/Jose Chiapparro | Uruguay | 15-16-(23)-4-14-.75-2 | 51.75 |
| 6. | 28632 | Jonatan Persson/Thomas Iversen | Denmark | 10-(DNF)-8-9-10-13-6 | 56.00 |
| 7. | 28714 | Peter Commette/Connie Suddath | United States | 2-2-13-(25)-5-22-17 | 61.00 |
| 8. | 28542 | Bart Hackworth/Jon Rogers | United States | (23)-.75-14-3-20-17-18 | 62.75 |
| 9. | 20241 | Andres Domato/Jorge Engelhart | Argentina | 3-(20)-10-17-19-6-11 | 66.00 |
| 10. | 28491 | Fernando Rita/Antonio Andreu | Spain | (PMS)-9-11-7-7-18-16 | 68.00 |
| 11. | 28028 | Tiago Roquete/Miguel Torrao | Portugal | 12-5-24-38-4-3-(DNF) | 73.00 |
| 12. | 28146 | Fredrik Segerstrom/Carl Terneus | Sweden | (20)-6-25-6-8-14-19 | 73.00 |
| 13. | 26354 | Axel Rodger/Jorge Quiroga | Argentina | (PMS)-4-16-2-17-27-9 | 75.00 |
| 14. | 28440 | Andy Pimental/Carol Newman | United States | 7-8-21-14-9-(21)-20 | 79.00 |
| 15. | 28372 | Per Jorgensen/Lars Jorgensen | Denmark | 13-17-.75-18-12-20-(DNC) | 80.75 |
| 16. | 26908 | Felipe Wielandt/Juan Wiegand | Chile | (37)-21-2-12-29-15-4 | 83.00 |
| 17. | 28631 | Jan Persson/Peter Iversen | Denmark | 25-12-9-13-13-(38)-14 | 86.00 |
| 18. | 26645 | Peter Bjurstrom/Rikard Bjurstrom | Finland | 26-7-5-23-15-10-(DNF) | 86.00 |
| 19. | 27410 | Birger Jansen/Carine Juliussen | Norway | 17-27-27-10-(31)-12-12 | 105.00 |
| 20. | 27535 | Marco Paradedda/Alfredo Correa | Brazil | 14-24-28-11-(33)-33-10 | 120.00 |
| 21. | 6313 | Antonio Bari/Gian Bertanzon | Italy | 19-14-26-22-(27)-23-21 | 125.00 |
| 22. | 9779 | Carlos Llamas/Martin Wisner | Spain | 11-15-20-34-22-25-(DNC) | 127.00 |
| 23. | 28085 | Yasushi Tsubokura/Yoshihiro Zennami | Japan | 30-23-34-30-6-7-(DNC) | 130.00 |
| 24. | 28270 | Damian Borrás/Puri Lluch | Spain | 28-13-6-33-28-(DNC)-22 | 130.00 |
| 25. | 25235 | Jimmie Lowe/Rob Lindley | Bahamas | 8-32-22-29-30-(37)-13 | 134.00 |
| 26. | 28110 | Thomas Guttomnsen/Espen Guttomnsen | Norway | 27-36-42-20-18-19-15 | 135.00 |
| 27. | 23012 | Ivan Pimentel/Anders Schmidt | Brazil | 31-30-29-21-16-9-(DNC) | 136.00 |
| 28. | 28292 | Takeyasu Sugiyama/Kaneda Hirota | Japan | 6-43-12-41-32-11-(DNC) | 145.00 |
| 29. | 24555 | Oliver Gongora/Francisco Sanchez | Spain | 5-18-19-36-(DNF)-DNF-DNF | 146.00 |
| 30. | 27452 | Patrik Jonsson/Richard Oberpichler | Sweden | 29-10-33-35-25-24-(DNC) | 156.00 |
| 31. | 26839 | Pedro de Melo/Joao Do Carmo | Portugal | 36-34-(40)-31-21-32-7 | 161.00 |
| 32. | 27869 | Ignacio Cercas/Fernando Thode | Uruguay | 22-35-15-16-40-34-(DNC) | 162.00 |
| 33. | 28368 | Diogo Cayola/Duarte Araujo | Portugal | 24-28-36-(DSQ)-36-2-DNC | 172.00 |
| 34. | 28157 | Michael Irgens/Eivind Melleby | Norway | 35-29-31-24-24-29-(DNC) | 172.00 |
| 35. | 28145 | Claus Carpelan/Freddy Wegelius | Finland | (40)-38-39-27-37-16-18 | 175.00 |
| 36. | 28025 | Alejandro Carluccio/Nicolas Gonzalez | Uruguay | 18-37-30-(DSQ)-23-26-DNC | 180.00 |
| 37. | 27534 | Kurt Mayol/Laurel Timpson | United States | 32-40-18-26-34-31-(DNC) | 181.00 |
| 38. | 27171 | Yutaka Yoshida/Akio Miura | Japan | 39-19-17-28-DNF-DNF-(DNC) | 190.00 |
| 39. | 28612 | Enrico Michel/Giovanni Turazza | Italy | 33-33-41-37-26-28-(DNC) | 198.00 |
| 40. | 27816 | Carlos Schaubman/Jorge Schaubman | Paraguay | 16-41-32-42-39-39-(DNC) | 209.00 |
| 41. | 27131 | Guiliano Dematte/Stefano Fantoni | Italy | 38-31-37-32-35-36-(DNC) | 209.00 |
| 42. | 28436 | Miyuki Kai/Akira Kansaku | Japan | 34-39-43-15-DNF-DNF-(DNC) | 218.00 |
| 43. | 28043 | Peter Nilsson/Matatas Oberpichler | Sweden | 41-25-38-DND-38-35-(DNC) | 227.60 |
| 44. | 24603 | Juan Jose Mar' Maria Teresa Alvarez | Puerto Rico | 43-44-45-39-41-DNF-(DNC) | 255.00 |
| 45. | 23979 | Constantino S . . . patta/Alessandro Felippo | Paraguay | 42-42-44-40-(DNC)-DNC-DNC | 260.00 |
| 46. | 20894 | Eric Falise/Dan . . . out Tanguy | Belgium | 44-45-(DNF)-43-DNC-DNC-DNC | 270.00 |

