



Scribe

BULLETIN

JUNE 1994



Sobstad
San Diego

2832 Canon St.
San Diego, CA
92106

Telephone
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June '94 Product Report

Sails- Our new FN-4 main is what we term a "no brainer". As Florida sailor Charlie Bustamante said, "When I come out of a tack, it's already trimmed perfectly". With many problems that are approached analytically, sometimes the best results are discovered by accident. This was the case with the FN-4's offwind talents. Brilliantly fast on what we feel to be the hardest point of sail. As for the jib, we offer our all-purpose SA-2 and high durability PS-3 jibs, distinctly different to handle your specific needs.

Musto Sailing Gear & Thunderwear Gloves- We stock the styles that will improve your Snipe sailing. Only when you are comfortable can you excel.

Split Mainsheets- The official supplier for the Eclipse Snipe. Choose our comfort model or the lightweight spectra version depending on your racing needs.

Top Cover- New this year, we have developed a cover that fits both US and European built boats with thoughtful details to improve durability and ease of use.

Mast Cover- Sobstad advisor Snooley says that if you cover your mast the birds will stay away. Cover on, clean mast. Clean mast, clean sails.

T-Shirts, Belts, Hats- You must look good to feel good. You must feel good to sail good. Sailing artist Jim DeWitt has joined us for a brilliant injection of style.

Dear Snipe Sailor,

To continually focus on improving Snipe performance, we tend to get pretty discriminating. While most of our customers are not as driven as we are, they do appreciate the difference between right and wrong. Our ability to relate these experiences so you can enjoy the sport makes Sobstad your popular choice for Snipe sails and accesories. Good sailing!

Craig Leweck

The Snipe Bulletin

June 1994
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THE COVER: From the Snipe Archives. Can you guess who these brothers are? This photo was taken after they won the 1956 US Junior Championships. The skipper is arguably now one of the most active Snipe sailors. Read further in this issue for the answer.

THE COUNT: 42 numbers were issued this month. 10 to Spain, 5 to Italy, 5 to Norway

NUMBERED SNIPEs: 28781
CHARTERED FLEETS: 829

AROUND THE SNIPE WORLD

Notes from Canada

Id Crook, Canadian National Secretary, has announced Canada's busy 1994 calendar: CORK will now host 3 regattas: North Easterns, Canadian Championships, Ontario Championships. CORK will also be the Canadian Pan Am trials.

Crosby Trophy Update

Thanks to Lorie Stout for upgrading and updating the Crosby Trophy. It seems the trophy had run out of space for further plaques, and hadn't been updated since 1987! The Crosby is emblematic of the winner of the qualifying series for the US Nationals. Lorie secured a donation from Means Davis to perpetuate the trophy, and after some research, updated the engraving. Thanks for all your help Lorie!

Western Hemisphere News

General Secretary Luis Alberto Carluccio is negotiating with Persson/Lange and Rosendo, manufacturers of Snipes in Chile and Uruguay, to grant new boats to be chartered and eventually sold, during the event.

Directory Change

new directories have been mailed to all National Secretaries & Board of Governors. Please call the SCIRA office if you need one.

Ola Nygard, European Vice Secretary--
Work-(switchboard)+47-577-23261, (direct)
+47-577-23261. Fax remains unchanged.

Brazil National Secretary--Carlos Eduardo Sodre, Rue Atilio Innocenti, 834, 04538-002, Sao Paulo, SP, Brazil. Phone & Fax: +55-11-820-3569

Chile National Secretary--Eric Woywood, PO Box 591-3, Santiago, Chile. Phone & Fax: +56-2-635-3000

Snipers on the Net

Alex Pline is maintaining a list of Snipe Class members electronic mail addresses. If you have an Internet address, including CompuServe, America on Line, Delphi or other Internet services ID, we would like to add it to the list. For a copy of the list, e-mail Alex at apline@lerc.nasa.gov with your request. SCIRA will be on line soon.

Thank You!

To Past Commodore Arturo Delgado, who has most graciously donated the half-model of a Snipe to grace the wall of the boardroom of the new IYRU offices. The Snipe will join other International classes on display.

COMMODORES COLUMN

Dear Snipe Sailors;

While reading the April Bulletin, I found a most interesting letter from Mr. Joel Zackin from New Haven, CT., that has kept me thinking for the last two days, since he may have some valid thoughts for those sailors who have not sailed in dinghies for many years or have not seen what used to happen in long-past times.

I have sailed dinghies actively since 1945 when masts were made of wood, sails made of Egyptian cotton, cleats made of wood, etc., etc. In those times, some sailors wanted to limit the amount of sails you could buy in one season, the number of times you could haul your boat, the use of hiking straps. In some cases this was regulated and then the class eventually either disappeared or the regulation was changed. What happened in those times? He who was lucky to get a good sail or chose the right one for whatever wind speed we sailed in, usually won the race. Wait for next season to buy a new sail or maybe get luckier on your selection for the next race. Later on, and now let's stick to Snipes, we had wooden masts and dacron sails. We used to plane our wooden spar, measure its curvature, to try to obtain the ideal combination for our weight. When somebody got it just right, well, he would go out and beat everybody, until when? Until his mast went overboard or got compression cracks and then, start all over again. Or, until he had to buy a new sail or change crews. These were very frustrating times for all competitive sailors. You would forget about tactics if your rig was not right.

Then came the aluminum masts, spreaders, etc. Some were good, others were bad if left uncontrolled. Many, even though made by the same manufacturer, were quite different. Once again, if you got the right combination of weight and sail, fine. And now, we have a boat, with all its controls, that a good crew can very quickly adjust to varying conditions and compete to show their knowledge of modern sailing. Mast pushers and pullers are critical. I have learned, the hard way, that you can not make things equal for all by limiting change. Things will never be equal unless sailors get to know the essence of modern sailing.

I believe SCIRA has done a good job of controlling change to reduce to a minimum the cost of a modern Snipe without eliminating progress. Some other thoughts:

1. If we want only tactics, then let's change boats in every race and go to the round robin, just as intercollegiate dinghy racing does.

2. If we want to go to a single manufacturer boat, then let's throw away all the existing Snipes. And let me add as an example. The Laser that is the latest Olympic dinghy, even they are not all equal. Those who sail them know very well that hulls coming from different licensees are not equal, to say nothing of the masts and sails. They may have the right stamps on them but they are not all equal. Laser sailors make tackles (boom vang, etc.) out of a knotted single piece of line every few races. Well, it is all a part of dinghy racing.

3. Ed Adams is right. Go to the double tackle mainsheet if you need it and your light weight will put you on a plane before anybody else. You know Snipes do plane and very well in a breeze when you will need your double mainsheet. But don't forget to adjust your traveler, remember? And what would you do going to windward without all those adjustments to keep the boat on its feet? They favor the lighter crews!!!

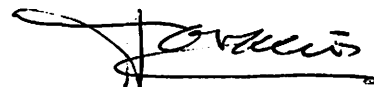
4. No, SCIRA has not lost its way. Its boat has evolved with the times and today we have a challenging boat for the young sailor and the old who have kept up with competitive sailing. Last Saturday, after 17 years of not competing, I got into my son's Snipe and won a race. Of course, I had my son pulling the right strings and teaching me how to roll-tack. What fun it was.

5. Yes, the evidence is indisputable. You either keep up with the times or you just get run over, not by the boat, but by other sailors.

6. Yes, we have lost many members, but we are a very competitive international class. We have a very versatile boat that can be sailed competitively by normal sailors in a much wider range of conditions than probably any other dinghy. (see Commodores Column, May issue, the one referring to why, somebody who tried it out, voted for Olympic status)

We could go on and on but this is enough to express my thoughts on this very controversial subject. Enjoy pulling the right strings and enjoy competing with the best sailors.

Your Commodore,



Horacio Garcia Pastori

The Road to the Worlds

We asked current reigning World Champion Santiago Lange of Argentina to give us some insight into his quest for the Championship. Here's his story.

In 1992, I was living in Barcelona, Spain, and our company had just joined Persson Marine from Denmark to build Snipes. The best way for me to help develop the boat would be for me to start sailing Snipes again. This gave me a big excuse to take time from my job to go sailing and prepare for my campaign for the Worlds to be held in Brazil.

My first target was to find the right crew for the project. This proved to be the most difficult task, first because in my sailing, teamwork is essential and my teammate does 50% of the job, and second, because during my previous Snipe experience (1985-1987) I had the privilege to sail with Miguel Saubidet who is my good friend and an outstanding sailor. I thought I would never have the opportunity to sail with someone of his talent.

In my first regatta, I invited a Spanish crew to sail. Although he was good, he did not share my same sailing sentiments. At this time, I thought my project was going to be a hard one, but a good shift came. Mariano (Cole) Parada, a long time Argentinian friend came to work to Spain as a coach in Galicia. As soon as I knew this, I called Cole and invited him to sail in our first Championship, the South Europeans in Gijon in September. Jan Persson brought a new boat for us to sail. After the first day of sailing in light air, I was convinced I had found the right friend for the campaign. We won the Championship the last day in strong winds in close competition with Carlos Llamas. We were very happy. Confidence had started to grow in our boat, and although it was our first Championship, we had realized that we were an excellent team and the relationship between us was strong.

