





uncommon sense

by Tom Payne

A Message For U.S. Snipers

As I write this it is May 24. Dues were delinquent March 31. I had thought that this year would be different, that the changes in the leadership and *BULLETIN* would have the members excited enough to avoid the delinquency of the past. I thought the Fleet Captains would get on the ball and have the dues in on time. Boy, was I wrong!

One member said: "I didn't get a bill." Well, pal, you're getting one now.

When you hit the bottom line, not only do you pay late, but you pay less. The postage, printing, envelopes and my time come right out of our operating funds. If it costs us \$5.00 to collect your dues, then you're only paying \$20.00 per year. That's not fair to the 70% who paid without being billed.

You see, they don't pay me to be a billing clerk, or to keep track of the delinquents. They don't want me sending out letter after letter to lazy Fleet Captains, begging for money. They don't show up at regattas and expect to sail for free. I hope they're as serious as I am about eliminating the wasted effort that goes into collections. If they are, they'll be looking for you at the regattas, and putting up that little red flag when they see you on the line. What if they don't? Well, we could always start checking the results against the roster, and leave out the names of the delinquent members. Or maybe put an asterisk by your name; i.e., * Not a SCIRA member.

The stupidity of the situation is apparent. This message is a waste of *BULLETIN* space. I apologize to our good members. I'd much rather write about something else. This problem has really put me in a *nasty* mood, and that's not what this job was supposed to be about.

Oh Yeah, One More Thing...

... to get mad about. Back when I was a normal member (normal?) I had a monthly ritual that started on about the 10th when I'd wander out to the mail box looking for my *BULLETIN*. Boy, I'd hate to admit how much I cussed 'ol Buzz when it wasn't there. Well, I know that right now (remember this is May 24!) a lot of you are mad at me because your *BULLETIN* still hasn't arrived. Well, I'm mad, too.

I'm mad because the Post Office is the

culprit this time and I guess it's kind of understandable. (Understandable, yes. Forgiveable?) As you know the rates went up in April. Normally we get the monthly bill around the 20th of the month. We always pay right away. This time, I was ready to mail the BULLETIN on May 6. I still didn't have the bill for the April mailing. I called the Post Office and spoke to the appropriate official. He informed me that the April mailing was covered by the balance in our account and assured me (repeatedly) that the May issue would not be held up. The bill for the April mailing arrived on the 14th, and I mailed a check on the 16th (Monday). Well, guess what they had done? Yes, they held us up for at least 10 days. So now you know. Cuss me if you like, but know that we're working to have the BULLETIN to you by the 10th of every month.

Just An Idea

We've received a fair amount of mail from people who are restoring old wooden Snipes. They often ask if the resulting boat will be competitive, and I honestly don't know what to say.

I know that wooden boats are still winning the Worlds but that is probably the exception, or is it? Could the amateur craftsman who's restoring what may have been only "average" for its time actually expect that he might win trophies?

What about the newly constructed wooden boats? We sell quite a few sets of plans, and I had the book "Building A Plywood Snipe" by former Commodore Harold Gilreath photocopied, and it's been selling well. How does the "new" wooden boat stack up in competition?

I'd never given much thought to owning a wooden Snipe until I got into the photo archives and saw some of the beauties from the '40s and '50s. Then a letter from Mr. John Brennan came in: "I'm in the process of restoring an old wooden Snipe ... the hull appears to be mahogany planking ... the deck is probably cedar ... it has a swing bronze centerboard ... an oval cockpit ... the prior owner thought that it was built around 1939"

I read this and I'm thinking of a beauty, all spit-and-polished and more shiny than a grand piano. I choose not to think of the reality of long hours of labor to repair the ravages that age and water can leave behind. But then the modern products and tools available to the home craftsman go a long way toward making the job easier, and the resulting boat is usually more sound and durable than she ever was.

But even this is not enough to turn me away from my plastic boat, with the latest technology applied to a design that has been refined over 50-plus years, where the biggest piece of wood is usually the skipper's brain. I just blast her off at the 25-cent car wash and she's maintained. I confess that I use a tablespoon of teak oil every year or so, and a little wax and whatever, but I just don't have the time to give the love and attention that a wood boat needs. And still, I wonder. Would it be competitive?

How many old wooden boats are there hidden away in garages and barns? How many have rotted away to nothing? How many have been restored? We have no idea, just questions.

Could we do anything to find these old boats? Could we do anything to promote their restoration?

Would it be possible for SCIRA to sanction special wood boat events? Could we set up a special set of rules for "classic" events, where all boats would have wooden spars, or maybe be built before a certain date? Part of the competition could be a judging on the beauty and originality of the restoration.

I would like to hear from anyone who is interested in this subject, or has any opinion about my idea. I know that there are old wooden boats out there. And a lot of Snipe sailors who were content with a can of spar varnish and a 425 pound boat. Let me hear from you!

