



JANUARY 1997

Commodore Gonzalo "Gonzo" Diaz



Sobstad



Sobstad
San Diego

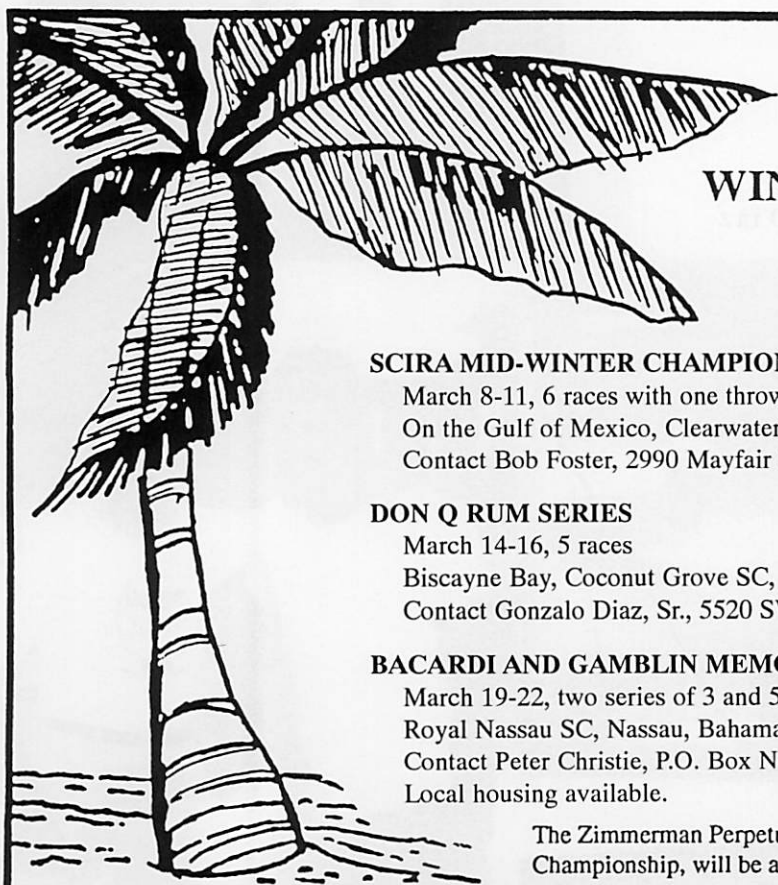
2832 Canon St.
San Diego, CA
92106

Telephone
(619) 226-2422
Fax Number
(619) 226-0682
Internet
sobsd@ix.netcom.com

Same Wind, More Speed



Rio de Janeiro Championship 2 - Florida State Championship 2,3 - Carolyn Nute 1 - Atlanta Halloween 1 - Semana de Vela ICRJ 1



WINTER RACING CIRCUIT

SCIRA MID-WINTER CHAMPIONSHIP

March 8-11, 6 races with one throw-out.
On the Gulf of Mexico, Clearwater Y.C., Clearwater, FL
Contact Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621, 813-796-3805

DON Q RUM SERIES

March 14-16, 5 races
Biscayne Bay, Coconut Grove SC, Miami, FL
Contact Gonzalo Diaz, Sr., 5520 SW 72nd Ave., Miami, FL 33155, 305-667-0492

BACARDI AND GAMBLIN MEMORIAL SERIES

March 19-22, 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

The Official Publication of the
International Snipe Class



January 1997
Volume XVI No. 1

Editor

Jerelyn W. Biehl

S.C.I.R.A. OFFICERS

Commodore

Gonzalo Diaz, Jr.
8251 W. Cheryl Lane
Miami, Florida 33143
e-mail: Diazgonzal@aol.com

Vice Commodore

Akibumi Shinoda
6-25 Kamesaki Takane-Cho
Handa-Shi
Aichi-ken, Japan 475
e-mail: Shinoda@toyota-shokki.co.jp

Rear Commodore

Lee Griffith
16 Orchard Way
Yardley, PA 19067
e-mail: Griff27054@aol.com

Executive Director

Jerelyn W. Biehl
1833 Tustin Street
San Diego, CA 92106
e-mail: SCIRAoffice@aol.com

RULES COMMITTEE

Chairman: Brainard Cooper
176 Ridge Avenue
Chattanooga, TN 37404

Editorial & Business Office

Address all correspondence to:
1833 Tustin Street, San Diego, CA
92106 USA Phone: (619)224-6998
Fax: (619)224-6997
Electronic mailing list:
snipe-request@ai.mit.edu
Internet address: SCIRAoffice@aol.com
Web page: <http://www.ai.mit.edu/snipe/snipe.html>

Publication Information

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

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

From the Commodore

Thanks for the opportunity to be your Commodore. It is a great honor and I am very grateful. The Snipe class is in great shape. I will stress committees and their work will be essential. Please note the following:

Issues:	Chairperson	Committee Members	Objective
Centerboard	Fenner	Bari, Biehl, Cooper, Nygard, Persson, Roquette	motion for voting, testing or tabling
Rules & Measurement	Cooper	Rules Committee	1. standardize measurements and instructions 2. find new ways to measure 3. race management 4. increase involvement in measurement 5. communication
Long Range Planning	Nygard	Davis, Matsumoto	prepare the Class for the 21 st Century: membership, rules, By-Laws and Constitution, World Champs representation, standard equipment, centerboard and others.
Finance	Griffith	Rozelle, Krahe, Delgado	1. Budget 2. Financial Statements
Promotion	Shinoda	FoulkePline, Hackbarth Perez Lopez,	1. World Snipe Day 2. Use of Raffle Revenues
Nomination	Thompson	Delgado, Yamamoto	Flag officers, Board positions, Rules Chairman, Treasurer.
Juniors	Roquette	Perez Lopez, Bojlesen, Hackbarth	Promotion and use of funds, championships
ISAF	Ole Holm	Brezich, Thompson	motion for payment or non payment of new fee
Structure for Rules and Measurement	Lowe	Fenner, Rozelle	motion to modify the Rulebook
Database	Bowden	Gilreath, Jansen	1. database and its use 2. validate data and software

In the next few months, please contact the committee members on these issues. Motions will be prepared for voting at the World Meeting in San Diego in September. Your input is needed.

Thanks again,
Gonzo

AROUND THE SNIPE WORLD

1997 Dues are Due!

Please send your dues to your fleet captain, or if you are not affiliated with a fleet, directly to the SCIRA office. US Dues:

\$40 senior

\$30 co-owner (each)

\$20 crew

\$20 junior

\$55 family

1996 Snipe Statistics

34 sets of Snipe blueprint plans sold
18 *Building a Plywood Snipe* sold
2,523 international sail royalties sold
155 new hull numbers issued
1,059 new Rulebooks sold
53 *Best of the Snipe Bulletin* sold
282 active fleets around the world

THE COVER: 1997 Commodore Gonzo Diaz. Photos from upper right clockwise: Gonzo and brother Augie sailing in the 1979 Midwinter/Pan Am trials, Clearwater, FL; Ana, Augie, Gonzo and the Old Man in Oklahoma at 1967 Nationals. Carmen and Augie won Snipe 17171 (on bottom trailer) in a raffle; Commodore Gonzo Diaz; Old Man and Gonzo with Gonzo's first Snipe 21711; Gonzo and son sailing in 1995 US Nationals in San Francisco Bay, Richmond Yacht Club.

THE COUNT: 29176

NUMBERED SNIPEs: No new numbers were issue this month.

CHARTERED FLEETS: 845

Past Commodore Eddie Williams

An Old Snipe Sailor that Has Enjoyed it All Over the Years

Dear Jerelyn,

Early this a.m. Past Commodore "Red" Garfield called me to tell of the death of Commodore Eddie Williams.

All of us were Commodores of SCIRA in the 1950's and Snipe aficionados for many years before and after.

Eddie was the most colorful, generous and constructively fun Commodore both nationally and internationally SCIRA ever had.

It was my honor to be seconded by him after Ted Wells nominated me to become SCIRA Commodore.

The Class and the world will never duplicate him. Top driven and fun all the way.