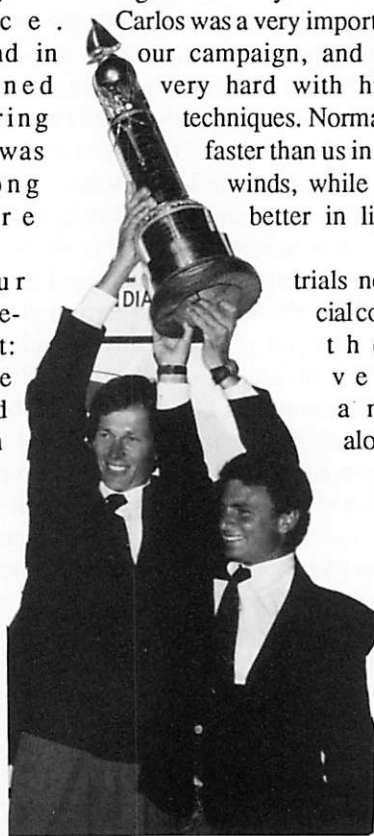
With the team ready, we discussed our sailing calendar, objectives, training styles, equipment, physical training, etc., for the next year. We were living 1200 km away from one another and both of us were very busy sailing other boats and working. We knew that we lacked time in the boat, but we were confident that our experience would make up for that. We did the following regattas in 1993: Princesa Sofia, Palma; Mallorca, Spain; selection trials in Rosario, Argentina; Ciudad de Valencia, Valencia, Spain; Ciudad de Mahon, Menorca, Spain; selection trials in Buenos Aires, Argentina.

We had no training in between these races, but we really used the time at regattas, going out sailing very early in the morning, and

practicing after the races. Our results were great: we won all the regattas except the Ciudad de Mahon, where we finished 4th.

All the regattas were very exciting. In the Spanish ones, our main competition was Carlos Llamas, yet we won all of them with a very small margin and always to the last race. Carlos was a very important friend in our campaign, and we trained very hard with him, sharing techniques. Normally he was faster than us in the strong winds, while we were better in light air.

Our selection trials were hard with special commitments they were very hard and a lot of



pressure. Cole and I traveled from Spain to Argentina for the trials with the thought of "Must make it!" It was at great expense for us and if we didn't qualify, the program would fail. We asked each other on the plane "What happens if we sail poorly? Would we come back in November for the second part of the trials?"

We borrowed a car and Axel Rogers' wooden boat and drove from Buenos Aires to Rosario. We were very excited because this was the first time we would sail against our country's tough fleet. The boat was different and we were afraid if we were prepared enough to race with the big guys like G. Parada, MacCall, etc. We passed the exam with a first place and good finishes. By now we knew we were doing things right and our confidence thermometer kept rising. By now we had become close friends and our teamwork was excellent.

We came back to Buenos Aires in October, four days in advance to sail the second part of the Argentinian team trials. Again the

travel was at our expense, and as always with cheap tickets, we had to confirm our return date with no option to change. We went for it and booked for the return dates after the Worlds. That meant that we were counting on making the team for the Worlds!!! At this time the big question was the boat. This would be the first regatta that a Persson/Lange Snipe would sail in Argentinian waters. The first weekend we had two good races and two very bad ones. Andy Domato, a young sailor, was doing well and had showed that he was the best prepared. We trained very hard during the week and improved. The last week with heavy air we showed what we had learned, with four good races and winning the regatta. We made it!! We were now on the Argentinian team and going to Brazil. We now had no problems with our return tickets to Spain!

Our trials finished 12 days before the Worlds. Although we were already a strong team, these 12 days were very important for our schedule. This was our final sprint for the Worlds. We used this time to improve our boat handling 100% and made sure we had good speed in all conditions.

We trained hard in Buenos Aires for one week, but unfortunately no other sailors from our team managed to train with us. They were all busy with their jobs. We did a lot of heavy air sailing alone. By the end of the week, our maneuvers were great and we felt excellent in the boat. We had arranged to leave for Brazil with Axel Rogers on Saturday, but on Wednesday, Axel told us that he wanted to leave 3 days later, on Tuesday. That was too late for us as we were ready to sail and tune with the top guys in Porto Alegre.

We asked around and finally borrowed a car and an old trailer, and on Friday, hit the road. We knew our trip wouldn't be easy. To take a car out of Argentina without its owner, you must have special permission from the authorities. That meant waiting until Monday. We took the greatest risk of our campaign and decided to travel with the passport of our friend, the owner of the car. I was now the owner of the car, but my face and the picture on the passport weren't quite the same. Luckily, we managed to cross all borders (Argentina, Uruguay and Brazil) with this passport!

We arrived in Porto Alegre and stayed with the Rizzo family a few blocks away from the Clube. This proved to be a good

shift, as we had good food, rest, excellent hospitality and a family cheering section.

We practiced with as many teams as we could. We solved some small problems with our speed in different conditions and made final changes to the boat. Everyday we worked on the boat and discussed tuning with Jan Persson, our coach. He was very important to our final boat preparation and tuning, giving us some extra confidence with his knowledge and experience.

By the time the regatta started, we were 100%.

We had many people on our list as big rivals, but we have always concentrated on doing the best we could regardless of our opponents.

In an analysis, we believe our success was based on the following points:

—Our entire campaign was based on teamwork. Cole and I both planned our project, boat tuning, equipment selection, tactics, etc. We shared tactical responsibilities while racing, and we worked on strategies and tactics throughout our campaign in order to have the same style. In the end, each of us had certain responsibilities, and we had built up a trust and respect for each others positions.

—We kept boat tuning very simple with greater confidence in our equipment. If we were slow at first, we always thought it was our fault, not the equipment.

—While at the World Championships, we never raced against who was second or third overall, or against the big guys, we just went out to sail well.

—There were many other small details throughout the campaign that are too difficult to mention here.

Luckily, we were the ones that made fewer mistakes and succeeded in our goal. It was a great experience, much too difficult to put to words. I now have great memories that I will never forget, and have made lots of friends, especially the one whom I shared this with, Cole Parada!! I also have been lucky to have been able to pursue this campaign, and it is all to the support of my family, wife and children.



Lange/Parada Chart of Rig Settings for Campaign

<u>Adjustment</u>	<u>Regattas in Spain</u>	<u>2nd part of Trials & Worlds</u>
1st rake	6.50 m/21'4"	6.42m/21'1"
2nd rake	6.57 m/21'7"	6.53m/21'5"
Spreader length	45cm/16.4"	46cm/18.1"
Spreader tip to tip	78cm/30.7"	72cm/28.3"
Prebend at spreader	3/3.5cm/1.18"/1.38"	3/3.5cm
Mast Step	60 inch	60 inch
Mast	Proctor	Sidewinder
Sails- main	North-SD	North Arg.
jib	North-Spain	North Arg.

1. Because the Proctor was a softer mast, we used less tension on the rig. When we needed to de-power the mainsail, we used less vang tension and we used more twist on the main. On the other hand, with the Sidewinder mast, we used more tension to achieve the 3-3.5 pre-bend, and to depower the main, we used more vang tension.
2. We didn't change the settings between conditions. We only changed one hole on the jib track between flat and choppy waters. We adjusted the boat with the mainsheet, vang and jib sheet.
3. We adjusted the shrouds at the side of the boat. I don't have a record of the distance fore & aft, but we used the second hole from the bow on a Persson.
4. We didn't pay much attention to the final rake; we don't think this makes a lot of difference on the speed. We payed more attention to the tension and the pre-bend to suit the main and jib we were using.



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Sponsored by Lincoln Snipe Fleet, #567

Another View of the Dead of Winter

---or, The Guests That Would Not Leave

Gordon and Cindy, Snipe sailors from St. Petersburg fleet 801 had no idea what they were letting themselves in for. Not only had they just moved into their house 5 weeks prior, but someone had persuaded them to take in foreigners. Once they had agreed to do that, they were asked to take another foreigner - whose native tongue wasn't English. Well, they must have thought, at least we all sail Snipes! This was Gordon and Cindy's first time—little did they know that these 3 foreigners had in fact ganged up on them—they all knew each other! When the guests arrived late Thursday evening, there was lots of hugging and kissing. One of the guests was Monsieur Pascal Blondelle from Paris. In France, they kiss. In the States, it's hugs. The other guests, George and Sarah Mees from Erith fleet 563, London, are not typical English - they just did it all—shaking hands, hugging, kissing the lot!

The invasion was all due to the First is Best regatta - Dead of Winter at St. Pete's Tampa Bay. Also welcomed to the regatta was Birger Jansen and Carine Juliussen from Norway and Id and Mrs. Crook all the way from Canada. They seem, from past experience, to hang out with the fleet from Cleveland. This particular bunch are of course famous for their blended cocktails - courtesy of St. Pete's grass sprinkling service this year. More of their antics later.

