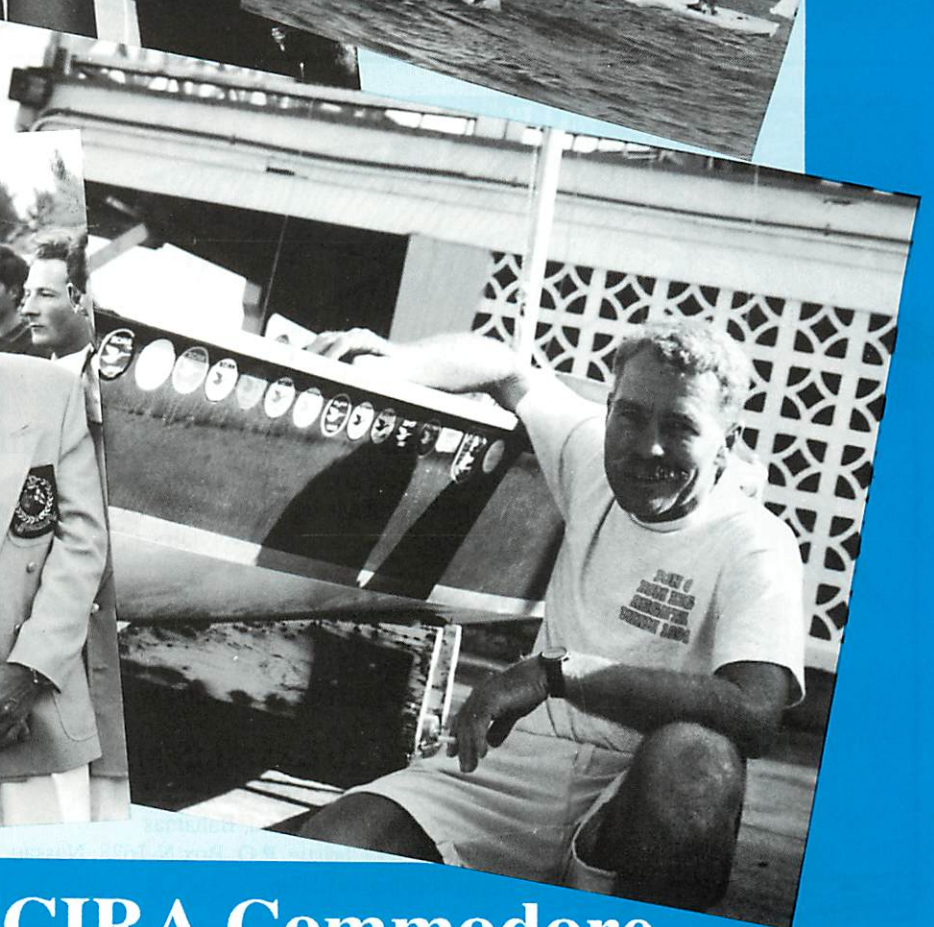




Snipe

BULLETIN

JANUARY 1995



**1995 SCIRA Commodore
Jimmie Lowe**

Sobstad



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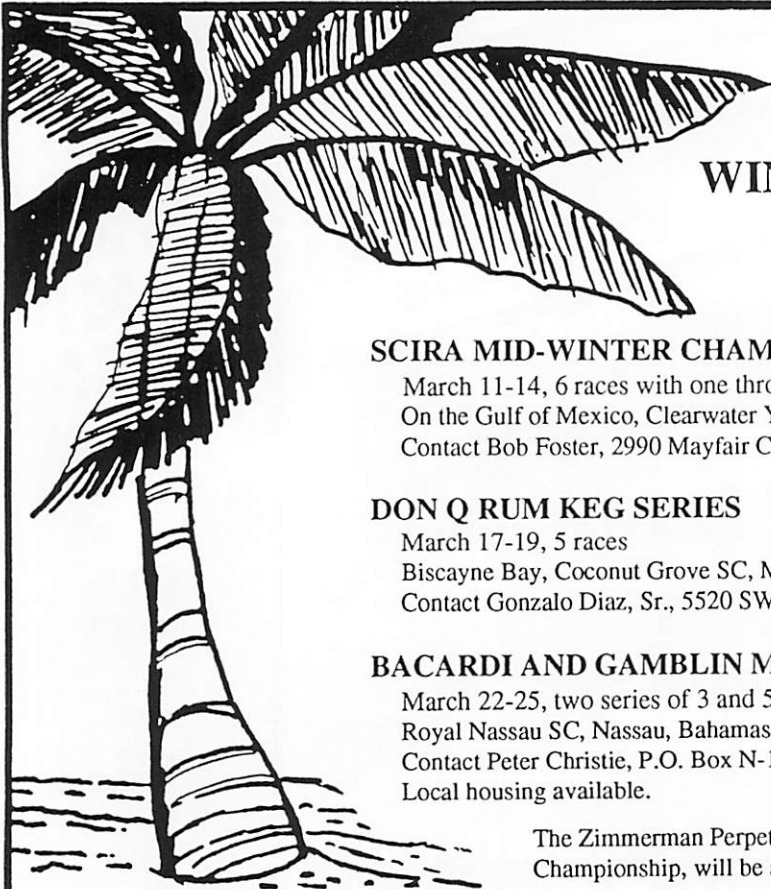
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March 11-14, 6 races with one throw-out.
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Contact Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621, 813-796-3805

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March 22-25, 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.

The Snipe Bulletin

January 1995
Volume XIV No. 1
Editor

Jerelyn W. Biehl

Editorial & Business Office

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COMMODORES COLUMN

Dear Fellow Snipe Sailors;

I would like to take this opportunity to express my thanks for the honour of being named Commodore of the Snipe Class.

Before turning to plans for the Class in the coming year, I would like to thank a number of persons who contributed to a successful 1994. Among these persons is included immediate Past Commodore Horacio Garcia Pastori for a great job done during the course of 1994. I am sure his presence at the World Snipe Festival in Japan and at the Western Hemisphere Championship in his home country of Uruguay was greatly appreciated by the Regatta Organisers for both events.

I also wish to express my thanks to Past Commodore Matsumoto, his wife Motoko and SCIRA Japan for undertaking a task as daunting as organising the First Snipe World Festival. Not only did they prove equal to the task but carried it out with dignity and flair. I hope their establishment of a Snipe Woman's Worlds proves to be an insight into the future of the Class and that a Woman's World Championship is created in the years to come as a means of promoting and broadening the base of the Class.

Thanks also to outgoing Board Member Sean Biehl for his time and effort. We hope that in the future he will continue to contribute to the running of the Class as and when he is able.

Finally, I would like to welcome to the Board Lisa Foulke Pline and Bob Bowden and to thank past Board members Gonzo Diaz and Don Hackbarth for their ongoing commitment to the Class in accepting the positions of Rear Commodore and general Secretary of the Western Hemisphere respectively. Don Hackbarth having served as a

member of the Board the last two years has continued his dedication to the Class, and is much appreciated by us all.

As for the movement of the Class in the coming year, it is the hope of the Commodore to hold a WORLD SNIPES DAY on a date to be fixed. Snipe fleets throughout the World are asked to join in and support their Class by holding a Regatta on that day wherein fleet members or Snipe owners make an effort to attract non-sailors and sailors from other classes as participants with a view to attracting these persons to our Class. We believe that an event such as this may prove beneficial to the Class by presenting a means of increasing the numbers of members of the Snipe class to the levels attained in the Class two to three years ago and beyond. As a result, we would like everyone to put in a genuine effort to ensure that the World Snipe Day proves to be a true success.

Both I and all officers of the Snipe Class look forward to the Board Meeting to be held at the World Championships in Rimini, Italy, with great interest. Of particular interest are the evaluations to be prepared by the Jib Committee as a consequence of research done with a view to improving the longevity of jibs and the reports to be prepared by the Committee established to test the benefits of a fiberglass centerboard. It is hoped that both test programs will prove fruitful. I would like to thank in advance all participants in the programs and look forward to their comments and perceptions both positive and negative.

Finally, I wish all of you a prosperous 1995 filled with good wind and fine sailing.

Yours sincerely,

Jimmie Lowe
Commodore

THE COVER: 1995 Commodore Jimmie Lowe of the Bahamas.

