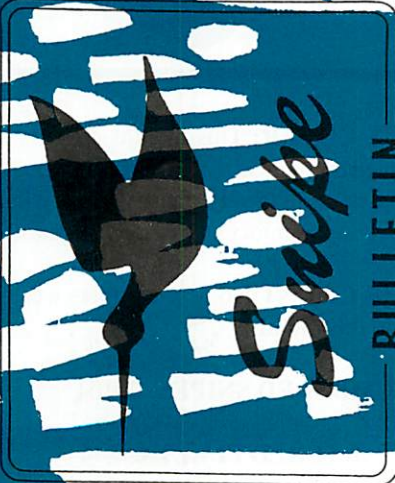


the cover 96



JUNE 1996

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Is Mylar Better?

George Szabo racing the V-2 Clearwater during the Mission Bay Regatta. Photo by Tom Fisher

The Snipe Bulletin

*The Official Publication of the
International Snipe Class*



**June 1996
Volume XV No. 6**

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THE COVER: This month's cover is designed by Giancarlo De Carolis for the 30th Coppa Tamburini Regatta in Rimini, Italy, carved in memory of his son, Mattia.

THE COUNT: No new numbers were issued this month.

NUMBERED SNIPES: 29104

CHARTERED FLEETS: 844

From the Commodore

The Snipe Class organization is managed by the Board of Governors. Its members are chosen between very experienced people with a long association with the Class. All decisions are taken, after careful evaluation, during the meetings held at the major regattas (Worlds, Western Hemispheres and Europeans) or with ballots circulated by fax. Also, National Secretaries and groups of five fleet captains have the right to propose tentative items to the agenda arranged by the Executive Director. Usually, all items are proposed by Board Members.

This is the present situation, but as times change, it may be necessary to update our procedures. As an example, some of the top sailors have asked to be involved in Board decisions, especially those concerning boat and regatta rules. Our sailors need to have the possibility to express their ideas in order to help with class development.

We must recognize that the SCIRA Board members have always managed the Class with great care and respect of the owners' interests, and I think that we have to continue this way in the future, while improving upon the communication between the sailors and the Board.

In my opinion, it would be of great interest to hear from the voices of the sailors and their needs through the Snipe Bulletin or other ways. Do you think we should look into this suggestion? Your comments and suggestions will be welcome.

Giorgio Brezich

AROUND THE SNIPE WORLD

NEW FLEETS

Japan has chartered another new fleet, Ushimado Snipe Gakkyu (*Ushimado* is the name of the place and yacht harbor and *Gakkyu* means a classroom) Fleet 844 is led by Kazunori Kawakami in Okayama, Japan.

IYRU NOTES

IYRU will be referred to ISAF in the future to differentiate Sailing from other sports. The new name will be International Sailing Federation.

Olympic **mark-by-mark** results will be available as they happen via the World Wide Web - <http://www.sailing.com>.

CANADIAN QUALIFIERS

Canadian National Secretary Id Crook has notified SCIRA that this years Canadian and Ontario Open will be their qualifiers for the 1996 Westerns and the 1997 Worlds.

OLYMPIC SNIPE SAILORS

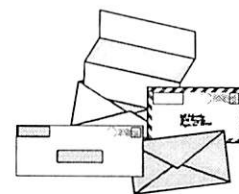
The latest tally of Snipe sailors that will be in Savannah this summer include: **Laser** - Santiago Lange (Argentina), Robert Dunkley (Bahamas), Ricardo Fabini (Uruguay), Malcolm Smith (Bermuda), Robert Scheidt (Brasil); **Soling** - Daniel Glomb, Marcelo Heitz, Edson Medeiros de Araujo (Brasil), Bjorn Alm and Johan Barne (Sweden); **Star** - Mark Reynolds (USA), Torben Grael (Brasil), Diogo Cayolla (Portugal), Miles Pritchard (Bahamas). Good luck to all of them!

Notes about the April Bulletin Cover

We received several notes and letters regarding the April Bulletin cover of the "protest on the grass."

From E. Dexter Thede, "I just received the latest Snipe Bulletin - April, 1996. I believe the young man sitting on the porch with his left hand in front of his mouth is Ed (Butch) Rosenbaum, from Gull Lake, Michigan. The picture must have been taken in the late 1950s, but I'm not sure where - other than it is somewhere in the Great Lakes area - Ohio, Indiana or Michigan. I'm not sure who is on the right, but it might be Buddy Leonard from Diamond Lake, Michigan."

And from Mark Schoenberger, "The picture is probably pre-1959 or just slightly



later because the man on the right is Harold Daniel, Thistle sailor,

who left Cincinnati about that time. I think the girl is Cy Cook's daughter. He was founder of Fleet 433 of which I was a charter member (I dropped out last year in favor of an MC Scow which is now the right boat for me, being allowed to be single-handedly sailed). I suspect the beer bottle boat was thrown out (maybe SUI?). Mark says the building was the rear wall of Cowen Lake Sailing Association house.