Everyone gathered for the first day's racing at the unearthly hour of 7:30 am, which of course for some transatlantic travelers was actually midday, but it didn't feel like it. The gathering of 35 Snipe crews was impressive. Fleet Captain Bill Welch welcomed everyone and Race Officer Dick Funsch put us all right. He explained the gate system to be used and that the course would be windward/leeward. Means Davis was the official SCIRA rep. The visitors found their loaned Snipes - George and Sarah were delighted with their very smart McLaughlin, and Pascal met his willing crew who hoped he would learn some French swear words! Birger and Carine have their own boat en situ, of course...

There was a fair breeze for both races on Friday, and the sun shone and it was hot - compared to Paris, London or Oslo. The races were won by the fastest crews. Back on shore, the excellent facilities of the St. Pete's sailing center allowed the boats to be stowed conveniently and folks headed home to prepare for the New Year celebrations. Once again, St. Pete was the venue. We were fed and watered and watched videos of the day's



"Dream Volleyball" during the Dead of Winter Regatta. January 1, 1994. photo George Mees

sport, then waited for the fireworks at midnight. The greatest difficulty for those Europeans was keeping awake.

Luckily, Saturday's racing was timed a little later. Unfortunately, there was no wind to speak of, and a postponement was eventually finalized mid afternoon after everyone was towed out to the start line, then back again. All was not lost - Bill and Sherry had arranged Dream Volleyball. At least that's what Pascal thought it was. There we were, on the 1st of January, sitting on the beach in summer clothes, drinking cocktails and playing volleyball at 5 pm. Pascal to George and Sarah, "This is like a dream. I wonder when I will wake up!" Sarah, "When you go back to work on Tuesday!" It was also probably Dream Volleyball because of the Blender Tenders, or BT's. Not solar powered - where do you get electricity on the beach? - but sprinkler powered. That spiky grass gets watered with reclaimed water and electric sprinklers. We were certainly not interested in the water, but the power did very nicely thank you. In fact, the whole afternoon was pretty surreal. Even down to the marking system invented by Cindy (those guests were affecting her sanity already). Every time a goal was scored (I don't know about volleyball) we gave marks out of ten, but there were limited options - 0.5; -3; 2, etc. There was a lot of shouting and cheering and a draw was declared after several games.

Sunday saw renewed vigor from the weather. The reports all said that it was blowing like stink in the bay, and coming our way fast. Great, thought some. Don Hackbarth however was a little concerned. Up to now he was the certain winner of the Flipper trophy (see Feb. Bulletin photo, page 5), but now it was possible that there would be some competition. He was in luck, the wind dropped to almost nil as soon as we hit the bay. Incredible. The race committee did an excellent job in trying conditions, and two

races were sailed. In the last race, Sarah Mees was having difficulty staying awake, and George teasingly told her she would miss the dolphins. "Yeah, yeah," yawns Sarah, as she looked round to see the fins of two dolphins who swam around the Snipes for a while. Screams of delight from Sarah were largely ignored by everyone else.

The participants gathered for prize giving, but there was a protest committee sitting. It took about three hours to decide, so a lot of people had to leave, but prizes were awarded for the first five places, and Don got his Flipper!

The Dead of Winter Regatta is one not to miss. Pascal thinks he will be able to persuade some more French people to go. We have told our fleet members here that if they save 1 pound a day from now, they should have enough for the air fare for the next regatta. At present, of course, all they have is the T shirt. Thanks to everyone for such a fun time - for the loan of the splendid boat and the amazing hospitality. We must be allowed to return that hospitality very soon because beware - we will return.

—George and Sarah Mees, Erith Snipe fleet.

—Pascal Blondelle, CVBM Paris



"Is that legal in the States Bill?" Bill Buckles and Cleveland fleet colleague. photo George Mees

SANCTIONED REGATTAS



JUNE 4-5; REDNECK REGATTA: Magnolia Fleet. Robert Miller, 119 Carriage Ln., Madison, MS 39110. (601)856-7745

JUNE 4-5; VIGO BAY TROPHY: RCN de Vigo. SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C - 30011 Murcia, Spain. Fax: +34-1-34-30-02

JUNE 4-5; DENMARK JUNIOR NATIONALS: Skanderborg. SCIRA Denmark. Bjarne Iversen. fax +45-75-62-55-56

JUNE 4-5; STONE OPEN: Essex, England. SCIRA England. John Love, 8 Pasture Drive, Warrington, Cheshire, WA3 7LH, England.

JUNE 4-5; DISTRICT 6 CHAMPIONSHIPS: Cal Yacht Club. Ray Mahaffey, 213 Fowling St., Playa del Rey, CA 90293

JUNE 4-5; COLONIAL CUP: Severn Sailing Assn. Bryan Fishback, 125 Smith Ave, #2, Annapolis, MD 21401.

JUNE 11-12; PORTE OCEANE: Le Havre, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733

JUNE 11-12; WHITTEMORE/ST. JOHN REGATTA: Quassapaug YC. Dave Rogers, 385 Park Ave., Naugatuck, CT 06770

JUNE 11-12; HELSINKI REGATTA: Helsinki. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

JUNE 11; DISTRICT 3 JUNIOR CHAMPIONSHIPS: Indianapolis, IN. Cliff Browning, 5315 N. Capitol Ave. Indianapolis, IN 46208, (317)251-3467

JUNE 11-12; SNIPE HUNT & DISTRICT 3 CHAMPIONSHIPS: Indianapolis, IN. Cliff Browning, 5315 N. Capitol Ave. Indianapolis, IN 46208, (317)251-3467

JUNE 16-19; FINNISH NATIONAL CHAMPIONSHIPS: Tampere. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

JUNE 18-19; WOLVERINE REGATTA: Barton Boat Club, MI. John Johns, 2965 Hickory Lane, Ann Arbor, MI, 48103. (313)665-5999.

JUNE 18-19; FIREWATER & DISTRICT 2 CHAMPIONSHIPS: Lincoln, NE. Jon Christensen, 4321 S. 46, Lincoln, NE. 68516. (402) 489-6988.

JUNE 18-19; DISTRICT 1 CHAMPIONSHIPS: Larchmont YC. Lee Griffith, 16 Orchard Way, Yardley, PA 19067. 215-493-8031.

JUNE 24-25; INAUGURATION TROPHY: RCR Santiago de la Ribera. SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

JUNE 25-26; DISTRICT 6 JUNIOR CHAMPIONSHIPS & WEST COAST JR WORLD QUALIFIER: Mission Bay Yacht Club. Rick Merriman, 619-222-7414.

JUNE 24-26; DENMARK NATIONAL CHAMPIONSHIPS: Nyborg. SCIRA Denmark. Bjarne Iversen. fax +45-75-62-55-56

JUNE 25-26; BOLDE MOTHERS: Cuba Lake, NY. Leo Murphy, PO Box 66, Cuba, NY 14727.

JUNE 25-26; WINCHESTER INVITATIONAL: Winchester Boating Club; Susan Lodico, 36 Crescent St. Wilmington, MA 01887. 508-657-6496.

JUNE 25-26; MICHIGAN STATE CHAMPIONSHIPS: Grand Rapids Yacht Club, MI. Allan Vorel, 751 Lamoreaux Dr. NW, Comstock Park, MI 49321. (616)784-0294.

JULY 1-4; 53rd ITALIAN NATIONALS: Rimini. SCIRA Italy. Giorgio Brezich. Fax +39-40-307-955.

JULY 2-3; 44th ANNUAL MISSOURI VALLEY & INSA CHAMPIONSHIPS: Iowa-Nebraska Sailing Assoc. Bill Brush, 631 N. 62nd Street, Omaha, NE 68132 (402)551-6702.

JULY 2-3; BROADSTAIRS OPEN: Kent, England. SCIRA England. John Love, 8 Pasture Drive, Croft, Warrington, Cheshire, WA3 7LH, England.

JULY 13-17; BRITTANY SAILING WEEK: Loctudy Audieme, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733.

JULY 15-17; UK NATIONALS: Ney Quay Yacht Club, West Wales. John Love, 8 Pasture Drive, Croft, Warrington, Cheshire WA3 7LH, England

JULY 16-17; GOVERNORS CUP REGATTA/ILLINOIS STATE CHAMPS: IBYC, Tim Dixon, 12 Hickory Point, Springfield, IL 62707.

JULY 16-17; REGATA DEI FIORI: Torri del Benaco, Lake Garda. SCIRA Italy. Giorgio Brezich. Fax +39-40-307-955.

JULY 16-17; ONTARIO OPEN: Oakville Harbour YC. SCIRA Canada. Chris Hains. (905)844-6315.

JULY 16-17; ANNUAL MUSTAKARI REGATTA: Kokkola. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

JULY 23-24; TOURNOI DE L'ATLANTIQUE: Lorient Sea, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733.

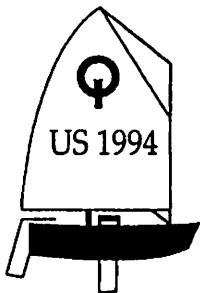
JULY 23-24; ATLANTIC COAST CHAMPIONSHIPS: Surf City Yacht Club. Jack Elfman, 310 15th Street, Surf City, NJ 08008. 609-494-3640.

AUGUST 6-7; PACIFIC COAST CHAMPIONSHIPS: Willamette, Oregon. Gene Patrick, P.O. Box 2212, Milwaukie, OR. 97269. (503)659-6898.