THE COUNT: 10 numbers were issued

NUMBERED SNIPES: 28819

CHARTERED FLEETS: 829

AROUND THE SNIPES WORLD

THE SNIPES ON-LINE

The Snipe is now part of the world Wide Web (WWW). Alex Pline and Steve Keckler are compiling and posting Snipe related material on the Snipe WWW Home Page, including a general description of the Snipe and SCIRA, boat specifications, the Sniper's e-mail list, a gallery of digitized photos (to date, mostly from the Women's Worlds), recent regatta results, articles written on the Snipe, and fleet listings. The page can be accessed using popular WWW browsers such as Mosaic, Cello or Netscape by opening the URL: <http://www.ai.mit.edu/snipe/snipe.html>

Any suggestions or ideas from viewers are encouraged! Interesting photos of Snipes (on or off the water) can be included by sending them to Alex Pline, 1615 Lewis Drive, Lakewood, Ohio 4107, with a brief explanation of the scene. The Snipe e-mail list has grown to 38 entries. Steve Keckler has set up a Snipe account to handle the maintenance and distribution of the list. If you would like to be added to the list or would like a copy, send an e-mail indicating such to: snipe-request@ai.mit.edu. If you have reports or other information you wish forwarded to the entire list automatically send it to: snipe@ai.mit.edu.

RULES CHANGES

1995 marks the beginning of the rules change process for our Class...the future of our Class. The Snipe is known for being one of the oldest one designs around that has been able to keep current with the times. This is due to our membership of concerned, forward thinking, yet tradition minded sailors and officers. Please look over the proposed measurement rules changes (one pages 6 & 7), and discuss them with your fellow fleet sailors. Give your comments to our Rules Committee as soon as possible. The Board will vote in July and the new Rulebook will be issued next January. Next month: Proposed changes to the Constitution, Rules for Conducting National and International Championships, Deeds of Gift.

OFFICER CHANGES

National Secretaries, Districts, Fleet Captains, send any changes complete with addresses & phone numbers to the SCIRA office immediately to update mailings & roster

MORE SNIPES IN THE IYRU

News keeps trickling in of the many Snipe sailors who are/ have been donating their time to our sport and the IYRU. Arturo Delgado was awarded an IYRU Gold Medal, as well as Ding Schoonmaker, a friend of the Snipe Class in the US; these are awarded to long serving members with significant contributions. Rafael Wolontis, former National Secretary of Finland, is a member of the world Match Race Committee, and Manuel Sales Grade (Portugal), a well known person by the Snipe sailors in Southern Europe, is a member of the Training and Development Committee.

DUES FOR 1995 ARE NOW DUE!

Please send your 1995 dues to your fleet captain, National Secretary or the SCIRA office. Delinquent March 31. Note: US Dues have increased from \$38 to \$40.

Parada and Martinez Sail to Victory

1994 Western Hemisphere Championships

Sailed on the Rio de la Plata off the Yacht Club Uruguayo, 26 teams from 6 nations competed to reign as Western Hemisphere Champions for 2 years. WH General Secretary Luis Alberto Carluccio and fellow members of the Yacht Club Uruguayo staged this biennial event in Montevideo in summer like conditions. Warm breezes and a variety of conditions made the racing a test of skill with only a few able to consistently finish in the top 10.

After a flag raising opening ceremony complete with the Uruguayan Naval Band and reception following, the racing began on Monday December 5. The first race started in 10 to 12 knots of breeze coming off the beach. Local knowledge was calling for a right hand shift and seemed to on to something as the right center of the first beat paid off. Brazilians Mauricio Santa Cruz and Ivo Neto rounded first with Argentinians Johnny Mac Call and Palmo Merayo in second and Junior World Champion Luis Calabrese and Federico Engelhard (his Jr. Worlds crews brother) in third. After the first reach, the top five boats had pulled out a bit of a margin and at the bottom mark Mac Call/Merayo had pulled into first with teammates Calabrese/Engelhard in 2nd. Half way up the 2nd beat, the expected righty came in with Calabrese/Engelhard leading brother Juan Calabrese and Hugo Longarela. With the wind holding steady the fleet spread out during the last beat. Final finishes were Calabrese and Hugo Longarela winning with brother Luis second, Brazilians George Nehm and Fernando Krahe third. Johnny Mac Call finished fourth with fifth going to the Paradedada cousins of Brasil.

The second race of the day started in lighter breeze, 6 to 8 knots. The first start resulted in a current induced recall. As "Son Muchos!" came across the race committee radio, the observation boat counted 5 legal starters. After a restart, the left looked the way to go with local Uruguayan brothers Ricardo and Roberto Fabini footing off under the fleet to get to the left side. Local masters on the spectator boat decreed the wind was going to the east and sure enough they were correct. North American observers learned a new term for being on the outside of the wheel, "la vuelta del perro" which translates as "the turn of the dog" as they watched the right come in. Calabrese/Engelhardt lead at the first mark with fellow Argentinians Guillermo Parada and Gonzalo Martinez in second, Johnny Mac Call in third and Henry Filter and Carol Newman of the USA rounding fourth. As the wind increased slightly the fleet made their way around the reaches and at the



Guillermo Parada and Gonzalo Martinez back on shore after their victory

bottom mark the order was Paradedada, Parada, Maeda Hiroshi and Takayuki Goto of Japan, Doug Clark and Alex Stout of the USA, and the Fabini brothers. The 2nd beat was somewhat straight forward with the order staying intact. The last beat provided more excitement as a right shear came, leaving boats on the left side sailing 90 degrees to the rest of the fleet. Final results were Parada, Uruguayans Ignacio Gercar and Fernando Viana, the Paradedada cousins, Hiroshi/Goto, and Clark/Stout.

The next day brought 20 knots out of the west and after a current induced recall and a z-flag, the fleet got off in good shape. Nehm/Krahe liked the breeze and led around the course. The Cuban team of Nelido Manzo and Octavio Lorenzo also proved quick in the breeze, holding the Fabinis off for second. Leme nailed down another 4th and Parada finishing 5th.

The fourth race started in the 15 knot range with the weather end favored and the wind direction the same as the 3rd race. Parada/Martinez started to hit their stride as they led the fleet around the course. Rounding order at the 1st mark was Parada, Fabini, Manzo, Calabrese/Engelhard, and Filter/Newman. After two nice planing pole reaches the Cubans had moved into 3rd and Parada had stretched out his lead. After an hour and 45 minutes of racing the top five finishes were Parada, Fabini, Manzo, Leme, and Hiroshi. Observers agreed that the race appeared to be won on the 2nd reach when Parada was able to scoot low while the rest of the fleet went high.

The next day provided a much needed lay day. While some sailors spent the day fine tuning their rigging, or hanging around Yacht Club Uruguayo's pool, other teams headed up to the beautiful beaches of Punta del Este, visiting port of the BOC single handers and Whitbread Around the World fleets. The entire fleet arrived for racing on Thursday morning looking more relaxed and rested.

Thursday brought gorgeous weather with a 6 to 8 knot breeze. Johnny Mac Call nailed the pin end despite a ton of current. Top positions at the first mark were Santa Cruz, Mac Call, Toshiyuki Shiga and Satory Mazuyama of Japan, Gercar, and Hiroshi. By the second weather mark Shiga had moved into the lead followed by Santa Cruz, Mac Call, and Parada. As the wind picked up to 10 knots and shifted more East, the leaders got shuffled and the final finishes were Leme, Calabrese, Uruguayan DJ Nico Gonzalez, Hiroshi, Mac Call, and Santa Cruz.

The sixth race got off under the same ideal conditions, beautiful weather and 10 knots. Once again Johnny Mac Call was all over the pin end, only to start a bit earlier than the rest. The first mark had Johnny leading and a bunched fleet provided more than one team the opportunity to do some circles. After a long battle and a nice left hand shift the US team of Jack Franco and Mike Sturman were able to shake off some bad luck and round the second weather mark 1st. Mac Call was on their transom with Calabrese/Longarela in third. A big shift on the last leg had some of the fleet close reaching to the finish line and Mac Call crossed the line in silence, victim of the early start. Parada therefore won the race with Franco/Sturman finishing 2nd. Calabrese finished 3rd and the Fabinis fourth.

The last day of racing had sailors scrambling as the boat ramp became a lee shore. After a couple stiff pre-race puffs the wind settled down to the 15 knot range and with a recall under their belts, the fleet got off the line for the last time. Leme led at the first mark with Hiroshi, Fabini, Parada, and Uruguayans Diego Terra and Harold Meerhoff leading the rest of the fleet. As the wind increased, Hiroshi/Goto went low on the 2nd reach and rounded the bottom mark 2nd. They kept grinding away and led Fabini, Leme, and Diego around the 2nd weather mark. After about an hour and 10 minutes the Japanese team were elated with their 1st place finish. The Fabini brothers finished 2nd with Leme 3rd. Guillermo Parada and Gonzalo Martinez finished fourth to nail down their Western Hemisphere Championship.