Mark also says, "That strange fitting shown last year was a jib sheet jam cleat made and sold by Howie Richard, a Canadian Snipe sailor, who sailed in many US regattas. It was nicknamed the Canadian Rope Eater because it chewed up a lot of lines. But it was an effective device. Came in two models." *ed. note: Mark is referring to the April 1995 Bulletin with photos of old cockpit layouts, one which showed this cleat on the console. I remember plenty a bruise from them...jwb*



Herb Shear Spring Invitational

The Herb Shear Invitational was sailed inside Mission Bay on May 27 & 28 with shifty breezes varying from 4 to 15 knots. Craig Leweck and Renee Bartell lead the first day with a 1-1-3. Kurt Mayol and Tom Fisher ended the 1st day in second with a 4,2,5 and Greg Morton and Laura Nottoli were buying drinks in 3rd with a 3, 4,8. Saturday Night's entertainment consisted of a cook-your-own dinner and mellow acoustic Jimmy Buffet tunes and while some Snipers were left pondering their age, the kids headed off to the local disco.

Sunday dawned a bit more breezy which provided some teams a bit of redemption. Craig and Renee were able to hang on with a 2,1 throwing out their 3rd for Earl's trophy. Ken Redler and Julie Manzer (why is *that* name familiar?...) were able to shake off the late Saturday 17th with a 1, 5 for 2nd overall. David Tillson and Barbie Anderson shook off the car problems during the first race and

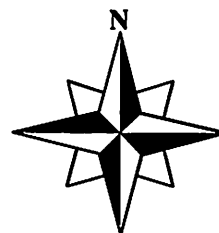
rallied with a 6,2,5,6 for third. Tom O'Neill and Laurel Timpson ended up fourth, but it should be noted that without the throwout they had second nailed down.

Stan Betts introduced the 1997 World Championship (and 1996 Pacific Coast Championships) Race Committee to the fleet. The RC experimented with a mid-boat starting line in preparation for the these big regattas with an emphasis on trial and error. The mid-line boat concept separated the line into two segments and allowed the RC to sight the line from three positions. One general recall for the entire regatta indicated this concept may have some merit. Racers' comments were on both sides of the line concerning the pros and cons, with thoughts on logistics of setting a mid-line mark in deep water. From a racers point of view, the most interesting upshot of the mid-line boat was the lack of the mid-line sag!

Trophies consisted of exotic sea shells, picked out by local Snipers (suffering from the post Southern Circuit Blues...) Mike Shear, Herb's son, presented the trophy that Earl Elms has donated to the regatta: Earl and Mike's World Championship Trophy won in Angola, 1969. Other Trophy winners were George Buck and Joan Kanter for sailing every race, and hanging out for the trophies...and Keith and daughter Kaley Dodson for the "Kaley" First. Hope to see everyone at the PCCs!

Jerome Fournier and Sean Biehl

Just a plug. SORONZO, a Canadian beverage company, is the official sponsor of the 1997 Snipe Worlds and was served in the bar at Mission Bay for the 1st time this weekend. It was a big hit. Look for it in the near future as it moves into the US market.



Results

1	Craig Leweck/Renee Bartell	1-1-(3)-2-1	4.25
2	Ken Redler/Julie Manzer	6-3-(17)-1-5	14.75
3	David Tillson/Barbie Tillson	(dnf)-6-2-5-6	19.00
4	Tom O'Neill/Laurel Timpson	7-5-7-(9)-2	21.00
5	Gregg Morton/Laura Nottoli	3-4-8-6-(dnc)	21.00
6	Kurt Mayol/Tom Fisher	4-2-5-12-(20)	23.00
7	Don Bedford/Wade Blomgren	5-10-4-(pms)-4	23.00
8	Argyle Campbell/Lisa Griffith	9-(16)-9-3-3	24.00
9	Chuck Tripp/Stacie Dumain	2-7-13-(pms)-10	32.00
10	Gene Ratliffe/Tami Brite	(16)-12-6-4-11	33.00
11	Jerome Fournier/Jeff Baker	8-8-11-(15)-8	35.00
12	Jeff Lenhart/Becky Lenhart	10-9-(29)-19-7	45.00
13	Steve Strobel/Gus Wirth	14-13-(20)-8-13	48.00
14	Kevin Dumain/Doug Teulie	11-11-(18)-18-14	54.00
15	Steve Flam/Ruth Pauling	(20)-20-10-13-18	61.00
16	George Walker/Carol Merriman	13-15-21-(dnc)-12	61.00
17	Mary Brigden/Chris Snow	(dnf)-17-24-14-9	64.00
18	Sean Biehl/Jerelyn Biehl	15-14-12-24-(26)	65.00
19	Steve Stewart/Kenyon Martin	21-19-(23)-10-19	69.00
20	Bob Bowden/Roberta Hunt	17-21-(25)-16-15	69.00
21	Don Barrus/Nancy Grubbs	28-(dnf)-14-17-16	75.00
22	Jack Bateman/Jeanne Bateman	12-24-(28)-23-17	76.00
23	Keith Dodson/Kaley Dodson	18-(dnc)-1-(pms)-dnf	81.75
24	Rowena Carlson/Karen Butler	23-(pms)-15-11-(pms)	82.00
25	George Buck/Joan Kanter	22-23-19-20-(24)	84.00
26	Dave Leuck/Jennifer Leuck	25-18-(26)-22-21	86.00
27	Charles Jenkins/??	(dnf)-26-dnf-7-22	88.00
28	Todd Peterson/??	24-(dnf)-16-26-23	89.00
29	Bob Jackman/Chris Shand	19-25-27-21-(28)	92.00
30	Russell Oiring/Deborah Bendinelli	(27)-22-22-25-25	94.00
31	Todd Smith/Kathy Black	(dnf)-28-30-27-27	112.00
32	Eric Krebs/Cherly Rogers	26-dnf-(dnf)-dnc-dnc	124.00
33	John Warnock/Lisa Harrison	(dnf)-27-dnf-dnc-dnc	126.00