I often think of the day that Jimmy Brown and his dad launched their Snipe, the very first Snipe. They built her themselves. It must be a special kind of satisfaction.





(USPS 611-500) SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

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CHANGE OF ADDRESS

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

at the masthead

Ted Wells Retires, Donates Boat

It is with mixed emotions that we announce the retirement of Ted Wells from Snipe sailing. "Mr. Snipe" made the decision, in part, because of the relocation of his club to a new lake some 50 miles from his home.

"It's out in the middle of nowhere, and Mrs. Wells doesn't like sitting in the car with nothing to do. I can't stay competitive without regular practice, so I've decided to call it quits."

He has donated his boat to SCIRA USA, and wishes that it be sold to the highest bidder and the proceeds then placed in the SCIRA US perpetual fund.

The boat, McLaughlin 25025, is therefore offered for sale to the highest bidder above \$3,500. This includes his custom design aluminum trailer and all other equipment. Bids should be sent to the SCIRA office.

Although he won't own a Snipe, he will always be welcome to sail mine, and I'm sure that thousands of other Snipe sailors will make him the same offer.

Look for more on this amazing gentleman's contributions to Snipe sailing in the August *BULLETIN*.

New National Secretary For Uruguay

Luis Alberto Carluccio is the new man in Uruguay. His address is: Convencion 1124, Casilla de Correo 11016, Montecideo, Uruguay. Telex: RAYO UY 33574, Attn: Mr. Carluccio.

JULY 1988

THE COVER: Charlie and Michelle Bustamante of Miami Fleet 7 caught at high speed on Clearwater Bay, Fla. Tom Payne photo.

THE SCORE: Twenty-two numbers were issued this month. 10 to Norway, 5 to Denmark, 5 to the U.S., and 2 to Belgium.

NUMBERED SNIPES — 27,263 FLEETS — 801

LETTERS

On Kinetics ...

The rules limiting kinetics are to be policed by the competitors on the race course. However, this one rule has not been as well suited to this type of control. As the level of competition increases in the major championships, the question of alternate methods of maintaining a non-kinetic course is being asked.

An experiment at the 1986 National in Lake Chautauqua occurred with Paul Henderson following the Heinzerling fleet on the course. His duty was to regulate the fleet in regard to Rule 54.

As a competitor in this event, I was acutely aware of where Paul's little aluminum boat was on the course and at who he was looking. His presence certainly tempered our extra-terrestrial activity in the boat. He kept a list of the violators and would post this list at day's end. Once warned, the next violation would result in a protest. Fortunately where were no protests. It was, however, his education that proved to be the greatest value. It was his teachings that still form my current interpretations of Rule 54.

I recently participated as a co-regatta chairman for a national collegiate event where I also acted as the on-the-water judge. The racing was held in a small bay, where about 20 schools were competing.

As I followed the fleet and would note a violator, I would blow a loud air horn so the whole fleet could hear. I would not at that time attempt to notify the offender. At the end of the race, I would come aside the offender and explain why I had warned him. Each competitor received one warning and then would be subject to protest. If someone were to protest a competitor for an incident in which I issued the warning, I could be called in as a witness. The violator would likely lose this protest.

The beauty of this system was that by using the horn but not identifying the culprit until the end of the race, the whole fleet was warned that kinetics is occurring and will not be tolerated.

In one light air beat where excessive pumping was noted on a few boats, one competitor was ultimately warned but I



also hailed the whole fleet as to the nature of the violation. The borderline cases quickly cleaned up their act.

I have found that as I sail and observe different one-design classes, each one has its own tolerance level of kinetics. Rule 54 is highly interpretable, and each group views its violators differently. By having on-the-water jdges, you bring in an interpretation (the judges) that is generally stricter and more consistent than that of the competitors.

As an active competitor in major events, I am not too concerned as to how today's

MYSTERY JUNIORS

We often say that the juniors are the future of the Class, and here's some hard evidence. I found this photo in the archives and I'm not sure when or where it was shot, but I do know the skipper, and a look at the roster gives me good reason to believe that the crew is still sailing Snipes, too. The skipper is now a Fleet Captain, a regular on the regatta circuit and he and his wife now have three little 'Snipettes.'

The first correct answer with the earliest postmark will win a copy of Scientific Sailboat Racing by Ted Wells, an assortment of patches and stickers. Anyone who sends a selfaddressed stamped envelope with a guess/answer will receive a stick-on decal.

sailors are handling themselves. However, as more top collegiate sailors enter the Snipe class, we must actively educate them of the "zero tolerance" attitude that we have in the Snipe class.

