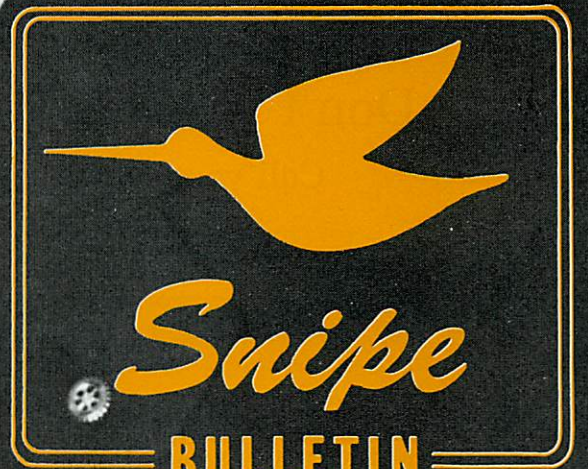


**COMMODORE
MEANS
DAVIS**



BULLETIN
JANUARY
1991

North Sails Take 1st and 3rd At Snipe Winter Circuit.



Dennis Kelly Photo

Bart Hackworth rounding the leeward mark with a comfortable lead en route to winning the Midwinter Regatta, Clearwater, FL.

NORTH SNIPE RESULTS:

World Championship '89,
 Karatsu 1st
 Dead of Winter Regatta,
 St. Petersburg 1st, 2nd
 Midwinter Championship,
 Alamitos Bay 1st, 2nd
 Midwinter Championship,
 Clearwater 1st, 3rd
 Don Q Regatta, Miami 1st
 Bacardi Cup,
 Nassau 2nd, 3rd
 Gamblin Memorial,
 Nassau 1st, 2nd
 Charles Kelly Trophy,
 Overall Nassau Series .. 1st, 2nd
 Zimmerman Perpetual,
 Overall Snipe Circuit ... 1st, 3rd

Snipers with North Sails are winning more regattas than anyone else in the world. In fact, North Sails have won every major regatta since the World's last year.

Don't you owe it to yourself to own the best?

Call your North loft today to get the latest on North - the hottest new trend of the '90s.

The Winners Have North.



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 Kanagawa-ken, Japan
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 FAX: 81-468-570370

COMMODORES LOG

As we begin a new year, it is good to see where we are—where we Snipe sailors find ourselves after the 1990 sailing season. SCIRA is YOUR sailing association and because of the very hard work of our 1990 commodore, Pete Fenner, and many other people, your association is moving forward in most areas of the world with a positive outlook for the future. There is still a lot to do, but thanks to Pete and his leadership much is already in process.

There is a Promotions Committee headed by board member Ron Fox that is working on ways to put the Snipe Class into the minds of prospective new members. There is a Finance Committee headed by board member Gonzalo (Gonzo) Diaz. We have many issues to address and some tough questions to be answered: how to support our juniors, who represent a strong source of growth for the future; how to support national teams to international events; or which media to use and to what extent to use outside media for promotion of the class; at what costs—just to name a few.

There is a Long Range Planning Committee, that I head. We have been at work for a year and a half, studying the future of the Snipe, SCIRA, and the many things which impact OUR future. We are looking at the construction of the boat, its materials, measurement, weight, cost factors, and availability. The goal is to have a viable boat and class which attracts new sailors and maintains its value over time. We are looking at the organization of SCIRA to see that it is responsive to your needs in the future. And we are looking at our competition to see how we may be affected by other classes or would-be classes throughout the world. These and any other committees which may be organized to benefit YOUR class will be listed with its members and their objectives in the "Officer's Directory" *Snipe Bulletin* in March, 1991. All committee members solicit your input and ideas.

During the past several years, I have had an opportunity to visit and participate in Snipe regattas throughout the world. I am always impressed with the people I meet and their dedication to the Snipe. However, something else is quite clear: There is a very strong sense of nationalistic pride

which in and of itself is wonderful, but which sometimes becomes a roadblock to building our Snipe Class within the entire geographic region. If the Snipe Class is to grow, then the stronger nations must respond to the needs of the weaker nations and extend a helping hand. All countries benefit through recognition of the Snipe Class by each country's sailing federation as well as larger geographic federations and the International Yacht Racing Union (IYRU). It also enables the Snipe Class to have more effective leaders because they will have gained support across national borders rather than just within their countries. If we join together across national boundaries to promote the Snipe then we will enjoy a growth and strength that the sailing world will envy and try to copy.

The strength of our class is its wide diversity of people held together by a love of strong competition and fraternity. Only a few will be champions of their countries; fewer still will be champions of a continent, hemisphere or the world. So why do the others keep competing? I believe they (we) compete for the challenge to succeed in the best one-design dinghy class in the world, and participation in a healthy, fun sport. Still, as only a few emerge as race winners, we must recognize that to remain strong and grow, our class must make sailing fun on and off the water.

Lifestyles are changing throughout the world and people have less leisure time today. This means making choices in how to use that precious little time and money available for leisure pursuits. We have got

to make Sniping attracting and enduring. We might easily lure someone into our sport, but he or she will stay only if it is enjoyable over their long-term experience. This means doing things for the fleet—social and educational activities associated with sailing events, whether they are local fleet races, regional or national regattas. Make it fun for those who do not win the races—keep them involved.

And don't forget the Juniors. They are our future and we must recruit them, train them, and make them a part of our Snipe life.

I am proud and pleased that I may serve you as SCIRA Commodore along with Vice-Commodore Fujiya Matsumoto and Rear Commodore Terry Timm. Please remember that this is YOUR class and YOU can make a difference. If you want to become involved in the administration of the class at any level, please let me know or contact the SCIRA office.

Your Commodore,
Means Davis

THE COVER: 1991 SCIRA Commodore R. Means Davis of Atlanta Yacht Club Fleet 330.

THE COUNT: Two numbers were issued, both to France.

NUMBERED SNIPES: 27948

REGISTERED FLEETS: 813

Bill Lynn: Snipe Sailor

SCIRA is saddened by the death of William H. (Bill) Lynn, who drowned in the Bahamas November 20, 1990. Bill, past President of USYRU and USISA (now USSF) was a member of Snipe Fleet 330 at Atlanta Yacht Club, Atlanta, Ga. He was serving as the Chairman of the IYRU International Classes Committee at the time of his death. Bill was a staunch supporter of one-design dinghy sailing and he will be missed. Bill's wife, Gay, and his two children, Billy and Margo, will continue the family sailing tradition, and we look forward to working and sailing with them in the future. The family has asked that anyone wishing to make a contribution in Bill's memory make it to USSF (United States Sailing Federation), Box 209, Newport, RI 02840.



(USPS 611-500)

JANUARY 1991
Volume XL No. 1

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CHANGE OF ADDRESS

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

NEW SCIRA OFFICERS FOR 1991

ATLANTA SNIPER, DAVIS, COMMODORE FOR '91

The key word to describe Means Davis is ENTHUSIASM. You see it in everything that he does, especially when it involves the Snipe.

Means was introduced to Sniping in 1959 by two of his high-school buddies, Brad McFadden and Woody Norwood. They were members of Fleet 330 at Atlanta Yacht Club and invited Means to go sailing. It wasn't long before Snipe sailing was a big part of Means' life. He was fortunate to find a wife, Peggy, that would become just as much a "Snipe Nut" as Means had become. When "little Means" and Tarasa came along they were raised in Snipes. Soon Means was designing and building an ingenious three-boat trailer.