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Regatta in Talamone, Italy

25-26-27 of April

Talamone is a very little and charming town, on the Tirreno sea, near Rome. We sailed our "Duca di Genova cup", a Regatta for the Ranking List and the first selection for the European Championship in Denmark. The weather was not so good, so we sailed in a light breeze, from 5 to 10 knots max, and we never saw the sun! The race was interesting, with a lot of competition between the 38 Snipes. Every race had a different winner!

After 4 races the winner of the trophy was the '95 Italian Champion Giuliano Dematte'. Second the SCIRA Commodore Giorgio Brezich, third the '94 Italian Champion Enrico Michel, fourth the young Enrico Solerio from Sanremo, and fifth Ezio Braga, the new Italian Secretary.

—Ezio Braga

Best 10 of 38

Dematte' 2-2-3-(4)
Brezich (19)-3-4-2
Michel 4-(8)-6-1
Solerio 5-4-2-(23)
Braga 6-(PMS)-1-5
Belloni 1-(10)-7-6
Bernardis (13)-1-5-10
Costa (RET)-6-9-3
Simóniti 3-9-(17)-7
Bari 7-(PMS)-8-11

GutterSnipe Regatta and Alabama State Championships

Birmingham Sailing Club, April 20-21, 1996

The second GutterSnipe regatta and Alabama State Championships had everything: a two-hour delay for severe thunderstorms, torrential rain and hail, a few flashes of lightning, and the occasional puff of wind, and that was just Saturday. By comparison, Sunday was tranquil: three races in gentle breezes and a clear sky. Don Hackbarth/Nancy Gilreath from the Atlanta Yacht club defeated 10 other sailors, including John Sepanski/Chris Stahl from Carlyle Yacht Club and Hal Gilreath/Chip Houseman of Lake Lanier Sailing Club, to win the 1996 GutterSnipe Regatta. At the end of the regatta Don Hackbarth revealed his winning strategy: buy a new boat and have Nancy Gilreath as crew! Dick and Vernon Whitney, new Snipe sailors and longtime Thistle sailors from Birmingham, won the Alabama State championships.

—Mike Neilson

Results

	Skipper/Crew	Boat	Finishes	Total
1.	Hackbarth/Gilreath	28142	1-2-2-2-3	9.75
2.	Sepanski/Stahl	29017	5-3-1-1-2	11.5
3.	Gilreath/Houseman	28655	3-1-5-4-1	13.5
4.	Haile/Haile	26668	2-11-3-3-5	24
5.	Irgens/Bigard	28470	7-6-4-5-6	28
6.	Whitney/Whitney	28401	6-5-6-8-7	32
7.	Neilson/Neilson	26994	8-9-9-6-4	36
8.	Glenn-Harris/Booth	26078	9-4-8-7-8	36
9.	Cason/Burnup	26123	4-11-7-9-9	40
10.	Redding/Montgomery	27322	11-9-10-10-10	50
11.	Dunn/Mullins	24035	10-9-11-11-11	52

Fleet Captains

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Why You Should Pay Snipe Association Dues

Anyone who has ever served as a SCIRA fleet officer knows the question asked most often is: "Since I don't intend to race my boat seriously, why should I join the Snipe Class International Racing Association?" Admittedly, the official name (in the narrow sense) is a misnomer for the present state of SCIRA – it is not an organization for racing boats alone, but intended for all Snipe owners everywhere. The "International Snipe Class" officially designated by the IYRU more clearly conveys the correct meaning – a broad, all-inclusive, world-wide organization.

Years ago, Bill Crosby summed up all the arguments in promoting his new found association and, recognizing that no one could do it better, we reprint it here again so all may refresh their viewpoints.

There are, no doubt, many Snipe skippers wondering just why there is a Snipe Association and why they should pay dues every year, have rules, bother with measurement and so on. The reason it is necessary to have all this stuff is the same reason you have a cop on the beat. There are always people who would run "hog wild" if rules and laws did not at least slow them up a little. Without government of some kind the US would be ripe for every kind of trouble from within and without. If there were not government in Snipes, the class would not last six months, it being subject to having owners changing everything at will and also having builders of Snipes change them as they saw fit. The boat hat is now your pride and joy would be out of date in a months time and the only way you could very hope to show in a race would be to buy a new Snipe or completely rebuild a re-rig your present boat. Then, probably by the time you had done this, some other chap would have gone further and your Snipe would again be out of date. It would be only a few weeks or months before you realized that utter futility of trying to keep up with ht parade and you would quit Snipe racing. The value of your Snipe would drop to virtually nothing.