AUGUST 6-7; GULL LAKE REGATTA: Gull Lake, MI. Tom VanderMolen, 9529 Sterling Rd, Richland, MI 49083. (616)629-4551.

AUGUST 13-14; CRESCENT OPEN: Detroit River, MI. Dan Orr, 7080 Oakley Park, West Bloomfield, MI 48323. (810)363-3378.

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1994 South American Championships

Parada Brothers win Junior & Senior Championships

Thirty-six crews took part in the 17th edition of the South American Championships hosted by Club Nautico San Bernardino in Ypacarai Lake, Paraguay. Nine teams from Brazil, twelve from Argentina, thirteen from Paraguay and 2 from Uruguay competed.

Light breezes and two days of complete calm allowed the sailing of only three races.

Ricardo and Eduardo Paradedada (Brazil) took the championship, enjoying their light weight and excellent seamanship, and were escorted by Juan Calabrese and Hugo Longarella (Argentina) and Luis Calabrese and Santiago Shapin (Argentina).

Two days earlier, again under light conditions, the Junior South American Championships were held.

Ricardo and Eduardo Paradedada won again, defeating Javier and Nicolas Ocariz (Argentina) and Ignacio Fernandez and Fernando Garcia (Argentina).

During the event, a meeting was held, chaired by Western Hemisphere General Secretary Luis Alberto Carluccio and attended by South American National Secretaries and their representatives. The following schedule was agreed upon for the South American Championships for the following years: 1995 - Brazil, 1996 - Uruguay, 1997 - Argentina, and 1998 - Paraguay.

There was a general consensus to include the SA Juniors every year, instead of every two years as stated in the respective deed of gift. The enthusiasm of the juniors regarding this event deserves our utmost attention, and it will be suggested thru the respective procedure.

The presence of a good number of local crews assures the presence of Paraguay from now on at international events, beginning with the Western Hemispheres in Uruguay. This return of Paraguay to the Snipe family was one of our aims from our day to day efforts.

--Luis Alberto Carluccio
General Secretary, Western Hemisphere

Brazilian Crews chosen for Western Hemispheres:

George Dodao Nehm
Mauricio Santa Cruz
Antonio Pais Leme
Walter Rezende
Ricardo Paradedada



Paraguay National Secretary Carlos Schauman receives the SA Championship trophy from Western Hemisphere General Secretary Luis Alberto Carluccio before the event.

1994 South American Championship

top 15 of 36

Skipper/Crew	Boat	Country	Places	Total
1. Ricardo/Eduardo Paradedada	23029	Brazil	.75-8-2	10.75
2. Juan Calabrese/Hugo Longarella	12107	Argentina	4-5-5	14.00
3. Luis Calabrese/Santiago Sharpin	28701	Argentina	9-3-4	16.00
4. Mauric S. Cruz/Fernando Madurei	27390	Brazil	2-.75-14	16.75
5. Alexandre Paradedada/Ivo W. Neto	27206	Brazil	6-4-7	17.00
6. Hector Longarel/Ezequiel Fernando	2220	Argentina	13-2-9	24.00
7. Ian Rodger/Juan Merayo	26354	Argentina	7-12-8	27.00
8. Andre Da Fonseca/Valter Tadeu	26211	Brazil	14-14-.75	28.75
9. Diego Garcia/Sebastian Rana	24639	Uruguay	10-10-11	31.00
10. Ricardo Vilas-Boa/Cassio Rezende	27662	Brazil	8-13-12	33.00
11. Iago Whately/Juan Jose Ramos	27058	Brazil	11-11-15	37.00
12. Roberto Ricover/Juan Fernandez	22204	Argentina	23-9-6	38.00
13. Carlos/Camilo Schauman	27816	Paraguay	21-6-13	40.00
14. Walter Rezende/Manuel Viana	17474	Brazil	3-19-20	42.00
15. Ignacio Fernandez/Fernando Garcia	28696	Argentina	20-7-21	48.00

1994 South American Junior Championship

Skipper/Crew	Boat	Country	Places	Total
1. Ricardo/Eduardo Paradedada	23029	Brazil	3-.75-2-.75	6.5
2. Javier/Nicolas Ocariz	28647	Argentina	.75-2-3-3	8.75
3. Ignacio Fernandez/Fernando Garcia	28696	Argentina	2-3-4-4	13.00
4. Andre Da Fonseca/Valter Tadeu	26211	Brazil	4-dnf-.75-2	15.75
5. Mariano Arroyo/Ezequiel Gonzalez	27663	Argentina	6-4-5-6	21.00
6. Agustin Zabalua/Andres Vicini	23380	Argentina	5-dnf-6-5	25.00
7. Andres Isola/Sebastian Gorost	22543	Paraguay	8-5-8-7	28.00
8. Constantino/Paolo Scarpetta	23979	Paraguay	7-dsq-7-8	33.00
9. Clementine Gayet/Andres Delmas	20560	Paraguay	9-6-9-9	33.00
10. Fernando Amarilla/Daniel Andrada	22269	Paraguay	10-7-nf-ns	37.00

SNIFE PHOTOS WANTED

The 1997 Worlds Committee is producing a calendar for 1995 and is looking for color photos depicting Snipe sailing at its best. Photographers will get photo credit and worldwide exposure. Proceeds will help defer World Championship regatta costs. Please submit your winning color photo including date, location and subjects (if possible) to the SCIRA office, Attn. World Calendar. Deadline is August 1, 1994.

1994 US Snipe Junior National & National Championships
Rush Creek Yacht Club
June 8-15, 1994
Registration Form

Complete BOTH sides of this form. If you are sailing in more than one event, please complete an entry form for each event. Have your Fleet Captain sign your form and return it to SCIRA by June 30th.

SPECIAL JUNIOR SKIPPER/SENIOR CREW CHAMPIONSHIP

Skipper's Birthdate: _____

Note: Skipper must not yet be 20 years old on December 31, 1994.

US JUNIOR NATIONAL CHAMPIONSHIP

Skipper's Birthdate: _____ Crew's Birthdate: _____

Note: Skipper AND crew must not yet be 20 years old on December 31, 1994.

NATIONAL CHAMPIONSHIP

Skipper: _____ Crew: _____

Address: _____

City: _____ State: _____ Zip: _____ Telephone: (____) _____

Boat Owner: _____ Hull #: _____ Sail #: _____

Builder: _____ Hull Color: _____ Deck Color: _____

For and in consideration of the acceptance of the Rush Creek Yacht Club and the Snipe Class International Racing Association of my entry in this regatta, I hereby accept all the risks and responsibilities of my yacht's participation in said regatta and waive any and all claims I may have against their members, officers, directors, committees, agents, and/or employees arising out of or in any way connected with such participation. I hereby agree to abide by the sailing instructions of this regatta, the rules of US Sailing, the rules of my class, and by the rules of the host organizer.

Signature of Skipper: _____ Date: _____

I certify that this entrant is a member in good standing with SCIRA and that he/she has sailed in at least five point score races or five sanctioned regatta races this year.

Signature of Fleet Captain: _____ Date: _____

Contacts: Event Chairman: Fried Elliott @ w:(214) 380-3912 • h:(214) 941-3807 • f:(214) 380-3912
 Housing assistance (hotels/motels, local homes): Cindy Stephens @ w:(214)-220-7740

**Send registration and make check for fees payable to:
SCIRA • 1833 Tustin Street • San Diego CA 92106**

ALL ENTRIES MUST BE POSTMARKED BY JUNE 30, 1994.

**1994 U.S. Snipe Junior National & National Championships
Preliminary Schedule of Events & Fee Worksheet**

Event	Entry Fee	Total
US Junior National Championship	<input type="checkbox"/> \$20	_____
Special Junior Skipper/Senior Crew Championship	<input type="checkbox"/> \$20	_____
US National Championship (US Sailing Member: _____)	<input type="checkbox"/> \$100	_____
US National Championship (non-US Sailing Member)	<input type="checkbox"/> \$105	_____

Date	Day	Racing	Social	No.	Price	Total
8-Jul	Fri	Registration & Measurement [1]				
9-Jul	Sat	Junior Skippers Meeting (11:00 am) Junior Races 1, 2 [3] Registration & Measurement [2]	Junior Pool Party <i>Blender Bender</i>		x \$10 =	_____
10-Jul	Sun	Junior Race 3 (9:30 am) Registration & Measurement Practice Races	Junior Awards Ceremony (free to competitors)		x \$20 =	_____
11-Jul	Mon	Skippers Meeting (11:00 am) Crosby 1, 2, 3 [3]	<i>Dinghy Thingy</i>		x \$5 =	_____
12-Jul	Tues	Crosby 4, 5, 6 & make-up [3]	Night on Big D			
13-Jul	Wed	Heinzerling/Wells 1, 2, 3 [3]	<i>Burger Bash</i>		x \$10 =	_____
14-Jul	Thur	Heinzerling/Wells 4, 5, 6 [3]	Baseball Nite		TBD	
15-Jul	Fri	Heinzerling/Wells 7, 8 & make-up [3]	Awards Ceremony (free to competitors)		x \$25 =	_____
						<i>Total [4]</i> _____

Notes:

- [1] Junior measurement will be held July 8th.
- [2] Seniors please arrive on the 9th if hull measurements are needed.
- [3] The first race of each day will start at 1:30 pm unless otherwise indicated.
- [4] Make checks payable to: SCIRA.