Friday night the Argentina, Uruguayan and Brazilian teams organized a traditional "asada" or barbeque which had those in attendance drooling over chorizo, and beef and plenty of beer and wine. After packing boats the next day, the competitors found themselves in the middle of an indoor shopping mall receiving trophies. Everyone involved thought this was quite an experience, as holiday



SCIRA legends: Past Commodore Roberto Salvat, Fernando Sanjurjo, Alberto Carluccio, Past Commodore Horacio Garcia Pastori and Pedro Sisti

1994 Western Hemisphere Championships



Diego Garcia Terra and Harold Meerhoff between races



Marcelo Maia and Antonio Paes Leme from Brazil

shoppers in summer attire stared at a sea of blue blazers sipping drinks and munching hors d'oeuvres.

All of the races were run on schedule and considering the amount of current and some of the wind shifts, the race committee did a masterful job in completing the regatta. Uruguayans have a saying, "If you don't like the weather, wait 5 minutes, it will change." Two days before the regatta it was too windy to sail, the practice race was called for lack of wind, and the breeze shut right off the day after the regatta.

Thoughts on this and that.

From an equipment point of view, there was nothing earth shaking. Everyone agreed that Parada and Martinez were a touch faster all the way around the course, sailed intelligently and deserved the Championship in a tough fleet. It is interesting to note that they sailed the Perrson/Lange that Santiago Lange won the World Championship in Brasil, but no one seemed to think that was much of an issue. The South Americans still favor the North Argentinian sails. The jibs are all Polyant with sewn leeches.

Some people have tied off the traveler, depending on the vang, mast puller, and hiking to depower. Some of the boats have led almost all the controls to the crew, leaving the skipper with the mainsheet and jib halyard. Hardly any of the South American boats use barber haulers. Maybe simplification has already started! (At least for skippers....) The US team used chartered South American boats which can be a disadvantage when you lose the tune up days on the water.

--Sean Biehl



Jr. World Champ Juan Calabrese

Skipper/Crew	Country	Places	Total
1. Guillermo Parada/Gonzalo Martinez	Arg 7155	(8)-1-5-1-7-1-4	18.25
2. Antonio Paes Leme/Marcelo Maia	Bra 28489	7-(11)-4-4-1-6-3	24.75
3. Luis Calabrese/Federico Engelhard	Arg 28701	2-4avg-(12)-6-2-5-7	25.80
4. Ricardo/Roberto Fabini	Uru 28026	6-(16)-3-2-16-4-2	33.
5. Maeda Hiroshi/Takayuki Goto	Jpn 28548	11-4-(15)-5-4-13-1	37.75
6. Georg Nehm/Fernando Krahe	Bra 28653	3-9-1-9-12-16-(20)	49.75
7. Diego Garcia Terra/Harold Meerhoff	Uru 24639	13-12-8-7-(20)-9-5	54
8. Mauricio Santa Cruz/Ivo Wolff Neto	Bra 27390	10-(19)-11-8-6-8-13	56
9. Nelido Manzo/Octavio Lorenzo	Cub 28214	16-(22)-2-3-13-12-16	62
10. Jack Franco/Mike Sturman	USA 28702	9-14-21-(dnc)-10-2-11	67
11. Nico Gonzalez/Juan Esterovich	Uru 28024	17-(dsq)-14-14-3-11-9	68
12. Ricardo/Eduardo Paradedá	Bra 26915	5-3-6-(dnf)-24-7-dnf	69
13. Walter Rezende/Manoel Viana	Bra 17474	12-18-10-15-11-(23)-6	72
14. Toshiyuki Shiga/Satory Mazuyama	Jpn 28591	14-6-(20)-18-8-19-8	73
15. Henry Filter/Carol Newman	USA 28094	(19)-13-7-10-15-14-15	74
16. Ignacio Gercar/Fernando Viana	Uru 27869	(24)-2-16-12-9-20-18	77
17. Hal Gilreath/Allan Carscaddon	USA 28655	21-10-13-11-(23)-10-14	79
18. John MacCall/Palmo Merayo	Arg 28644	4-8-17-19-5-(pms)-dnc	79
19. Juan Calabrese/Hugo Longarela	Arg 28697	1-17-24-13-22-3-(dsq)	79.75
20. Doug Clark/Alex Stout	USA 28050	18-5-(23)-21-14-18-12	88
21. Hugo Longarela/Martin Agnoletti	Arg 28698	15-(23)-18-17-19-15-10	94
22. Nobuhiko Kudara/Yasuo Sato	Jpn 28250	(26)-20-9-16-17-21-21	104
23. Tsunehisa Sekine/Gouta Ikeura	Jpn 28111	(25)-15-22-20-18-17-17	109
24. Fernando/Eduardo Thode	Uru 27378	20-7-19-22-(25)-22-19	109
25. Jerry Thompson/Dee Schilling	USA 24702	22-21-(dnc)-dnc-21-24-dnc	140
26. Koichi Murao/Keiichi Hasegawa	Jpn 28502	23-24-25-dnf-(dnf)-25-dnf	145

Notables:

Many stellar Snipe sailors were in attendance at the Western Hemisphere Championships. Besides the Snipe legends (on the previous page) many of the competing sailors hold prestigious titles:

Ricardo Fabini, 1989 World Champion and 1990 Western Hemisphere Champion;
Harold Meerhoff, 1989 World Champion crew and 1990 Western Hemisphere Champion crew;
Marcelo Maia, 1987 World Champion crew with Torben Grael, 1983 SA Champion crew
with Ivan Pimental

Johnny MacCall, 1984 Western Hemisphere Champion and 1989 South American Champion;
Jack Franco, 1990 North American Champion
Georg Nehm, 1991 South American Champion;
Luis Calabrese, 1994 Jr. World Champion
Ignacio Gercar, 1992 Jr. South American Champion
Ricardo & Eduardo Paradedá, 1994 Jr. and Sr. South American Champions

Proposed Rules Changes

The SCIRA Board of Governors will meet in Rimini, Italy at the World Championships in July, to consider rules changes for the 1996-2000 SCIRA Rule Book. The following items are the ones which have been presented to the Rules Committee for consideration.

Key to proposed rule changes:

Additions: underlined
Removals: ~~strikeout~~

The Rules Committee invites comment on these proposals from the membership of SCIRA. Address comments to: Rules Committee Chairman Dan Williams, 1200 Maclellan Bldg., Chattanooga, TN 37402.

INSTRUCTIONS FOR FLEET MEASURERS (page 36)

Eliminate the word "Fleet" and rewrite entire section to reflect changes in SCIRA procedures in which most measuring is being done by class measurers instead of fleet measurers.

COMMENT: As a practical matter, all Snipes have been measured by class-approved measurers for many years. This wording change would reflect the real world of today.

Paragraph 3: The Measurer should inform the owner that changes in the boat will void the Certificate. Any changes must be remeasured, and the certificate countersigned and dated by the Measurer to indicate that the boat has been re-examined, and the changes approved. In addition, if a boat has been re-constructed and has had structural changes such as a new deck, it must be subject to a moment of inertia test. If more radical changes to the hull have been made, the whole boat must be re-measured to a current measurement data sheet (Sheet F).

COMMENT: This is a proposal that was passed by the board of SCIRA at Porto Alegre in 1993 to take effect Jan. 1, 1994. According to the SCIRA Constitution measurement rules may take place only on Jan. 1 of a leap year such as 1996.

RESTRICTIONS AND MEASUREMENTS (page 36)

change to: Built After Jan. 1, 1996. Except as Noted

APPROVED OPTIONS NOT COVERED ELSEWHERE: (page 37)

8.10: Move last sentence "The tack of the sail shall be so located that the boltropes do not deviate appreciably from a straight line." to Rule 67, Mainsail Dimensions.

COMMENT: To comply with proposed change for Rule 67.

8.14: FOR ALL BOATS: The whisker pole may not extend in front of the bow of the boat nor aft of the boom when not deployed. The maximum overall length of the whisker pole is 104" (2641.6mm). Pole launcher and retractor systems using shock cord are allowed.

COMMENT: This wording removes the 104" length restriction on whisker poles. It is thought that with the forestay length restriction in place the whisker pole restriction is not necessary.