Consider, if you will, the case of the Wee Scott class on Long Island Sound. In the 1930's, boats of this class were built by one builder only, and were popular because each boat was as nearly exactly alike to all others as two peas in a pod. The class was quite popular and there must have been around 300 to 500 of them racing. A good sized fleet was on hand for each weekend race and when any skipper tried to make some changes – even as little as changing the main sheet rig, the other would come down on him like a ton of bricks, and if he didn't change it back again, he was protested and disqualified.

Then, a new builder took over and old Tom Scott the originator, passed away. The new builder, thinking to "improve" the class and make them more popular, built some of the same boats with a new rig, a taller mast made of aluminum and a genoa jib. The total sail area was upped considerably and there were other changes in the boat, all of which added up to one thing. The older Wee Scots were completely outclassed and it soon became apparent to these skippers that racing

their boats was a sheer waste of time.

The number of starters dwindled more and more at each race and the next racing season none of these boats started in any of the regattas. As a class it was finished and to this day it has never been able to recover. If there had been an Association, the builder could have been stopped, but as it was a "one-builder-class", the owners were left pretty much at the mercy of the builder. They had no protection whatever and their boats were made worthless overnight.

There are other classes where the same thing has happened and in some, even the Association had been badly advised and changes made that required extensive and expensive work on each boat. The alternative was to quit racing – which is exactly the way the owners figured it out themselves.

Almost any Snipe today is worth at least \$300 and in many cases from two to three times this sum. If the class were inactive or if your boat were not built like the rules, it would be worth only a small amount because it would be good for day sailing only. In order to protect the value of your boat it must, definitely, be measured and you, yourself should support the Association in every way, morally and financially. It is mighty good insurance and a mighty good investment to protect the value of your boat by doing this.

There are almost constant attempts to "improve" Snipe and, of course, many of them would definitely do just that – no doubt about it. If I had to design Snipe over again, I would make many improvement myself. There are constant attempts from amateur and professional builders to change this and that, which, if allowed to go unchecked, would spell the end of the class in a hurry. Chiseling owners want to make changes and professional builders an sail makers who want to produce a winner, by hook or crook, for the publicity value of it, will stop at nothing to reach their ends. The only reason they don't run away with it is because of the constant vigilance of the Rules Committee, individual members and officers of the Association. In many of these cases, the changes are made first, in the hope that they will be able to get by a slack measurer. Sensible builders write in ahead of time to find out whether or not their contemplated changes are within the rules. Professional builders tell me that as competition gets hotter chiseling goes right along with it. Any they also tell me that it is hardly worth living, the way some owners hound them to make changes. Explanations that such changes might put a boat out of the class, usually brings a cancellation of the order.

Then, there are the skippers who want to go backwards – to some old stunts that have been tried and found to be impractical or even downright dangerous. The wide cockpit turned up again only recently. An owner wanted to change the rules to allow a cockpit that was a lot wider than the minimum of thirty-six inches, on the basis that he was getting older and wanted more room to sprawl out without having to do it

on deck. Comfort, I believe was the word. Actually, even a thirty-six inch cockpit is too wide and too dangerous to use in most places and an even wider cockpit would not make for comfort but would cause the owner a lot of discomfort because his boat would heel up, fill and turn over, on the slightest excuse. And when it capsized it would not be possible to turn it back again the way one can do with a narrow cockpit boat. A large percentage of the present restrictions are based on safety and to protect owners against themselves. If allowed to make dangerous changes, the entire class would shortly get a bad reputation. We want Snipes to be safe – to be good rough water boats and capable of – "taking it on the chin." A wide cockpit would make Snipe extremely un-seaworthy.

There are also the light centerboard skippers. Because some of the inland lake scows use boards of aluminum and magnesium, they figure that boards of similar material in a Snipe would give a big advantage. This is definitely not correct and would make Snipes very tender and too easily capsized. This, incidentally, is the chief weakness of the inland lake scow. It will turnover on the slightest excuse. Some smart sailor some day will put in heavy bilge boards and go out and clean up the whole gang. Just because "{Joe Doaks" tried it and preceded to win a race in very light airs all the rest of the scow skippers have been doing the same thing ever since.....one professional builder who, one time, built numbers of Snipes using plywood boards an then kicked and raised hob because the boats were "too tender" and turned over every time they went out for a sail. The professionals don't know it all, either, but at least, SCIRA's Rules Committee and officers know pretty well what makes a Snipe tick and you can rest assured that they will not make changes that will (a) cost you a lot of money (b) make your Snipe dangerous to handle and (c) do the slightest thing to affect any boats now in existence. You stick with the Snipe Association and you'll never get stuck for a good boat or for spirited competition.



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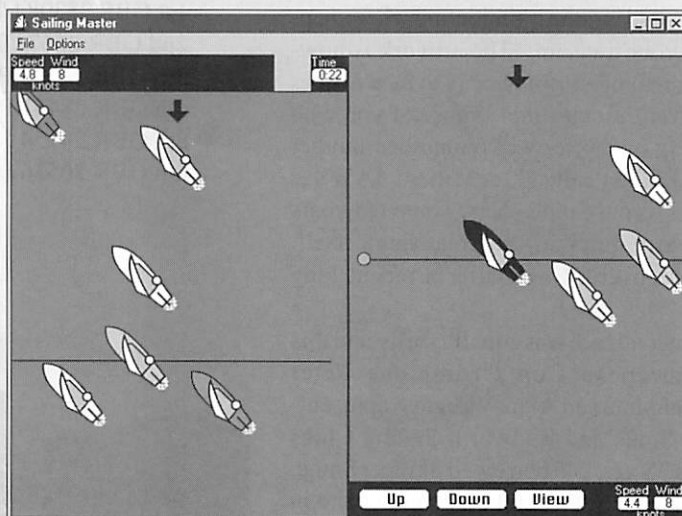
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Notes from the UK

Twenty-three snipers gathered at Blue Circle Sailing Club for the first Open meeting in the UK Snipe calendar. Members from all six UK chartered fleets sent competitors. Winds were fickle with huge wind shifts and never exceeded force 1.