FLEET NEWS

Springtime in Italy

Three big regattas were sailed in the first month of Spring in Italy. The first one has been the Garda Spring regatta, March 26-27 hosted by Circolo Nautico Brenzone and combined with Sanremo. Four races have been sailed, three in a fair southern breeze of 10 kts and one in a light, dying northern. Still not the normal Garda conditions, but much better than last year...

The competition has been really close, with the top three crews within 1.40 points in the final standing, all three from the Punta Indiani fleet: Bari/Di Girolamo with 2 firsts; Piazza/La Nave and Dematte/Larossa one each.

Two days later, we found all the conditions in Sanremo. Two races with no wind (we needed one hour to sail the last beat in the first race!), two races in a nice 12 kts and no races in the last day due to a strong Mistral and very big waves: only the Solings sailed, but they shortened when the wind reached 35 kts. This year we had only three classes in the regatta (Solings, FDs and Snipes) without 420s for the problems they had given us last year (when there were more than 100!)

Directly coming from the Midwinters and sailing his new Lillia, Jansen/Juliussen had few problems to take the honors of the re-

gatta, preceding another Norwegian crew, Nesse/Kristiansen (also sailing a new Lillia) and the local Zaoli brothers. For the first time, we have seen a Snipe from Australia, with Simon Alltree, a sailmaker living in Sanremo. With their 9th place, Bari/Di Girolamo won the combined standing between Brenzone and Sanremo.

At the end of April, the selection for the European Championships had begun. Talamone and the local Orbetello fleet organized a beautiful regatta on April 23-24-25, a national holiday in Italy, with seven races scheduled. Only five could be sailed due to strong winds the last day, up to 27 knots, but the races were all completed (four in 10-12 knots, one in 12 knots at the start, dead in 4 knots at the finish!) have been very interesting and full of suspense, with many changes in positions. The top six crews were within a few points with intense competition. Michel/Bolletti took the win with a regular 3-3-1-3-3, 0.9 points ahead of Bari/Di Girolamo, winner of two races and Vicidomino/Bestri, also winner of a race.

The second, third and fourth races of the series counted in the selection for the Europeans. Michel is leading with 6.75 points, followed by Bari with 9.75, Vicidomini with 10.75, Dematte with 12 and Conelli with 14.

--Antonio Bari

Garda Spring Regatta - Circolo Nautico Brenzone

March 26-27
top 10 of 25

Skipper/Crew	Fleet	Places	Total
1. Bari/Di Girolamo	CUS Trento	1-13-5-110	
2. Piazza/La Nave	CUS Trento	4-2-1-9	11
3. Dematte/Larossa	AVT	3-1-3-6	11.40
4. Michel/Snidersich	SVOC	2-7-8-3	21.70
5. Bernardis/Bernardis	CUS Trento	5-3-11-5	25.70
6. Reed Rasmussen/Mornemann	KDY	9-5-pms-2	28
7. Carpelan/Valjus	HSK	13-9-4-4	31.00
8. Braga/Parodi	AVAV	6-pms-2-11	31.70
9. Bressan/Bressan	CUS Trento	10-4-10-7	37
10. Calliari/Calliari	AVLC	12-6-6-8	37.40

Trofeo PreOlimpico di Primavera - Yacht Club Sanremo

March 30-April 2
top 10 of 32

Skipper/Crew	Fleet	Places	Total
1. Jansen/Juliussen	VSC	3-6-4-1	25.40
2. Nesse/Kristiansen	HC	9-2-5-2	31
3. Zaoli/Zaoli	YCS	5-11-2-6	41.70
4. Conelli/Bevilacqua	CVBV	6-16-1-5	43.70
5. Braga/Parodi	AVAV	2-10-9-11	51
6. Difino/Seveso	CVBV	11-9-3-9	52.70
7. Calliari/Calliari	AVLC	4-13-14-3	52.70
8. Solerio/Solerio	YCS	15-1-13-7	53
9. Bari/Di Girolamo	CUS Trento	14-5-6-14	61
10. Bernardis/Bernardis	CUS Trento	1-7-pms-10	69

Trofeo di Primavera - Circolo Canottieri Orbetello

April 23-24-25
top 10 of 28

Skipper/Crew	Fleet	Places	Total
1. Michel/Bolletti	SCOC	3-3-1-3-3	17.10
2. Bari/Di Girolamo	CUS Trento	5-1-5-4-1	18
3. Vicidomini/Vestri	CCS	4-4-6-1-3	21.70
4. Bernardis/Bernardis	CUS Trento	6-12-2-2-4	27.50
5. Dematte/Larossa	AVT	10-2-4-6-2	25.70
6. Conelli/Bevilacqua	CVBV	2-6-3-5-6	30.40
7. Braga/Torielli	AVAV	1-10-9-9-7	43
8. Brezich/Michel	STV	12-8-7-8-8	55
9. Marangon/Perini	CNC	16-5-13-7-12	60
10. Schaffer/	YCA	7-9-12-13-dnf65	

Atlantic Coast Championships

Surf City Yacht Club, NJ

July 22-23



6 races

More information:

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regatta fax:

609-494-1415

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Cindy Lister

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609-494-7272 (w)

Babysitting available

Cover:

Those cover photo brothers are none other than Jerry and Lee Thompson, 1956 US Junior National Champions.

From the Birds Beak--*Letters to the Editor*

Roll Tacking—Forward or Backward?

Kudos to Jon Rogers for his article about roll tacking as a crew. Any top skipper will tell you that a good crew is essential to performing well in a Snipe, and roll tacks are an excellent example of how much difference the crew makes.

I would, however, like to rebut one assumption made by Jon. It is possible (and I think desirable) to face forward through a tack rather than aft. I have had countless discussions with other crews about the pros and cons of facing forward, and I realize that I am probably in the numerical minority as a forward-tacking crew. I am not trying to convert anyone who has tried both and still chooses to face aft. But just so both options receive consideration by those whose minds may still be open, here is a defense tacking facing forwards.

In light air when good roll tacks are crucial, the crew (as Jon mentions) is frequently crouched to leeward in what I call the "mouse" position, moving as little as possible and staying low in the boat to reduce windage. Most crews face forward to look for breeze and see up the course. When crews tack, they must complete a 360 degree turn to tack backwards and end up crouched to leeward on the new side facing forward again. I am sure there are others who perform this operation perfectly and don't have a problem with the necessary pirouette, but the few times that I have tacked backwards I've always come out of the tack crouched facing aft. Faced with the alternative of looking at my skipper until we tack again or making the effort to turn around, I turn around. But the extra movement at such a crucial time, right after a tack, is definitely detrimental to boat speed.

The crew that tacks facing forward has only a 180 degree turn to complete during the tack. Less time spent pirouetting means more time to complete the roll and get comfortable in the new crouch.

In heavy air, backwards facing crews do have a slightly better angle of attack on the new sheet coming out of the tack, since they are not trimming the sheet across their bodies. But they are still facing aft during the tack, unable to see the waves and puffs which will affect how hard they will need to hike and where they should be fore and aft when the tack is completed. I have never had trouble pulling in the new sheet across my body, and seeing the waves and breeze all the way through the maneuver means I have a better feel for what's coming next.

I know I can't convert the crews who are set in their way, and how the boat is set up will determine more than anything else whether the crew faces forward or backward through a tack. But like many other aspects of racing, there is more than one way to tack as a crew in a Snipe. For those of you looking to try something new, consider facing forward when you tack. It might change your whole perspective.

—Carol Newman
Newport, RI

If You Host It, They Will Come...

Dear Snipers;

It's been a few months since I've written, and a lot has happened as we get closer to our big project, THE MICHIGAN STATE CHAMPIONSHIP AND OPEN REGATTA.

First, our tiny fleet has really pulled together, working all winter has given us something to look forward to.

It's gone farther than just planning the regatta though, our participation in club activities has increased too. Recently, we had our spring work party, and 80% of our fleet showed up to rebuild docks. This from a fleet that a year ago, had a hard time getting people to come to a once a year business meeting. This activity raises our visibility and makes people notice us, which was one of our goals. It's making us a more viable fleet in the clubs eyes. When they are approached by someone interested in sailing, they

will be more inclined to send them our way. Our mailing bees are really paying off!

From our District, the response has also been great, but the word is, "If you come to our regatta, we'll come to yours."

This is of vital importance to all of us. For the future of our Class, we need to support each other. We need to attend each others regattas, get our kids into our boats in junior regattas, and be visible! We will attract a lot more new sailors if people see 50 boats on our lake, than we will with 10. They'll say "Cool, I want to be part of that!"

The support from our community has been great too. In trying to have a piece on "Live at five", I found out that the guy that does that show used to sail in San Diego, and is genuinely excited to get on a Snipe with his "helmetcam."

This has all taught me to get on the phone and talk to people, to be visible.

I've got to go, but in closing, I have a plea. For those of you in District 3, PLEASE COME TO OUR REGATTA! If you come to ours, we'll come to yours, and the thing will snowball. For the sake and growth of the Snipe Class.