*Yours faithfully,
Commodore Terry Whittemore*

Eddie Williams and SCIRA - as reprinted from Snipe Tales

I bought my home on Lake Lotawana, Missouri in 1940 and used my 22 foot Chris Craft very comfortably until one day a fellow knocked on my door. He gave me a great pitch - about moving here from the East to work in the aircraft industry - and asking people who enjoyed sports if they knew about sailing. He had a beautiful Thompson Snipe with pulleys inlaid with wood. I told him I did not know how to sail but had my own airplane. He said he would teach me, so we put his boat in the water. We sailed with him at the helm across the lake and he let me have the helm to sail back. Then my wife and I sailed. I was hooked and found a new boat in Detroit - cotton sails, square mast and (ouch), sisal sheets. Soon, a Snipe sailor from the Yacht Club asked me to join the Snipe fleet and before long I went to sail at the Chicago Corinthian Yacht Club and came in last every race. Bob and Betty White from Los Angeles won and I became acquainted and found out from their dad about their boat. It helped to offer him half a case of 100 proof Old Taylor.

I found out about Varalyay boats and Kenny Watts sails. Mr. White promised to write Lou Varalyay and tell him he couldn't vouch for my sailing, but that I was a helluva salesman. I promised Varalyay I would have the boat flown to Kansas City and a front page picture for publicity. We uncrated the boat by the side of the runway with me and my business suit and even hoisted the sails for the picture. (It made the front page!) I was fast after that.

With my chauffeur BeBop - a black man who worked with me for 34 years - I traveled to an Oklahoma regatta. I was in the lead but



Photo: Eddie and his boat *Restless* at the opening of *20,000 Leagues Under the Sea* in Kansas City.

a stay yelled out and John Hayward shouted at me, "Poor Equipment!"

I enjoyed the good company of all the Snipe sailors - Wells, Whittemore, Seavy, Garfield, Schenck, Thompson, the Levinsons, and many, many more. I didn't take a vacation until I retired at age 55, but BeBop would drive the boat and my wife and I would fly. BeBop maintained the finest bar in the country in my car trunk and it was always open for serious business after the day's racing ended. Once, headed to Miami, in my new Continental convertible, I insisted on driving. BeBop made a classic reply, "I'm the only colored man with a white chauffeur in Miami!" BeBop once conned me into extra cash to attend the Maid and Chauffeurs dance in a tux because he wanted everyone to know his boss was first class.

Speaking of Clearwater, once at the starting line a stingray jumped into our boat and my crew and I did a dance around the deck yelling "Out of control!" and used the whisker pole to subdue the ray. We hung the ray from our boat after the race and tried to get a press photo but they said it would not be good tourist public relations to show something like that.

The Clearwater Midwinters were a must on my schedule every spring and the grapefruit courtesy of Ted Kemensky and the rum courtesy of Carlos Bosch made even the losers become winners after a long day of sailing.

Snipes have come along way since my early days of wooden masts and hulls, cotton sails, and sheets, and 80 pound daggerboards. As International Commodore, I attended 18 regattas across the country and over 30 different regattas during my sailing days. But,

the friendships made were the greatest experience of all.

Eddie Williams

The Family suggests donations in Eddie's name to the SCIRA Perpetual Fund.

1 Snipe Stop

- *Light Go- fast Jib sheets
- *Custom Jib cars & plates
- *Pole Launcher Kits
- *Split Traveler Mainsheets
- *SeaSure gudgeons/pintles
- *Aigle & Douglas Gill hiking boots
- *Trophy, Harken & Douglas Gill sailing gloves
- *Henri Lloyd & Douglas Gill Foul Weather gear
- *Complete Hardware Stock
- *Full Service Rigging Shop
- *Snipe Experienced Staff

Sailing Supply

2822 Canon St
San Diego, CA 92106
1-800-532-3831

*We'll Ship Anywhere in the
U.S.A., Next Day Service.*

SCIRA Installs New Officers for 1997

As of January 1, several new officers took their places to serve SCIRA for the next several years.

Commodore Gonzo Diaz

Miami, Florida - Gonzo has been outlined here before, and is not new to the Board or SCIRA, having skippered Snipes since 1973. He is looking forward to serving SCIRA in this top capacity.

Vice Commodore Akibumi Shinoda

Handa, Japan - Also profiled here last year, Shinoda has been sailing since 1954, was chairman of the 1989 Worlds, and 1994 World Master, Junior and Womens World Championships.

Rear Commodore Lee Griffith

Yardley, Pennsylvania - Lee just served as US National Secretary and is now taking the reigns of Rear Commodore. He has been sailing Snipes since 1964 as a junior sailor, then through the ranks of college and now can be seen sailing with his children. Lee also served as District 1 Governor and as a Member at Large.

Arturo Delgado - Member at Large

Madrid, Spain - Having served as SCIRA Commodore in 1982, Arturo was nominated to fill the vacancy of Antonio Roquette who has moved on to European General Secretary. Arturo began sailing in Moths in Lisbon, Portugal when he was 8 years old. He crewed for his father in Snipe #5680 and at 16 began to steer his own Snipe. He has won many fleet, District and National Championships. He is a lawyer in Madrid and has a family with wife Teresa of 3 children and two grandchildren. Arturo speaks Spanish, Portuguese, English and French, has served as the Spanish National Secretary and European Secretary for SCIRA. He was President of the Spanish Sailing Federation from 1984-1992 and was reelected in 1996 for another 4 year term. Arturo has also been the Vice President of IYRU (now ISAF) from 1990-1994 and a member of the Executive Committee of the Barcelona Olympics in 1992. Arturo feels the Snipe "is one of the best popular Classes, and has the best of friendships among the members."

Meet the Board

Bertel Bojlesen - Member at Large

São Paulo, Brazil - Bertel began sailing Penguins on Guarapiranga Lake in 1959, and shortly after that took up with Snipes. His major sailing credits belong with the Lightning Class, as 2nd place Brazilian National Champion and São Paulo State Champion in 1964. He is a architect by education and currently is a financial systems computer consultant. Bertel and his wife Inés have a 9 year old son, Nicholas who is a Optimist sailor. Bertel says, "The Snipe is a highly technical boat. A boat for all. Just the same, we should keep up with the technological advances in boat building, rigging and sailmaking to make our Class attractive to the next generations."



Jiro Yamamoto - Member at Large

Yokohama, Japan - Yamamoto began sailing Snipes 32 years ago at Fukuyama City in the Hiroshima Prefecture in a wooden Snipe with a deck-stepped wooden mast. Yamamoto's sailing credits include 1994 and 1996 World Master Champion, master class; and the 1995 Japanese Master Champion. Yamamoto is General Manager of the NKK Corporation, a steel making and engineering company, and is an engineer by trade. He has served as Japan's Executive Director and most recently as the National Secretary for Japan. Yamamoto's thoughts on the Snipe Class: "The Snipe Class is one of the most attractive dinghies in her size, feel and excellent at-home Snipe organization. Therefore, I want to make my effort to enlarge the real Snipe family. As a recent tendency in the Olympic classes is going toward a more acrobatic class. This kind of class will favor a limited age and skill of sailor and it's price will be high and it's life short. As my personal opinion, a steady class like the Snipe should be the basic class for all generations of sailors. My wish is to have the Snipe a boat of the ISAF World Championship."

Retiring Board Members

SCIRA wishes to thank retiring Board Members for their years of service to SCIRA:
Marco A. Paradedda, Porto Alegre, Brazil
Sean Biehl, San Diego, California



Our Covers Are Expensive ...so they can cost less!

Sure our covers may cost more, but they last longer! So your cost per year of use is actually less than cheap imitations.

3 in 1 cover
Polyester Army Duck\$238.ppd.
Acrylic - White.....\$235.ppd.
Acrylic - Colors.....\$248.ppd.
(Also available in Skirted Style)
Bottom Cover\$228.ppd.
Flannel lined waterproof grey
canvas with drain hole.
Football Cockpit Bag.....\$15.ppd.
Hangs in cockpit and zips closed.
Daggerboard Cover\$41.ppd.
Flannel lined canvas - specify size
and shape.
Rudder Covers
Flannel lined canvas\$29.ppd.
Nylon shell foam lined.....\$45.ppd.