> Craig Leweck San Diego, CA

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Midwinters — No, that's not Greg Fisher! It's Peter Commette demonstrating his new 'leg-hiking' technique. Interesting ... wonder if it works better on starboard tack? (Tom Payne photo)



A heavy air jibe at the leeward mark in the treacherous shallows of Clearwater Bay. (Tom Payne photo) 6

Racing was fast and furious on the Winter Circuit. A photographic review of scenes in Clearwater, Miami, and Nassau.

THE SURF'S UP CIRCUIT



At the Midwinters, Keith Dodson and Claudia O'Brien discuss tying THE knot. They later announced their engagement. It must be the boat! (Tom Payne photo)

Don Q winners, L to R: 1. Ed and Meredith Adams, Newport; 2. Craig Leweck and Tom Fisher, San Diego; 3. Tom Lihan and Kim Logan, Ft. Lauderdale; 4. Peter Commette and Tarasa Davis, Boca Raton; 5. Birger Jansen and Janet Krefting, Norway. (Bill Wilson photo)

> At Nassau, Craig Leweck (27107) and Allison Jolly (25977) in close quarters.

Miss Martha Fisher has a word with Candy Bustamante at the Don Q. (Tom Payne photo)







A sailmaker's look at trends in Snipe sailing. **WHY PREBEND?**

Eds note ... Yes, we know that many of you read this in the BULLETIN last year. Well, a new Sniper was asking me how to set up his mast and I realized that I needed to go back and read this again. "So, Class, let's review this article on tuning. Your test will be this weekend."

by Greg Fisher

It has become fairly obvious that the trend in the Snipe Class toward the socalled "tight rig" and "prebent mast" is now the norm. Probably 90% of the sailors at the 1987 Nationals had their final rake measurement of 21'3"—21'5" and 1-1/2"—2" of induced prebend in the mast. This prebend is actually "tuned" into the mast through tighter rig tension.

Why is this prebend so important? The very basic answer to this question is that Snipe sailors have learned a great deal. about the bendier masts that have become so popular in the class this past five years. Utilizing these masts and the proper tuning techniques, better boat speed has been achieved in all conditions, without compromise. Let's look at the mechanics: Many of us understand that the bendier the mast, the flatter the sail will become in heavy winds. With this bendier mast, it is easy to overflatten the sail so subsequently the sail must be built fuller to accept this increased mast bend.

Sailmakers cut curve (fullness) onto the front of the sail, which we call luff curve. This luff curve matches the maximum mast bend that will be reached in heavy air. The problem develops in lighter winds when the mast does not bend to its maximum and the sail must accept the luff curve. On a straighter mast this luff curve will frequently appear directly behind the mast as fullness or in the form of backwind from the jib. Basically, the main will be too full for optimum sailshape. One expensive alternative is a second, flatter mainsail. The best answer is to actually induce more bend into the mast to match the fuller mainsail.

Increased rig tension will induce this prebend and in heavy winds, help restrict the maximum mast bend and therefore



maintain perfect mainsail shape. In very light winds it has become popular to actually further prebend the mast forward at the deck and therefore increase the 1-1/2"—2" of prebend to approximately 3-4" so as to further flatten the mainsail. More flatness in the main will translate into a more open leech and again, a more effective sailshape in light winds.

Remember, a fat, baggy mainsail can actually be slower in light winds because the wind has to bend more around the fuller shape and will stall much easier. A flatter entry and more open leech sailshape is much better.

The obvious question is "why go through all the gymnastics to make masts bend in light winds to match a mast that is bending a great deal in heavy winds?" Why not sail with a stiffer mast in all conditions that needs fewer adjustments? Hmmmm...some might say "very good question."

Some Snipe sailors feel the reduced windage and weight from a smaller mast is very important and worth adjustment and tuning. The biggest advantage, however, the bendier mast is the rig's ability to change gears quickly and smoothly. By allowing the mast to bend to its maximum, obviously the flattest sail possible can be developed, allowing the boat to point higher and sail faster. In waves or conditions where power is needed, allowing the mast to straighten up and the sail to become fuller will quickly develop the power that is needed.

The best thing about this whole tuning technique is that once the boat, mast, and sails are set up properly the mainsheet becomes the tool for adjusting the mastbend. More mainsheet tension in a breeze will mean more mast bend. In light to medium winds less mainsheet tension will mean a straighter mast. Only in the extremes, the very lightest or the very heaviest of winds, will the mast bend need to be increased or restricted.

The older stiffer masts have a much more dfficult time reaching this wider range of mastbend developed by the bendier masts. It can be done but it takes more muscle with the mast pusher to "persuade" the mast to bend the optimum amount.

The Snipe has always enjoyed the reputation of being one of the finest tuned one-designs active today. With the constant influx of new sailors into the class, no doubt more ideas are bound to develop. The very best part about the Snipe Class is that these new sailors and those who have been in the class a long time are always anxious to help increase the level of competition and pass on what they learn! Snipe's Bill was dedicated to the tradition of one-design sailing and to the people who were drawn to the Snipe for equitable racing.