8.15: FOR ALL BOATS: Aramid fiber lines may be used only in the running rigging, but carbon or aramid fibers or micro-grooved filmare shall not be used elsewhere in the hull construction, or equipment. Any other use/adjustment prohibited.

HULL

14: Maximum lack of flatness in any cross section aft of station 1 is 1/8" (3.2mm) per foot (304.8mm) of distance

over which the lack of flatness is being checked.

COMMENT: Housekeeping. Since the advent of fiberglass construction the lack of flatness rule has been harder to adhere to in construction and to enforce. As a practical matter measurers have not been enforcing this between the bow and station 1.

CENTERBOARD (page 40)

26: FOR ALL BOATS: The centerboard must be restricted while racing in such a manner that no point on the bottom edge extends less than 12 inches (304.8 mm) below the keel. To permit checking the position of the centerboard while racing, a band 1" wide shall be painted on each side of the board, the top of the band being even with the surface of the deck at the centerline of the boat when the board is raised to this maximum height. A safety line must be used on the centerboard while racing. Any type of retaining system may be used provided such system allows the crew to extend the board completely when capsized when without swimming under the boat.

COMMENT: The intent of this proposal is to insure that the centerboard is vertical in the trunk when fully raised. It would eliminate many of the retaining systems now in use world-wide that allow the board to be at an angle or would drastically restrict how far the board could be pulled up. The proponent states: "For security and to allow checking the position correctly by other contestants, it is better to specify as above." There has been much comment that bridle centerboard restraints require swimming under boat to release when capsized. Safety is the main concern.

RUDDER (page 41)

32: The minimum weight of the rudder including pintles shall be 6 pounds (2.72 kg) on all boats and no ballast can be added to reach minimum weight.

COMMENT: Currently any rudder which does not meet the 6lb. weight requirement can be made legal by the addition of lead. The proponent states: "The rule has been written for safety. Lead is not safe." Minimum weight restrictions were added in 1984 because of a class problem with breaking rudders. The rule seems to have been effective in that very few rudders break except in extreme conditions. At the recently completed Western Hemisphere Championships in Montevideo only two rudders were observed with lead added to reach minimum weight, and in each case only a few grams were necessary.

MAST, BOOM AND RIGGING (page 41)

35: A 60" (1524mm) mark showing on either side of the mast step shall be molded in the hull.

COMMENT: This adds difficulty for the builder and in the end is not observed when mast step location is being measured. The proponent states: "It is difficult on some boats to comply with this rule as the mark could not be in the right position after building."

43: Length of boom shall be 8'8" (2641.6mm) maximum, 8'6" (2590.8mm) minimum, measured from the aft side of the mast (the aft side of the mast includes the sail slot and material enclosing the boltrope). A screw or other stopper shall limit the stretch of the mainsail foot so that the aftermost edge of the sail at the clew shall not be stretched beyond the following limit while racing: the aftermost edge of the sail at the clew shall not be farther aft than the forward edge of the band 1" (25.4mm) wide, and forward side of which is 8'4"-7'8" (2562.2 mm) aft of the aft edge of sail slot in the mast. Applies to all boats.

COMMENT: Many sailors, especially in major championships, are stretching the foot of the mainsail beyond the stripe mark on the boom. Juries cannot see this without coming too close to competitors. When the original rule was written it was expected that sailors would police this on the water. Increasingly, modern sailors want juries to do the policing for them (it is difficult to sail fast while checking someone else's boat). As a practical matter adding this to the rule would be about the same as the current Rule 8.10 which mandates a positive limit so that a mainsail luff cannot be stretched too far.

WEIGHT LIMIT (page 44)

54.1: NEW RULE A plaque ("x ") shall be permanently affixed to the aft edge of the cockpit pictorially displaying the location and weight of any weight added to the boat in accordance with Rule 54 and showing total boat weight and moment of inertia. Plaques will be available ONLY through class measurers and the SCIRA office.

COMMENT: The purpose of this proposal is to establish weight and MOI in an easily readable location on each boat. Once verified, weight and MOI could be determined to be correct by observation, saving much time in measuring at major championships. Plaques would be an additional source of revenue for SCIRA International.

MISCELLANEOUS (page 46)

58: Measurer must notify the owner of the following essential requirements: Boat must carry wearable life preservers for all occupants at all times, and race committees may require wearing them when racing when they consider it necessary. Paddle or oar, minimum length 19" (48.3cm) with blade area of 60 sq.in. (387.1cm) must be carried when racing...

COMMENT: Measurers frequently ask the Rules Committee for guidance on this point. In fact, the Class allows broad skipper discretion in most safety issues (amount of flotation in life jackets, whether or not to wear them, whether or not to carry an anchor). The question here is does the Class add another item to be measured at major regattas, or does the Class trust the judgment of sailors.

SAIL MEASUREMENTS (page 46)

64: Proposal to change to 12" numbers instead of 10". COMMENT: Several classes have rules on this point which are different from IYRU, SCIRA among them.

65: Material: Any type of woven fabric may be used as long as it has a minimum weight of 3.7oz/sq.yd. (125.4 gr/sq. meter) (note; most weights for sail material are given in ounces per lineal yard and in varying widths, which are generally around 28"). All sail leeches shall be sewn. A transparent window of non-woven material is permitted in each sail, maximum area 2sq.ft. (1858sq.cm). The use of laminate material is permitted in sail cloth material under the following conditions and restrictions: (weight and laminate rules to be finalized).

1st change COMMENT: The Rules Committee is hearing from sailmakers that they can no longer purchase 3oz. material so this could be considered as "housekeeping." Sailmakers seem to feel the 3.7oz. material will give satisfactory increased jib life. The Jib Technical Committee will report more fully on this subject.

Proposed Rules Changes

2nd change COMMENT: This proposal from a US board member stems from the World Championships in Porto Alegre where jibs without sewn leeches appeared to be "blown out" before the regatta was over.

3rd change COMMENT: Sailmakers feel a small window at spreader level will help a great deal with sail trim. The additional cost of less than \$20.00(US) per sail would mostly benefit average or week-end sailors.

4th change COMMENT: The rapidly-advancing technology of the laminate industry offers the chance for less expensive sails with increased longevity with the use of laminates. These sails appear to be easier to trim, but don't seem to offer any speed advantage in the current testing phase. This is similar to the introduction of dacron which supplanted cotton in the early to mid fifties. People with cotton sails still could win regattas, but Dacron held its shape better, sails could be cut more nearly identical, and it lasted longer. Current laminates offer these same advantages over Dacron at (we are told) less cost. The Jib Technical Committee will report more fully on this in the near future.

66: ...The supplemental drawing on limiting sail dimensions shall be used when it appears that an effort has been made to make an oversized sail. Main leech roach shall be checked with enough tension to remove wrinkles. All measurements shall be taken to centers of grommets and no allowance shall be made for mislocated grommets resulting in the sail being smaller than the maximum size permissible. If a grommet is located farther from the edge of the sail than is permissible, the sail must not be accepted. The foot, and the head grommet to midpoint of the foot of the jib, and leeches. All jib dimensions and main leeches shall be subjected to a direct line pull of 8 pounds (3.6 kg) when being measured. Mainsails should be measured with battens in place.

1st change COMMENT: Instruction. As more sails are being seen that push or exceed this restriction, directions are needed to insure equal application world wide.

2nd change COMMENT: To comply with proposed change in Rule 72.

67. Mainsail Dimensions:

Maximum dimension of leech.....176"(5334mm)

Mainsail luff and foot need not be measured. Bolt ropes can be cut back at the tack no more than 10" (25.4cm) (or perhaps 8" or 5"). The limiting dimensions are checked on the mast and boom when the boat is racing. The maximum dimension across the sail from the midpoint of the luff to the midpoint of the leech is 5'10-1/2" (1790.7mm). Determine the midpoint of the luff by folding the sail until the center of the grommet in the headboard coincides with the center of the grommet at the tack. Determine the center of the leech using the headboard grommet and the grommet at the clew. Spread the sail out flat, smoothing out the wrinkles and measure between the points. No tension need be applied unless necessary to remove wrinkles. The measurement for midpoint girth of mainsail does not include the boltrope. The measurement is from the inside of the boltrope to the leech. The tack grommet shall be so located that the bolt ropes or their extensions do not deviate appreciably from a straight line.

1st change COMMENT: Increasingly mainsail bolt ropes are being cut away from the tack of the sail. The proponent states: "The specification is to avoid the making of greater sails than allowed. It makes the last sentence of the current Rule 8.10 superfluous.