perfectly to weather. Shortly thereafter, Parada gave Lange a shove sending his skipper into the drink and starting a long night of celebrating for the Argentinian Team.

Although race 7 could be considered anti-climatic by some, it was not for lack of wind. As sailors with leased boats carefully lashed down their craft, mentally collecting security deposits, those still in the hunt geared up for another breezy race. With wind conditions strong enough to bring out one protest concerning SCIRA Rule 9.2 for Conducting International Championship Regattas, George Nehm and Fernando Krahe won the last race for the local fleet, securing their

second place overall. Fabini was second, Parada third, and Wielandt of Chile fourth with Paulo and Ricardo Santos fifth.

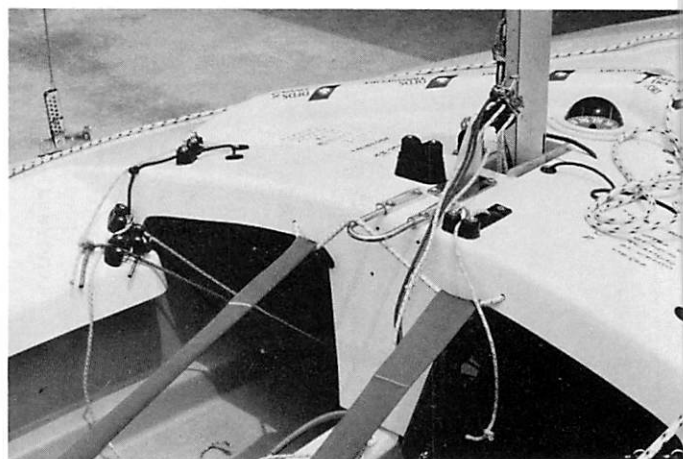
EQUIPMENT

On the equipment front, evolution rather than revolution seemed to be the order of the day. From a rigging point of view the entire fleet used pole launchers and the general trend seems to be geared towards more crew involvement in sail shape adjustments. Jib lead adjustments, from Peter Commette's floating block system to assorted other versions are making an appearance. With the new hulls and deck layouts, there was lots of talk concerning the new boats. Lange used a new Persson/Lange built in South America. The new Lillias looked very nice and appear to be quick enough as Fernando Rita proved with his tenth place. One of the more interesting quotes concerning the new boats came from Finland's Peter Bjorstrom, "You might not need a new boat, but be intelligent with what you do with your old boat." Mast selection consisted of the usual choices, with exception of Jan Persson's Holt-Allen which exhibited some beautiful finish work.

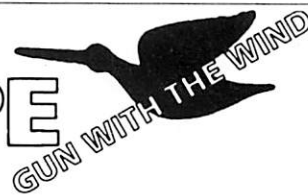
While there wasn't much new in the daggerboard/rudder department, there were some differences in sails. The majority of main sails seemed fairly stock with the exception of the Spanish Hoods. These sails had everyone doing double takes as they were narrow at the mid-girth, allowing the top batten to be stuck out like a sailboard or catamaran sail. This was fun for the old Snipers who were present for the last Porto Alegre Worlds as Paul Elvstrom had used a similar sail in winning his World Championship. As the regatta wind increased throughout the regatta the fleet saw less and less of these Hood Mains, implying they might be better in the light stuff. A bigger difference was noted in the jibs used. With the exception of the U.S. sailors, the rest of the world is leaning towards heavier cloth in their jibs. The North Argentinian Jibs used by 4 of the top 5 boats were built of a combination of 100 and 130 grams per meter squared polyant with sewn leeches, and according to the Argentinian contingent, are just as quick as the "sleazy" jibs in light air and last significantly longer. Some of the Europeans used 3.7 oz. polyant which they claimed were up to two years old. Some of the sailors thought the stiffer jibs were actually quicker in light air as they held their shape and "didn't bounce around a bunch".

For a more complete survey of equipment used, refer to the Competitors Equipment List.

Santiago Lange's world championship console--keeps the crew busy. Other innovations included hooks for the jib sheet when reaching and shock cord attached to the spreader bracket to keep the pole launcher line out of the way.



PERSSON SNIPE



European Champion 92



- ★ Looking back at '92 we are very proud to see, PERSSON SNIPE dominate the result list only one year after the first PERSSON SNIPE was born.
- ★ Some of our customers won races, but all improved their own results and that's important!
- ★ First time a PERSSON SNIPE went to the EUROPEANS, it won, brilliantly sailed by Carlos Llamas and Javier Gutierrez, Spain.
- ★ Santiago Lange and Cole Parada from Argentina tried a PERSSON SNIPE and won the South European just ahead of Carlos and Javier.
- ★ Paulo Santos and Da Silva, Brasil won the World Masters in a borrowed PERSSON SNIPE in a close fight with Jerry Thompson/ Sherry Eldridge, USA. Claus Carpelan/Freddy Wegilius, Finland finished third - all sailing PERSSON SNIPEs.