BILL CROSBY REMEMBERED

This August will mark the 35th anniversary of the passing of our founder Bill Crosby. Most of us never met Bill, but his legacy lives on. We think he would be proud of his Class, and in that spirit we are reprinting this article from the September 1953 Snipe BULLETIN ...

Bill Crosby was more than a man. He was an influence, a source of staunch fair play spirit that will go on a long time.

As father of the Snipe Class, which relies upon 100 or more measurements and weights to minimize the variations in boats, he stood for the old school of courtesy and etiquette. No preacher, although some thought him opinionated, Bill hands down to Snipers a tradition.

When Bill heard of true good sports winning hard-fought races, he would purr with admiration. At the same time, Bill couldn't harden his heart against an errant Sniper, and he'd leave it to local fleets or race committees to handle their own situations.

The nub of his Snipe work and play was building and improving active Snipe fleets throughout the world; on four continents and in 25 countries. Obviously, this took sustained work, solving of problems, languages, and the rounded program of a big organization.

Bill designed the Snipe. Just before he died, August 17, he had issued No. 9551 to a new boat in the San Francisco area. In his studio headquarters at his home in Pelham Manor, N.Y., Bill put in his last work before his brief illness on the final plans for a Snipe measuring rack, which will be published in a later issue of the BULLETIN. After completing the final detail work on the drawing, Bill put it aside. He needed a bit of recreation. He jumped into his car and drove over to nearby Larchmont Yacht Club for an afternoon of boating with the L.Y.C. Race Committee chairman. That was August 13. Bill came down with pneumonia that night. He died August 17. Larchmont Yacht Club's flag was lowered.

Bill had a decisive mind. Somebody would propose an idea. "It won't work," Bill would snap, or, "That's a dilly." Argumentative people had a time on their



William F. Crosby (Photograph by Morris Rosenfeld)

hands when they tackled Bill, for he hued to his line and stood firm for what he thought right.

The myraid tasks natural to an international headquarters received continuous and devoted attention from Bill. These problems were at all levels.

One of his last undertakings was to convene a special meeting of Long Island area fleet captains during Larchmont Race Week, mainly to form a coordinating body to avoid regatta conflicts. In this region, Larchmont Race Week was heretofore a top yachting event for the Snipe Class. In years gone by, there were more than 35 Snipe entries. More recently, race conflicts in the L.I. Sound waters caused Snipe attendance to fall off in this important fixture.

Bill called the meeting with the hearty concurrence of several fleet leaders, and constructive results were immediate. At least one 1953 conflict was removed that night from the calendar, and a temporary committee to develop Sniping in the area was formed.

Snipe *BULLETIN* subscribers need not be told about Snipe fever. Bill had it always. He had many chances for lovely, leisurely cruising, getting away from it all. But Bill and his wife, Edna, usually would find their way aboard a boat that "happened" to drop in on a Snipe race, with a comradely hail, a compliment, and occasionally the click of a shutter to complete this boatman's holiday.

Bill loved the Snipe work, and under his guidance it became a worldwide enterprise. On a meagre budget, Bill accomplished miracles. He lived to see his dream come true of Snipes crossing international borders, overcoming more than 32 language obstacles, and bringing health, happiness, and the standards of corinthian yachting to average people everywhere.

* * * * *

A condensed summary of the recorded, outward facts of the career of Bill Crosby follows:

Bill was born at Newburgh, New York.

In World War I he served in the Navy until discharged to do civilian Navy design work.

Between wars, he designed, edited and headed the worldwide Snipe fellowship while Editor of the Rudder.

He was designer and chief engineer in World War II for Gibbs Shipbuilding Co., Jacksonville, Fla.

He designed sail and motor boats, wrote a number of books, edited The Rudder for 14 years; edited Motor Boat until he was stricken at the age of 62; served on sail and motor regatta committees; was Chairman, Runabout Racing Commission, American Power Boat Association; Commodore, New Rochelle Y.C.; Secretary, Eastern Ice Yachting Association; member, Larchmont Y.C.; Honorary Member, Ft. Worth (Texas) Boat Club; Chairman, Contest Board, American Power Boat Association; Editor of Snipe *BULLETIN*; member, North American Yacht Racing Union.

His writings included: "Racing Small Boats," "An Introduction to Boat-Owning," "Amateur Boat Building," "Small Boat Racing," "Boat Sailing," and Motor Boat Handbooks.

He was active head of SCIRA from the origin of the Association in 1932, the year after he designed the Snipe.

Surviving is Bill's wife, Edna Brady Crosby.

NEWS FOR CREWS!

We have a new policy at the Snipe BULLETIN: If regatta results don't list the crews names, then the results won't appear in the BULLETIN.