—Chris Schneider, Fleet Captain #137
Reeds Lake, Grand Rapids, MI

Simplified Snipe

In reply to Joel Zackins letter, April Bulletin, relating to our Class having lost it's way.

The Class has always adopted an open attitude on all matters. Therefore with respect to Joel I make a short observation against his viewpoint. To stand still, or oppose progress is a destructive attitude.

I do not entirely agree Joel's listed classes all have adopted a "keep simple attitude". But I will not go down that avenue as I do not hold all the facts on these classes, though I note the list carries national classes, one has to appreciate we are international; a vast difference in the area of survival.

Taking up the list of barberhaulers, jib leads, cunningham, outhaul, mast pusher/puller etc., etc. These are progressive improvements, simple to understand, and adjust. In 1990 I sent an article to the Bulletin of UKs Leslie Lancaster, aged 82, racing regular and Fleet Captain of Maldon - four years on he is still racing with artificial hips, artificial knees. Leslie is competitive with his updated Snipe that he trims when the wind drops, or, rises.

The Snipe remains a tactical boat capable of being raced by juniors right through the ages. I advise Joel and his fleet members to experiment and understand how and why the adjustments work. In Joel's letter he admits the fleet, and, himself are competitive at District level - fine! Now go out to obtain that extra knowledge to be competitive at National level; then go for International levelThink Positive.

We cannot afford to remain simple. The Snipe must progress, stagnation would be death -

—John Broughton
European General Secretary

...the bottom line is that the Snipe has got to simplify and forget about the next minor increment in speed. Cost and durability are more important.

—Roy Terwilliger
Harwich, MA

I write to support Joel Zackin's position in his recent letter to the Editor. I have written letters on this same subject for 15 years without any luck. As the present owner of my 5th Snipe; and present Fleet Captain of my fourth fleet as well as winner of many regional and fleet championships: I agree with everything he has written. We are dying in the US because we have hurt ourselves very badly. Our boat is too complicated, too expensive,

and hard to learn to sail correctly. We must act fast to save ourselves

Sailors have been voting on our Class for 20 years. They have voted to go elsewhere. The remaining 1000 of us left in the US are the losers of the vote. We have not exercised common sense. This is due in part to the fact that our sessions devoted to examining the rules are at National Championships. Nobody goes to them except sailmakers and young people who have the time. We used to have the national meeting at the NY Boat Show. We are poor marketers, poor vendors, and now I am afraid, poor losers. Too bad.

—Burton Eaton, #10101
Oceanside, NY

I don't really want this to appear in the Snipe Bulletin. The recent letter by Joel Zackin makes some points that need to be addressed. Joel proposes that the Snipe be made more like the JY15 and the Vanguard 15 as these are fast growing fleets. While I am sure that the simplicity of the boats for some plays into the decision to purchase them based on my own experience it is only a small part. I have been involved with the Snipe Fleet at Winchester and Medford for the past four years. Not as a boat owner but through a friend who purchased an older wooden Snipe that we fixed up and he now races. I cannot say enough about how helpful Art Rousmaniere, and others were transforming this old wooden Snipe into an up to date boat.

I also recently purchased a JY15, many factors played into the decision. The major one was that I was able to purchase a boat real cheap. The factory had a number of boats from the first production run that had a cosmetic defect. They allowed owners to trade in their boats for a new one for not much more than the cost of a new set of sails. They then sold the recalled boats to community sailing programs and later to the general public for \$2000. I could not have purchased a race ready competitive Snipe for that kind of money. It was after the purchase that I discovered the real strength of the JY15 the folks who build and sell the boat.

You need help with your boat, information, a part. You call them up and it is taken care of promptly and in a friendly fashion. You want to attend one of the major company promoted races but don't want to haul a boat they will lease you one for a reasonable fee. In fact you do not even need to be an owner just call and if they can provide you one they will. I leased a boat from them at the Florida Citrus Cup in Orlando this past year. I was worried that the sails I had shipped down would not arrive on time. A call to the factory resulted in a no problem we will have an extra set that you can borrow. The morning of the first race they noticed that the top batten I was using was not cut like the tuning guide for the sails I had suggested. When I purchased the sails they were writing the guide and I cut it like the one for the old sails. Instead of making me purchase one they supplied me a new one at no cost. This kind of service is wonderful and more than one can hope to expect.

It is not practical to expect that the Snipe Class can provide this level of service. It requires a major financial commitment that only a builder who is doing well can provide. The other thing that both the builders of the JY15 and Vanguard 15 do is advertise in all the popular sailing magazines. Unless you know someone with a Snipe, or belong to a club with an active Snipe fleet you just do not see anything about the boat. Getting in the public eye is critical and advertising and making sure that you get your name prominently displayed in these magazines is critical.

—Forrest Kenney
Nashua, NH

ed note: We currently have a yearly ad running in Sailing World's One Design Showcase, and ran a larger ad in the December issue. Donations to the US Perpetual Fund (tax deductible), are used solely to adver-

From the Birds Beak--Letters to the Editor--continued

tise and promote the Class, and are always welcome! Make your checks payable to the US Perpetual Fund, c/o SCIRA office and see your \$\$\$ at work!

I must say Joel Zackin's letter strikes a cord with me, I have never thought the Snipe a one design boat, in that it can have so many variables, the hull made by many different firms, sails by many sailmakers and innumerable mast sections, not I may say something that other one design boats don't suffer from either, certainly in the UK the only truly one design dinghy would appear to be the Laser. The Lasers hull, mast sails all from the same firm and strictly controlled. Could this explain the huge popularity of this boat.

The Snipe has been over complicated with mast pullers and pushers, bridle mainsheets, barberhaulers, etc., and why were they allowed into the Class anyway? I can't give you an exact answer to this but my guess is that some sailor saw an advantage to himself and fitted them to his boat and everybody followed suit and the Class let them get away with it. This happens in other classes too, I think it will be very difficult to change things now, but I think Joel Zackin has a very good point. Whether simplifying the boat would increase its popularity I am not sure. The thing which would certainly help improve things in the UK would be a spinnaker, the Snipe certainly suffers from a lack of this. All modern dinghys have spinnakers and I think it would be a big plus point to the Snipe if it had one, what do other people think? It would certainly be interesting to hear other points of view and if in fact a spinnaker would work on a Snipe.

—Don Smith
Budworth Sailing Club, England

ed note: it's been tried—see photo

Joel Zackin is right (April Bulletin), the Snipe is no longer simple.

In a popular June 1993 Snipe Tuning Guide I find the following 15 options (one design?) whose main contributions are to complicate the boat. 1. mast step position, 2. spreader angle, 3. spreader length, 4. shroud position, 5. mast type, 6. angle of mast butt, 7. jib halyard purchase, 8. shroud tension, 9. shroud wire type, 10. mast ram, 11. traveler position, 12. outhaul, 13. cunningham, 14. jib cloth, 15. jib lead position.

Since we have all these options we are expected to make no less than 40 (yes forty) adjustments depending on wind and sea conditions to get the most from our sails. No doubt the professionals have at least 40 more but know better than to burden us amateurs since we can't handle the first 40.

We have lost our way, and lost many members along the way. Let's get back to basics before it is too late.

—Sam Mollet
Daytona Beach, FL

I am writing in response to Joel Zackin's letter in the April 1994 Snipe Bulletin. He believes that the Snipe has become so complicated that it has lost its appeal, and that more simply rigged boats are attracting potential sailors away from the Snipe class. The Snipe class is losing members; his solution to that problem is to simplify the boat.

He compares the Snipe to a couple of other boats, and implies that the others are more user friendly. This serves no purpose. A Snipe is a Snipe, and should be judged on its own merits. The only question is whether or not the Snipe suits the aims of the Snipe class. To imply that it doesn't is presumptuous, and ignores the fact that over 28,000 Snipes have been built in the past sixty years, and that the vast majority of Snipe sailors are avidly devoted to their boats.

I agree that a new, fully rigged, state of the art Snipe can be intimidating to beginners. But that does not justify



simplification of the rig. Anyone wishing to take up downhill skiing would be equally intimidated by the high-performance equipment used by expert skiers. So how do non-skiers become experts? Do they do it by asking the experts to come down to their level? No, they do it by 1) starting out with simple, low-tech equipment, 2) taking lessons from experienced skiers, and 3) skiing within their limits as they gradually improve. It is much the same in other sports; why should Snipe sailing be any different?

To suggest that a simplified boat would attract and keep more members begs the question of why participation is declining in the first place. Could this be due to other factors? Could it have something to do with the fact that we don't work hard enough to get and keep new members? I suggest that rather than "dumbing down" the Snipe to the point where top sailors will no longer be interested in it (and manufacturers will no longer build it), we all ought to work harder to recruit and provide support for new sailors. As in learning to ski, three things are required:

1. **The availability of sound, simply rigged, and affordable used boats.** Thanks to fiberglass construction, old Snipes don't die — and except for the very old, non self rescuing types, they should not be disdained. Take care of them, and keep new sailors in them. Beginning sailors shouldn't be made to feel that they have to have a newer boat with all the goodies. To the contrary, they should be encouraged to start out with something simple. The ideal starter boat these days might, for example, be a 20000 series Chubasco with a stiff mast, a simple traveler and boom vang, and standard sail controls. Good boats of this vintage are available for \$1,000 or less. It is imperative that a boat of this type be in good working order, because defective equipment and malfunctioning rigging, no matter how simple, will alienate a new skipper just as fast as the most complex rigging setup.