The first race of five, sailed over the weekend of May 11-12 was delayed because of wind strength and also because of FOUR general recalls! As recently as three years ago such aggressive starting would have been unheard of in the UK but a training programme instigated by UK Coach Keith Butler has turned us Brits into demon starters and the scourge of race officers!

When racing did finally get under way, local team Chris and Sue Surridge picked their way through the shifts expertly to lead from bullet to bullet in their British ITSA Marine Snipe. They also had up the sails used by Doug Hart and Jon Rogers at last year's Snipe Worlds in Rimini. Maldon Yacht Club's Jonathan Simpson and Ian Sinclair, also in an ITSA boat, sailed brilliantly to come second and Junior Snipers Matt Silver and Matt Clarke went like a train to pilot the famous JAWS into third. JAWS has huge teeth painted on the bows and is quite intimidating when snapping at your transom. The artwork is however something of a giveaway to race officers when over the start line! Those of you who have long memories will remember another British Builder called Len Miller. JAWS is his most recent Snipe. Now some ten years old but still quick as the great shark itself. Len is recovering well after a recent long illness.

The second race was equally shifty and this time European Cup Champions Peter Wolstenholme and Alan Williams representing the Stone and Budworth Sailing Clubs won in a 25-year old borrowed Skipper Snipe. Richard and Nicky Lambert came second in their newly acquired Persson and UK National Secretary John Love steered his Skipper into third with daughter Debbie crewing.

A superb Thai dinner was wheeled in for the evening and fortunately there were no members of the local Constabulary to check whether we'd remembered to get a licence to sell the booze that also went down very well.

On Sunday, conditions did not alter very much which gave race officer and UK Snipe Chairman Derrick Crouch further headaches. When racing finally did commence, Chris

and Sue Surridge again sailed great skill the zephyr to post second



with in yrs their victory.

Honoured guests Tim and Kay Tavinor came second, sailing Peter Wolstenholme's McLaughlin. Tim is supplying most of the Finns for Savannah and Kay is a former Europe Olympic triallist. Peter and Alan were third.

The fourth race was equally shifty and sailed back-to-back. Tim and Kay posted their first win in a Snipe after just four attempts, with Wolstenholme/Williams second and Richard and Nicky Lambert third.

The wind finally filled in for the fifth and final race. Chris and Sue underlined their domination with a



1995 Reichner International High Point winner Neil Martin and wife Randi at Budworth when their award was announced!

Overall Results:

1st GBR 28398 Chris & Sue Surridge

2nd GBR 26671 Tim & Kay Tavinor

3rd GBR 20557 Peter Wolstenholme & A. Williams

4th GBR 28451 Richard & Nicky Lambert

5th GBR 24154 John & Debbie Love

6th GBR 20556 Iain & Richard Marshall

Blue Circle SC

Maldon YC

Stone SC/Budworth SC

Blue Circle SC

Budworth SC

Maldon YC



World Snipe Day at Blue Circle Sailing Club

46 Snipers from the UK met at Blue Circle Sailing Club (fleet 545) for World Snipe Day 1996. As there was no wind to fly our wonderful new SCIRA flag, Fleet captain John Williams, junior National Champion Matt Silver and UK Technical Officer Graham Campbell held it up instead!



Junior National UK Champions Matt Silver and Matt Clark glide JAWS up to the wing mark at the recent Snipe Open meeting at Blue Circle Sailing Club.

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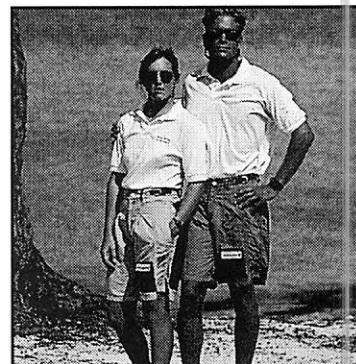
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British Snipe Gear

British Snipe sailors have traditionally had to obtain the best equipment from places as far apart as Buenos Aires and Copenhagen but the results of the recent Snipe Open at Blue Circle suggest this could soon change, with British manufacturing featuring well in the top six of 23 starters. Results as follows:

Hull	Mast	Sails
1st C & S Surridge	ITSA Marine (UK)	Holt-Allen (UK)
2nd T & K Tavinor	McLaughlin (USA)	Holt-Allen (UK)
3rd P Wostenholme	Skipper (Den)	Sidewinder (Den)
4th R & N Lambert	Persson (Den)	Holt-Allen (UK)
5th J & D Love	Skipper (Den)	Proctor (UK)
6th I & R Marshall	Skipper (Den)	Sidewinder (Den)
		North (San Diego)
		Fisher (Columbus, OH)
		Fisher (Columbus, OH)
		Speed (UK)
		Ullman (UK)/Hood (Esp)
		Hood (Esp)

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MCLAUGHLIN 25044 - Cobra II mast, 3 sets of sails, white deck, white hull, trailer. \$2300. Boat is located in Dallas. W (214) 952-6207, h (214)771-2205.