A FEW HIGHLIGHTS FROM 92

| | |
|---|-------------------|
| EUROPEAN CHAMPIONSHIP Kokkola, Finland, | No 1 & 4 |
| South European Championship Gijon, Spain | No 1 & 2 |
| Open Scandinavian Championship Kolding, Denmark, | No 2, 3 & 4 |
| Norwegian Championship Sandefjord, Norway, | No 1 & 4 |
| Spanish Championship Santiago la Ribera, Spain, | No 1, 2, 3, 4 & 6 |
| Danish Championship Greve Str., Denmark, | No 2, 3 & 4 |
| Snipe Gold Cup Juelsminde, Denmark, | No 2, 3 & 4 |
| Spanish Masters Santiago la Ribera, Spain, | No 1 & 3 |
| Prinsessa Sophia Cup Mallorca, Spain, | No 1 & 4 |
| Trofeo S.M.El Rey Malaga, Spain, | No 1 & 2 |
| World Masters Vilamoura, Portugal, | No 1, 2 & 3 |
| Pacific Coast Championship San Francisco / USA | No. 1 & 2 |
| North American Championship USA | No. 2 |



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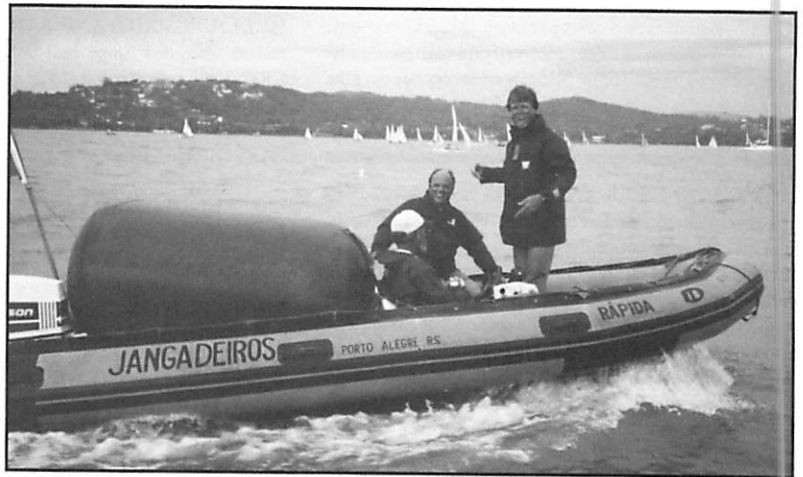
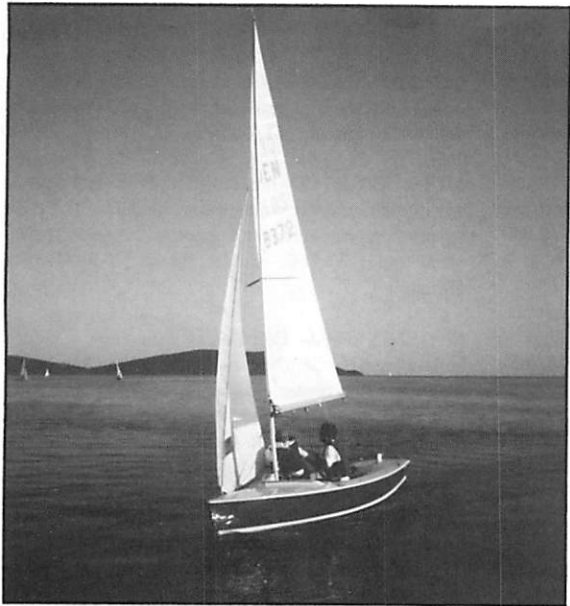
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COMPETITORS EQUIPMENT LIST