Now it's the crew's turn. Subscribe to the BULLETIN. Keep current with the Snipe World (and make the skipper pay for it!) U.S. Subscribers: \$8 per year; Foreign Airmail:

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David Pritchard accepts the Van Wesley Trophy from Dr. Pete Duvoisin. Not shown: Mike Funsch. (Tom Payne photo)



DISTRICT FIVE PRESENTS

New York States / Bolde Mothers June 18-19 Cuba Lake, New York

Dist. V Junior District Championship

Cuba Lake, New York District V Championship July 10-11 Chatauqua Lake, New York

North Ame

North American Championships September 2-4 Oakville, Ontario

Ontarios / Canadian Nationals August 27-28 Oakville, Ontario World Masters Championships

Lake Ontario Open

August 13-14

Rochester, New York

August 29-31 Oakville, Ontario



Pritchard, Funsch Team To Win Van Wesley Trophy For Lake Lanier

Dave Pritchard with crew Mike Funsch won the 1987 Van Wesley Trophy, edging out Brent McKenzie. Tommy Smith was third, and Tom Payne was close behind in fourth as Lake Lanier Fleet 781 continued its domination of the competition.

To qualify, one must sail in five regattas, and the District Championship and the Southerns are mandatory. Nine boats qualified for 1987, with six boats from Lake Lanier meeting the requirements. *Tom Payne*

1987 VAN WESLEY TROPHY (Qualifying 9 Boats)

Place	Skipper	Points	Regattas
1	Dave Pritchard	1.20	5
2	Brent McKenzie	1.65	8
3	Tom Smith	4.55	7
4	Tom Payne	6.40	7
5	John Muhlhausen	8.00	6
6	Paul Gillis	9.00	9
7	Ray Burke	12.60	6
8	John Sinclair	16.8	5
9	Kathy Bronaugh	21.00	5



HOW ABOUT A TOW?

Originally submitted by Chuck Fowler. Reprinted from a past issue of the BULLETIN.

I feel that it is important, every now and then, an article about in-the-water towing should be published. It is amazing to me that people with a lot of sailing as well as Snipe experience don't do it right.

The first thing that is essential to towing is, of course, an adequate line. I would recommend at least 25' of at least 3/8'' diameter Dacron stretchy line. Twenty-five feet is just about the right length when you take into consideration the length of a Snipe and the knots and loops required.

It would be wise to use a line that is dual purpose, such as, a spare main sheet or half of your required anchor line. I like to use 3/8" soft braid, because it is easy to handle, it holds a knot well, and it has a nice stretch quality. Do not use pre-stretch, polypropylene, or Kevlar core lines. They don't stretch at all and can jerk your boat quite violently in wave conditions.

The safest way to tow a Snipe (or most any other dinghy) is with each boat tied together with a loop around each mast, in that the mast area is one of the strongest points in the boat. Using a small pad eye on the bow is not a good idea because it is not particularly strong in that area and also when you are towing mast to mast you will only be towing the weight of your own boat and not everybody behind you.

It is important to plan ahead; you usually have a good idea that you will need a tow. Start by tying a quick release bowline with about a 12" loop around the mast; be careful not to include the vang or cunningham lines. Have the line lying just ahead of the mast, coiled and ready for heaving.

When the time comes to pick up your tow, pull in as close as you can to the line of boats, always looking back as well as forward. As the last boat comes by, hand them a couple of coils of line to give them enough line and time to work with; remember you must have the line in front of the shrouds also.

Try to leave enough room between yourself and other boats trying to tow so that everyone has time to get hooked up. Keep your boat speed up as much as possible to lessen the shock when the line goes tight. It is also a good idea to hold on to some of the line and as the slack is taken up, slowly let it out to help get up to speed.

As you get secured, look for other boats trying for a hitch. When you get their line, quickly as you can, tie it into the loop you have around your mast. I like to use a quick release half, hitch so that you can release quickly in case of emergency, and when the tow is done.

When the time comes to drop the tow, start releasing, one at a time, from the last boat and move forward, and be sure to thank the boat that gave you the tow. There are just a few more things to remember: Before you get hooked up in tow, tighten your jib halyard to help keep the mast in the step, snug your forward puller to help keep the shrouds tight, and then snug your aft puller to take some of the load.

After you are in tow raise your centerboard at least half way to allow the boat to slide sideways so that the boat doesn't ''trip'' over it and possibly capsize. You should also trim your sails to keep them from flapping and also to aid in maintaining speed. You should sit a little aft to prevent the bow from burying and keep the boat flat for better steering.

Remember, everybody in line is relying on your abilities to handle a boat, so stay alert.

Have a good year and hopefully there will always be enough wind that you will never have to use this advice.