MCLAUGHLIN 24686 - Light grey, black stripes. Just reconditioned. Klegecell, minimum weight. New mast, boat, McGo wood rudder. Good Ullman Sails, compass, good race record. Southeast delivery, \$2800. New Tennessee trailer available for \$600. Mike McLaughlin, (w) 423-899-3391 (h) 423-267-7534. (mjj)

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PHOENIX 25845 - Light blue hull, excellent condition, trailer, two sets of sails. Will consider delivery in Southeast. \$2500. 770-975-3115 (mjj)

MCLAUGHLIN 25430 - Cobra II mast, white hull/light blue deck, Fisher sails, trailer, recent top cover. Ready to race. \$2500/obo. Lexington, MA 617-862-1882. (mjj)

MUELLER 22468 - Fiberglass light blue hull, off white deck, Cobra mast. Two suits of sails, Shore and North with go fasts and trailer. \$1100. E. Bennett, Memphis fleet. 601-429-2296 (mjj)

PHOENIX 27688 - White hull, gray boot top, Cobra mast with super spreaders, all Harkens, custom WaterRat rudder, top and bottom covers, galvanized trailer with custom fiberglass bunks, new North sails, practice set Sobstad sails. Excellent condition. \$4,000, call Dennis Westover 800-457-0220 days or 206-868-1109 evenings. Seattle (mjj)

MUELLER 25522 - Ice blue with white rolled deck, 2 rudders, 2 suits of sails, trailer, all covers, Cobra II mast with adjustable spreaders, AM/FM 8-track. Free six pack with purchase. \$3000. In Annapolis. 410-757-5173. (mjj)

MCLAUGHLIN 24102 - Light gray, blue trim. Very good condition. Sobstad sails, Cobra mast, cover, magic box, whisker pole, galvanized trailer with plywood gravel guard, 3 new tires (including spare), wheel bearing buddies, and new trailer wiring & lights. \$2200/obo. Omaha, NE. Call Jack Kubat, days 402-397-0100, evening 402-556-7436. (mj)

MUELLER 24332 - Cobra II mast, 3 sets sails, bottom cover, top cover, trailer, \$2000. Call 313-884-9453, Rick Grenzke, Grosse Pointe, MI. (mjj)

MCLAUGHLIN 25064 - Royal blue hull, race ready, 2 mains & 3 jibs, new lines & main halyard, Cobra II mast with adjustable spreaders, new compass, Sta-Masters, good trailer. \$1000. San Diego. Kris Carner (w) 619-453-9777, (h) 619-487-6451. (mjjaso)

SKIPPER 28362 - "Hobbes" - Special custom built. Winner of Danish Championship, etc. Light grey deck, white hull/white/ocean blue. Sidewinder mast '94. Dolly, cover, centerboard and rudder covers, anodized centerboard. Sails: '96 North main and jib; '93 Diamond main and 2 jibs. Top equipment for racing. DKK. 34.500 - delivery after European Championship in Kolding. Contact: Frank Eriksen, +45-75-507170, Fax: +45-75-840323. (j)

MCLAUGHLIN 23964 - Minimum weight, gray with blue stripe. Includes heavy duty trailer, North sails (used 2 seasons), McLaughlin rudder & tiller and centerboard (never used), top cover, Cobra II mast, all go fasts/no pole launcher. Multi fleet champion/regatta winner. Seattle. \$2800. Bill Leffler - 206-641-7534 (evening), fax: 206-305-6473. (jj)

PERSSON 28468 - 1993 model, Proctor mast, Proctor boom. North Sails, 2nd place '94 North American Champs, 5th place '95 North American Champs. \$6800. Argyle Campbell. Newport Beach, CA. Wk-714-848-1555, hm - 714-723-1977 (jja)

Hot Weather Tips

Drinking fluids while on the water is considered essential, especially in hot weather. A good solution is a spritzer made of a carbohydrate solution that is easily absorbed. Instead of taking a jug of plain water on the course, make a mix of 8 oz. of a good orange juice with 8 oz. of a seltzer, club soda or mineral water, and the juice of half a lemon. Even if warm, the intake of such a carbohydrate drink will do wonders in both quenching your thirst and helping your body retain fluids. Actually, mixing any fruit juice 50-50 with water will create a carbohydrate solution that will be more beneficial than just water alone.

--as published in *Starlights and Laser Newsletter*

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1996 Pacific Coast Championships

and US qualifier for the 1997 Worlds

The Pacific Coast Championships will be held this September 20-22 at Mission Bay Yacht Club and will qualify 2 positions for the US Snipe team for the 1997 World Championships also to be held at Mission Bay Yacht Club. The PCCs were chosen to give an opportunity to West Coast sailors to qualify for the World's and to provide a major regatta at the World's venue. The decision was approved by the US Board at a meeting held at the 1995 US Nationals.