He became Commodore of Atlanta Yacht Club in 1983, and was voted to the SCIRA Board in 1985. He has also held office at every level of the Class.

Means is the owner of a successful independent insurance agency. His other hobbies include birdwatching, photography, mountain hiking, and tinkering around in his workshop with anything mechanical or electrical.

MATSUMOTO MOVES UP TO VICE COMMODORE

Fujiya Matsumoto has been a key player on Japan's Snipe scene since he started Snipes in 1951 at the Waseda University Yachting Club. In 1956 he participated in the organization of the Japan Snipe Association (JSA) and the Tokyo Bay Fleet. He later served as Japan's National Secretary from 1972 through 1986.

A successful competitor, Matsumoto-san won the Japan Nationals in 1956, 1960 and 1961. In 1964 and 1966 he won Japan's Dragon Nationals, and he represented Japan in the 1964 Tokyo Olympics as a member of the 5.5 Meter team.

He is also a published sailing author and has served at the highest levels of Japan's sailing establishment. He is a member of the Board of Directors of Tomoe Kogyo Co. He and wife, Motoko have two children, a daughter, Mari, and a son, Sinya.

REAR COMMODORE TERRY TIMM

Terry Timm has been elected Rear Commodore for 1991. A Snipe sailor since 1966, Terry has served at all levels of SCIRA and was a member of the Board

from 1987 through 1989. Terry is well known to most Snipers, as he has participated in many U.S. Nationals, North Americans, Bermuda Race Week, and he has represented the U.S. in the Western Hemisphere Championships. Terry, a successful dentist who lives in Michigan, is the Regatta Chairman for the 1991 U.S. National Championship.

SCIRA THANKS COMMODORE FENNER

Peter Fenner faced some special challenges as Commodore, so he went the "extra mile" to seek solutions. In fact he went a few thousand "extra miles"!

As Vice Commodore, Pete traveled to the Worlds in Karatsu, ensuring that he was "up-to-date" on the issues and had a clear understanding of the positions of Snipers from throughout the world on matters of importance.

Pete's monthly column for the *Snipe Bulletin* is a great summary of the problems, issues, and challenges facing the Class. He writes of the matters that came up during a year in which:

He attended the U.S. Nationals, where he qualified for the Heinzerling Fleet.

He spent a month in Europe attending the European Championship, the Junior Worlds, and then the Masters Worlds. He and his wife/crew Suzan sailed a great series and finished seventh overall.

Pete then returned to his home near Dallas and sailed in both the U.S. Masters and North Americans, taking a third in the Masters.

In early November he was off to the IYRU Meeting in London, where he represented the Snipe Class at a time when some very important decisions regarding our International status would be made.

Then it was off to Argentina for the Western Hemisphere Championships and more meetings!

Somehow, somewhere in the middle of all of this he found time to attend the USYRU Annual Meeting in Seattle, Washington, and to sail in numerous regattas.

To sum it all up, Pete spent a lot of time, money and energy on behalf of SCIRA, competing in regattas, and acting as our Ambassador and voice on matters affecting the future of our Class and sport.

Special thanks to Pete (and Suzan!) for some special sacrifices on behalf of SCIRA!

"YOUR 1991 DUES ARE DUE"

Please send your 1991 dues check today and we'll send your special 60th Anniversary Dues Decal directly to you! Don't forget that the dues have increased for this year.

MEMBERS DUES: \$30.00 (Increased from \$25.00)

CO-OWNERS: \$20.00 EACH. BOTH co-owners must pay at the same time. We cannot send a decal if only one has paid!

ASSOCIATE MEMBERS: \$15.00

BULLETIN SUBSCRIPTION: \$8.00 for one year.

Take a moment to check the mailing label on this *Snipe Bulletin*. It has the following information on the top line:

BOAT NUMBER DISTRICT NUMBER FLEET NUMBER TYPE MEMBER TELEPHONE

Please check this information and let us know if it is not correct! Also, please send us your phone number. This is for the Fleet Captains, so that they can better communicate with you.

.....
TO: SCIRA
4096 CHESTNUT DRIVE
FLOWERY BRANCH, GA 30542

HERE IS MY CHECK FOR \$_____ FOR MY 1991 SNIPE CLASS DUES.

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BOAT NUMBER: _____ FLEET NUMBER: _____

HERE'S AN ADDITIONAL \$_____ FOR THE U.S. PERPETUAL FUND (TAX-DEDUCTIBLE)

PLEASE ENTER A SUBSCRIPTION TO THE *SNIPE BULLETIN* FOR:

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CITY: _____ STATE: _____ ZIP: _____

THANKS FOR YOUR CONTINUED SUPPORT AND INTEREST!

P.S. Please photocopy this page! Don't tear it out! Reasonable facsimiles accepted!

SUPER HOSTS, SUPER SAILING!

Lake Ray Hubbard is just outside the eastern loop of the Interstate that circles Dallas, and Rush Creek Yacht Club sits on the eastern shore. RCYC was founded by Dallas area sailors who wanted to set a new standard in competitive excellence. The emphasis would be on *racing* with facilities, programs, events and race management focused on one-design classes. This basic philosophy was evident at the 1990 U.S. Masters and North American Championships which were hosted by RCYC.

U.S. MASTERS: JERRY T. WINS IN "BIG D"

California's Robin Gales and crew Kate Heywood got the week off to a hot start with back-to-back bullets in the 15-boat Masters fleet, but conditions for the event would vary wildly, and Gales and Heywood fell to sixth and fourth on the second day. Jerry Thompson and Mike Bartels came on strong with a 1-2 on day

two, backing up their first day's 4-2 to take a commanding lead into the fifth and final race. Second overall was up for grabs between Gales, Fenner and Lenhart.

Commodore Pete Fenner, with Suzan crewing, was hanging in with finishes of 2-4-3-8. U.S. National Champ Jeff Lenhart had recruited local Snipe crew, Barb Ross, and posted 7-3-4-1 finishes.

Conditions for the final day showed that lake sailing can be wild sailing! It was blowing, and the first reach gave the younger masters a chance to show off their full-tilt planing skills. Things were going great until the jibe mark, where Gales was among the swimmers. He continued but was only able to finish eighth, which turned out to be enough as Lenhart flipped at the jibe-mark on the second of two triangles. That "old" Chubasco may be fast but it does not float! Well, it floats, but resembles a yellow submarine, and so Jeff and Barb were unable to right it and were stuck with a DNF.