- Fabrics finished to our specifications
- Strongest possible flat-felled (Levi) seams
- More reinforcements than other brands
- 5/16" shock cord in hem & tie down points
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Snipe covers since 1972

INVEST IN THE BEST... Covers by The Sailors' Tailor

Send check or Money order to :

The Sailors' Tailor

Visa/MC orders call Sandy Rowland: (513) 862-7781
OR see Bob, Sandy or Scott in Snipes 26747 & 26303

191-SN Bellecrest, Bellbrook, OH 45305

The SCIRA office receives numerous letters and calls concerning wooden Snipes. Many are owners restoring older Snipes, while others are sailors building their own Snipe for the first time. In 1996, 35 sets of blueprints were sold around the world. 18 copies of Harold Gilreath's "How to Build a Plywood Snipe" were also sold. This book was written in the 1960's but still extremely useful for new builders. Plans are sold to these builders, but seldom do we hear the outcome. I asked Mike Wotovitch to track his building of a Snipe from beginning to end. Here is the first in a series on boat #29191.

Enclosed are the pictures of the Snipe #29191 I am building in my garage here in Lakewood, Colorado. I tried to cover several stages of the process so far.

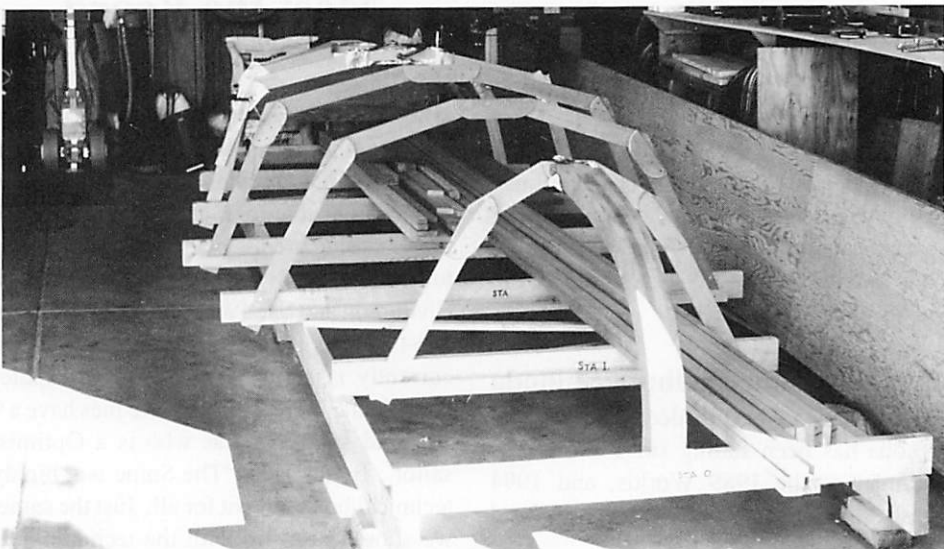
I guess I should tell you a little about myself. I am 34 years old, born and raised in the Denver area. I graduated from Colorado School of Mines with a degree in Geophysical Engineering and have spent the last ten years working in the engineering and oil industries here.

I have always had a passion for aviation and sailing. After spending a small fortune flying sailplanes, I decided it was time to pursue sailing (another "inexpensive" hobby).

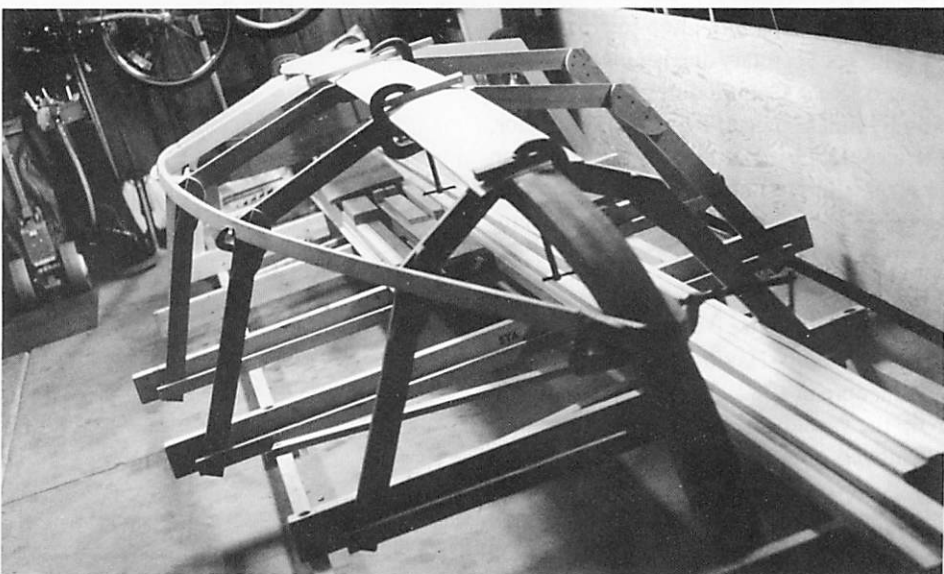
I built a model Lightning when I was young because I liked the lines of the design. I think the Snipe is similar and its rich history made me decide this was the boat. I also have always wanted to build a wooden boat and this is the perfect combination for me. I guess the desire was also fueled by my Viking heritage. My mother is Danish and several of my great uncles were boat builders around the turn of the century. I have to admit, there are moments working on my Snipe when I think of them and the boats they built, what their working conditions were like, and what kind of tools they had....I think we have it easy today!

Anyway, the Snipe project was supposed to keep me busy while my girlfriend Lori studied for her CPA exam, a period of about six months. We figured by the end of her exam there would be a sailboat to enjoy the summer. That was almost two years ago! In the meantime, her exam was passed on the first attempt, we've been married and the boat progress continues. It is a good thing I am a patient person (and her, too)!

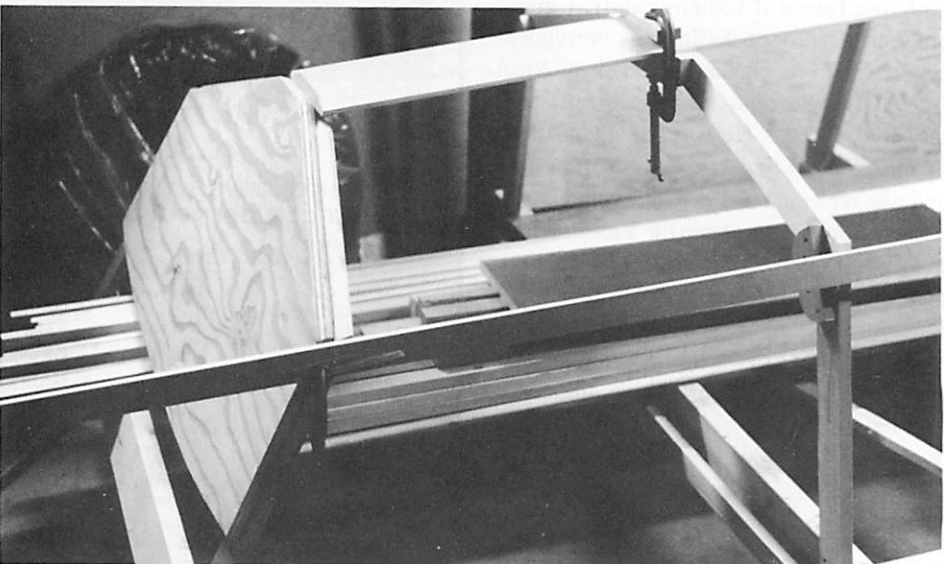
Currently, I am finishing shaping the two



Initial frame set-up on the jig. The stem is also in place.



Test fitting the keel batten and port chine clamp. With some imagination, the Snipe has some shape!



Test fitting the keel batten and chine clamp to the transom.

The Progression of a Snipe

bottom halves at the bow and plan to turn her over in the next few weeks. The past several months have seen a lot of progress and we still hope to be sailing when the ice thaws from the lakes this coming spring!

I should also probably tell you a little about the building process. After receiving the blueprints and Harold Gilreath's book from you, I felt confident that I could build a wooden Snipe to class specs, even though I had never taken on a project of this magnitude. Since none of the lumber yards in town had ever heard of 4' x 16' plywood, let alone marine grade plywood, I had the folks at Flounder Bay Boat Lumber in Anacortes, Washington set me up with wood from the list in the book. While the lumber was being shipped, I drew full size frame patterns based on the offsets in the book. I also built and leveled the jig in the garage. After that, it has been a matter of building and shaping. For the most part, everything has been straight forward. Initially, I tried using 3M Marine Adhesive sealant #5200, but found that it was too humidity dependent for our climate. So, I went with the West System Epoxy and would highly recommend it. I have been using brass wood screws, spaced about 3" (closer at the bow) for attaching the sides and bottoms. They have been counter-sunk and will be filled in and sanded smooth.