Due to the implications of this event, we are planning a regatta which will provide the utmost in competition. We have requested and received a one-time change in the PCC Deed of Gift from the International Board of Governors for this regatta. With reference to the current Snipe Rule book, we requested and received the following modifications:

Regatta: modified to allow up to seven (7) races, with an Olympic Course (triangle, followed by windward, leeward and windward (legs) added as a possible course selection.

Open to: modified to read as follows: "Regatta is open to any US skipper who is a bonafide member in good standing with his fleet and with SCIRA and must have participated in at least 5 official points score races or 5 sanctioned regatta races during the current season. Each skipper must present credentials signed by their Fleet Captain, along with their entries." This modification follows the requirements of the US Nationals. We will have the event open to any US competitor provided they meet the qualifications as listed above. We invite participation from those on the East Coast.

All boats will require a current measurement certificate to be on file with SCIRA. We will weigh each boat and check for safety equipment. Any sails not measured at the Nationals will require measurement.

For more information or questions, please contact District Governor Jerome Fournier, c/o Mission Bay Yacht Club, 1215 El Carmel Place, San Diego, CA. 92109.

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Place: 1-2-5-6

Scandinavian Championship '95

Place: 1-2-3



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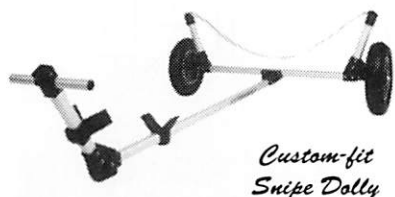
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Contact the SCIRA office 619-224-6998

SANCTIONED SNIPE REGATTAS



JUNE 1-2; RED/GREEN CUP: Vestfjordens Seilf. SCIRA Norway. Birger Jansen, fax: +47-66-848-262

JUNE 1-2; DISTRICT 2 CHAMPIONSHIP: Oklahoma City, Oklahoma. Andy Towles, 405-751-5745.

JUNE 1-2; COLONIAL CUP: Severn Sailing Assoc., Annapolis, MD. Hawkeye Dull, 410-268-6018.

JUNE 1-2; RIFF RAFF REGATTA: Cowan Lake, Ohio. Bruce Kitchen, telephone: 513-821-7030.

JUNE 8-9; SNIPE HUNT: Indianapolis Sailing Club, Jim Richter, 317-773-2169

JUNE 8-9; DISTRICT 6 CHAMPIONSHIPS: Mission Bay Yacht Club, San Diego, CA 92106. Jerome Fournier, 619-268-0925.

JUNE 8-9; VITUS BERINGS CUP: Horsens, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

JUNE 8-9; TROFEO PRESIDENTE: Club Marítimo de Melilla and RCM del Abra - RSC. SCIRA Spain. Fax: +34-68-34-30-02

JUNE 15-16; DISTRICT 4 CHAMPIONSHIPS: Atlanta Yacht Club, Atlanta, GA. John Muhlhausen, 770-642-1146

JUNE 15-16; FIREWATER REGATTA: Lincoln Sailing Club. Lincoln, Nebraska. Bill Gustafson. Telephone: 402-488-1585.

JUNE 15-16; WHITTEMORE/ST. JOHN REGATTA: Quassapaug Yacht Club. Dave Rogers, 203-729-9617.

JUNE 22-23; DISTRICT 1 CHAMPIONSHIPS: Winchester Boat Club, MA. Sue Lodico 508-657-6496

JUNE 22-23; OPEN MEETING: Broadstairs SC, Kent, England. Keith Harding, +2494-771-917

JUNE 22-23; MICHIGAN OPEN & STATE CHAMPIONSHIPS: Grand Rapids Yacht Club, MI. Chris Schneiter 616-243-8130

JUNE 28-30; TROFEO INUGURACION: RCR Santiago de la Ribera. SCIRA Spain. Fax: +34-68-34-30-02

JUNE 29-30; TROFEO BAHIA DE VIGO. RCN Vigo. SCIRA Spain. Fax: +34-68-34-30-02

JULY 1-6; WORLD MASTERS CHAMPIONSHIP: Oslo, Norway. SCIRA Norway. Birger Jansen, fax: +47-66-848-262

JULY 6-7; DISTRICT 3 CHAMPIONSHIP: Cleveland, Ohio. Jno Disch, 23825 Wonneta Pkwy. Westlake, Ohio. 44145. 801-645-8317

JULY 6-7; 46th ANNUAL MISSOURI VALLEY and INSA CHAMPIONSHIP: Lake Manawa Sailing Association. Jon Skoog.