| COUNTRY | FINISH | SKIPPER/CREW | SAIL # | BOAT MAKE | SAILS Main/Jib | MAST | CREW WEIGHT | Moment of Inertia |
|---------------|--------|------------------------------------|--------|-----------------|-----------------------|------------|-------------|-------------------|
| ARGENTINA | 13 | Axel Rodger/Jorge Quiroga | 26354 | Linenburger | North-A | Sidewinder | 139k | 221.0 |
| | 1 | Santiago Lange/Mariano Parada | 28643 | Persson/Lange | North-A | Sidewinder | 141k | 201.4 |
| | 3 | Guillermo Parada/Sergio Ripoll | 10883 | Persson | North-A | Sidewinder | 143k | 206.0 |
| BAHAMAS | 9 | Andres Domato/Jorge Engelhart | 20241 | Linenburger | North-A | Sidewinder | 145k | 212.2 |
| | 25 | Jimmie Lowe/Robert Lindley | 25235 | McLaughlin | Ullman-US | Cobra | 138k | 210.0 |
| BELGIUM | 46 | Eric Falise/Danecoutt Tanguy | 20894 | Skipper | Hood-S | Skipper | 130k | 200.0 |
| BRASIL | 27 | Ivan Pimentel/Anders Schmidt | 23012 | Caraja | North-A,Diamond-B | Proctor | 143k | 207.5 |
| | 2 | George Nehm/Fernando Krahe | 27533 | Chubasco | North-Brazil | Skipper | 145k | 200.0 |
| | 20 | Marco Paradede/Alfredo Correa | 27535 | Thor | North-A | Cobra | 148k | 209.9 |
| | 4 | Paulo Santos/Ricardo Santos | 26447 | Torben | North-A | Alamao | 143k | 200.0 |
| CHILE | 16 | Felipe Wielandt/Juan Wiegand | 26908 | Thor | North-A, North-B | Cobra | 144k | 200.0 |
| DENMARK | 15 | Per Jorgensen/Lars Jorgensen | 28372 | Persson | North,-SD,Elvstrom | Sidewinder | 135k | 204.6 |
| | 6 | Jonatan Persson/Thomas Iverson | 28632 | Persson | North-SD,Diamond-D | Proctor | 150k | 206.1 |
| | 17 | Jan Persson/Perter Iverson | 28631 | Persson | Diamond-D,North-SD | Holt Allen | 162k | 201.4 |
| FINLAND | 18 | Peter Bjurstrom/Rikard Bjurstrom | 26645 | Wood-home built | NEB | Sidewinder | 145k | 209.3 |
| | 35 | Claus Carpelan/Freddy Wegelius | 28145 | Persson | North-A,NEB | Sidewinder | 145k | 201.4 |
| ITALY | 39 | Enrico Michel/Giovanni Turazza | 28612 | Chubasco | Olimpic | Cobra-B | 135k | 201.4 |
| | 21 | Antonio Bari/Gian Maria Bertanzon | 6313 | Lillia | North-A | Cobra-B | 135k | 200.0 |
| | 41 | Giuliano Dematte/Stefano Fantoni | 27121 | Chubasco | North-A | Cobra-B | 140k | 223.0 |
| JAPAN | 38 | Utaka Yoshida/Akio Miura | 27171 | Persson | Ullman-J | Proctor | 140k | 206.1 |
| | 28 | Takeyasu Sugiyama/K.Hirota | 28292 | Murei | Ullman-J | Proctor | 130k | 209.0 |
| | 42 | Miyuki Kai/Akira Kansaku | 28436 | Tsugido | Ullman-J | Proctor | 142k | 200.0 |
| | 23 | Yasushi Tsubokura/Y. Zennami | 28085 | Persson | Ullman-J | Proctor | 140k | 201.4 |
| NORWAY | 26 | Thomas Guttormsen/B. Guttormsen | 28110 | Persson | Sobstad-N | Proctor | 152k | 201.4 |
| | 19 | Birger Jansen/Carine Juliussen | 27410 | Skipper | North-Ohio | Sidewinder | 140k | 207.5 |
| | 34 | Michael Irgens/Envino Melleby | 28157 | Fabini | Sobstad-N, Fisher-USA | Proctor | | 202.8 |
| PARAGUAY | 40 | Carlos Schaubman/Alex Bourto | 27816 | Skipper | North-A,North-B | Cobra | 140k | 218.0 |
| PORTUGAL | 45 | C. Scarpeta/Alessandro Felippo | 23979 | Mueller | Shore | Cobra | 144k | 212.0 |
| | 11 | Tiago Roquete/Miguel Torrao | 28028 | Skipper | Pires de Lina | Skipper | 156k | 207.5 |
| | 31 | Pedro de Melo/Joao do Carmo | 26839 | Skipper | North-A,Diamond-B | Cobra | 160k | 207.5 |
| PUERTO RICO | 33 | Diogo Cayola/Duarte Nuno Araujo | 28368 | Persson | Hood-Spain | Sidewinder | 145k | 200.0 |
| | 44 | Juan Jose Mari/Maria T.Alvarez | 24603 | Chubasco | North-SD | Proctor | | 200.0 |
| SPAIN | 22 | Carlos Llamas/Martin Wisner | 9779 | Lillia | Diamond-S,Hood | Proctor | 145k | 200.2 |
| | 10 | Fernando Rita/Antonio Andreu | 28491 | Lillia | Hood-S | Proctor | 133k | 204.3 |
| | 29 | Oliver Gongorra/Leopoldo Merida | 24555 | Chubasco | Diamond-S | Cobra | 145k | 201.4 |
| | 24 | Damian Rorras/Purificacion Lluch | 28270 | Persson | Hood-S | Proctor | 135k | 201.4 |
| SWEDEN | 12 | Fredrik Segerstrom/Carl Termeus | 28146 | Persson | North-SD | Cobra | 135k | 200.8 |
| | 43 | Peter Nilsson/Jose Luis Chiaparro | 28043 | Chubasco | Hood-Spain | Diemer | | 202.8 |
| UNITED STATES | 30 | Patrik Jonsson/Richard Oberpichler | 27452 | Skipper | North-A | Sidewinder | 135k | 209.3 |
| | 7 | PeterCommette/Connie Suddath | 28714 | Jibe Tech | North-SD | Cobra | 134k | 200.0 |
| | 37 | Kurt Mayol/Laurel Timpson | 27534 | Thor | Ullman | Proctor | 129k | 206.0 |
| URUGUAY | 14 | Andrew Pimental/Carol Newman | 28440 | Jibe Tech | North-SD | Cobra | 140k | 205.2 |
| | 8 | Bart Hackworth/Ion Rogers | 28542 | Persson | North-SD | Proctor | 139k | 204.3 |
| | 32 | Ignacio Gercar/Fernando Thode | 27869 | Rosendo | North-A | Proctor | 143k | 201.4 |
| | 5 | Ricardo Fabini/Jose Luis Chiaparro | 28026 | Rosendo | North-A | Sidewinder | 143k | 202.8 |
| | 36 | Alejandro Carluccio/N. Gonzalez | 28025 | Rosendo | North-A | Proctor | 143k | 200.0 |