Thompson and Bartels were up to the

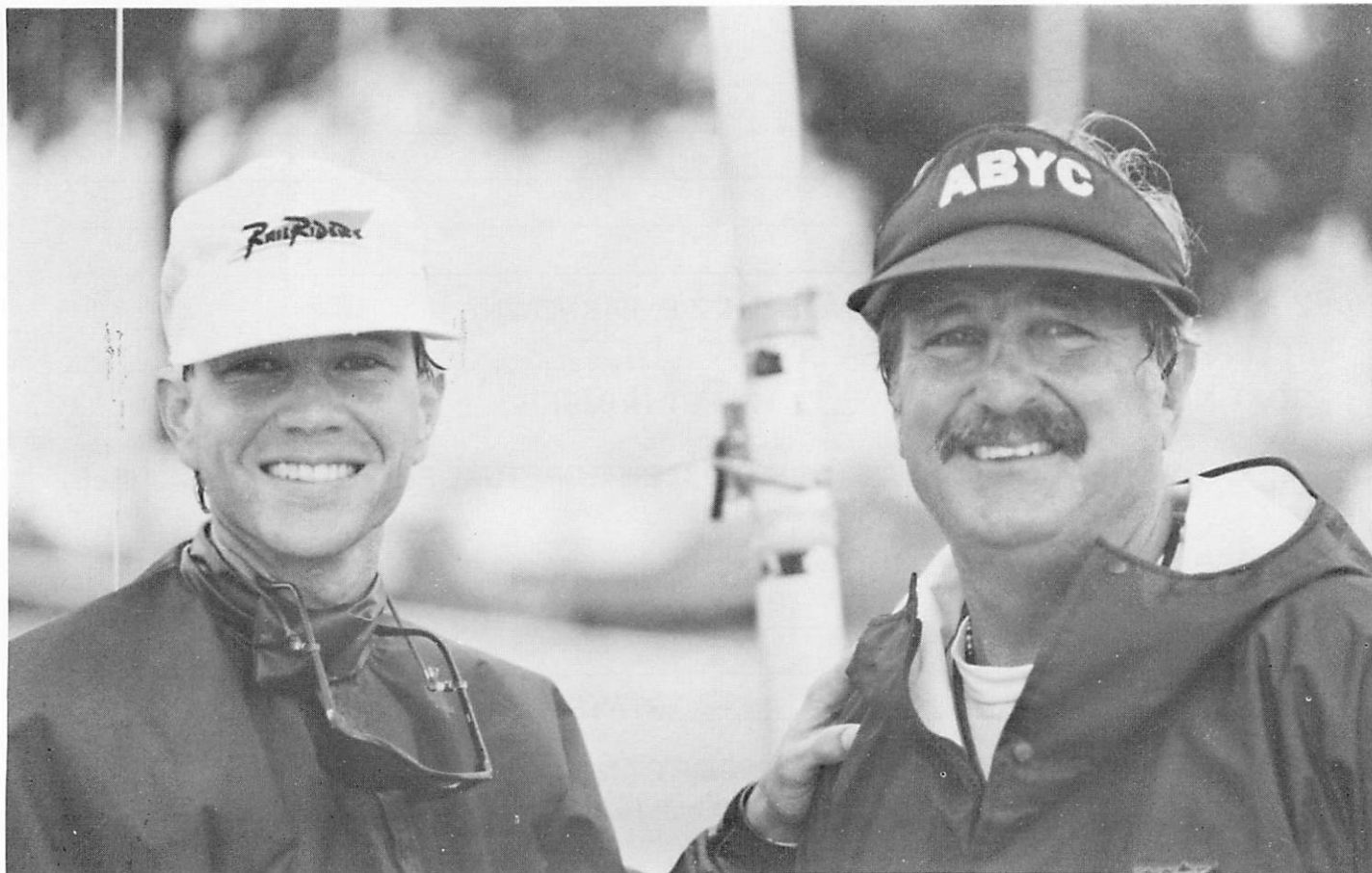
heavy going and took the win with a very wide margin over Gene Soltero and crew, Ann Fritts. This sealed the Championship for them (Jerry's second U.S. Masters win!), with Gales holding on for second overall over the Fenners in third. Lenhart's crash/dive/DNF dropped him to fourth.

As expected, the Masters was highlighted by great social events. A dinner party at Event Chairman Bill Jackson's lovely Dallas home set the tone for the social side of things and featured a midnight swim by the National Champion and a former National Secretary.

The highlight of the social scene was the awards banquet, held at the Chapparel Club high atop a Dallas skyscraper. The evening featured a short speech by Past Commodore (1941) and World Champion (1935) Perry Bass. Commodore Bass told of building his first Snipe, and how he built much of his own hardware, including the gooseneck, as he felt that it was too expensive to buy from the catalogs.

He also spoke about his close friend,

Crew Mike Bartel and skipper Jerry Thompson are the 1990 U.S. Masters winners. (T. Payne photo)



the late Hub Issacks, and told of Commodore Issacks love for sportsmanship and competition.

After an imaginative blackmail-style fundraiser for the #1 restoration project, the trophies were awarded, photos were taken, the final "sea stories" were told, and the U.S. Masters was adjourned until next year. Leo Collin of Newport Harbor was on hand to invite everyone to "come to California" in 1991.

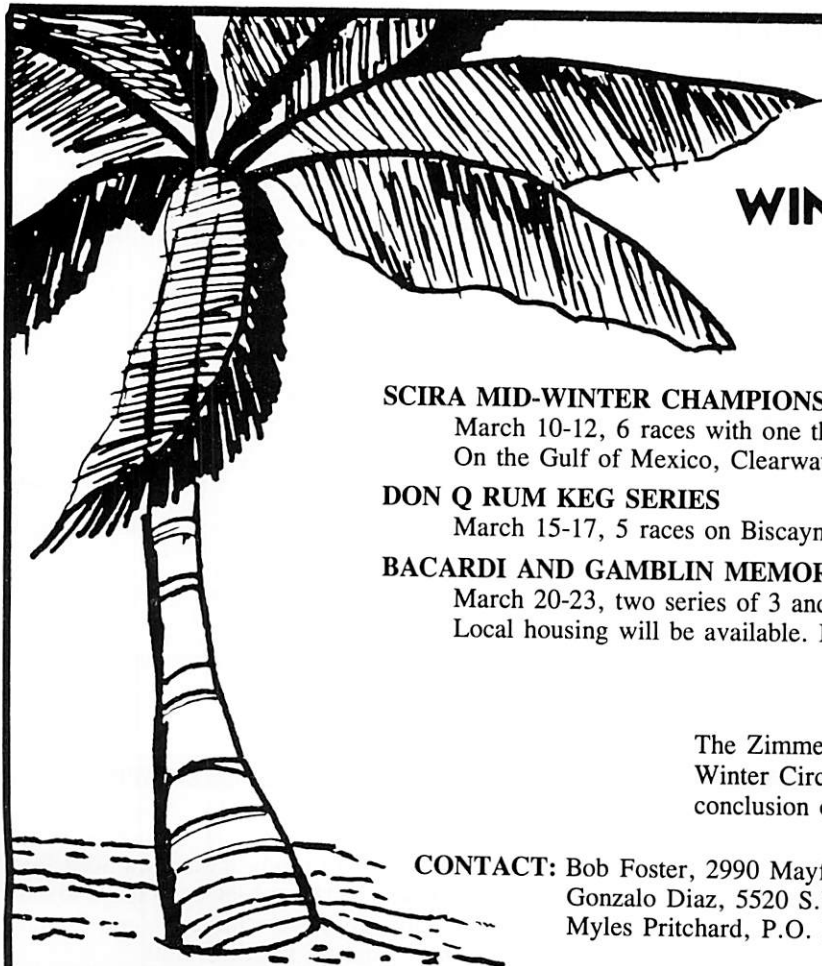
FRANCO AND VESTERBY WIN NORTH AMERICANS

Jack Franco claims that he's won every regatta that he's entered on Lake Ray Hubbard, and judging from his consistent performance in the 1990 North Americans, it would be hard to dispute him.