SCIRA SALUTES THE WOMEN

Since its inception in 1931, the Snipe has had something going for it that few classes have enjoyed. It has always been a perfect boat for a male/female team, and while most of the early Snipe *BULLETINS* don't list the crews' names, it's obvious from the photos and race reports that the ladies have been a big part of winning teams since Day One.

In the 1952 BULLETIN I found a report on the President's Cup, which was sailed on the Potomac River. The winning skipper was Mrs. Beth Olson with her husband, Dennis, crewing. In fact, this is one of the first examples that I found where "mixed" crews swept the trophies.

Today the only thing that has changed are the numbers. Many of the top teams now are mixed, and more and more women are at the helm. Of course you would have to be a hermit not to know that women's sailing is probably the fastest growing aspect of our sport, now that they are being *encouraged* to compete, and the Snipe still continues to be an excellent choice for the woman who wants to compete on an equal basis with men.

At a recent Women's Sailing Clinic held at Lake Lanier Sailing Club, two of the ideas that were stressed were Finesse and Simplicity. Finesse meaning that there was another way to trim the jib besides brute strength, and Simplicity meaning that the crew should find the simple ways to win the race. Tactics and strategy would win out over those who attempted to "muscle" the boat around the course.

These are two ideas that fit right in with the design and sailplan of the Snipe, as it places a premium on tactics and boathandling, and less emphasis on "macho."

Anyone who has ever attended a regatta of Muscle Boats can tell you that the parties tend to fizzle-out as the guys get bored with their man-to-man talks. So we have the extra benefit of learning to relate to women as competitors on an equal basis, and then being able to sit down after the race and getting their unique perspective on the racing.

This offers a tremendous opportunity for the Snipe Class, and we should all do everything possible to encourage new women skippers and crews to join us.

In our first editorial, in the January *BULLETIN*, we said that we would promote women's sailing. We invite your contributions, suggestions, and ideas.

Here are some of the women that we spotted at Snipe regattas this Spring ... *Photographs by Tom Payne*



Janet Krefting crews with Birger Jansen, SCIRA Norway's National Secretary.



Rolex Yachtswoman of the Year Susan Dierdorf Taylor and crew/husband Scott.



Supercrew Lynn Jewell.



Maida Oyler of Dallas crews with Jim Slomski.



Tarasa Davis of Atlanta skippers T-Bird.



Sherry Welch, wife and crew of St. Pete Fleet Captain Dr. Bill Welch, vamping it up.

CLASSIFIED

Classified ad rates ten cents a word. Minimum charge \$3.00. Ads accepted on a cash basis only. Send remittance for the proper amount. Forms close on the 1st of the month preceding publication. Ads received after that date will appear in a later issue.

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 vecroed 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, \$159.00 in white and \$169.50 in blue. No. 2 has full sides to the chine @ \$195.00 in white and \$210.00 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 \$25.00 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.

WEATHERMARK: TOP COVER: Full deck and topside cover including PVC/Polyester construction, drawstring skirt, velcro closures, tie down straps, main halyard support, fully reinforced contact areas \$140 (white or blue). SUPER-PADDED CENTERBOARD COVER with carry handle \$49. SUPER-PADDED RUDDER COVER \$35 (both blue). CONTACT: WEATHER-COVER \$35 (both blue). CONTACT: WEATHER MARK, INC., Dave Pritchard, 6087 Holiday Road, Buford, Georgia 30518. (404) 945-0788. FAX (404) 932-0622. MUELLER 21870. White, 2 sets of sails, 1 new set by Shore Sails, used only 10 times. Aluminum daggerboard, trailer and cover. Won many club races. \$1,250. Boat is in Saugatuck, MI. Call: Tony Rodriguez weekdays (216) 434-5027, nights (216) 867-5438, weekends (616) 857-4192 (Saugatuck). /MJJ/

PHOENIX 24741. Trailer, two sets sails, Uliman/Shore, Bryant spar, white hull with green stripes, race ready, minimum weight, excellent condition. \$2,600. Call (716) 665-6357. /Aug/

NEW SNIPES at fleet discount. We are ordering a whole fleet of new Snipes for use in the Junior Worlds, to be held in St. Pete this November. If you or your fleet would like to get in on this group purchase, and would let the boat be used for the regatta, please call for info: Bill Welch, Fleet Captain Fleet 801, (813) 525-1456.