A=Argentina
 B=Brasil
 D=Denmark
 J=Japan
 N=Norway
 S=Spain
 SD=San Diego
 US=United States



above: Clube dos Jangadeiros crack race committee
left: Denmark's Per and Lars Jorgensen in the light stuff
bottom left: New Vice Commodore Lowe and crew Rob Lindley
right: Carine Juliussen and the Norwegian flag



below: Second place winners George Nehm and Fernando Krahe
right: Bart Hackworth and Jon Rogers prepare for a days racing



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CHUBASCO 21799—Cobra I, Tenn.-trailer, magic box, good condition. \$500.00 and/or
CHUBASCO 22810—Cobra II, magic box, cockpit controls, Loftland trailer, great condition. \$800. Will help to deliver. Middleton, WI (608)831-8771 (djf)

MUELLER 26760—race ready! Ex-builders boat. Blue w/white deck, new compass, extra sails, Cobra II, 2 poles w/launcher, custom rudder & spare, all covers and galvanized trailer. \$3,800. Cuyler Morris (203)434-1698. (djfmm)

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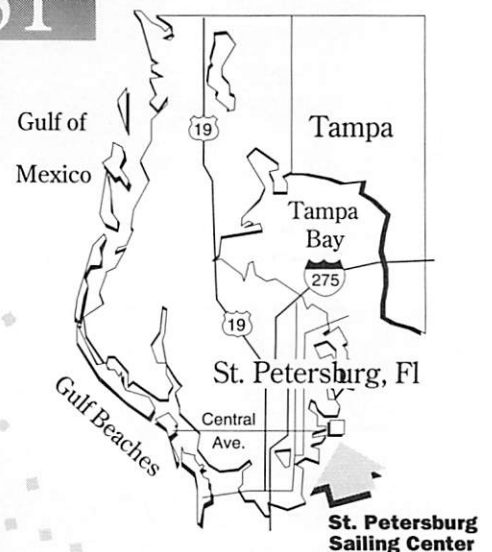
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WOODEN BOATS

Back to the Basics

The Snipe office receives approximately five calls a week from Snipe sailors who own, are contemplating buying or want information on how to build a wooden Snipe. One of the most recent calls was from a group of current fiberglass Snipe sailors in Florida who want to build a wood Snipe together. Jerry Thompson, Frances Seavy and Carlos Bosch have all restored wooden Snipes. Jeff Lenhart can be seen racing a wooden Snipe. The Brazilian and Argentinian sailors still sail wooden Snipes. If you are interested in building a wooden Snipe, plans are available from the Snipe office for \$20.00, and Hal Gilreath's 1962 "Building a Plywood Snipe" instruction manual, still a valuable tool, is also available for \$20.00. Following is a letter to the editor from a fellow Snipe sailor regarding building a wooden Snipe.

Dear Ms. Biehl;

I offer this bit of information to the SCIRA membership in the event there is interest in building wooden Snipes:

The Wooden Boat School, Box 78, Nascog Road, Brooklin, Maine, phone (207)359-4651, for the past 2 or 3 summers has offered a course in building a Snipe.

I was a participant in that course this past August and I give the school, its staff, the course and the instructor the highest marks. The class in which I was enrolled was made up of 10 persons (the class limit), age 16-75 years.

It was a great surprise to me that I was the ONLY person in the class who had ever sailed a Snipe and one of the few who had ever seen one. The other students were there to learn to build a wooden boat, which happened to be a Snipe.

The instructor was Joe Norton, a professional boat builder and restorer from Green Lake, Wisconsin, who sails his own wooden Snipe which he built single-handed with no help from his shop employees. He also builds and sails DN iceboats.

Several years ago I ordered Snipe plans from SCIRA. After considerable study of those plans, I decided that even though I have a lot of woodworking experience, I did not have the boat building knowledge required to execute those plans successfully and I put them back until I felt better about undertaking such a project.

I am happy to report the Snipe that Joe Norton has designed is much simpler to build and, in my opinion, should be an equally strong and stiff boat. It has vacuum-bagged foam core frames and hull beam, solid wood centerboard trunk keelson, keel, sheer and chine strips, 3/8" plywood hull, deck, transom and cockpit, is totally epoxy glued and coated (WEST system), and is self-

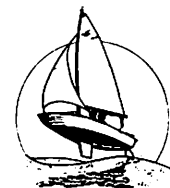
rescuing. In addition, it's a beautiful boat, minimum weight and measures in, although it has not been checked for minimum MOI.

I believe Joe offers kits consisting of the frames, hull beam, centerboard trunk and lines drawing. He will be teaching the course again next summer at the Wooden Boat School. His phone number is (414) 294-6813.

Enrollment in the class certainly provides a good opportunity to learn to build a "Hi-Tech" wooden Snipe in a beautiful setting. In addition there is sailing everyday after class.

It is my understanding the course schedule for 1994 will be published soon after the first of the year.

Yours truly,
Frank Clevenger
Snipe 20648



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FLEET NEWS

THE GREAT INDY SNIPE OPEN

Geist Reservoir—Indianapolis, Indiana

We arrived at the IYC on Friday by 10-11 p.m. It was dark out and we'd never been there, so the Snipe emblems posted at the highway exit and other intersections were comforting. We pulled into the club grounds with a recent model Eclipse in tow and plenty of cold beer and wine. We were surprised to find a small crowd in the clubhouse that night. They turned out to be Wolf Lake stalwarts sloshing cold brews and cheering raucously while sharing wanton tales of seamanship. They made us proud to have traveled five hours from the shifty winds and water weeded Barton Pond. The Wolf Lake sailors are our closest Snipe fleet brethren, apparently sharing the same nautical madness that we all have. So we felt comforted at Indianapolis Yacht Club that evening. We tossed down some cool ales and pitched camp down the hillside in a secluded and grassy knoll. We expected morning to arrive bright, sunny, warm and windy. And it did!