The conditions continued to change from day to day, just as they had during the



New champions Jack Franco and Renee Vesterby show off the Mills Trophy.



WINTER RACING CIRCUIT

SCIRA MID-WINTER CHAMPIONSHIP

March 10-12, 6 races with one throw-out
On the Gulf of Mexico, Clearwater Y.C., Clearwater, Fla.

DON Q RUM KEG SERIES

March 15-17, 5 races on Biscayne Bay, Coconut Grove S.C., Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 20-23, two series of 3 and 5 races. Royal Nassau S.C., Nassau, Bahamas
Local housing will be available. If interested write Myles Pritchard.

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

CONTACT: Bob Foster, 2990 Mayfair Ct., Clearwater, Fla. 33519, 813-796-3805
Gonzalo Diaz, 5520 S.W. 72nd Ave., Miami, Fla. 33155
Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas



Marta Wallace was on hand to crew with her dad, Ralph Swanson. (T. Payne photo)

1990 U.S. MASTERS CHAMPIONSHIP
Lake Ray Hubbard
Dallas, Texas
September 30-October 3, 1990

Finish	Skipper/Crew	Fleet	Places	Points
1	Jerry Thompson/Mike Bartel	Alamitos Bay	4-2-.75-2-.75	9.50
2	Robin Gales/Kate Heywood	Mission Bay	.75-.75-6-4-8	19.50
3	Pete Fenner/Suzan Fenner	White Rock	2-4-3-8-3	20.00
4	Jeff Lenhart/Barb Ross	Mission Bay	7-3-4-.75-DNF	26.75
5	Buzz Levinson/Bob Allen	Indianapolis	5-10-2-3-7	27.00
6	Steve Sherman/Lealie Clark	Privateer	6-5-8-7-4	30.00
7	Gene Soltero/Ann Fritts	White Rock	3-6-11-9-2	31.00
8	Bill Jackson/Ellen Summers	Lake Ray Hubbard	11-8-5-6-5	35.00
9	Pete Duvoisin/Jane Duvoisin	Privateer	8-11-12-5-6	42.00
10	Ken Rix/Mary Ann Rix	Walnut Valley	9-12-10-10-10	51.00
11	Ralph Swanson/Marta Wallace	Winchester	10-9-7-11-DNC	52.00
12	Jack McGrael/Shannon McGrael	White Rock	15-7-9-13-11	55.00
13	Larry McElwaine/Jerry Thompson	Sequoyah	12-14-14-12-9	61.00
14	Jim English/Leo Collin	Kapo Bay YC	13-13-13-15-DNC	69.00
15	Gene Tragus/Nadine Franczyk	White Rock	14-DNC-15-14-DNC	73.00

1990 NORTH AMERICAN CHAMPIONSHIP
Lake Ray Hubbard
Dallas, Texas
October 3-6, 1990
(drop race shown in parentheses)

Finish	Skipper/Crew	Fleet	Places	Points
1	Jack Franco/Renee Vesterby	Alamitos Bay	3-(11)- 4-.75-4-3	14.75
2	Jeff Lenhart/Lealie Clark	Mission Bay	2-2-.75-9-8-(34)-DNF	21.75
3	Craig Leweck/Tom Fisher	Mission Bay	14-3-(32)-2-3-.75	22.75
4	Greg Fisher/Scott Taylor	Hoover	5-.75-10-(18)-7-10	32.75
5	Bart Hackworth/Jon Rogers	St. Francis YC	.75-13-2-(40RET)-21-2	38.75
6	Charlie and Michele Bustamante	Miami	6-4-3-15-11-(34DNF)	39.00
7	Mark Golison/Ruth Paulling	Alamitos Bay	7-5-11-(16)-9-11	43.00
8	Greg Morton/Lisa Griffith	Mission Bay	11-8-6-3-15-(16)	43.00
9	Greg Gust/Ryan Glaze	Lake Ray Hubbard	20-(32)-5-8-6-5	44.00
10	Bill Draheim/Paul Foerster	Lake Ray Hubbard	13-9-1-10-2-(18)	49.00
11	Fred Rozelle/Jan Rozelle	Detroit	8-16-8-11-(19)-6	49.00
12	Jerry Thompson/Mike Bartel	Alamitos Bay	21-7-(24)-12-5-4	49.00
13	Doug Nugent/John Ramsden	Oakville	17-18-(27)-5-12-8	60.00
14	Andy Pimental/Nancy Haberland	Newport	9-21-17-(24)-.75-14	61.75
15	Kevin Funsch/Watt Duffy	Mission Bay	(26)-15-20-4-16-9	64.00
16	Kurt Mayol/Mateus Andrad	Alamitos Bay	18-10-7-13-18-(21)	66.00
17	Hal Gilreath/Robin Garrison	Annapolis	15-12-23-6-10-(30)	66.00
18	Steve Willits/Tom Purdy		12-19-(25)-7-14-17	69.00
19	Keith Dodson/Lealie Deardorf	Alamitos Bay	16-17-19-(23)-17-7	76.00
20	Lucas Diaz/Augie Diaz	Miami	4-20-22-(27)-23-15	84.00
21	Jim Bookout/Max Scott	Lake Ray Hubbard	(28)-22-13-20-20-12	87.00
22	Leigh Savage/Sally Savage	Detroit	27-14-(33)-22-13-19	95.00
23	Steven Craig/Jennifer Draheim		10-24-(26)-26-26-13	99.00
24	Peter Fenner/Bob Sanders	White Rock	30-(34)-12-14-24-24	104.00
25	Rob Johnston/Steve Andre		31-6-18-19-(39DNF)-39DNC	113.00
26	Tom Payne/Jo Ann Hokes	Lake Lanier	24-28-14-21-27-(31)	114.00
27	Robin Gales/Nadine Franczyk	Mission Bay	19-31-9-17-(39DNF)-39DNC	115.00
28	Fried Elliott/Barb Ross	Lake Ray Hubbard	25-(39DNF)-29-30-25-20	129.00
29	Brig North/Karen Crawford	Lake Ray Hubbard	32-23-21-36DNF-28-(39DNC)	131.00
30	Devry Garrett/Janelle Garrett	Lake Ray Hubbard	(29)-29-28-25-29-29	140.00
31	Ken Rix/Mary Ann Rix	Walnut Valley	34-(35)-16-29-33-28	140.00
32	Deborah Willets/Jennifer Dyer	Mission Bay	22-30-30-(40RET)-32-26	140.00
33	Bill Jackson/Ellen Summers	Lake Ray Hubbard	(43)-PMS-25-38DNF-39DNC-22-22	146.00
34	John Briggs/Vicki Alberts	Lincoln	32-26-34-31-(39DNF)-27	150.00
35	Manning Grinnan/Shari Coleman	Lake Ray Hubbard	(36)-36-31-33-30-25	155.00
36	Gene Soltero/Ann Fritz	White Rock	33-27-(39DNC)-39DNC-35-23	157.00
37	Mark Smith/Shannon McGrael	Lake Ray Hubbard	35-(37)-35-28-31-32	161.00
38	Charles Quade/Kim Day	Independent	37-33-36-32-34-(39DNC)	172.00
39	Rob Golding/David Peterson	Independent	38-38-38DNF-(39DNC)-36-39DNC	189.00

Masters, and, again, the event ended in a real blow.