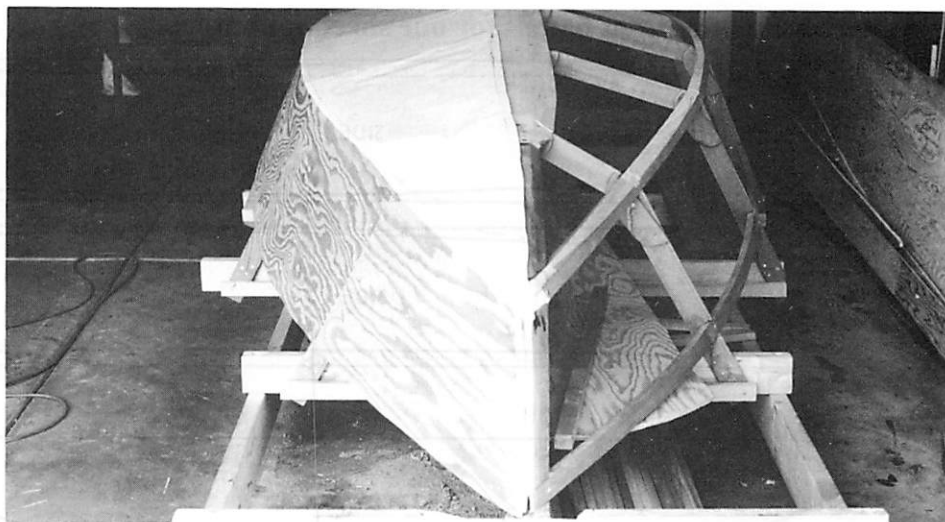
There is one building process I would change from Harold's, though. I initially cut the bottom panels as he indicated from one sheet of plywood and proceeded to cut them too narrow - oops! So, I had Flounder Bay send two new sheets of 4' x 8' ply and I scarfed them on a jig I built (4' x 16' is now hard to come by). This time, I flipped one of the halves, as shown on the enclosed drawing (see page 8), and had plenty of over hang to work with. Otherwise, the instructions seem to work just find!

We still plan on finishing her with a white hull, bright red below the waterline and varnished mahogany deck. The spars will be of Sitka spruce and varnished, also.

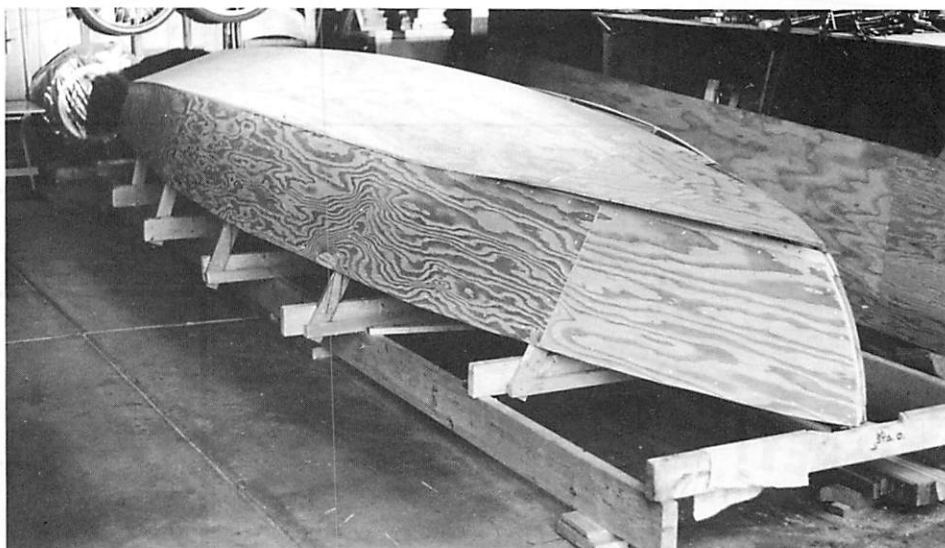
I will keep you posted on the progress over the winter and will send more photos as I build out the inside and finish her. If there are any other Snipe builders who have questions or comments, they can contact me at home or at my e-mail address.

Thanks again for all of your help and encouragement!

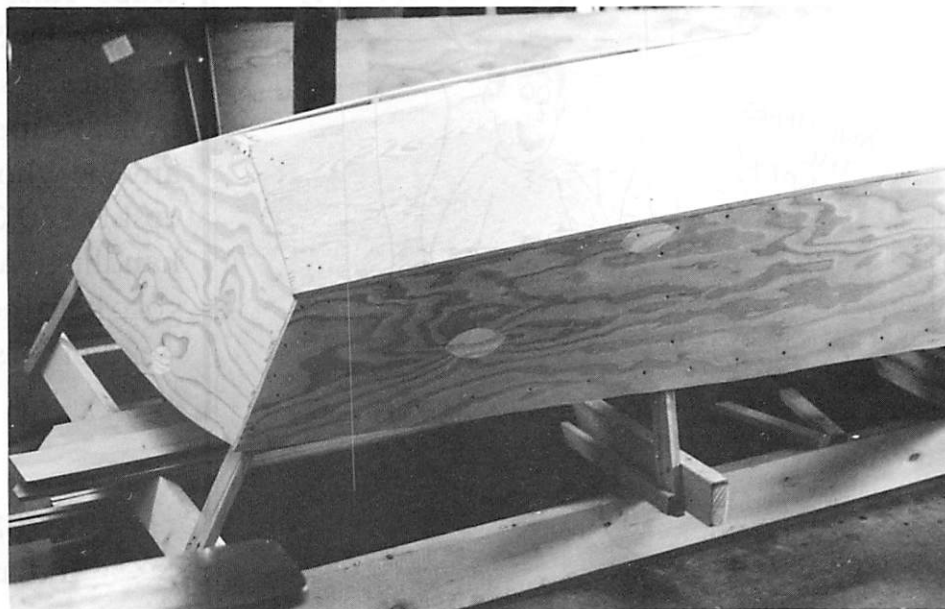
Mike Wotovitch
1198 South Otis Street
Lakewood, Colorado 80232
e-mail: mwotovit@tvcusa.com



Clamps attached, port plywood side in place. Making paper template for port bottom. Starboard clamps and frames still need to be shaped.



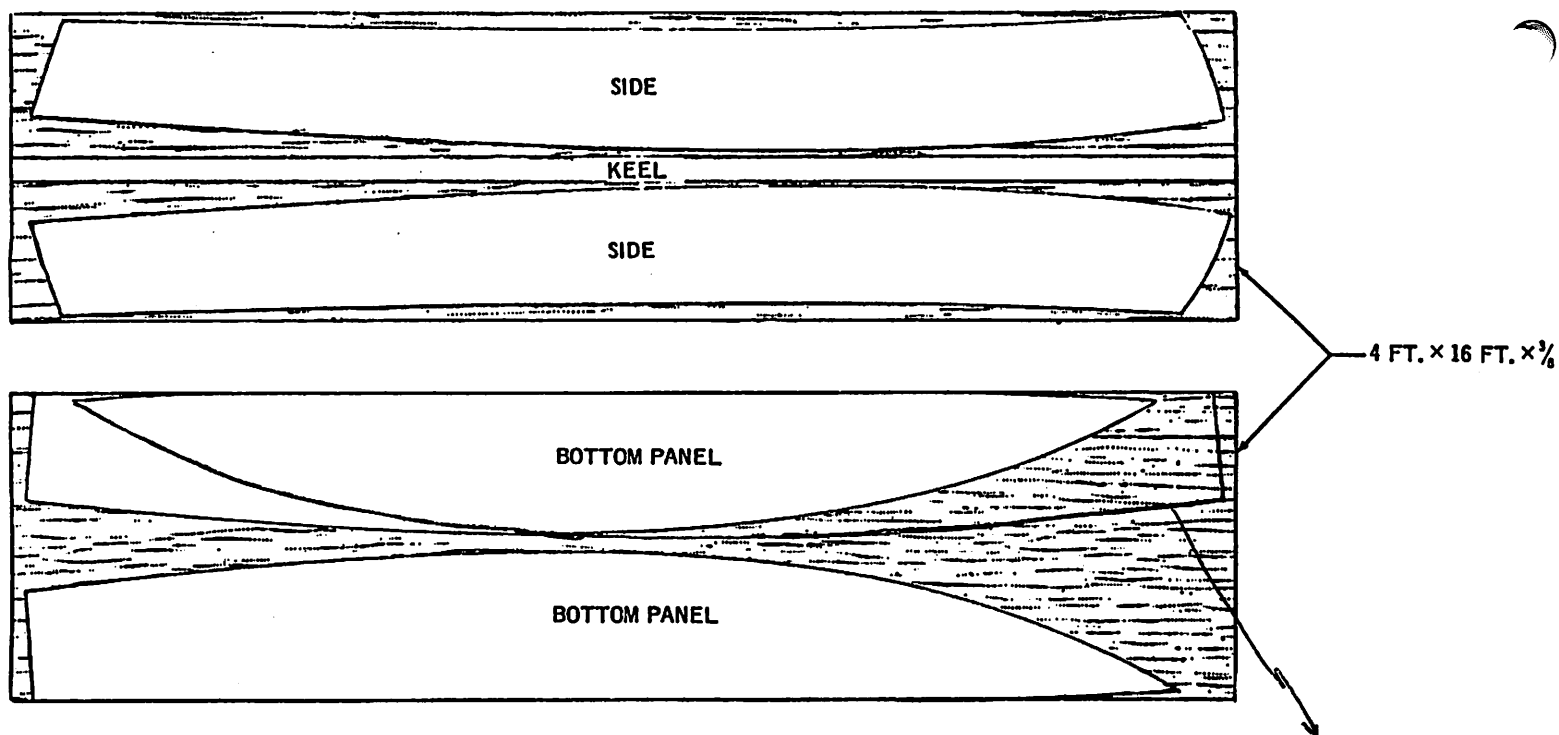
Test fitting bottom panel.