But the morning also arrived early. It was brought to our attention that the entire area sets their clocks ahead (or behind, or some such thing) of us and the rest of the world. Nonetheless, a steaming java and fried breakfast was available to the new arrivals and traveling mariners. Showers, sinks, stalls and changing rooms were at our disposal. "Gee," I thought, "what a classy joint." The java was strong and luckily the heads didn't require a 10 cent surcharge.

We had brought our own stove and food supplies, but in my haste to make tracks out of our home port, I forgot a lighter. Was it a hassle? No, the kitchen hostess found a spare. Little things like that add up. She was a gracious lady, a reflection of the whole IYC.

So I succeeded the first morning in relieving my obligations, all of them. I had a cup of java in one hand, a lighter in the other and bounded down the well manicured and grassy slope towards the campsite fully intent, content and with implements to fix my crew's morning sustenance. That hillside run became almost joyful. Luckily, I enjoyed it while I could because the next day would usher in a new element.

Still, during breakfast, we marveled over the beauty of the grounds, the boats and Geist Reservoir. The sun beat down on us that fine September Saturday while the gentle winds cooled our morning coffee, reminding us of the purpose that day—Snipe racing.



We finished breakfast and noticed a bit of rigging rising. Being anxious, we questioned whether we ought to prepare the boat. We stepped the mast and made some ridiculous measurements. At least, we reasoned, we could appear to know what we were doing at the launch area, if not the finish line. We were happy to play with the toy boat again, and others seemed equally sprite.

After launching we sat, and waited.....and

waited. Why were a few kids slipping out to the course while the others were still chatting and such? Then we noticed that outside of a few boats bearing for the course, most were actually not even rigged. The reason was that we had traveled over a time zone, there by voiding the integrity of our cheap Casio watch. "Fine," I thought. "That gives me more time for hot coffee." With my crew's blessing, I rambled across the boat yard towards the clubhouse. As I ambled along, I overheard some sailor's concern regarding the course "charts."

A lump began forming in my throat. We can't even tune the rig let alone read a chart. What had we gotten into? Our last regatta was punctuated by DFLs, 720s, a hangover and someone's insistence that our starboard tack did not precede his port tack when we both rounded a mark. Now I had to convince my crew that I was still omniscient with the exception of chart navigation. "Well," I thought, "I was going to follow everyone else anyway..."

So I swaggered on into the clubhouse, bought another steaming brew and located the registration desk. "Yes!" I was told, "There are charts here for the race course. Here's one for you." I pictured myself braced against a howling gale, wiping spray from my glasses and trying to make sense of a tattered and soggy lump of paper.

On the chart there were numerous symbols

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indicating possible race course scenarios. Islands were denoted on the map as were shallows, typical wind vectors and their probable e.t.a. This was not going to be easy to understand. How could a race course have 10 different markers? I imagined a tangled web of confused meandering boats. So I left the clubhouse, pranced robustly down the vegetated hillside, once again, to find solace, companionship and hopefully a clue about this "chart stuff." Everyone I asked said the same thing: "Just relax and follow me."

The results of the first three races were clear. Obviously we took their advice. We placed second.....to last. Yet my crew continued to be so sweet.

"Joe," she said, "look who we beat!" She pointed across our transom at an imaginary fleet of weathered seamen. Actually, the only boat behind us was crewed by two 370 pound elephants. They had installed a battery powered pump to bail the cockpit as water gushed over the gunwales. And they weren't too far behind.

That evening we decided it would make sense to ask the fast boat crews for pointers, in hopes of improving our dismal performance. During the great dinner provided for the sailors, I got into a discussion with Scotty Kline. I recalled his name from the measurement card that came with my beautiful Eclipse. And it is beautiful! In naive innocence, I asked what I might do for additional speed. I imagined his response. "Joe," he would say, "You're not supposed to drag the bailing bucket behind the boat." Actually his friendly demeanor made our loss seem trivial. There was more going on here than racing boats. This was a social event. The club had even commissioned a caricaturist to render versions of the sailors. She had plenty of time to capture the essence of our boat's performance since our lack of technique produced a velocity so low that, yes, even the elephants were competitive.

And so it was that twilight at Geist Reservoir waned into evening darkness. The first day's races were over and now I knew how to make the boat go faster. All we had to do was

hire someone competent to skipper the boat.

Day two at the Indy Snipe looked grim. The splatter of rain developed into a light drizzle, then rain with gusts. That was a great time to wake up and ascend the grassy hillside to the clubhouse. After all, there was hot coffee inside and the best ride was yet to come. I've been told that the adage "Red sky at night, sailor's delight; red sky in the morning, sailor take warning" really applies to Snipe sailors the morning after. The fact is that after going up a wet, grassy hill, this sailor went down. In this case, I went down on my gudgeon. Upon completion of this absurd demonstration of land lubber locomotion, my crew recited a verse of an old sea shanty: Summer's here how green the grass, and down the hillside slid my helmsman on his.....backside?

The rest of the fleet was lucky that day. It rained and gusted near 30 knots. If not for the cancellation by the race committee, I know that my crew and I would have dominated the standings. As it was though, we settled for a great time, wonderful people and an enjoyable stay at the Indianapolis Yacht Club. Thanks IYC!