1990 Zimmerman champ Bart Hackworth with Jon Rogers crewing started the series with a first but dropped to 13th in the second race. He rebounded with a second in the third race but a DNF in the fourth race dropped him from contention and into fifth overall.

Jeff Lenhart was looking golden after three with a 2-2-1 record, and his ninth and eighth in races four and five weren't really serious until he had a serious "Deja-Vu Flashback" in the big blow finale. Jeff and "rookie" Snipe crew Leslie Clark were in the middle of the first reach when they were hit by a puff that Bill Draheim and Paul Foerster described as a "small twister." Once again it was yellow submarine time and another DNF, blowing Jeff's chances at the title.

Throughout the wild swings in conditions during the three-day event, Franco and Vesterby were steady. After a third in the first race, they sailed their worst race, a dropped eleventh, and then recorded a consistent 4-1-4-3 to take the title with a seven-point margin over Lenhart.

Defending Champion Craig Leweck was teamed with Tom Fisher and they completed the California Sweep of the top three positions, just one point behind Lenhart in the final standings. They had some strange moments along the way, including a first race 14th, and then in race three they got caught in a fleet separation that was so severe that many (if not all) of the twenty or so boats that were in the lead pack actually lapped the Champ. Give him credit for finishing the race in 32nd, but don't ever tease him about it. He and Tom got REAL inspired and closed out the event with finishes of 2-3-1!

One highlight of the event was Greg Fisher's return to Snipe sailing after spending the past two years collecting a ton of silver in Lightnings, Thistles, etc. He didn't show too much negative effect of

his layoff, or maybe it was crew Scott Taylor who had Greg back up to speed so suddenly. They were the top "non-California" boat, in fourth overall.

Also notable was the fifth race bullet

by Andy Pimental and crew, Nancy Haberland. Andy really had his Jibe-Tech Snipe in the groove in the heavy air.

As mentioned earlier in this report, the Rush Creek Yacht Club Snipers did a great job in all aspects of this event. Fried Elliott was the Chairman of the entire combined event, with Greg Gust handling the North Americans side of things. The after-race scene was super, with snacks and drinks on the club deck each evening, and computerized scores posted promptly for all to contemplate. There was also a great rock-and-roll party which gave Craig and friends a chance to show the rest of us the dances that will be popular in 1995. Later Keith Dodson lead the mostly left-coast crowd in a nice little "hootnanny" with Lenhart on harmonica.

One of the best party aspects was the housing, with most sailors housed in condos or private homes within easy walking distance of the club.

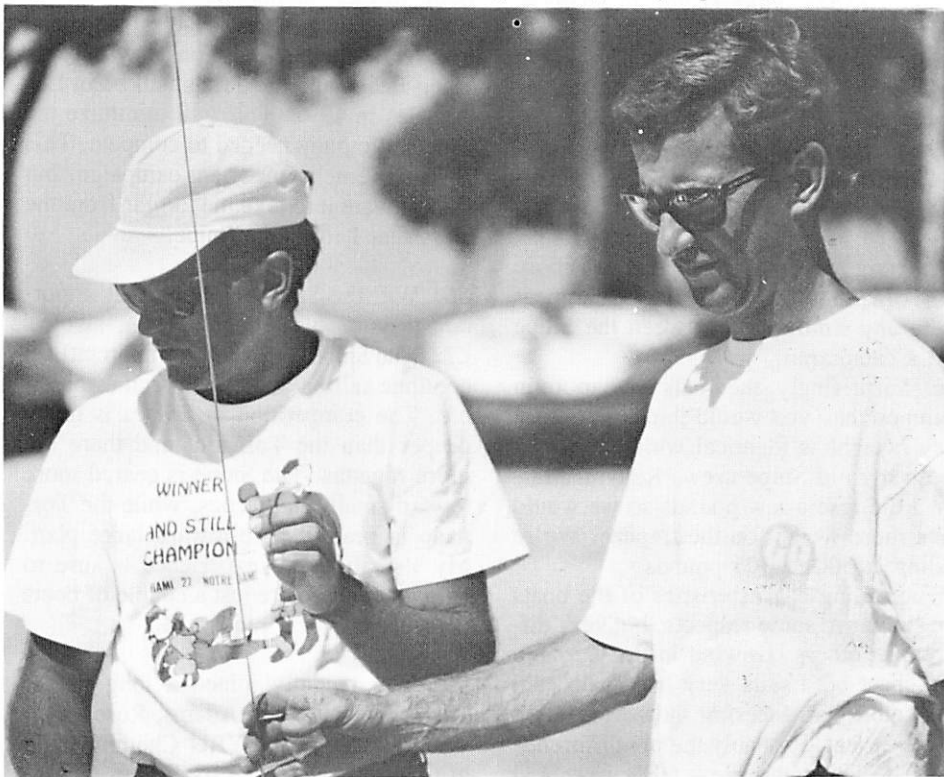
You may look at the results and think that 39 boats is a poor turnout. You're correct, and it's a shame because the Rush Creek crew did such a great job with this event. The facilities were A-1, the race management was superb, and the social side was great. A lot of Snipe sailors, particularly those from District 2, missed a great event. Another consideration: While the turnout may have been light, it was one of the toughest fleets that the North American Class could ever hope to assemble in one place. There were only a few

rookies and less than a handful of people who would not be expected to make the Heinzerling cut at the U.S. Nationals.

Speaking of the U.S. Nationals, much of the talk at this event centered around the possibility that Rush Creek will host

the event when District Two's turn comes around in a couple of years. Judging from the way they handled the Masters and NAs, all U.S. Snipers should start making plans to be there.

Augie Diaz and Craig Leweck check out the competition. (T. Payne photos)



Event chairman Fried Elliot relaxes after the action is complete.



Jeff Lenhart thinks about his swim(s) in Lake Ray Hubbard!



OLYMPIC SNIPERS

Leweck aims for Tornado Gold

Although the Snipe is not an Olympic Class, there have always been a lot of Snipe sailors competing in and winning medals in the Games. This is the first of many (we hope) profiles of our 1992 hopefuls. In this first installment, we interviewed Craig Leweck of the U.S. by telephone:

SB: Craig, we're surprised that you chose the Tornado Class, as there don't appear to be any similarities between the Snipe and a catamaran.

CL: Surprisingly, the boats have more in common than you would think. The ideal crew weight is identical which is why I chose my old Snipe crew, Kenyon Martin. I did lose a few pounds so we would have more weight on the trapeze. We're sailing at 300 to 305 pounds.

The sailing characteristics of the boats are similar in some respects, but very different in others. Upwind in the Tornado you sheet both sails very hard and keep them quite flat. Steering, however, is not that different. Probably the big difference upwind is that the crew takes over and trims the mainsheet as soon as there is enough wind for him to trapeze. The main has tremendous loads and the outward position of the crew give them a better position to handle it.

SB: What about offwind?