CHUBASCO 22725. Excellent condition. Racing equipped. Yellow hull, white deck, brown and yellow stripes. Cobra mast. Full cover, trailer. Estate property. \$1,750. (616) 455-7062. /ju/

McLAUGHLIN 26613. Built in 1986, sailed one season, light grey hull, 1 suit sails, top and bottom covers, Tennessee trailer. \$4,850, call evenings (314) 521-6020. /ju/

McLAUGHLIN 26460. White hull, gray deck. Top notch condition. Top, bottom, rudder and daggerboard covers. Two suits sails, compass, wide/low trailer with 12" tires. Fred Betz, Annapolis, Md. (301) 268-1325. /ju/

SNIPE CLASS SHIRTS: 100% cotton, white or navy, SMLXL, \$28.00. SNIPE CLASS SWEATERS: 100% cotton, natural, SMLXL, \$33.00. SNIPE SQUARE DUFFLES: Cordura in red, grey or royal, 24x12, \$30.00. All embroidered with SNIPE emblem and YOUR boat number; add \$4.00 per item for boat name. Specify embroidery color. Send check or MC/VISA infor. to: CUSTOM MONOGRAMS & EMBROIDERY, 151 Inwood Ave., Upper Montclair, NJ 07043 or call (201) 746-6331.



McLAHGHLI

Now available in Europe Antonio Bari via Lorenzo 7 38100 Trento Italy TEL 04-61/911-877



BASIC SNIPE SAILING MANUAL

Sam Chapin's handbook, written twenty years ago — revised and brought up to date in a new format. Intended for the beginning Snipe sailor or crew. Glossary of nautical terms; knots with illustrations; boat handling; tacking; running; reaching; jibing; heave-to; capsize; racing rules; thumbnail tactics; Snipe measurements. Invaluable — still not complicated. \$3.00 per copy — \$20.00 for 10. From SCIRA only.

Snipe Building Plans



BLUEPRINTS — \$15.00 Revised January 1976 SCIRA

Rt. 16, Box 694 Gainesville, Georgia 30506

SNIPES SHINE IN LONDON'S CRYSTAL PALACE

The annual London Dinghy Exhibition, housed on the site of the famous Crystal Palace, was again a great success for the organizing Royal Yachting Association in drawing crowds from the United States and from the continent of Europe.

SCIRA UK had its usual stand — but this year with a difference. To update our image and be more attractive to the young element, John Sewell and Keith Harding took on the responsibility of the stand.

Displaying a new Danish Skipper Snipe and surrounding the stand area with attractive photos and posters, the Snipe exhibition became a big draw throughout the two-day exhibition. A handout booklet was produced, with a display made of the many trophies awarded annually, giving pride of place to the Junior cups and awards.

Throughout the show our information table was fully manned for those seeking further knowledge. Plus members were at hand to answer technical points on the displayed Snipe and push our image to the full.



From past experience it is realized results are not immediate; they drift in over a number of months. Though this time that is not running to usual form ... for UK builder Brylan had an order within a few days and is about to go into production with the first 'sale' resulting from the combined efforts of John and Keith's special Snipe stand.

John Broughton UK National Secretary

Development At Sobstad

Announcing for 1988, the ultra-quick AM-4 Main and TR-3 Jib. Both of these sails have carefully evolved from the race-winning designs of the past. Are they fast? Well,...

Sobstad Sweeps SCYA Midwinters

Sobstad wins overall Winter Circuit. Sobstad wins overall in Nassau.

While the other sailmakers have been busy changing names, we have been busy working for our customers. Giving them the attention they deserve. Call Craig Leweck or Mark Reynolds to find out what is new in the Snipe World.

SOBSTAD SAILMAKERS SAN DIEGO

2832 Canon Street San Diego, CA 92106 (619) 226-2422 Telex 677638





JULY 1, DISTRICT V JUNIOR CHAMPIONSHIP, Cuba Lake YC, Leo Murphy, P.O. Box 66, Cuba, NY 14727.

JULY 8, DISTRICT III JUNIOR CHAMPION-SHIP. Jerry Lohmeyer, 1768 Roslyn, Grosse Pointe Woods, MI 48236.

JULY 9-10, WINCHESTER INVITATIONAL. Winchester Fleet 77. Ron Sandstrom, 1 Carl Road, Arlington, MA 02174. Winchester Fleet 77.

JULY 9-10, DISTRICT III CHAMPIONSHIP. Jerry Lohmeyer, 1768 Roslyn, Grosse Pointe Woods, MI 48236

JULY 10-11, DISTRICT V CHAMPIONSHIP (SRS.), Chautauqua Lake, Henri Kutschke, RD 3, Sugar Grove, PA 16350.

JULY 16-17, TEXAS STATE CHAMPIONSHIP. Greg Gust, 332 Columbia, Rockwall, TX 75087. RCYC Fleet 715.

JULY 23-24, NEW ENGLAND CHAMPIONSHIP. Eastern YC, Marblehead Fleet 797. Peter Schwarzenbach, 14 Merritt St., Marblehead, MA 01945.

JULY 29-31, U.K. NATIONAL CHAMPION-SHIPS, Stone S.C., Essex. John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

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

JULY 30-31, ATLANTIC COAST CHAMPION-SHIP. Narragansett Bay Fleet 17, Jens Hookanson, P.O. Box 3322, Newport, RI 02840.