View of stern to compare with photo #3

The Progression of a Snipe

Suggested layout of bottom panels for one sheet of plywood.



THIS IS THE LAYOUT I
WOULD RECOMMEND.



SNIPE TALES

THE 1ST EDITION

is Now Available

Snipe Tales is a terrific group of stories written by Snipe sailors. The book covers decades of sailing experiences and, with the holidays approaching, makes a great gift for anyone who enjoys the sport of sailing. The cost is \$20.00, which includes postage and handling. Any proceeds from the book will go to help the Snipe Class and future Snipers. Send orders with checks payable to SCIRA to:

Buzz Levinson
7631 Newport Bay Drive
Indianapolis, IN 46240 USA
(317) 253-2710

1996 Florida State Snipe Championship

St Petersburg Yacht Club

Snipe Fleet 801

Nov 30- Dec 1, 1996

There was no shortage of good times or wind in St Pete, where SPYC and Snipe Fleet 801 hosted the Florida State Championship. Eighteen Snipes competed with warm southerly winds in Tampa Bay off the St Pete Pier. Saturday morning was sunny with a high of 74, but the wind was predicted 15-20 kts from the south with the tide ebbing against it until noon. This made for very choppy conditions, well known in Tampa Bay, but extremely difficult to sail efficiently, and very frustrating for those who were not used to the challenge. The first start went smoothly with David Mendelblatt and Ethan Bixby hitting the left corner hard to round 1-2 at the first weather mark. The reaches were a scream, and Ethans talent at that point of sail pushed him to a nice lead which he held for the rest of the race. The second race was a little more tame, winds were down to 15 kts. And the tide had switched, which lowered the chop. Several boats were over early but only one went back. Stephan Irgens and Charlie Bustamante went hard right and found better wind and arrived first to the weather mark. The second time around most everyone went right but it did not pay as well. Stephan maintained his lead. The third windward leg, suckered many to the middle or left with favorable lifts, then a thirty degree shift came in from the right. Ethan Bixby was not only caught on the wrong side of the shift but was blessed with his own private hole between the old and new wind and dropped down to ninth in the last five minutes of the race. The race committee attempted to start another race, however the current was running a full knot now, and the wind was dying. At 3:30 PM we only had two hours of light left and the sea breeze came in from the west requiring a major revision of the marks by the race committee before another attempt at a start could be made. We simply ran out of light on an otherwise perfect day of sailing. Saturday evenings dinner was at Matt and Laura Bryant's house on Snell Isle. Fleet 801 members each brought a dish; nothing went to waste. Videos were inspected very closely and they confirmed the race committee's keen eye for picking out premature starters, who were very surprised when they got back to the dock and found out they were PMS. Sunday was early. Again 15-20 kts. was predicted by the weather service; It was howling, and very little sun like the day before. The fleet chose to wait until the last minute to leave the dock and over half missed



photo: Ethan & Trudy Bixby - 28687; Charlie & Michele Bustamante 27872; David Mendleblatt & Billy Schoenberg 27273; Gonzalo Diaz & Greg Saldana 28814. Photo: Doran Cushing.

the actual start. Chris Klotz, lost a chainplate and then his mast on the way out. Ethan and Charlie were match racing for the trophy; Charlie made the weather mark inches in front of Ethan, but then it was all Bixby. Ethan stretched his lead at every mark for an affirming final finish. By now the wind was a

steady 22 kts. and gusting over 25. The weather buoy at the Skyway Bridge was a reporting 27 with gusts to 32, and heading our way, so the race committee wisely abandoned racing for the rest of the day. It was a wild ride in on a beam reach.

Sail #	Skipper/Crew	Finishes	Total
1 28687	Ethan/Trudy Bixby	1-9-1-1	11.25
2 27872	Charlie/Michele Bustamante	4-2-4-2	12
3 28814	Gonzalo Diaz/Greg Saldana	6-4-2-6	18
4 28470	Stephan/Monica Irgens	3-1-10-5	18.75
5 27273	David Mendelblatt/B.Shoenberg	2-17-3-4	26
6 27772	Bill/Sherry Welch	11-7-8-8	34
7 24995	Eitelberg/Edilberto Montarroyos	8-17-5-7	37
8 26397	Bob Foster/Carly Franklin	7-5-7-18	37
9 25122	Matt/Laura Bryant	12-15-11-3	41
10 27380	Rick/Catrina Cashman	13-8-12-9	42
11 28045	Steve/Scott Lang	14-10-9-10	43
12 27270	Chris Klotz/Lauren Carrier	5-3-18-18	44
13 27253	Buddy Byington/Colin Liwehan	9-6-18-18	51
14 27027	John Hagman/Dawn Hagman	10-18-6-18	52
15 27271	Ben Givens/Mark Lang	15-15-14-18	62
16 24020	Tom Parks/Bonnie Robertson	16-15-14-18	63
17 25948	Roberto Guaragna/F. Gomez	17-18-18-18	71
18 19888	Sandy Strathie/David Mickelson	18-18-18-18	72

Japan Claims Team Victory in Eighth Annual Japan - United States Intercollegiate Goodwill Regatta

Tokyo, Japan (December 3, 1996)—

Nearly one hundred collegiate sailors from Japan and the United States met in the waters off Tokyo, Japan, to compete for top honors in the Eighth Annual Japan - United States Intercollegiate Goodwill Regatta. The event, held November 27-30, 1996, at the Wakasu Sailing Center, Tokyo, Japan, was sponsored by Nikken Rentacom Group and organized by the All-Japan Intercollegiate Yacht Racing Association and the Intercollegiate Yacht Racing Association of the North America.

Racing in the same waters that spawned Yumiko Shige and Alicia Kinoshita, 1996 470 Women's Olympic Silver Medalists, proved lucky for the All-Japan Intercollegiate Team. As with Shige and Kinoshita, who won their country's first Olympic Yachting Medal this past summer, Japan's collegians earned their first ever team victory in the history of the Goodwill Regatta this past week.

The Japanese proved their dominance most handily in the 470 fleet, with seven of their ten teams earning top slots in the 20-boat fleet. The top U.S. skipper and crew, James Wadsworth and Megan Boardman (Tufts University), finished eighth. "This was the first time in 470s for all of the American teams," explained American Coach Scott Ikke (Geneva, N.Y.). "The 470 (a two-person Olympic Class one-design dinghy) is an extremely technical boat. The Japanese, who sail a number of their collegiate regattas in 470s, had an amazing advantage over the Americans. Overall, I'm happy with how we did."