CL: This is the biggest adjustment. The angles are much higher, but they produce enough speed to offset the extra distance sailed. Just as in the Snipe, you sail as low as possible until the boat feels mushy, then head up just a bit. The Tornado has a much more critical point between fast forward and too low. We've got to find that line for optimum performance.

Like all cats, the Tornado does not like to turn. It slows immediately, which makes all maneuvers more critical and puts a real emphasis on general straightline steering. This forces some hard decisions: You don't want to turn because it slows you down, but then again you need to keep up with the shifts and velocity changes. You just hope that the turn is worth the benefit.

SB: Tell us about the campaign in general.

CL: Well, I'm intrigued by the prospects of making it to Barcelona, but I want to keep it simple. The top two U.S. sailors,

both former monohullers, are nearby, which should help us to get up to speed quicker. The 1991 Nationals will be in Long Beach and the Trials will be in Los Angeles in 1992. This will minimize the time and money needed to compete. This is an extremely important campaign, but I don't want it to take me too far from the class that I love, the Snipe.

SB: Will the Snipe really be that important to you?

CL: The Snipe is extremely important! I'll continue sailing Snipes as much as possible. The competition in Snipes is much deeper than the Tornado, and there are more regattas. The Snipe is geared more toward small plan tactics, while the Tornado is geared more toward large plan. My "small plan" experience is sure to help when there are just a couple of boats near the end of a race.

SB: You recently joined a long list of Snipers (Hackworth, Adams, Rosenberg) who've won the USYRU Championship of Champions. Tell us about your victory in the 1990 event.

CL: Well, I was actually representing the Lido 14 Class. We sailed Hobie SX18s on Lake Tahoe (California). There were ten National Champions from other classes. The winds were 15 to 30 knots for most of the event, and the air and water temperatures were low!

SB: Tell us more....

CL: Well, the boat is a wild variation of the standard 18. It has a double trapeze, asymmetrical spinnaker and more mainsail. It made for some exciting spectating. Downwind, in the breeze, if you sailed too low you would pitchpole, if you sailed too high you would capsize. You had to find the "slice of pie" to exist in. Deciding when to put the spinnaker up was a real challenge. In thirty knots you did not want it up, but in the lulls the boats that were behind us would raise theirs and then we would. But when the puffs came up the carnage did, too! We'd have just enough time to get it down before the puffs hit us!

SB: Who was the competition?

CL: Our closest competition was the Hobie 17 champion, Bob Seaman, who ended

up second. The shiftiness of the lake gave us a real edge as the catamaran sailors seemed reluctant to take advantage of some of the big swings. Our worse finish was second, so we had such a big margin that we sat out the final race and headed for the hot showers.

SB: So back to the Olympic campaign: How do you see your chances?

CL: Kenyon and I look forward to success. We hope that will direct more attention to the Snipe Class and offer greater Snipe growth in the future.

SB: We'll send you some Snipe T-shirts to wear on television! Seriously though, on behalf of all U.S. Snipers, good luck.

CL: Hey, thanks!



Sanctioned Snipe Regattas

MARCH 10-12, SCIRA MIDWINTER CHAMPIONSHIP, Bob Foster, 2990 Mayfair Ct., Clearwater, FL 33529 USA, 813-796-3805

MARCH 15-17, DON Q. RUM KEG REGATTA, Gonzalo Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155 USA

MARCH 20-23, BACARDI AND GAMBLIN MEMORIAL SERIES, Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas

APRIL 26-28, U.S. PAN-AMERICAN GAMES TRIALS, Ronald Payne, Lauderdale Yacht Club, 1725 S.E. 12th St., Ft. Lauderdale, FL 33316 USA, entry deadline March 27th.

AUGUST 2-10, 35TH SNIPE CLASS WORLD CHAMPIONSHIPS, Birger Jansen, Broveien 44, N-1315 Nesoya, Norway, entries limited.

AUGUST 3-18, PAN-AMERICAN GAMES, Habana, Cuba, contact your national authority.

AUGUST 15-23, U.S. NATIONALS AND JUNIOR NATIONALS, Terry Timm, 2124 Tuomy Rd., Ann Arbor, MI 48104 USA

SEPT. 14-21, U.S. MASTERS AND NORTH AMERICAN CHAMPIONSHIPS, Newport Harbor Yacht Club, 720 West Bay Ave., Balboa, CA 92661 USA

LETTERS:

(Peggy Davis is the wife of our Commodore. She runs an Atlanta-Based clearing-house for used Snipes.)

Means and I have been working with new sailors and new fleets for over 25 years. In the process we have noted some trends which we believe are relevant today.

THOUGHTS ON THE GROWTH OF THE CLASS

Many people are concerned about the fact that not enough new Snipes are being ordered in the U.S. to offer a good living to our builders and suppliers. I do not feel that this is due to the quality of the product; neither do I believe that a simple "New boats cost too much" is the answer.

I believe that the slowdown in growth is largely due to the amount of money needed to 'trade up' to a new boat from a used one. Historically, the price of a used boat was a percentage of the cost of a new one. A competitive Snipe, 4-5 years old,

would sell for enough that a new one would cost approximately the price of two suits of sails, plus the selling price of the old one. This formula held amazingly steady for 25 years, up to the past three years. Then the market went bonkers; basically competitive Snipes were selling for \$3,000-4,000 less than new. No wonder so many Snipers figured they'd wait another season before trading!

Class growth as well as the prosperity of the builders is affected adversely by the unreasonable difference in value between used and new Snipes. At first glance it would seem that cheaper used Snipes would increase class growth, but in fact I believe it has just the opposite effect. The price of a new Snipe is so low in today's expensive-toy market, that rarely is cost the only object. Finding someone who is interested in our sport is the hard part, *not* the price that they have to pay to be a part of it.

When cost is a problem, the local fleet can find a supportive Sniper who will fi-

nance the purchase using the boat, insured, as collateral and charging market interest rates. I have been doing this for over 20 years and have had only one unpleasant experience. Usually it is profitable and rewarding to the lender.

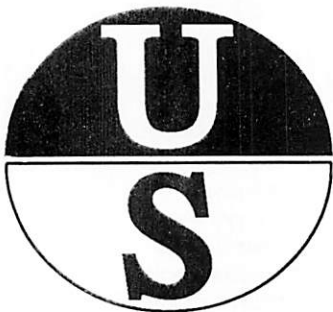
The problem with Snipe growth is that it is dependent on one of us to go out into the world and find a prospect and then drag them to the club. We may have to teach them to sail, or let them crew, even though they're too heavy or don't know a sheet from a halyard. Then **we must** make them feel like they can become a part of our scene and make lots of new friends in the fleet.

Needless to say, in this busy time, you need a reason other than altruistic to do that. If you want to sell your Snipe so you can trade up to a new boat, well...there's your reason. *New Snipers come from two sources: You either raise them, or you find them when you need a buyer for your boat.*

So where does that leave us? In the most enviable position! All you have to do is

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place a realistic price on your used Snipe. I think the market is just about perfect for that right now. The Snipes #25,000 and up seem to be holding at \$4,000 plus, and the supply of used boats for sale in the middle range is getting quite short. So if you have a Snipe numbered 25,000 or up, in relatively good condition, and you are considering a new Snipe, then put a realistic price on it of \$4,000 or more.