--Joe Baublis, Carol Mohrlock

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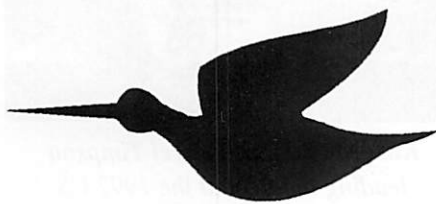
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INDIANA OPEN RESULTS

| Skipper/Crew | Fleet | Places | Points |
|-------------------------------------|---------------|----------|--------|
| 1. Jim/Julie Richter | ISC | 1-3-5 | 8.75 |
| 2. Alex Pline/Lisa Foulke | Cleveland | 2-5-2 | 9 |
| 3. Doug Goppert/James Goppert | Missouri Lake | 7-2-1 | 9.75 |
| 4. Buzz Levinson/Bob Allen | ISC | 4-4-6 | 14 |
| 5. Andrea Sepanski/Jennifer Lorentz | Carlyle S.A. | 13-10-3 | 26 |
| 6. Matt Heywood/Alex Newhoff | Barton B.C. | 12-7-8 | 27 |
| 7. Don/Rose Johnson | ISC | 10-8-11 | 29 |
| 8. Cliff Browning/Minde Glenn | ISC | 14-11-4 | 29 |
| 9. Frank/Patsy Hiatt | ISC | 3-14-13 | 30 |
| 10. Mel Nichols/Jim Towler | Wolf Lake | 6-9-17 | 32 |
| 11. Paul Levinson/Alex Levinson | ISC | 5-21-7 | 33 |
| 12. Randy/Mary Fridlund | ISC | DNF-1-12 | 33.75 |
| 13. Jay/Shirley Carey | Cowan Lake | 15-12-10 | 37 |
| 14. Steve Sucky/Kim Feldstein | ISC | 18-6-14 | 38 |
| 15. John/Mary Alice Brannan | ISC | 9-13-16 | 38 |
| 16. John Sepanski/Mark Aljets | Carlyle Lake | 16-16-9 | 41 |
| 17. Paul Zent/Mary Williams | ISC | 11-17-18 | 46 |
| 18. Bob Whitman/Jamie Foreman | Cowan Lake | 17-15-15 | 47 |
| 19. Mark Lewis/Tom Lewis | Springfield | 8-20-19 | 58 |
| 20. Joe Baublis/Carol Mohrlock | Barton B.C. | 19-19-20 | 58 |
| 21. Bill/Drew Regan | Barton B.C. | 20-18-21 | 59 |