The American's fared better in the Snipe and International 420 fleets, finishing first in both divisions. John Meade and Phillip Barow (Stanford University), with top finishes including two firsts, two seconds and a third in five of seven total races, claimed a commanding victory in the Snipe class over second-place finishers Satoru Suzuki and Keita Goto (Tohokugakuin University) of Japan. Meade and Barow finished with a low-point score of 26 points, 16 points ahead of Suzuki's and Goto's 42 point total. The Japanese team of Katunori Ui and Yutao Ueno (Hosei University) finished third overall with 49 points. Rounding out top finishes for the Americans were Marc Laitin and Molly Merrill (Harvard University) and Mark Ivey and Liz Potter (St. Mary's College of Maryland), who finished fifth and seventh with 51 and 61 points, respectively. A total of 20 boats—ten American and ten Japanese—competed in the Snipe class.

In 420 action American sailors Casey Hogan and Heather Melanson (Dartmouth University) took first place overall in the eight-boat fleet. After finishing fourth in race one, Hogan and Melanson blew the doors off the competition, finishing with three firsts and three seconds in the remaining races. Fellow Americans Dorothy Hoffman and Molly Gross (College of Charleston) took second, while Etuko Tokunaga and Makiko Otuki (Ritumeikan University) of Japan finished third.

It Was All About Goodwill

While the Japanese may have claimed the Nikken Rentacom Cup for having the lowest point total of the two teams, all the participants of the Japan - United States Intercollegiate Goodwill Regatta walked away winners. "The primary activity may have been competition, but the overall mission was that of Goodwill," explained Mike Segerblom, (Long Beach, Calif.) head coach of the Americans. "All who gathered at the closing party witnessed the camaraderie between the two teams and could tell that this was not your average regatta." Segerblom referred particularly to the buzz generated by the exchange of gifts among the various fleets throughout award presentations. "The entire 420 women's fleet was over in one corner exchanging gifts when they started awarding our prizes," said Molly Gross (College of Charleston). "I didn't even hear them when they called me to the podium to collect my second-place trophy."

"The Japanese set their sites on winning this regatta eight years ago," said American Head Coach Segerblom. "It's actually been a real pleasure to witness their success this year. However, I am looking forward to next year's rematch—on our own waters." The Ninth Annual Japan - United States Intercollegiate Goodwill Regatta will be held at Newport Harbor Yacht Club, Newport Beach, Calif., over Thanksgiving weekend 1997.

RESULTS

470 Class

1. Ritumeikan University; Ken Hashimoto; Takanori Masuda;	1-1-1-5-6-3-12	29
2. Dousisha University; Kenichi Nakumua; Kan Yuri;	4-3-7-2-15-12-3	46
3. Kantogakuin University; Yochinori Ishiochi; Yoshirou Sato;	16-14-14-4-3-6-1	58

Top three U.S. 470 Class

8. Tufts University, James Wadsworth; Megan Boardman;	13-9-10-11-7-7-9	66
9. Tufts University; Tim Fallon; Rich Canzano;	12-4-6-15-1-8-DNS	67
10. Boston College; Peter Spaulding, Anne Bohlen,	7-DNS-3-14-4-16-2	67

Snipe

1. Stanford University, John Meade; Phillip Barow;	1-8-2-1-9-3-2	26
2. Tohokugakuin University; Satuo Suzuki; Keita Goto;	7-7-5-4-11-5-3	42
3. Hosei University; Katunori Ui; Yutaro Ueno;	4-14-9-8-4-9-1	49

Second & Third Place American Teams

5. Harvard University, Marc Laitin; Molly Merrill;	14-2-6-6-1-7-15	51
7. St. Mary's; Mark Ivey; Elizabeth Potter;	3-12-13-15-3-11-4	61

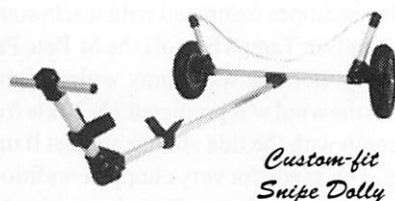
420

1. Dartmouth College, Casey Hogan; Heather Melanson;	4-1-1-2-2-2-1	13
2. College of Charleston, Dorothy Hoffman, Molly Gross;	2-4-6-5-6-1-2	26
3. Ritumeikan University; Etuko Tokunaga; Makiko Otuki;	3-7-DNF-1-1-5-4	30

Third Place American Team

6. Tufts University; Caitlin Macallister; Kelly Armitage;	6-6-2-6-7-3-DNF	39
---	-----------------	----

SEITECH Launching Dollies



Custom-fit
Snipe Dolly

Ideal for launching, moving, storing, and protecting your boat. Light, strong, corrosion-proof, maintenance-free. Aluminum frame, engineered plastic joint components, stainless steel fasteners, 3" wide sling, and large pneumatic wheels with plastic hub make the dolly roll easily over sandy and rocky beaches.

UPS shippable.

Comes as a kit. Easy

to assemble and dis-

mantle. Fits in car

trunk. 1-yr. warranty.

Call local dealer or

Seitech.



We've got a dolly for any dinghy!

SEITECH Marine Products, Inc.

P.O. Box 514, Portsmouth, RI 02871 USA

Tel: 401-683-6898, Fax: 401-683-6897

E-Mail: Sei52@aol.com

Web: <http://www.paw.com/sail/seitech>

Classified

Classified ad rates: Minimum charge is \$10.00 per month. Ads are accepted on a cash basis only. Ads accepted by mail only. The deadline is the first of the month preceding publication.

ACRYLIC SNIPE DRYSAIL COVERS:

Acrylic will not rot, mildew, shrink or become brittle. Best cover material available with outstanding workmanship including velcro stay enclosures and main zipper made of Delrin, fully enclosed with velcroed zipper flap. A flat type cover with halyard cockpit lifting bridle made for the boat with the mast up or down and boom off. No. 1 has a 6" skirt, \$225 in white or \$235 in blue. No. 2 has full sides to chine @ \$287 in white or \$298 in blue. No. 2 same as No. 1, but has custom looking tapered full skirt for ultimate protection with zipper at bow for glove-like fit. Rudder covers \$38 shipped UPS ppd, for orders with payment in full. Visa, MC, AmEx or COD available. Special colors upon request. Contact Chris Rooke (901)744-8500. ROOKE SAILS, 1744 Prescott So., Memphis, TN 38111.

WEATHER MARK, Inc.: TOP COVER: \$225.00; **SIDEWINDER MAST,** \$910.00; **BOOM,** \$250.00; **WHISKER POLE KITS,** \$106.00; **CENTERBOARD COVERS,** \$49.00; **RUDDER COVERS,** \$35.00; Dave Pritchard (770) 945-0788. Fax: (800) 368-4445. 48 hour service.

FOR SALE - Cruising and Racing Snipe sails, Dacron and Polyant, starting at \$25.00. Whiskerpoles. Write for details to: Gonzalo Diaz, Sr., 5520 SW 72nd Avenue, Miami, FL 33155 or call (305)667-0492 evenings. (djf)

MCLAUGHLIN 25044 - 3 sets of sails - 2 set of Ullman's used only twice. Cobra II mast. Trailer, white hull and white deck with gray pinstripe. \$2400 (972)952-6207 wk, (972)771-2205 hm. Texas. Jbmorgan@ti.com. (djf)

USED SAILS WANTED - old, blown-out sails wanted from anywhere in US. Absolutely *any* condition. Will pay shipping and may give cash or gift certificate toward functional, good-looking, one-of-a-kind outdoor gear made from old sails. Call Re-Sails™ for information or catalog. (619)488-2709. (djf)

MCLAUGHLIN 24111 - Medium blue, pole launcher, 2 suits of sails, average condition, \$1200, Trailer \$200, boat located near Kansas City. W (816)246-4343x2903, h (816)578-4565. (jf)

ULLMAN SAILS SNIPE RESULTS '96

1st International Midwinters
1st Don Q. Regatta, Miami (50+ boats)
1st U.S. Finisher Western Hemispheres
3rd & 4th U.S. Nationals
3rd World Masters

All using new **Mylar Mag2** jib
with glued seams, no stitching!



➤ Sails
➤ Canvas
➤ Masts
➤ Booms
➤ Rigging

Order Now and Get Low '96 Prices!