Peggy Means

Arturo Delgado is President of the Royal Yachting Federation of Spain, was recently elected Vice President of the International Yacht Racing Union and is a Past Commodore of the Snipe Class (1982).

Madrid
November 6, 1990

Dear Tom,

My reply to your letter of Oct. 16 is somewhat belated because, as you know, I have been very busy for a few days due to the yearly meeting of the IYRU at which I have been elected Vice President.

I was greatly pleased to meet Peter Fenner there, as the outstanding person of the Snipe Class for the World. My only regret was that nobody attended the meeting held on Saturday the tenth. I repeat that it is very important to attend these meetings.

I also very much like the *Snipe Bulletin* which was distributed at the meeting. I congratulate you on your work (and not only for taking years off my age in my photo!).

The only matter I do not wholly agree with is with the column by the Commodore when referring to the organization of the ECSA (European Community Sailing Association). In fact, this Association has not been organized at all to promote the Olympic classes. It derives from the wish to cooperate in the development and coordination of our sport throughout Europe and not only as regards the EEC.

Lastly, I wish to express my satisfaction and thanks to SCIRA for having awarded me number 28,000. Thanks to this, I may even beat Felix Gancedo!

Kind regards,
Arturo Delgado

Eds. Note: Commodore Fenner did not mean to say "Olympic classes," he meant to say "Non-Olympic classes." This was a typographical error.

CLASSIFIED

Classified ad rates ten cents a word. Minimum charge is \$3. Ads accepted on a cash basis only. Send remittance for the proper amount. Forms close on the 1st of the month preceding publication. Ads received after that date will appear in a later issue.

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MINUTES OF THE MEETING OF EUROPEAN OFFICERS AND NATIONAL SECRETARIES AUGUST 25, 1990, PORTO, PORTUGAL

In attendance: John Broughton, European General Secretary and U.K. National Secretary; Birger Jansen, Vice Secretary-Europe; Antonio Roquette, South Europe Secretary; Erling Olsen, representing Denmark National Secretary and European Measuring Committee; Gilles Boisaubert, French National Secretary; Giorgio Brezich, National Secretary Italy; Domingos Borralho, National Secretary Portugal; Risto Valjus, representing the National Secretary of Finland; Fernando Velarde, National Secretary, Spain; Bengt Osterman, National Secretary Sweden; Thomas Ericsson, European Measuring Committee; Anibal Santos, European Measuring Committee; Peter Fenner, Commodore; Means Davis, Vice Commodore; Per-Ole Holm, Past Commodore; and Thomas Payne, Executive Director.

The meeting was called to order at 10:30 a.m.

The European Secretary, John Broughton, opened the meeting asking for any objections to the Officers being in attendance, plus the Executive Director. Agreed on understanding no vote power but can become involved in discussion. Sincere welcome extended.

The Secretary asked any other items to be added to the agenda, or contesting officers going for election. As nothing forthcoming, agreed to open the meeting.

There was no old business or items remaining from the agenda of the immediate past meeting.

GENERAL SECRETARY'S REPORT:

The report outlined the past history, noting that SCIRA Europe had been divided when the Secretary took office two years ago. That has now turned around and all nations are now close together. Where, in the past, Class rules were not being strictly enforced, today there is a better understanding and we are protecting our one-design values by enforcing the rules.

SCIRA Europe is now stronger and all nations are moving in the same direction with the same goals. Intelligent and constructive individuals are coming to the front and showing that they are good candidates for higher offices in the Class. Europe has regained its respect with SCIRA, but the next two years will be vital to consolidate our Class in Europe.

Contacts have been initiated with Eastern Europe and offers of assistance in getting the Snipe into new countries or

reviving old Snipe activity. have been made.

NORTH EUROPEAN SECRETARY'S REPORT: Growth is due to young people coming into the Snipe. Regattas in Scandinavia are well attended.

The Worlds in Norway in 1991 will be good for the Class and focus attention on the Snipe. New sailors are joining in Belgium as three new boats are now sailing there.

SOUTH EUROPEAN SECRETARY:

All countries were working as a team and making good progress. Juniors were being pushed with encouraging results. The south is growing strong and all the south National Secretaries were together as a team.

The future looks good, with no problems.

NATIONAL SECRETARIES' REPORTS:

BELGIUM: A written report sent along with apology from Andre Callot for being unable to attend.

The report, read by the Secretary, reflected a stronger Belgium. It also covered plans to organize a Snipe regatta in Holland in 1991. The Federation is not supporting the Snipe in Belgium and help is requested from SCIRA to persuade them to work with the Class. The European Secretary will use his office to assist SCIRA Belgium with the problem.

DENMARK: Snipe is the largest of all two-man dinghies in Denmark. Six new boats have been added in the past year. Relations with the Federation are good. Many Danish Snipers are travelling. They will consider hosting Junior Europeans in 1991.

FINLAND: Some new boats have been purchased, with new juniors also showing interest in the Snipe. The Federation is not very helpful. Nationals attended by 30 boats.

FRANCE: They have now rebuilt to their numbers of two years ago. Relations with the Federation are good. The aim now is to gain more members and fleets. 16 boats at their nationals.

ITALY: There is hope of a new builder in Italy. The Federation is giving help with training. There are four new Snipes for this year. SCIRA Italy is working to or-

ganize a regatta in Switzerland which could help get the Snipe going there. Continued progress for Snipes in Italy is expected.

NORWAY: There are three new fleets. Over the last four years an average of thirty new boats per year have been added. Relations with the Federation are improved and there are Snipe sailors now on the committees. Members of SCIRA Norway are doing a lot of travelling in Europe.

PORTUGAL: There are some new boats and some new young sailors coming into the Snipe. Snipe sailors have been recruited to train for Olympic Classes, but they will return to the Class in two years. Relations with SCIRA Spain are good. There is a new Federation and they think that changes will be made, with Snipe sailors in the Federation. The next two years will be challenging for SCIRA Portugal.

SPAIN: The Snipe is very strong here. There are 500 registered with 31 new boats this year. Junior promotion is going well, with 39 boats at the Junior Nationals. The racing calendar is full each year. The Spanish Federation is supporting the Snipe. The future looks good.

SWEDEN: There is growing interest. Three new boats for the year. There were 36 entries at the nationals. No support from the Federation.

UNITED KINGDOM: There are two new fleets. The junior interest is improving, with the Junior Nationals being sailed under a new format which splits the event between one weekend in the North and one weekend in the South. Travel and participation is good. A second builder (Andy Thomas) should help the Class. Three good mast manufacturers are now operating. The Federation only supports the Olympic classes. A very active Public Relations Officer has been elected into office which is good for the Class. The future looks good.

EUROPEAN MEASURING COMMITTEE REPORT

There were no problems with the measuring for this championship. To assist with measuring, the 60" mark for the mast should be marked on all Snipes. The forestay 11" mark would also help, and should be marked permanently on the deck. Some forestay fittings have holes forward of the permitted measurements, that could be used, so they were closed with rivets.

CHAMPIONSHIP BIDS

European Cup, 1991: following discussion the suggestion was made that the General Secretary should approach Belgium and suggest that they host.

European Juniors, 1991. Denmark would give consideration to hosting.

European Championships 1992: Finland will host the event at Kokkola. The dates are set for July 15 through 21. These dates were chosen to avoid conflict with the Barcelona Olympics.