2nd change COMMENT: See the comment above. If this sentence is continued in the rules (it is presently part

of Rule 8.10) it is felt it is more properly positioned in the rules for sail measurement than in the rule specifying gooseneck position.

70: Placing of racing numbers, letters and emblems shall comply with IYRU and USSA Rule 25, and additional detail requirements of this class rule...

The use of letters to designate the country in which the boat is registered is required and the letters shall be at different heights on the two sides of the sail (except A, I, M, and U) and shall be above the numbers on both sides...

COMMENT: New IYRU rules specify three letter nation designation, making this obsolete. Last sentence not in accord with IYRU (12" letters, SCIRA permits 10").

COMMENT: Same change as is proposed for Rule 64 (12" numbers)


72: FOR ALL BOATS; The use of jib hanks is optional. If used there shall be a minimum of 5 and a maximum of 10 hanks, one at each end of the luff and the others evenly spaced between them. Jibs may be sheeted inside or outside shrouds. No battens whatever allowed in jib. No headboard permitted in jib. If glove fasteners are used a maximum of 10 inches (254 mm) of the forestay may be covered. All jibs must be capable of being attached without disconnecting the forestay. The jibs must have a wire permanently attached in the luff, with a washer or other positive stop, to prevent pulling of the jib beyond the dimensions given in Paragraph 71 above, and the luff shall be measured with sufficient tension to straighten the wire. Other measurements shall be made with a pull of 8 lbs (3.6 kg). The roach on the leech and foot shall form a uniform curve with constant radius tangent to a 3/4" (19.1 mm) radius centered at the grommet in the head, and a 1" (25.4 mm) radius centered at the grommets in the tack and clew. The maximum girth measurement for new sail shall be 4-1/4" (108mm) at the head.

COMMENT: Proposal from Europe to allow jib luff wire to be removable. Many are presently sailing jibs which have removable luff wires which are being lashed to the luff wire to comply with the current rule.

DRAWINGS - MEASUREMENT DATA SHEET "E"
(page 55 English, page 57 metric)

Clarify bow radius wording: Bow radius shall not exceed 1" (2.54cm) at any point above the actual or extended chine intersection.

COMMENT: Current wording was written when all Snipes were wooden. Proposed wording more in keeping with fiberglass construction.



SAIL EXPO

'95

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SCIRA'S NEW BOARD MEMBERS and Other Important Officers

COMMODORE JIMMIE LOWE

Nassau, Bahamas - Jimmie has been sailing Snipes since 1972 and has owned four boats. He has represented the Bahamas in many international events, including three Worlds and four Western Hemisphere Championships, and was the first Bahamian to win the Zimmerman Trophy, overall Winter Circuit, in 1991. He puts emphasis on junior sailing and has been promoting Juniors in the Bahamas for several years for the future of the Class.

VICE COMMODORE GIORGIO BREZICH

Trieste, Italy - Giorgio began skippering his own Snipe in 1954 and owns such titles as 3 time Italian Junior Champion, 9 time Italian National Champion, Southern European and Mediterranean Champion. Giorgio has been Italian National Secretary since 1989, and a Member at Large from 1991 through 1993.

REAR COMMODORE GONZO DIAZ

Miami, Florida - Gonzo Diaz continues a family tradition of SCIRA service. He has been sailing Snipes for 34 years, beginning at age 8, crewing for "Chupi" Bustamante, his father, Past Commodore Gonzalo, and brother Augie. Gonzo began skippering in 1973 in Nassau and has crewed to a 2nd place finish in the 1980 Western Hemispheres in Rio de la Plata, Argentina. Gonzo served as a Board Member from 1990-1992, Miami Fleet Captain, Don Q Regatta and 1980 US National Committees. Gonzo works in the family medical equipment business and holds a business and MBA degrees. His family includes wife Marisel and daughter Veronica (17) and Gonzalo (14).

MEMBER AT LARGE BOB BOWDEN

La Jolla, California - Bob began sailing as a junior at Mission Bay Yacht Club where he sailed competitively for four years, including crewing on Snipes and Fds. He returned to sailing in 1987, bought several Snipes and has been sailing all the west coast since, often with his wife, Susan. Bob qualified twice for the Heinzerling at the US Nationals, but says he enjoys the sport more than the competitive goals or accomplishments. As fleet captain for 2 years, and District 6 Governor for the past 3, Bob has injected enthusiasm, organization and incentive for the large number of active sailors in his District (San Diego to Santa Barbara and Arizona). Bob owns a small property management company and when not sailing, can

be found surfing or on the golf course with Past Commodore Doug DeSouza.

MEMBER AT LARGE LISA FOULKE PLINE

Lakewood, Ohio - Lisa has been sailing since age 4, but didn't discover the Snipe until 1986 with a move to Annapolis. Her sailing accomplishments include as skipper, a recent 11th place in the Women's Worlds, 2nd in the 1994 Bermuda Race Week and as crew, 9th in the 1990 US Nationals and 1st in the 1991 Bermuda Race Week. She has served as Annapolis Fleet Captain and US National Regatta Chairman in 1990. Recently married to fellow Sniper Alex Pline, Lisa is a marketing manager for Chun King Foods and holds a degree in Economics and an MBA.

OFFICER CHANGES

Many thanks to the officers who left their posts after this year. SCIRA is made of volunteers and the Class couldn't run without them! Special thanks to Past Commodore Terry Timm; Board Members Sean Biehl and Don Hackbarth (who is continuing on in another office); Luis Alberto Carluccio, former WH General Secretary; Johnny MacCall, former WH Vice Sec.; Ola Nygard and Birger Jansen, who have exchanged offices; Southern European Secretary Fernando Velarde; National Secretary Christer Jacobsen

New roster to be printed in the March Bulletin.

1995 Officers - Notices received to date:

Vice European Secretary:

Ola Nygard

Secretary, Northern Europe
Birger Jansen

Secretary, Southern Europe

Francisco Gines Perez Lopez

Avenida Rector Jose Loustau 3, 10 A

30006 Murcia, Spain

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Fernando Krahe

Simao Bolivar, 660

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Mats Gotlin

Asogatan 73

11824 Stockholm, Sweden

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Ann Arbor, MI 48108
313-971-6746

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5741 Abalone Place
La Jolla, CA 92037
619-454-8146
f-619-294-2327

District 7

Packy Davis
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San Carlos, CA 94070
800-755-1311

1995 WORLD CHAMPIONSHIPS

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1995 Pan Am Games

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1995 US National Championships

Richmond YC

San Francisco, CA

Jr. August 12-13

Sr. August 14-18

1995 US Masters Championships

Indianapolis, IN

September 12-15

North American Championships

to be announced

Fleet News

First Annual Dick E. Duncan Frosted Pumpkin Regatta

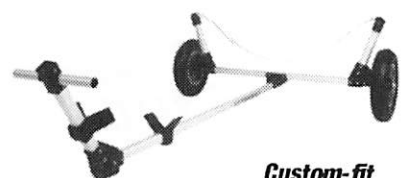
Great weather and a great turnout kicked off the First Annual Dick E. Duncan Frosty Pumpkin Regatta November 12. The growing Cleveland fleet 747 hosted the 19 boat, one day event at the Edgewater Yacht Club. The regatta was "collegiate style" with no entry fee, 3 minute dinghy starts and windward/leeward courses with the start/finish in the center of the course. This format was followed to minimize the time between races. The racing was held behind the Cleveland Harbor Breakwall, an ideal area for short course racing, providing lake-like conditions, complete with shifty breezes and flat water.

Race Committee Chairman, Id Crook, assisted by Anne Crooke, Bill Buckles and John and Cathy Johns, completed six races in cloudy, but warm weather with light to medium air. The racing was very close with Rick Wood and Karen Lorenz posting the most consistent finishes to take the regatta, followed by Canadian Pan Am qualifiers, Dirk Kneulman and Kathy Ogilvie. Lisa and Alex Pline switched off skippering, just edging out JR Francis from Toledo. After derigging the boats and consuming a few beers around the hoist, the party moved to the Pline's for a chili feast. Many thanks to those who traveled from Canada, Michigan and Ohio to make this a fun and successful regatta.