ULLMAN SAILS

410 29th Street
Newport Beach, CA 92663
Dave Ullman & Jeff Lenhart
(714) 675-6970
FAX (714) 675-6276

National Secretaries and

US District Governors

Send your 1997 Regatta dates to the
SCIRA office
immediately

Snipe Merchandise

Pay by
VISA/MC!!

Watches with SCIRA logo: (M) \$35.00

SCIRA Shirts: t-shirts: \$10.00; polo shirts: \$20.00; sweatshirts \$20

Snipe belts: D-ring style; bird logo or SCIRA logo: \$15.00

SCIRA logo with leather tabs: \$20.00

All leather with bird stamp: \$25.00

Best of Snipe Bulletin: \$20.00 **Snipe Tales:** \$20.00

Blazer patches: \$3.00 **Straw Hats** \$20.00; **Visors:** \$10.00

Window decals (inside or outside) \$1.50

Blueprints to build your own Snipe; \$20.00

Kevlar merchandise with the Snipe logo or bird belt tape

Kevlar duffle bags ; \$45.00 small \$60 med. \$70, large zipper-end

Kevlar bathroom "dopp" kits: \$20.00

Kevlar wallets: \$15.00

Kevlar checkbook covers: \$10.00

NEW!

check
it out!!!

Contact the SCIRA office 619-224-6998

Lake Quassapaug's Annual Board of Governors Regatta

On the weekend of August 24-25, Quassapaug Yacht Club hosted its annual Board of Governors Regatta. 37 Snipes from the northeast competed for top honors.

The weekend started out with a bang on Saturday morning as a thunderstorm rolled through. The first scheduled event, an Optimist regatta for future Snipers, was postponed for almost an hour as the rain and lightning dominated the morning scenery. The many campers who had set up the night before were all hoping their tents were staying dry.

Five junior boats made the starting line for several short races prior to the first Snipe race. The main part for the storm had past, but these die hard sailors competed in a steady drizzle for top honors. It was great to see the Gorman, Griffith, Donald and Rousmaniere children all competing much the same as their parents have done for many years.

The Snipes started at the conclusion of the juniors, racing the first two races back to back. Jim Bowers and Scott Tarpley established control of the regatta right from the beginning by winning both races. They were followed by Keith & Peggy Donald, and John & Adrienne Korkosz in the first race, and Rob and son Robby Gorman and Fred Abels with niece Katherine Spindler in the second race.

After the first two races, the sailors were treated to their first meal as QYC members whipped out some tasty dogs and burgers for the sailors and their guests, of which there were many. By now, the skies were complete sunny, and the wind was established at 5-10 out of the west.

The Bowers/Tarpley team started the next race where they had left off. They were able to take the lead from the Gormans, who led for most of the race. The Abels/Spindler boat came smoking in at the end to capture second, as the Gormans ended up third.

In the last race of the day, Jennifer Rousmaniere and son Adam went wire to wire, at times stretching their lead considerably. The husband wife team of John & Maggie Manderson put on a strong charge in the end, but settled for second. The Gormans beat Mark & Sharpe Beaton for third.

As the sailors headed for shore, they were greeted with a cold keg of beer and a table of h'ors d'oeuvres. It had been a long day on the water, as racing started about 11:30, and ended close to 5:00.

That evening, dinner included steak lobster, corn on the cob, and a special ice cream dish, invented just for the event, called *sailors delight*. Not only was there a good turnout from sailors, but the general membership had a strong showing at the dinner as well. There were 233 dinners served that evening. It took another tremendous effort by the general membership of the club to pull this off without a hitch.

As dinner was ending, the DJ was getting started. The first part of the evening was geared towards kids, of which there were approximately 50. Most danced under the spotlights on the hill behind the cooking area. It was quite a scene, one the MTV would have loved to have a clip of. Some of the younger and/or more tired children enjoyed movies in a room set aside just for their entertainment.

At about 9:00, most of the kids started to tire after a long day of sailing and an evening of partying, and the dance floor was taken over by the adults. Reports are that even though the DJ stopped at 11, the party continued to at least 1:30. Try as they might, however, the party animals were unable to shake Quassapaug's long standing tradition of never running out of beer, as only four of five kegs were sucked dry.

When Sunday morning arrived, the lake was glass. It looked more appropriate for water-skiing than sailing. With no wind in sight, the race committee set up a small course for the Optimists to ooch around a couple of times. Still there was no wind.



Photo above: Camp Snipe on the shores of Lake Quassapaug.

Commodore Shane Erickson was the next to come up with an idea for entertainment, a commodore's splash contest. No wonder it was his idea, as he won hands down. Still no wind...none at all.

Joel Zackin had the next idea: canoe races (paddling as opposed to chugging), teams of four, around the Optimists triangle. Eight teams were formed, two raced at a time. There was plenty of bumping, holding on, and splashing that accompanied the very serious paddling. The most interesting parts of each race were the roundings, as the team in the lead usually got rammed as they slowed to make the turns. The original thought by Joel (who by the way did no paddling of his own, but rather, supervised) was to have the winners of each heat square

off in an elimination type format to crown an undisputed champion. However, no one seemed interested in trying to make it around the course for a second time, so we ended up with four winners.

As these races were concluding, the fleet was called out on the lake, hoping that the patches of wind seen on the lake would solidify into something more meaningful. As the heat of the day began to take hold, the wind started coming from the south. However, the sailors had to be aware of an every present threat of a puff from the west. In the fifth race, those who went to the right got a huge bonus as a large puff from the west took them past the fleet and gave them a healthy lead. Sue Lodico and Jan Tabor had gone furthest right, and got a big lead that

A Fleet (top 20 of 27)

	Sail #	Skipper/Crew	Finishes	Total
1	28440	Jim Bowers/Scott Tarpley	1-1-1-5-5-11	12.25
2	25460	Fred Abels/Katherine Spindler	6-3-2-11-16-1	22.75
3	25412	Jennifer & Adam Rousmaniere	7-11-13-1-2-9	29.75
4	26810	Rob & Robbie Gorman	9-2-3-3-13-19	30.00
5	25003	Sue Lodico/Jan Tabor	16-8-9-8-17	32.75
6	28044	Pedro Lorson/Mimi Berry	17-4-5-14-4-6	33.00
7	28065	John & Maggie Mandersen	8-10-12-2-3-23	35.00
8	29111	Joel Zackin/Celest Shuggs	5-9-10-9-10-3	36.00
9	27101	Dave Lence/Dave Egeler	4-12-6-10-8-15	40.00
10	28004	Kieth & Peggy Donald	2-18-19-6-14-2	42.00
11	25659	Ray Schmit/Sandy Rodgers	15-6-8-18-15-10	54.00
12	28648	John & Adrienne Korkosz	3-16-18-17-6-13	55.00
13	24999	Martin Fraser	19-5-15-22-17-5	61.00
14	27734	Darryl Waskow/Andrea Griffith	22-14-7-13-9-21	64.00
15	28542	John Lally/Kerry O'Brien	10-15-23-19-7-14	65.00
16	25810	Dave Rogers/Jarrell Price	20-7-14-15-19-12	67.00
17	27011	Jim Hannan/Paul Foley	24-17-16-16-18-4	71.00
18	28656	Peter & Kerri Wolcott	14-21-17-12-21-8	72.00
19	23591	Gavin O'Hare/Holly Wolford	28-28-4-7-20-16	75.00
20	28466	Mark & Sharpe Beaton	18-19-11-4-28-28	80.00

B Fleet (top 5 of 10)

	Sail #	Skipper/Crew	Finishes	Total
1	26753	Jim Lyman/Sue Cushman	2-2-1-2-5-2	8.75
2	25736	Mike Benchimol	1-4-7-1-4-1	10.25
3	25710	Jim Bowers Sr./S. Decker	5-1-3-6-1-3	12.50
4	25025	Jonathan Siener/Jen White	3-3-5-4-3-8	18.00
5	26202	Shane & Jennifer Erickson	4-6-2-5-6-4	21.00

they never gave up. The Rousmaniere boat had also tacked to the right early and finished second. Rounding out the top three was the Manderson team.

In the last race, the threat from the right was still present. However, at the start, those who went left had the advantage. A group of five boats put a good distance between themselves and the fleet. On the second beat, the Donalds took the lead from Abels, but that flip-flopped on the leeward. In the end, it was Abels, Donalds, Joel Zackin with Celest Shugs.