Italy reported that they will bid either for the 1994 Europeans or the 1995 Worlds. A decision will be made in time for a bid to be presented at the 1991 Board Meeting in Norway.

ELECTION OF EUROPEAN OFFICERS:

The Secretary outlined the policy of new officers taking up office at the end of December. This allows retiring officers to finalize items in hand, and to help the new officer transition.

European General Secretary: Antonio Roquette nominated John Broughton, F. Velarde seconded. Birger Jansen was nominated by Holger Hansen in a letter, Bengt Osterman seconded. A vote was taken with the majority to John Broughton, so he remains the General Secretary until 1992.

Vice European Secretary: Birger Jansen was nominated by Antonio Roquette, seconded by Brezich. The vote was affirmative. Jansen will remain as Vice until 1992.

North European Secretary: There was no candidate offered for this office. The secretaries of North Europe were asked to make a decision.

South European Secretary: Antonio Roquette was voted to continue until 1992.

European Measuring Committee: It was agreed that the current members, Erling Olsen, Thomas Ericsson, and Anibal Santos will continue until 1992.

WORLDS CHAMPIONSHIPS, NORWAY, 1991

The event will start August 2, 1991. Invitations will be mailed in the Autumn of 1990. Invitations will be extended to past Snipe sailors whose country no longer is no longer registered with SCIRA. The Commodore saw no problems with this policy as long as the membership dues are paid and entries are kept within the Class Constitution.

NOTICE OF MOTION: That the Junior Worlds and European Junior Champion-

ship have discrepancies regarding the age of entry, and permitted wind speed as recorded in the SCIRA Rulebook. SCIRA Italy proposed that uniform wording is needed.

The General Secretary read a letter from Rules Committee. Chairman Dan Williams who agreed that the wording was misleading, suggesting that the wording of the European Juniors be rewritten. Agreed General Secretary adjust and circulate for approval. With their agreement, the rewritten rules will go to the Board for a vote.

NOTICE OF MOTION: Antonio Roquette proposed: That the Junior World Championship have the same eligibility as the Junior Europeans, that is 3 skippers per country plus 1 additional skipper for each 25 paid up boats registered in a country; either senior or junior owners, to a maximum of seven boats from any one country.

The General Secretary read a letter from Rules Chairman Dan Williams. This outlined the problems of the host providing enough competitive boats and the cost of travel. A discussion of the proposal covered many aspects but a final decision was not reached. Vice Commodore Davis suggested that he would discuss the item with Roquette and try to find a conclusion. Agreed.

NOTICE OF MOTION: Antonio Roquette proposed that SCIRA Rule 26, Advertising, be discussed, as the Class could lose out on opportunities to finance regattas under the current restrictions. A long constructive discussion followed. There was a general feeling that if advertising was to be allowed that it should benefit the Class, not the individuals. It was also agreed that an individual's choice not to advertise should be respected. Agreed only IYRU Event Classifications A or B are of interest. It was finally agreed that Norway will approach the Board to see if there is any latitude on advertising for the 1991 Worlds, while the General Secretary will send a request to the Rules Chairman that SCIRA Europe wishes to place the item among the Proposed Rules Changes for the 1991 meeting.

NOTICE OF MOTION: Antonio Roquette proposed that the Nominating Committee should consult the European Officers for their opinion when a European is nominated for Rear Commodore. The feeling was that Europe does not intend to become involved on the selection board, but that SCIRA Europe feels that if one of her members is nominated for Flag Office then

the European Officers should be respectfully informed as they may wish to add to the record of the individual. Put to vote, and agreed that this should be the future policy.

NOTICE OF MOTION: Antonio Roquette proposed that with the political changes in Eastern Europe that the Board consider reactivating the office of East European Secretary. Contact has been made with east Europe by both the General Secretary and Giorgio Brezich; though results may take 2 to 3 years, it is surely to SCIRA's advantage to have an Eastern Secretary. Following discussion a vote agreed the General Secretary seek reopening the office with SCIRA. If not officially agreed, then Giorgio will hold the office in name, allowing eastern countries a person to contact and to build up a relationship for the future.

NOTICE OF MOTION: Fernando Velarde proposed that the Junior European Champion be allowed to compete in the Junior Worlds, extra to the rule allocation and providing that the entrant would still meet the age limits. Further, he proposed that the Junior European Champion be eligible to compete in the Senior European Championship, following the Junior Europeans. This entry to be extra to the rule allocation.

It was agreed to take the second half of the proposal (Junior Euro Champ can compete in European Championship) as already accepted. A vote agreed that the General Secretary will inform the Rules Chairman that the Deed will be altered to accommodate the change. It was also noted that the Italian Federation, who originally wrote the Deed of Gift, have already agreed to accept the change.

On the subject of the Junior European Championship competing at the Junior Worlds, extra to allocation, Velarde registered a complaint that the General Secretary had not pushed the request to apply at this year's Junior Worlds, as his original suggestion had been made months ago. The Secretary agreed that he had the letter on record and had notified the Rules Chairman, unfortunately being a World item, this would have to wait until the 1991 Rules Changes with agreement also from the Deed of Gift. Following discussion agreed by vote that the Rules Chairman be informed by the General Secretary that Europe wishes the proposal to go forward.

OTHER BUSINESS

All present thanked Erling Olsen for his offer to print the 1991 European Regatta

Calendar. It was further agreed that all National Secretaries will cooperate by sending in the dates early; a suggestion was made that the deadline be Jan. 31, 1991.

It was agreed that dates for the 1991 IYRU Race Calendar will be sent to the Snipe Office no later than mid-September.

The General Secretary will send the names of the European Measuring Committee for inclusion in the next Rulebook. Also details regarding selection and duties will be included.

Norway wishes to know how many measurers Dan Williams intends to bring to the 1991 Worlds. The General Secretary will inquire.

SCIRA Spain is concerned that their Federation wants to limit funding for travel to future European Championships to only three (3) crews. Commodore Fenner will meet with RFEV President Arturo Delgado to clarify this issue.

At this point, with no further business, the General Secretary closed the meeting with appreciation to host, Antonio Roquette. The Secretary then asked the SCIRA Officers to speak.

Commodore Peter Fenner spoke of being happy to be in Europe. He was encouraged by the meeting, as it indicated a bright future for SCIRA Europe. He will be attending the IYRU Meeting in November, to protect our interests, and to improve relations.

Vice Commodore Means Davis looked upon SCIRA World, not America. Europe has moved forward over the last two years and established a position of respect.

Past Commodore Per-Ole Holm noted that 1990 has been a successful year for SCIRA Europe. He would like SCIRA Europe to know that he appreciated the support given to him while he was in office.

Executive Director Thomas Payne: A special focus on SCIRA Europe will go into the next *Bulletin*. It is important that the National Secretaries push the *Bulletin* within their countries as it is good communication. He requested that the names of each country's best sailors, and any Snipe sailors who will enter the Olympics, be sent to his office.

The meeting was adjourned at 1840.

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Don Q	3, 4, 5
Bermuda Race Week	1, 2, 3, 4, 5

Southerns	1
Bacardi	1
New York State	1, 2
District 1	1, 2, 3
District III	1, 2, 3, 5
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