Results

Skipper/Crew	Club	Places	—Alex Pline Total
1. Rick Wood/Karen Lorenz	Turkey Foot	2-1-4-1-1-7	15.25
2. Dirk Kneulman/Kathy Ogilvie	Canada	4-3-1-7-2-2	18.75
3. Lisa Foulke Pline/Alex Pline	Edgewater	5-5-2-5-6-1	23.75
4. JR Francis/Rick Rothenbuhler	Toledo	1-7-3-2-10-3	25.75
5. Pete Woodruff/Chad Coberly	Gull Lake	3-2-6-4-8-10	33
6. Ted Pinkerton/Billy Kubechek	Mentor	6-11-11-10-3-4	45
7. Jno Disch/Kim Anderson	Cleveland	7-9-9-9-4-8	46
8. Andy/Ellen Bartz	DSC	12-6-7-13-5-6	49
9. Terry McSweeney/Amy Wenzel	Edgewater	10-10-8-8-14-5	55
10. Greg/Mark Mylett	Edgewater	8-14-13-3-7-14	59
11. Peter Ilgenfritz/Lynn Bethel	Edgewater	13-4-10-12-9-13	61
12. Dick Hand/Lori Guban	Turkey Foot	17-8-5-11-15-12	68
13. Shelly Gall/Louie Palmer	Toledo	9-12-12-15-12-9	69
14. James Lipp/Mike Shaikh	Mentor	11-13-15-6-11-15	71
15. Louis Perez/Leann Dubin	Oakville	14-15-14-14-13-11	81
16. Gene Koeth/Kate Heywood	Edgewater	15-16-16-16-16-16	95
17. Rob/Angie Finicle	Cleveland	16-17-17-17-17-20	104
18. Mike/Shannon McCartt	Turkey Foot	19-19-18-18-18-18	110

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MARCH 17-19: DON Q RUM KEG SERIES; Coconut Grove SC, Miami, Florida. Gonzalo Diaz, Sr. 5520 SW 72nd Ave., Miami, FL 33155, 305-667-0492

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MCLAUGHLIN 27269 - Excellent condition, white hull and deck. Cobra II mast, all go fasts. Fisher sails (little use), covers. Trailer. Asking \$4,200. Delivery negotiable. 708-851-5145. Illinois. (ndj)

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MCLAUGHLIN 26077 - minimum weight, new Proctor mast, Cobra II mast, Lindsey rudder, double deck southern trailer, top and bottom covers, two year Ullmans, three year Sobstads, four year Fishers, and new Ullman jib. \$3,200. Bill Jackson, Dallas, Texas. w-214-827-7565, h-214-821-5346. (ndjf)

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First Shot Over Charleston

October 15-16, 1994

The First Shot Over Charleston regatta rang in a gear buster as a welcome to the 12 crews who traveled to the picturesque harbor of Charleston, October 15-16. A frontal system brought in a gusty and shifty NE breeze. Additionally, a full moon created stronger than average currents for the feet to navigate. Regatta chairman, Steve Burns, welcomed everyone to Charleston and turned the racing over to Jules Ivester to run the series.

Jules had set up a double triangle course in the Ashley river to avoid the huge swells out in the harbor. The limited area and the strong winds combined to produce tight racing. Craig Beardsley and Mimi Pritchard evidenced good speed and boathandling to win the first race. The second race had Hal Gilreath and Allan Carscaddon winning until they were sucked into the second weather mark. Beardsley and Pritchard were able to take advantage of this mistake to take the second race. As the races were reeled off, the fleet began to shrink. Several gear

failures forced three boats to retire. In the third race, Gilreath and Carscaddon led from start to finish with Beardsley and Pritchard following in second Steve Burke and Nancy Gilreath sailed consistently to garner three thirds for the day.

The fleet retired to the confines of the Charleston YC deck for an evening of food and drinks. After a casual dinner, several sailors preceded to the YC bar to take on the members in pool. Steve and Allan fared well but just couldn't seem to beat the old ladies - stick to the water, boys.

Results - top 5 Of 12

	Skipper/Crew	Places	Total
1.	Hal Gilreath/Allan Carscaddon	2-2-1-4-1	9.5
2.	Craig Beardsley/Mimi Pritchard	1-1-2-5-2	10.5
3.	Steve Burke/Nancy Gilreath	3-3-3-1-3	12.75
4.	Carlos Wanderly/Bryant Carpenter	5-4-4-3-4	20
5.	Woody Norwood/Tracie Tumlin	6-4-5-6-5	26

—Hal Gilreath

Battle of Atlanta

October 22-23, 1994

This year's Battle of Atlanta welcomed 29 crews from the Southeast, Brazil, Bermuda and New Jersey. Friday's sunny and crisp fall weather gave way to Saturday's gray and cloudy day. It was a day that made everyone appreciate Sunday's races. This was also the regatta that former National Champion, Steve Suddath, returned to Snipe racing. In fact, Steve showed everyone that he hadn't forgotten much by winning the shortened first race.

The first race was sailed in a light rain with about five knots of wind. This was not exactly what one would consider optimal conditions. The rain increased between races until everyone was thoroughly soaked. Luckily the rain ceased and the wind picked up a little. A second windward-leeward was run and the Atlanta Yacht Club crew of Keith and Betsy Crum avoided the holes to take the gun. Everyone then made a quick retreat to the docks to dry out. After two races, Stevie Dickinson and Wesley Tucker of Bermuda had a solid lead over junior Jeff Beck and father Gary of Lake Lanier.

The Lake Lanier clubhouse played host to a Mexican fiesta that evening with a catered Mexican dinner. The meal was preceded and followed by industrial strength margaritas. This last regatta amenity resulted in many a groggy head the next morning. Robert Burke set up his music system and powered up some high volume and great dance tunes for the crowd that continued late in the evening.

Sunday gave a nice 10-12 knot Westerly with sunny skies. The third race was a modified Olympic course in the oscillating breeze. Marc Beaton led around the weather mark followed closely by Shawn Burke and Chris Terrel and Hal Gilreath and Robert Burke. Gilreath went high on the reach and was able to move into the lead followed by Shawn Burke. These positions stayed constant to the finish with Steve Burke coming back o edge out Beaton at the finish for third. Dickinson and Tucker ended up in a foggy seventh to tighten up the scores.

The fourth race had similar conditions as the third. This time Gilreath led around the first triangle followed closely by Steve Burke. Burke was able to get around Gilreath up the second beat to hold off Gilreath and fast closing on Jeff Beck. The fifth race was switched to a windward-leeward and the fleet was sent off in slightly lighter winds. Marc

Beaton again rounded in the lead, but this time was able to hold off the fleet to win the last race. A jam up at the leeward mark and a big hole in the middle of the second beat resulted in a shuffling of positions. Hal Gilreath was able to go around the hold to the right and Stevie Dickinson was able to go around the hole to the left to wind up 2nd and 3rd respectively. Jeff Beck and Craig Beardsley, previously in 2nd and 3rd, wound up in 4th and 5th. These positions remained unchanged to the finish resulting in

Results

	Skipper/Crew	Fleet	Points
1.	Hal Gilreath/Robert Burke	Lake Lanier	15.75
2.	Stevie Dickinson/Wesley Tucker	Spanish Point, Bermuda	20
3.	Steve Burke/Nancy Gilreath	Lake Lanier	22.75
4.	Jeff/Gary Beck	Lake Lanier	25
5.	Marc Beaton/Meredith	Barnegat Bay	28.75
6.	Craig Beardsley/Mimi Pritchard	Lake Lanier	30
7.	Shawn Burke/Chris Terrel	Lake Lanier	32
8.	Keith/Betsy Crum	Atlanta YC	37.75
9.	Steve Suddath/Danielle Gerod	Florida YC	50.75
10.	Brian/Miss Haile	Atlanta YC	54
11.	Carlos Wanderly/Brett King	Brasil	55
12.	John Muhlhausen/Kay Redmond	Atlanta YC	66
13.	Woody Norwood/Debra Mills	Atlanta YC	70
14.	Tom/Mark Smith	Lake Lanier	77
15.	David Muhlhausen/Bryant Carpenter	Atlanta YC	77
16.	Scott Elliot/Leigh Ann Morgan	Lake Lanier	79
17.	Oliver Humphries/Deegan Nimmier	Charleston	85
18.	Don Hackbarth/Dustin Kays	Atlanta YC	91
19.	Bill Troutman	Lake Lanier	98
20.	Brad/Diane Dunn	Birmingham	100
21.	Jerry/Bunny Kimble	Atlanta YC	101
22.	Bill Moss/Beneeh Ehler	Atlanta YC	112
23.	John Durlach/Scott Terrel	Charleston	112
24.	Steve Burns/Linda Zonnenburg	Charleston	115
25.	Clay Hudgins/Catherine Crowe	Lake Lanier	115
26.	Chris Stang/Matt Montemayo	Atlanta YC	124
27.	Jason Mullins/Gavin Glenn-Harris	Birmingham	125
28.	Mike Reynolds/Ann Allen	Lake Lanier	141
29.	John/Shiela Walker	Atlanta YC	144

Gilreath and Robert Burke taking the regatta and Dickinson taking 2nd overall. The shift proved most costly to Steve Burke who wound up in 6th dropping him to third overall.