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

AUGUST 6-7, NORTHEAST CHAMPIONSHIP. Ocean City Fleet 799. Deke Sheller, 627 N. Pinehurst Ave., Salisbury, MD 21801.

AUGUST 13-14, BRITISH SOUTHEAST CHAM-PIONSHIP, Maldon YC, Essex. John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England. AUGUST 13-14, BRIODY, Newport YC. George Hock, Jr., 92 Wildmere Rd., Rochester, NY 14617, (716) 338-2191.

AUGUST 13-14, GULL LAKE OPEN. Fleet 190, John Crookston, 11925 Scotts Park Rd., Rt. 2, Delton, MI. 49046.

AUGUST 20-21, SOUTH MOON UNDER, Deke Sheller, 627 N. Pinehurst Ave., Salisbury, MD 21801.

AUGUST 20-21, MIDWESTERN CHAMPION-SHIP, Fleet 93, James Rix, 647 Fabrique, Wichita, KS 67218.

AUGUST 27-28, BOARD OF GOVERNORS REGATTA, Shawn Sullivan, 474 Spring St., Naugatuck, CT 06770. Quassapaug Fleet 231.

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

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

AUGUST 29-31, U.S. MASTERS CHAMPION-SHIP, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. (416) 827-4210.

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

SEPTEMBER 10-11, PINE BEACH CALL OF FALL, Lee Griffith, 16 Orchard Way, Yardley, PA 19067. Pine Beach YC Fleet 256.

SEPTEMBER 10-11, INDIANA OPEN. Fleet 409, Randy Fridlund, 509 N. Ritter Ave., Indianapolis, IN 46219.

SEPTEMBER 17-18, JOE RAMEL MEMORIAL, Lake Lotawana Fleet 49, Carl Chinnery, B-4, Lake Lotawana, MO 64063.

SEPTEMBER 17-18, COLUMBUS OPEN, Fleet 760, Brad Warne, 7000 Constitution Pl., Columbus, OH 43235.

SEPTEMBER 17-18, MYSTIC LAKE OPEN CALL OF FALL, Martin Fraser, 120 Eldrige St., Tauton, MA 02780, (617) 824-9162.

SEPTEMBER 17-18, BIRDBATH REGATTA, Bill Parkhurst, 303 Oakhill Ave., Sheffield, AL 35660.

SEPTEMBER 24-25, LONG ISLAND OPEN CALL OF FALL, Doug Wefer, 45 Glen Head Rd., Glen Head, NY 11545. SEPTEMBER 24-25, BRITISH NORTHWEST CHAMPIONSHIP, Budworth SC, Cheshire, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

SEPTEMBER 24-25, OXFORD INCIDENT & AC-CIDENT, Acton Lake Fleet 575, Robert Hill, 9 Devon Ct., Fairfield, OH 45014.

SEPTEMBER 24-25, BATTLE OF ATLANTA, Lake Lanier Fleet 781. Brent McKenzie, 3925 Cranbrook St., Lilburn, GA 30247.

OCTOBER 8-9, CALL OF FALL, Lake Mohawk YC Fleet 10, Rich Pierpoint, 485 E. Shore Trail, Sparta, NJ 07871.

OCTOBER 8-9, CRACKER BARREL TEAM RACE, Lib Clark, Rt. 1, Box 79, Hamilton, GA 31811

OCTOBER 29-30, HALLOWEEN, Jesse Coburn, 2142 Lamplight Dr., Marietta, GA 30062.

OCT. 29-NOV. 5, WESTERN HEMISPHERE CHAMPIONSHIP, Kevin Blee, P.O. Box H.M. 1327, Hamilton HM FX, Bermuda.

NOVEMBER 14-19, JUNIOR WORLD CHAM-PIONSHIP at St. Petersburg, FL USA. SCIRA, Rt. 16, Box 694, Gainesville, GA 30506.



Columbus Open '88 September 17th & 18th GOOD RACING GREAT PARTY DON'T MISS THE FUN! RACING STARTS AT 11 A.M. ON THE 17TH CALL MATT FISHER FOR HOUSING & DETAILS 614-891-4744

Our Record Speaks For Itself

<u>1988</u>

- 1st, 4th Midwinters
- 1st, 3rd, 4th, 5th Don Q
- 3rd Nassau (1st Gamblin Memorial) <u>1987</u>
- 1st, 4th, 5th Nationals (Heinzerling)
- 1st Nationals (Crosby)
- 1st, 2nd, 3rd, 4th North Americans
- 1st, 2nd, 3rd Northeastern Championship
- 1st Don Q and Nassau
- 2nd, 3rd, 4th, 5th Southern Championship
- 2nd Midwinters

Need we say more?!! Call or write Greg Fisher or Steve Callison at the loft for a free comprehensive Snipe Tuning Guide and an Order Form.