2. **Training and moral support.** If experienced sailors want competition and fleet growth, only they can make it happen. Selling a boat is the easy part. If you aren't willing to teach new skippers to sail their boats, and continue to provide assistance and encouragement as they progress, then don't expect them to stick around. The worst thing that can happen to the Snipe class is for the top sailors to devote all their time and effort to their own campaigns, while letting newcomers fend for themselves. They will soon be sailing alone — no matter how simple the boat is.

3. **Opportunities for meaningful competition.**

Divide your fleet into classes, so new skippers can sail within their limits and compete against others of comparable experience and ability. Our fleet has an "A" and a "B" division; the more experienced sailors are in the A fleet, while the B fleet is for beginners and intermediates. Our B fleet actually outnumbers our A fleet, and we are beginning to see substantial improvement in the quality of the sailing — and the boats — in our B fleet.

If this sounds like a lot of work, perhaps you ought to give up Snipe sailing and find a hobby. If you think the Snipe class is in decline, blame yourself — not the boat.

In closing, I must say that it is tempting to contest Mr. Zackin's arguments point by point; however, there would be little sport in it. But I must voice my opinion. To me, much of the Snipe's appeal is the very complexity and versatility that Mr. Zackin deplors. A Snipe with the bare minimum of rigging and controls sails quite nicely, and a beginner does not need to be continuously fine tuning them while sailing. Nonetheless, the boat is so well designed that it adapts readily to improvements in the rigging, and in the hands of an experienced sailor it responds wonderfully to proper adjustments. It begs to be tuned and sailed to its full potential. It would be a crime to "simplify" the Snipe by inhibiting its performance. The Snipe has character and personality — qualities sorely lacking in the boats Mr. Zackin considers comparable. Of course the Snipe is difficult to rig and sail — that's what makes it a sport! Shall we make Snipe sailing less of a sport so more people will participate in it? There's enough of that sort of thing going on these days — if it happens to Snipe racing, I'm outta here.

—John Buckley
Lincoln Snipe Fleet

I read Joel Zackin's recent letter with great interest. I feel he has touched on an important issue, one which the the Class is now very conscious of. But, I would like to present a different view. While I appreciate Joel's point of view. I think we need to take a step back and look at the larger picture in order to understand how best to proceed.

It is crucial that we know towards what audience the Snipe is targeted. The recent marketing efforts of the Class have been focused along these lines. Understanding the changing demographics of the Class is crucial to its future numbers. There are a wide variety of one design sailboats, past and present, that differ in complexity that compete with the Snipe Class for members. Because of the variation of designs and class cultures, I feel it is necessary to carve out a particular niche (as wide as possible!) in order to be successful. It is unrealistic to think that one boat can satisfy everyone. The trick is to find the niche that corresponds well to the attributes of the Snipe (technical specifications, capabilities and class culture) that brings as many people as possible into the Class.

The Snipe has always been foremost a tactical boat and secondly, a somewhat technical boat, because of the relative flexibility of hull design and rigging variations along with the technological additions such as very adjustable rigs, etc. The Snipe is not extremely physically challenging, compared to for example a Star, can be sailed by a variety of skipper/crew combinations and has a fantastic world wide class organization made up of members with a wide range of sailing abilities. These characteristics are what makes the Snipe a unique and strong class. The variability of the boat has allowed the class to change throughout the years to accommodate changes in sailing culture and technology. As far as the Snipe being a boatspeed game, I feel that is not true. Tactics, especially on smaller bodies of water and in shifty conditions, which generally predominate, have a much greater impact than

the relatively minor boat speed differences, assuming a good boat and decent sails (which apply to any one design).

In this light, I think it would be dangerous for the Class to attempt to stray too far from this niche to try and compete with single manufacturer, inflexibly simple boats such as the JY and Vanguard 15s. In my opinion, for the most part, they appeal to a quite different audience than the Snipe. I think those types of boats definitely have found their niche among sailors who, for a variety of reasons, are not interested in the aforementioned technical aspects of sailing. I say this not as a value judgement against those other classes, but only to illustrate that the culture differs from that of the Snipe. If the boat were to be made more similar to the less sophisticated one designs, I think it could not compete because it would be trying to make the boat fill a niche it is not well suited for. The designs such as the JY and the Vanguard fill their niches very well.

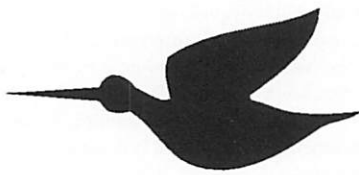
As far as cost of the Snipe, I, too am concerned. The class is and has taken various measures to hold down the cost with, for example, the banning of exotic materials and the current discussion on sail material. I don't think that changing the boat significantly by making it more simple is the best way to control cost. Granted the boats are overbuilt, but they last forever! My boat is eight years old, minimum weight, doesn't leak a drop and has only slight cosmetic problems (from bumping around at the dock!). I doubt that some of the lesser built classes have this kind of longevity.

While the Snipe may have originally been a simple daysailer intended for casual racing or as a junior type boat, as well as an adult racing one design, it has evolved into a sophisticated, yet quite easily handled, technical and tactical one design. I am speculating that the primary growth in the class in the last fifteen years has been among

sailors that are looking to move to a more complex boat. Even with this complexity, the Snipe can still be sailed competitively by a wide range of people, both in terms of physical age/size and ability. There are a variety of types of regattas that are appropriate for all abilities from local fleet racing to regional to national to world championship events. I feel the Class is taking the correct direction with the latest slogan "Serious sailing, serious fun." This sums up all of what makes this class unique: an interesting tactical boat, with a strong class organization, and perhaps best of all, a friendly group of people who enjoy both sailing and socializing at Snipe events. Many other one designs have waxed and waned in the years the Snipe Class has existed, an indication of the strength and the future of the class.

--Alex Pline
Lakewood, Ohio

The Class encourages response to any letters to the Editor. --jwb



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Gamagori, Japan, Site of the 1994 Snipe World Masters

The 6th Snipe Class Masters World Championship, which is the first regatta scheduled in the World Snipe Festival 1994 in Japan, is drawing nearer. We, staff members of the Event, are making ourselves very busy to welcome sailors from all over. At this time, it looks like we will have more competitors than originally expected, and we are overjoyed.

The main site for the Masters is Kaiyo Yacht Harbor, a new facility which opened last March. This is a public-owned yacht harbor with the capacity to store 800 dinghy yachts, and has been host to the past 9 Japan Masters Championships. The Japanese'

participation in the America's Cup was actually the impetus to the construction of the Kaiyo Yacht Harbor, which is just a small part of a total planned development. When finished, it will include a marine resort hotel, villas, condominiums, concert hall and art museum, the yacht harbor, etc.

The architecture is marine in nature, with the Clubhouse, a landmark of the area, looking like a yacht with full wind in its white and yellow sails. Other architectural details include the lighting posts, large event field on a compass rose, storage house and the watch tower.

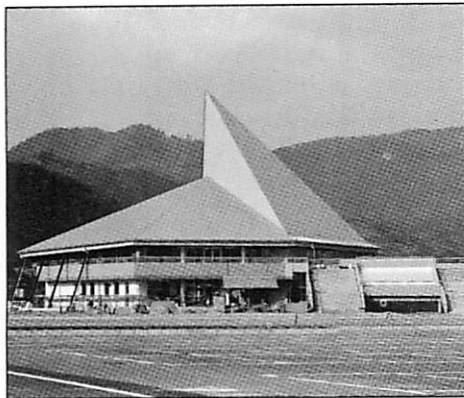
The racing area and conditions will offer calm seas with shifting winds of 10-15 degrees. The average temperature during July averages 75-91 degrees F with the water temperature 81-82 degrees F.

The City of Gamagori is a very popular tourist place for hot spas and sandy beaches, and you can be assured of the best in Japanese hospitality

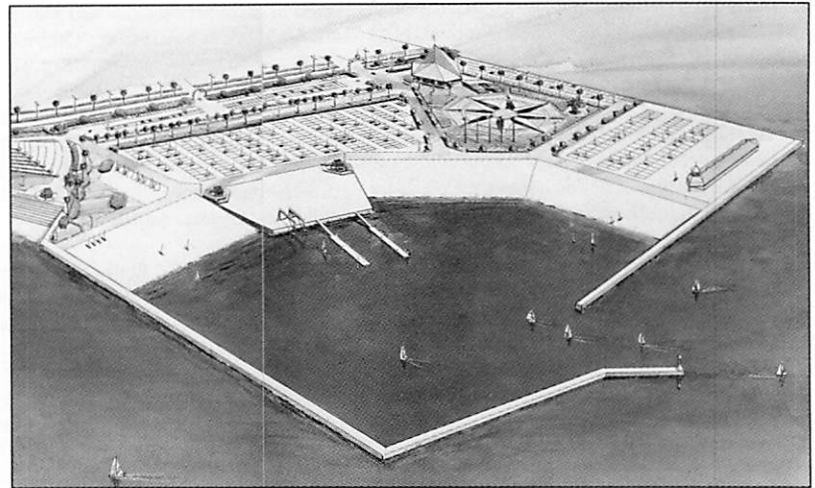
We look forward to seeing you soon in Gamagori!