The fleet retired to the club after the three competitive races to a pack up the boats and pack in big deli sandwiches. The top five were presented with silver trays and visiting crews were thanked for making the Battle of Atlanta a fun and competitive event.

—Hal Gilreath

1994 WESTERN HEMISPHERE SECRETARIES MEETING

Yacht Club Uruguayo
Montevideo, Uruguay
Friday, December, 1994

The meeting was called to order at 7:15 pm by Western Hemisphere General Secretary, Luis Alberto Carluccio. Present officers included: Vice General Secretary, Johnny MacCall, Commodore Horacio Garcia Pastori, Past Commodore Roberto Salvat, Rules Committee Chairman Dan Williams, Vice Rules Chairman Brainard Cooper, Board Member Sean Biehl, National Secretaries, Argentina - Johnny MacCall, Brasil - representative Fernando Krahe, Bahamas - representative Jerry Thompson, Cuba - representative T. Japan - Hiroshi Ito, United States - Peter Fenner, Uruguay - Luis Alberto Carluccio, and Executive Director Jerelyn Biehl.

WH General Secretary Carluccio welcomed everyone to the Championship and to Uruguay. Letters of greetings were received from Past Commodore Timm, Bahamas National Secretary William Christie, World Champion Santiago Lange, SCIRA Japan Secretary Jiro Yamamoto and sailors from Bermuda and Canada.

The minutes from the prior WH meeting in Nassau in 1992 were approved as published in the Bulletin. Peter Fenner moved and Johnny MacCall seconded. *m/s/p*
REPORTS

WH General Secretary - Carluccio has maintained contact with neighboring countries in South America and there has been small activity there. He personally spoke with Chile and Paraguay, and the South American championships were held in Asuncion, Paraguay this year. Currently there are 16 Paraguayan boats actively sailing. Both Chile and Paraguay have held selective championships. Unfortunately, neither were able to attend the WH due to economic reasons.

Vice WH Secretary - MacCall has also helped Chile with rigging, weighing and measuring, and had helped to establish a boat builder in Chile. They have a good laser fleet which we hope to draw some sailors back to the Snipe. Johnny gave Chile several suggestions for fleet building, and has offered to hold clinics. There were 20 boats in the Chilean Nationals.

Executive Director Biehl noted that Columbia, Paraguay and Chile have all paid their dues for 1994.

ARGENTINA - The class is strong. New fleets are forming in the interior of the country, including Bahia Blanca and San Nicolas. For 1994, there are 4 selection trails. The Sailing Federation is helping with a Pan Am program which helped send teams to 3 major championships around the world; Princesa Sofia, Nordic Championships and Gold Cup. A boat builder in Chile is helping provide new boats to Argentine sailors. There are new juniors joining the Class as a result of a mailing campaign to junior sailors about the Snipe. The National Championship is being held in new regions to help attract new sailors to the Class.
BRASIL - There are approximately 100 boats actively sailing. The Snipe is losing its appeal to Laser sailors due to its new Olympic status. Porto Alegre held the World Championships in 1993. There were 48 boats in the Nationals. Mast and boat manufacturers are no longer in Brasil, and they are importing boats from Argentina and Chile.

BAHAMAS - There are currently 8 boats in the country with 6-7 actively sailing. A good junior program with 5 crews is growing. 1996 North Americans will be held in Nassau 2 weeks after the Circuit. Bahamas participated in the Central American Games with Peter and John Christie placing 4th. We are proud to have Jimmie Lowe as the Commodore for SCIRA.

BERMUDA - They have paid their dues and have been sending teams to the Circuit and the North Americans. They are promoting Bermuda Race Week again, and hope to rebuild their fleet. The Laser is again the competition for the top sailors.

CUBA - Of all the countries represented here, we are the smallest, with 5 boats. We have financial problems as the Olympic classes receive financial support. Sailors are keeping with the Snipe. Our goal is to obtain better results to improve their financing. We are putting pressure on other Central American countries with the Bahamas, to grow, including Puerto Rico and Venezuela, and hopefully there will be more activity in the Caribbean, more contacts and more participation. The main difficulty is transportation, as most of the countries are islands. Our goal is to sail more with the other countries and the Americans and to encourage and continue sailing. We would like to encourage more contact with Venezuela, as they will be holding the next Central American Games. We hope that more pressure will be put on Venezuela by the other Central American Snipe countries to try the Snipe. This would fall under the WH Secretary.

JAPAN - Thanks to all SCIRA members for their part in the Snipe Festival held in Japan this past summer. The details were all reported in the October Snipe Bulletin. The Commodore then officially thanked Japan for a wonderful 3 world championships. Japan held their National Championship in Mikkabi (site of the Jr. Worlds) in 1993, with Shiga as Champion. The 1994 Nationals were held in Enoshima and again, Shiga is Japans National Champion. 2 years ago, Japan had 100 new boats built. This year, there are less than 90 built. Registration numbers have decreased from 1000 to 900. The cause is from the National Athletic meeting boat being changed from a Snipe to FJ for junior boys. We must make an effort to keep our numbers.

UNITED STATES - The US membership numbers are down. The 1994 US Nationals were held in Dallas, Texas with 54 boats. San Francisco will hold the 1995 Nationals. The 1994 North Americans were held in Annapolis with 60 boats. Canada, Bermuda and US boats participated. The US sent several teams to the Snipe Festival in Japan, with Masters, 2 junior teams and 3 women teams. The Winter Circuit is still the strongest regatta, drawing 50-60 boats including several from Europe. We actively participate in Sail Expo, a large boat show in Atlantic City. We have strong competition from the Laser, JY15 and Vanguard 15 manufacturers classes who market themselves as training fleets. Less than 15 new boats were built in the US this past year. We need more promotion work and are currently sending Bulletins to Collegiate sailing teams. Fleets in the midwest are rebuilding. We are holding the 1997 Worlds, and already have a committee in place, as well as a bid for the 1996 Western Hemisphere. The used boat market is strong.

URUGUAY - 15 boats competed in the National Championships, the same level as the past 4 years. Juniors are interested in the Snipe, but the parents don't have the money to purchase a Snipe. Rosendo will not continue to build Snipes as he has no market in Uruguay. Thanks to all sailors and to Japan for the Festival. The Laser class is drawing some of our sailors. No new sailors joined the class this year.

IYRU REPORT - Per Ole Holm sent his report which was handed to all in attendance. Many Snipe sailors represented on various committees of the IYRU. IYRU has proposed new Olympic courses of which there was much discussion. MacCall stated that the new courses take away the tactics and strategy and leans more toward the media. The Pan Am Games will be using a W-L-W-R-L course with a finish downwind. He felt that this was not good for sailing. Cooper stated however, that this would make Race management easier. We should encourage Snipe measurers to apply for International measurer status. The US and other countries are pushing for a new IYRU Chief Measurer. Team racing was also brought up, however, in the year 2000, team racing will not be in the Olympics. Team racing would provide sailing with multiple opportunities to medal. Again, media exposure.

MEASUREMENT COMMITTEE - Dan Williams called upon Johnny MacCall to present his mylar jib program. Johnny brought a laminate jib made of 2.4 mylar (which weighs 2.9). It was used in 7 races in medium to light winds. Same cost as a normal dacron jib. In light winds, it was as fast as a dacron jib. In heavy air, it was fast and stiffer. 2nd jib displayed was of 130 lower and 100 upper. The 100 won't last. Jibs deteriorate from touching the mast, spreaders and shrouds, not from tacking. Mylar would hold up better. Johnny suggests jibs made of 100 not be permitted. 3rd jib was of 100 & 130 yarn tempered, and used only in the Junior Worlds. (looked heavily used). Johnny says they race 48 weekends out of the year, and the laminate jibs have no difference in speed, just longevity. Mark Reynolds feels this is a way to go now for the dinghy market. Better technology has been produced. The small boats are going to laminates. It was the opinion of the measurement committee that Johnny should continue to use the jib to see if it lasts. The group also felt that the minimum weight of dacron should be raised.