As it turned out, the dominance displayed in the first several races gave Jim Bowers and Dave Tarpley the victory by a large margin. Fred Abels and his five year old niece Katherine performed well, taking home second. Jennifer Rousmaniere and her son Adam were third, followed by the father and son team of Rob & Robby Gorman. Also finishing in the awards was the sister team of Sue Lodico and Jan Tabor.



Photo above: Fred Abels & 5 year old niece Katherine took 2nd overall.

The members of QYC sincerely hope everyone had a good time. We did! Next year is our 50th anniversary. We are also hosting the District 1 Championship in late June. We are very hopeful that we get a large turnout from all our friends at the Districts and the Board of Governors Regatta, to help us celebrate this milestone in the proud history of Quassapaug Yacht Club. We make this promise: we have already put together some ideas to make next year's events ones that will be remembered and talked about for years to come. Hope to see you there.

Dave Rogers
Fleet Captain
Quassapaug #231

1997 Decals are in!

Send your dues now to add to your collection!

PERSSON **ALSO NUMBER ONE** SNIPE



SOME 1995-RESULTS WITH PERSSON-SNIPE

World Championship '95

Place: 1-2-3-4-5-7-8-9-10-11

U.S. Nationals '95

Place: 1-2-3-4-5

North American '95

Place: 1-2-5-6

Scandinavian Championship '95

Place: 1-2-3

Already used by good sailors winning:

- World Championships
- European Championships
- Western Hemisphere Championships
- Scandinavian Championships
- National Championships



➤ **Complete Snipes, masts and equipment.**
➤ **Worldwide distribution and sale.**



DESIGN AND PRODUCTION PERSSON MARINE

Strandvejen 352 C
3060 Espergærde
Phone: +45 49 17 02 10
Fax: +45 49 17 06 20
DENMARK

LICENSE BUILDERS

Claudio Barbieri
CANTIERI NORDEST
Phone: +39 - (0) 444 350 667
Fax: +39 - (0) 444 350 667
ITALY

Santiago Lange
LANGE INTERNATIONAL
Phone: +54 - 1 742 1638
Fax: +54 - 1 742 1639
ARGENTINA

Jack Franco
Phone: +1 - 310 767 1032
Fax: +1 - 310 767 1034
USA

Masahito Tsuchida
Phone: +81 - (03)52 69 26 48
Fax: +81 - (03)52 69 36 48
JAPAN

Gilles Boisaubert
Phone: +33 - 1 48 86 68 75
Fax: +33 - 1 48 86 68 75
FRANCE

Biger Jansen
Phone: +47 - 66 84 82 62
Fax: +47 - 66 84 82 62
NORWAY

Diego Cuenca
Phone: +34 - (9)68 18 32 11
Fax: +34 - (9)68 18 40 91
SPAIN

1997 World Championship Schedule of Events

Major Regatta Schedule

1997 South American Championship

Cordoba, Argentina
March 21-30

1997 US Nationals

Tom's River, New Jersey
Jr. - August 8-10
Sr. - August 11-15

1997 North American Championship

Oakville, Ontario, Canada
August 19-31

1997 World Championship

San Diego, California
September 13-19

38TH SNIPE WORLD CHAMPIONSHIPS



Saturday & Sunday, September 6-7 Open Regatta
Wednesday - Friday, September 10 - 12 Measurement

Saturday, September 13

National Secretaries Meeting	0700
Skippers Meeting	0900
Practice Race	1200
Opening Ceremonies	1730

Sunday, September 14

Race 1	1200
Dinner & Daily Firsts	

Monday, September 15

Races 2 & 3	1200
Dinner & Daily Firsts	

Tuesday, September 16

Board of Governors Meeting	0700
Races 4 & 5	1200
Dinner & Daily Firsts	

Wednesday, September 17

Layday, makeup races as needed

Thursday, September 18

Board of Governors Meeting	0700
Race 6	1200
Daily Firsts	

Friday, September 19

Race 7	1200
Awards Dinner	1900



Support the
advertisers who
Support SCIRA!
Tell them you
read it in The
Snipe Bulletin!

Snipe

14 kt Gold and Sterling
Silver Snipe Jewelry



Stuff

Boats	Ster.	14 kt
Earrings	\$139	\$396
Hat pin, tie tac	\$89	\$219
lapel pin, pendant		

	Ster.	14 kt
Brooch or	\$94	\$629
WM Skipper's		
Cap		

Birds	Ster.	14 kt
Earrings	\$79	\$195
Hat pin, \$39	\$99	
tie tac,		
lapel pin,		
pendant		

WINDWARD
MARK
ARTS

For information or orders call:

1-800-405-6300

Tom or Julie usually answer 9 to 5

Located in Monona WI

% of sale goes to SCIRA

NEW

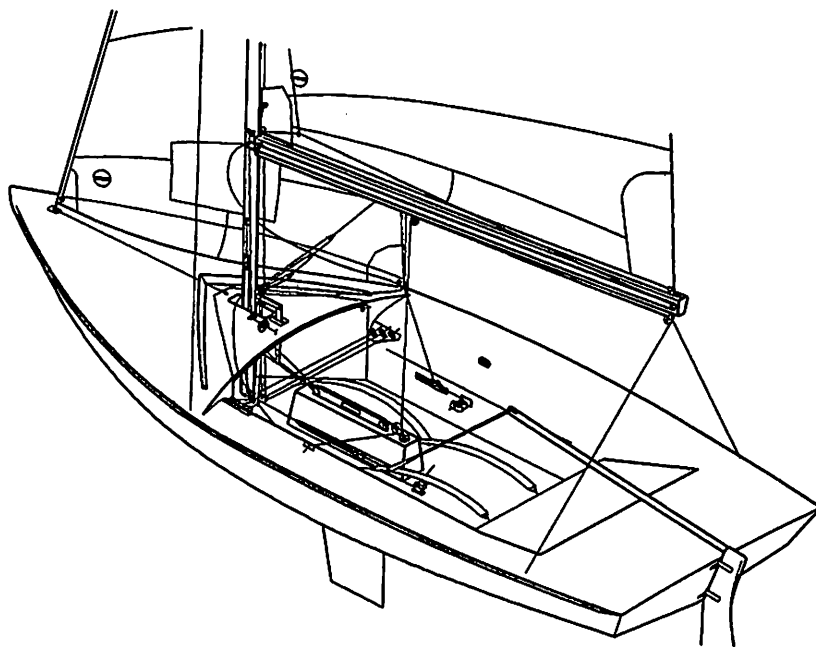
Lillia Snipe

Working together with the world's best sailors, we thought, designed and built...



New Lillia Snipe

- ★ Computer designed hull for the best all-around performance.
- ★ Deck modified with the most comfortable hiking position.
- ★ Deck hardware lay-out thought for more simplicity and access.



Ready to Race, ready to Win!

LILLIA BOATYARD - 22010 Musso - Como - Italy - Phone 0039-344-81223 Fax 0039-344-81568

LILLIA SOUTH AMERICA

Niterói - RJ

Phone - Fax 0055-21-616-2550

LILLIA NORTH AMERICA

190 Hagman Rd. - Winthrop, MA 02152

d- 617-539-0992 e-617-846-1772

Fax 617-539-0614

We Love It When History Repeats Itself!

*Order by
November 15
to take advantage of our
fall discount!*



Congratulations to Peter and Connie Commette who captured the 1996 Snipe National Championship Title! We're proud to have been a part of the Commette's winning team and appreciate them making us look good. The Commette's victory marks the 3rd National title in a row for North Sails. Add that to a string of world titles and you've got numbers that add up to the fastest, easiest to trim sails on the water.

With a record like that you might think we'd rest on our laurels. But it only makes us more determined to make sure you've got the best sails possible. That's why we've developed the faster and more durable AP-2P main and our new MY-5 mylar jib - our fastest, most durable sails ever.

Let us help you make a little history of your own. Call North, your personal sailmaker.

Fast Sails. Friendly Service.



North Sails One-Design West *Chris Snow, Vince Brun* 1111 Anchorage Lane • San Diego, CA 92106 (619) 226-1415 FAX (619) 224-7018
North Sails One-Design Central *Greg Fisher* 330 West Spring Street • Columbus, OH 43215 (614) 221-2410 FAX (614) 221-1228
On the Circuit Representatives: East Coast *Henry Filter* (410) 643-1486; Northern California *Bart Hackworth* (510) 522-5373;
Southern California *Doug Hart* (619) 421-2745