—Shin Furukawa

Secretary of the Masters World Championship Committee



at left:
Clubhouse
at Kaiyo
Yacht
Harbor



at right:
Overview
of Kaiyo
Yacht
Harbor

Jeff and Becky Lenhart Win Alamitos Bay Yacht Club Olympic Classes Regatta!

The father/daughter team of Jeff and Becky Lenhart proved that the Snipe is still one boat for all by winning ABYC's Olympic Class Regatta. Admittedly Jeff sailed the first day with Jr. National Champion Mark Ivey, but traded him for super crew Becky when the going got tough. And tough it got! Ten races over three days in everything from 6-8 knots to a solid 20 plus. Jack Franco and Alex Phillips finished second despite Jack's ability to forget to check in. Gavin O'Hare and Watt Duffy animal hiked their way to third.

Friday's racing began in ideal conditions outside the outer jetty off Long Beach, known as "outside outside" in local jargon. Races 1 and 2 had 8-10, with the last race clocking in at 15-18 with big seas and a great plane to the finish.

Saturday dawned wet and drizzly. Fortunately (or unfortunately, depending on your point of view...) the weather began to clear and the fleet put to sea. A classic clearing northwesterly greeted the fleet as they exited the channel and the race committee directed everyone into the sheltered waters inside the outer jetty, or "inside outside" in local jargon. As the RC set the course, the wind

continued to pipe up and by the time the first race got off, the breeze was at the top end of the Snipe scale. The wind continued to blow throughout the afternoon and the top three teams scored with combined finishes of 2, 3, 5, 5, 2, 2, 1, 3, 1, 1, 8 for the afternoon's races. Jeff and Becky retired due to a mast inversion. More than a couple teams re-learned the old adage "upside down is slow" and the whole fleet should have re-learned the value of SCIRA rule 25. There is a big difference between hanging on to 6 inches of turtled board inside Mission Bay and hanging for dear life in the open Pacific.

Sunday's races were more on the normal scale with a larger turnout. Going into the last race Gavin and Watt were leading by three points when the top pintle let go.


Although Gavin tried to steer the boat from the transom there wasn't much they could do as the rest of the fleet sailed by. Jeff and Becky won the last race, complete with still inverted mast, for the gold medal.

An interesting side note to this regatta was that all the races utilized the new Olympic "rectangle" courses. Although there are some different versions to these courses, they all seemed to put a emphasis on boat speed and boat handling, and some competitors complained of the lack of windward work. All of the courses finish on a reach, which under the existing wind conditions provided some great planing reaches to the finish line, but not much of a chance to pass people. It appears the majority of the fleet wasn't crazy about these courses and it will be interesting to see how these courses evolve.

Olympic Classes Regatta - Results

top 10 of 21

1.	Jeff/Becky Lenhart	25715	8-1-2-2-3-5-(dnf)-3-4-1	29
2.	Jack Franco/Alex Phillips	28702	5-(p11)-p7-5-2-2-1-5-1-3	31
3.	Gavin O'Hare/Watt Duffy	23591	4-9-1-3-1-1-8-4-3-(dnf)	34
4.	Jerry Thompson/?	24702	3-6-5-6-6-(7)-5-1-2-4	38
5.	Mike Pinckney/Priscella Albright	26917	1-4-7-1-5-4-4-8-6-(pms)	40
6.	Michael Lenkeit/?	2607	(10)-10-8-10-4-3-3-6-9-5	58
7.	Stu Robertson/?	27100	6-2-(12)-9-9-6-6-12-5-8	63
8.	Sean Biehl/Eric Krebs	26104	p17-3-10-7-11-8-2-9-11-(pms)	78
9.	Mary Brigden/Jerelyn Biehl	25053	12-5-15-4-(dnf)-dns-dns-2-13-2	97
10.	Dave Tillson/Karina Vogel	23966	14-12-13-8-7-10-(dns)11-14-9	98



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AP-2 main - This is a fuller mainsail, especially up top, and definitely provides the extra punch that the Snipe needs to slug it out in those tough conditions where steering is a critical factor.

1 - 1993 North Americans, 1 - 1993 US Nationals, 1,2,3,4,5 - 1993 Worlds

Fanned Panel main - A slightly flatter mainsail with a more open leech. It is ideally suited for lighter weight crews and inland lake, flat water sailing.

1 - 1993 Midwinter, 1 - 1992 North Americans

Wave Jib - This is a powerful jib, now built out of durable 100 Polyant square material. It is the perfect match to the AP-2 main. It's fuller entry makes it an especially easy sail to steer.

1 - 1993 Nationals

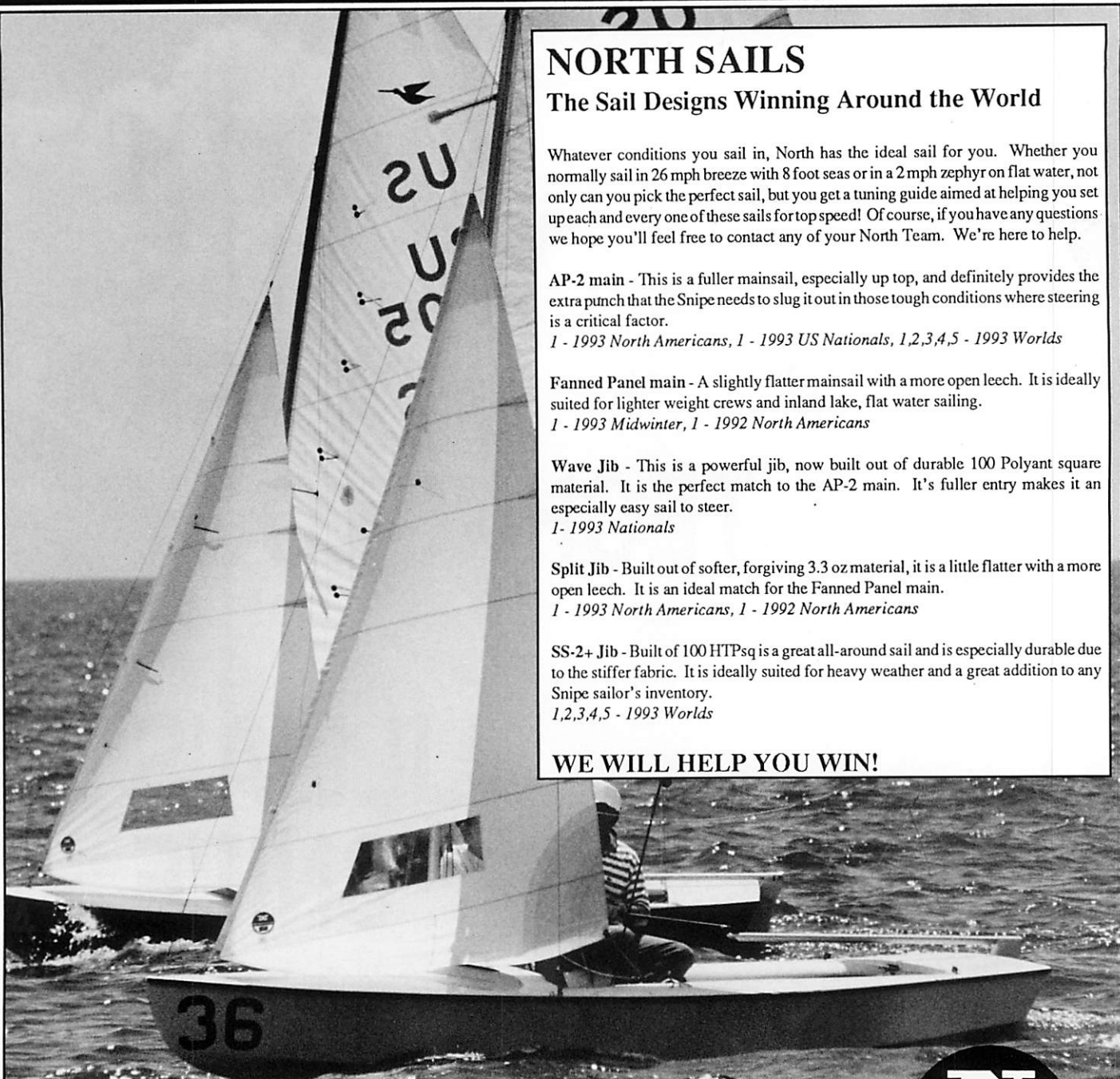
Split Jib - Built out of softer, forgiving 3.3 oz material, it is a little flatter with a more open leech. It is an ideal match for the Fanned Panel main.

1 - 1993 North Americans, 1 - 1992 North Americans

SS-2+ Jib - Built of 100 HTPsq is a great all-around sail and is especially durable due to the stiffer fabric. It is ideally suited for heavy weather and a great addition to any Snipe sailor's inventory.

1,2,3,4,5 - 1993 Worlds

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