Centerboard - Dan Williams stated that the idea of the centerboard is to make older boats competitive. There are 2 factors: if a builder added weight to the boat, and it has maximum lead, what to do. 2nd is to reduce weight without touching the hull. Commodore Garcia Pastori stated a major problem: 1 - the board will have no customers if it is restricted to overweight boats. 2 - MOI doesn't measure with the board. The center of gravity changes with the lighter board. There will be more discussion of this subject in Rimini.

1996 Rules Changes: Plaque system would be required on boats built after January 1, 1996. This would help measurement at major championships. It could possibly eliminate the MOI and possibly eliminate weighing.

PROMOTION COMMITTEE North America - D. Hackbarth, J. Lowe, S. Biehl - Central American Games were held in Puerto Rico. To start fleets in Mexico would involve introducing the boat near Mexico City, the largest sailing area. Vancouver fleet in Canada has reactivated. Cuba is still strong. Korea had 2 teams at the Junior Worlds.

South America - Chile and Paraguay are sailing again.
NEW BUSINESS

Bids: Carluccio proposed that the deed of gift for the Junior South Americans be changed to every year rather than every 2 years. MacCall seconded. Passed.

1996 Western Hemispheres - Larchmont Yacht Club, New York. Early October. Fenner, Carluccio *m/s/p*.

1997 Worlds - San Diego, CA. 2nd week in September.

1996 Womens and Juniors - Spain has put in a bid. The agenda for Rimini will include looking at redistributing the various championships between even/odd years.

1998 Western Hemisphere future site - South America. Brasil interested.

2001 Worlds - Western Hemisphere site.

World Snipe Day - It was proposed from Vice Commodore Lowe that a World Snipe Day be chosen for the World. 1st Saturday in May voted on.

Elections: Western Hemisphere General Secretary - Don Hackbarth; Vice General Secretary - Fernando Krahe. Gratitude given to Carluccio and MacCall for all their years of service in their WH positions.

Meeting closed: 9:30pm.



Hey Mon, It Can't Get Any Better Than This!

You've sailed your best (or maybe your worst) at the Midwinters in Clearwater and/or the Don Q in Miami. The winter has been long and cold. Deep inside, you and your boat are saying, "why am I going back to that so soon? I deserve a break, some fun and relaxation with my friends!" No need to fear, "Is it terminal?" There is a solution. Finish off the Circuit in Nassau, Bahamas. In Snipe sailing, it can't get any better than this; outstanding Bahamian hospitality, private housing, lots of sun and relaxation, lasting friendships, yellowbirds and Kalik beer. And yes, beautiful sailing conditions and they must be great because Leo Murphy sailed all the races last year! (Remember the poster last year?)

It's simple. All you do is ship your boat over on Sunday after the Don Q. The shipping cost is more than offset by the club member's gracious hospitality. The boats don't arrive until midday Tuesday and the first race isn't until Wednesday at 11 am. You have some free time to lounge by the pool, sip yellowbirds, tour Nassau or do whatever you want. The racing schedule is in keeping with the atmosphere. Relax, party late and hard. No problem, mon. The first race each day (except the last on Saturday) is at 11 am the race course is a short sail from the club. No back to back races (again, except Saturday, to make time for the banquet). You come back to the club for lunch, relaxation and a dip in the pool. The 2nd race is at 3 pm. Getting the picture?

The first series, the Bacardi Cup, consists of 3 races. Bacardi hosts a wonderful cocktail party Wednesday evening with numerous appetizers furnished by the club members. The second series is the Dudley Gamblin Memorial, a 5 race contest. In the evenings during the Gamblin, the club hosts the Commodore's cocktail party, usually at the Commodore's home, with a traditional Bahamian dinner including Conch chowder.



Photos:
left: If only the Bulletin was in color!

upper right: former Gamblin winners (including Kelly's, Lenhart, Reynolds and Elms) gather for a photo at the coconut party along with RNSC Commodore and fleet captain. Susan Holowesko.

below: between races relaxing by the pool



The Winter Circuit also awards the Zimmerman Trophy to the team with the best overall performance for the entire Circuit.

When the sailing ends Saturday afternoon, your enjoyment of the Bahamas has only begun. The awards dinner is usually outstanding, followed by an island musical group where the sailors sometimes show their stuff as well. Hold on! It's not over yet! Don't go home now! On Sunday, after taking the boats to the dock to be shipped back to Miami (you pick them up in Monday am), we all board personal Club members boats over to Rose Island for an afternoon of beach activities, snorkeling, swimming, sunning, talking, eating and drinking. If you leave Sunday and miss this, you will regret it for the next year.

For those of you who love Snipe sailing, Snipe friendships and want to experience the ultimate "regatta vacation in paradise" you must seriously consider the Nassau portion of the Winter Circuit. We all pledged to bring one new team next year. I already have my prospect identified and I'm working on them! See you in Nassau, mon!

—Don Hackbarth



Copa Iberica "Master"
 Real Club de Regatas de Santiago de la Ribera
 September 15-17, 1994

Junior Masters

1. Jan/Jane Persson	Den 28631	3-1-2-3-2	7.75
2. Eduardo Pastor/Luz Gonzalez	Esp 19991	4-12-7-9-10	30
3. Carlos Rivas Martin/Jose Perez Garcia	Esp 28220	5-8-pms-12-8	33
4. Jose Aldegunde/Francisco Cifre	Esp 26369	13-10-5-10-11	36
5. Rafael Diaz/Jorge Haenelt	Esp 27072	12-3-pms-pms-1	42.75
6. Francisco Giujarro/Jose Lorente	Esp 25105	9-17-12-11-dns	49
7. Daniel Santana/Luisa Corte-Real	Por 28206	17-16-9-14-dns	56
8. Pedro Gonzalez/Pedro Mateo Beltri	Esp 26370	8-15-18-18-15	56
9. Pedro Duran Florit/Jose e. Pomares	Esp 25126	6-19-20-21-14	59
10. Jose Perez Morales/Jose Palencia	Esp 23260	dns-9-dns-8-dns	71
11. Jesus Mesa del C./Jose A Gil Pellicena	Esp 26973	dns-dsn-8-dns-dns	89
12. Matias Ros Martinez/Enrique Vives	Esp 19233	dns-dns-16-dns-dns	97

Senior Masters

1. Jaime Osset/Alvaro Echevarria	Esp 28205	7-6-1-2-3	11.75
2. Julio Rasilla Buhig/Antonio Otero Novoa	Esp 26170	2-5-4-4-9	15
3. Carlos Wanderley/Marina Sanchez	Bra 27390	1-7-3-7-5	15.75
4. Eugenio/Javier Taillefer	Esp 28487	19-11-6-6-4	27
5. Antonio/Manuela Roquette	Por 28265	14-dnf-13-1-6	33.75
6. Fco. Gines Perez/Jose Salazar	Esp 28152	11-4-pms-5-dns	47
7. Jose de Belda/Enrique Calabuig	Esp 27367	15-13-11-15-dns	54
8. Jean Etcheber/Stephane Billetorte	Fra 13248	16-14-15-13-dns	58
9. Francisco Hernandez/Fulgencio Ortega	Esp 28147	dns-dsn-19-20-dns	93

Masters

1. Angel Armada/Jorge Masso Aguado	Esp 27427	10-2-14-16-7	33
2. Carlos De Castro/Carlos De Castro	Esp 28204	20-20-10-19-12	61
3. Jose Martinez Araez/Jose M. Galindo	Esp 27925	18-18-17-17-13	65

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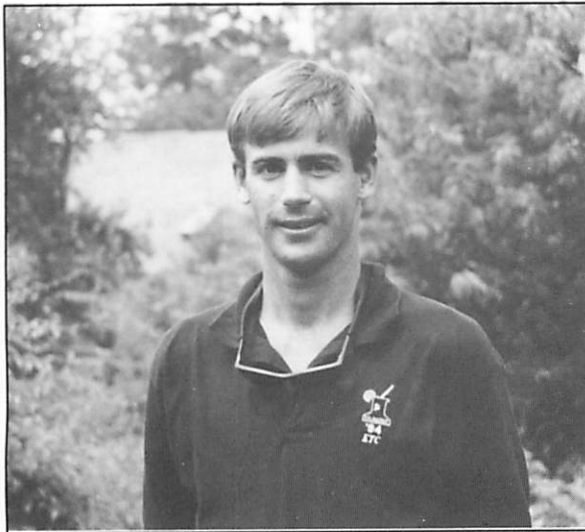
Here's what we've done for you lately:

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

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

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

Welcome Doug Clark to the North Snipe Team



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

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

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