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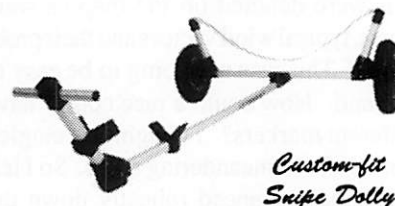
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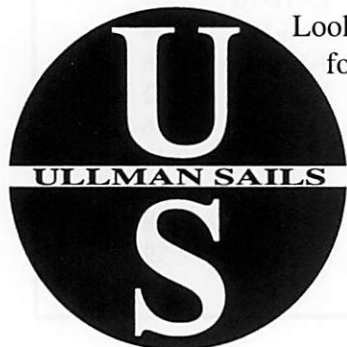
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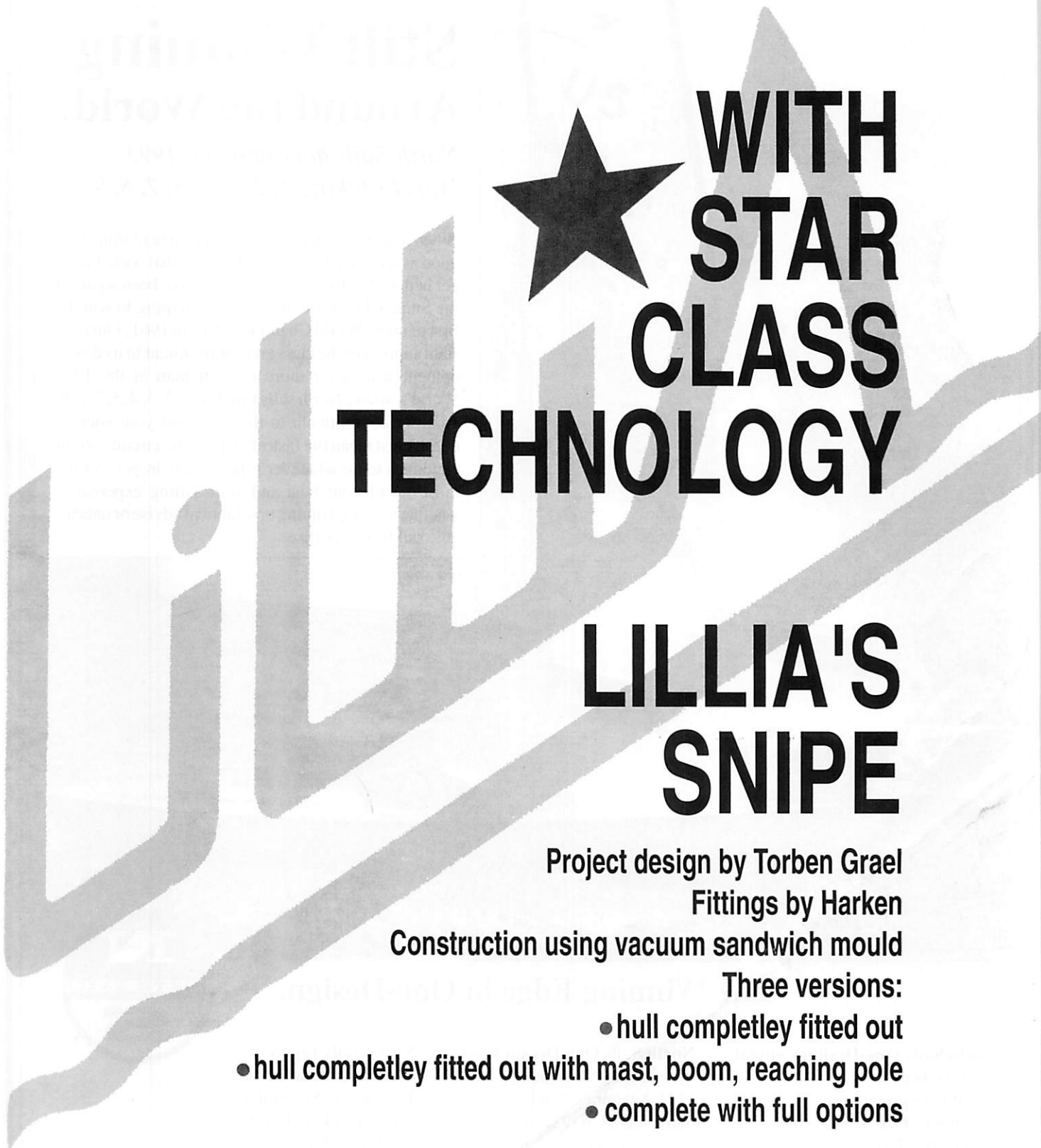
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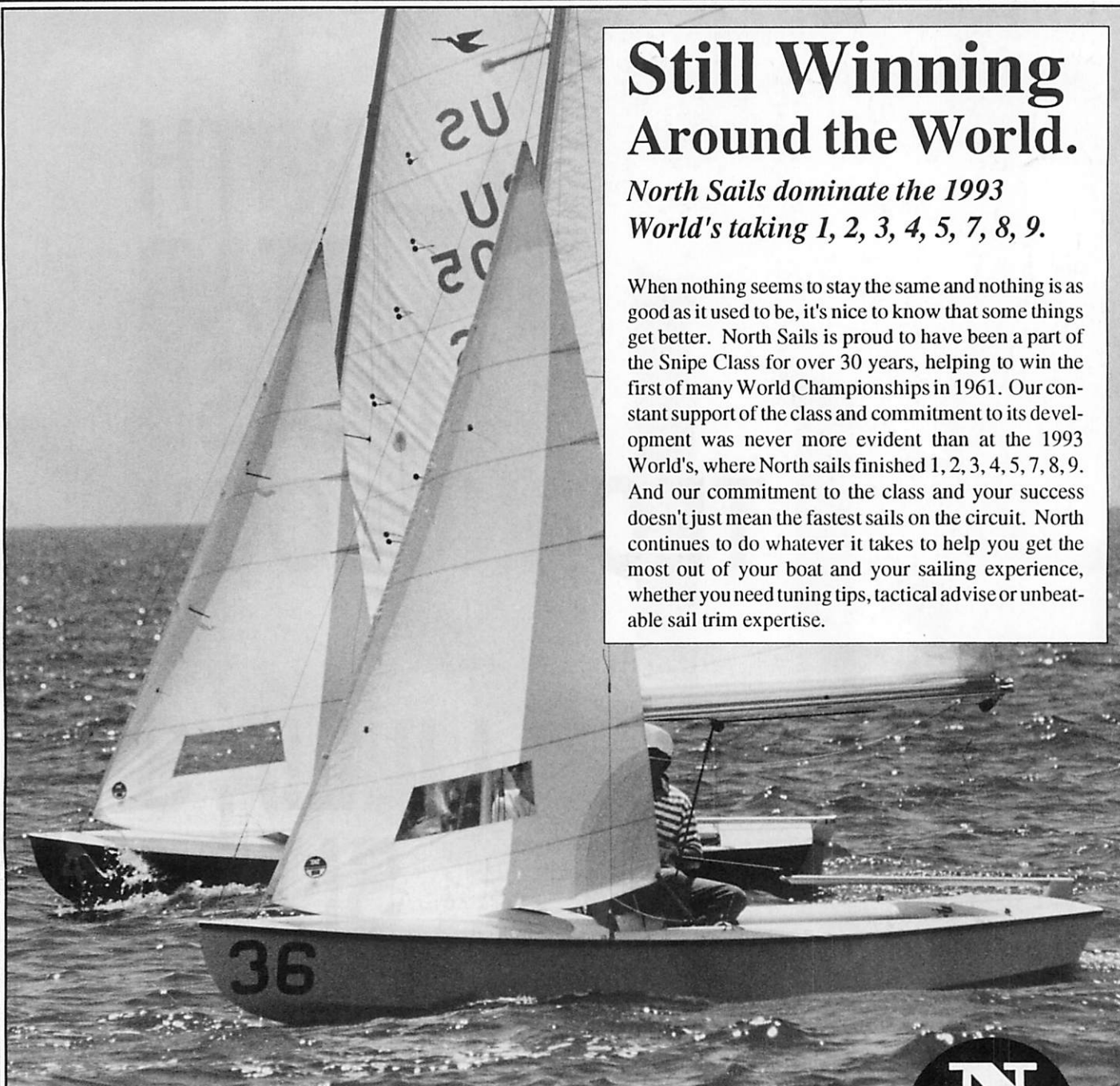


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