JULY 6-7; TROFEO MENDEZ FARIÑA. RCN La Coruña. SCIRA Spain. Fax: +34-68-34-30-02

JULY 10-13; NORWEGIAN CHAMPIONSHIP: SCIRA Norway. Birger Jansen, fax: +47-66-848-262

JULY 11-14; DENMARK NATIONAL CHAMPIONSHIP: Espergårde, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

JULY 12-14; US JUNIOR NATIONAL CHAMPIONSHIP: Pensacola, Florida. John Muhlhausen, 770-642-1146

JULY 13-14; NORM TANNER MEMORIAL REGATTA: Bow Mar Yacht Club. Steve Tautz. 303-794-0385

JULY 15-19; US NATIONAL CHAMPIONSHIP: Pensacola, Florida. John Muhlhausen, 770-642-1146

JULY 19-21; UK NATIONAL CHAMPIONSHIP: Stone SC, Essex, England. Eric Broughton, +181-291-1444

JULY 13-16; FRENCH NATIONAL CHAMPIONSHIP: SN Lorient. SCIRA France. Gilles Boisaubert, fax: +33-1-488-66875

JULY 19-21; UK NATIONAL CHAMPIONSHIP: Stone SC, Essex, SCIRA UK, John Broughton, fax: +44-181-467-0983

JULY 26-28; FRENCH JUNIOR NATIONAL CHAMPIONSHIP: SN Claquey. SCIRA France. Gilles Boisaubert, fax: +33-1-488-66875

JULY 27-28; TROFEO VIRGEN DEL CARMEN. C. Mar de Villagarcia. SCIRA Spain. Fax: +34-68-34-30-02

AUGUST 4; VUELTA AL MAR MENOR: RCR Santiago de la Ribera. SCIRA Spain. Fax: +34-68-34-30-02

AUGUST 2-5; OPEN SCANDINAVIAN CHAMPIONSHIP: Horsens, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

AUGUST 3-4; SOUTH EASTERN CHAMPIONSHIPS: Maldon YC, Essex, England. John White, +1621-857-314

AUGUST 3-4; GULL LAKE OPEN: Kalamazoo, MI. Tom VanderMolen, 616-629-4551

AUGUST 10-11; CRESCENT OPEN: Crescent Sail YC, Detroit, Colt Weatherston 313-882-6609

AUGUST 10-11; BROUWERSHAVEN; Holland. SCIRA Belgium, Andre Callot, Fax: 32-3-457-81-20

AUGUST 10-11; TROFEO PRESIDENTE; Santiago de la Ribera. SCIRA Spain. Fax: +34-68-34-30-02

AUGUST 10-17; EUROPEAN CHAMPIONSHIP: Kolding, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

AUGUST 17-18; TROFEO SAN ROQUE. RCR Galicia Villagarcia. SCIRA Spain. Fax: +34-68-34-30-02

AUGUST 24-25; GOLD CUP: Gilleleje, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

AUGUST 24-25; ROCKY MOUNTAIN SNIPE CHAMPS: Rocky Mtn. Fleet, 210. Carl Lundstrom

AUGUST 24-25; BOARD OF GOVERNORS REGATTA: Quassapaug Yacht Club. Dave Rogers, 203-729-9617

AUGUST 31; HJARNØ ROUND: Horsens, Denmark. Bjarne Iversen. Fax: +75-61-54-60

AUGUST 31-SEPTEMBER 1; CANADIAN OPEN: Oakville Yacht Squadron, Oakville, Ontario, Canada. Id Crook, 6 John Street, Apt. 1002, Oakville, Ontario, Canada L6K 3T1

AUGUST 31-SEPTEMBER 1; VIKING SNIPEN: SCIRA Norway. Birger Jansen, fax: +47-66-848-262

SEPTEMBER 5-7; COPA DE ESPAÑA MASTERS; RCR Santiago de la Ribera SCIRA Spain. Fax: +34-68-34-30-02

SEPTEMBER 6-8; CAMPEONATO DE ESPAÑA JUNIOR; Club de Regatas de Torre Vieja. Ribera SCIRA Spain. Fax: +34-68-34-30-02

SEPTEMBER 7-8; OPEN JYSK CHAMPIONSHIP: Skanderborg, Denmark. SCIRA Denmark, Bjarne Iversen. Fax: +75-61-54-60

SEPTEMBER 7-8; INDIANA OPEN: Indianapolis Sailing Club, Buzz Levinson, 317-253-2710

SEPTEMBER 8-11; WOMEN'S WORLD CHAMPIONSHIP: Club Mar Menor Los Urrutias. Spain. SCIRA Spain. Jose Juan Quer Abellan. Fax: +34-68-34-30-02

SEPTEMBER 12-15; JUNIOR WORLD CHAMPIONSHIP: Club Mar Menor, Los Urrutias. Spain. SCIRA Spain. Jose Juan Quer Abellan. Fax: +34-68-34-30-02

SEPTEMBER 14-15; NOR CAL REGATTA: Richmond Yacht Club, Richmond, CA. Vince Casalaina. 510-841-8524

SEPTEMBER 14-15; JOE RAMEL MEMORIAL: Lake Lotawana, Missouri Yacht Club. Rita Goppert. 816-578-4388

SEPTEMBER 15; SODIPA: Antwerp. SCIRA Belgium. Andre Callot, fax: +32-3-457-81-20.

SEPTEMBER 21-22; CAMPEONATO DE MENORCA; CM Mahon. SCIRA Spain. Fax: +34-68-34-30-02

SEPTEMBER 19-22; PACIFIC COAST CHAMPIONSHIPS: Mission Bay Yacht Club. San Diego, California. Jerome Fournier. Fax: 619-224-6997.

SEPTEMBER 21-22; NORTH WESTERN CHAMPIONSHIPS; Budworth SC, Cheshire, England. Ted Thompson, +161-980-4113

SEPTEMBER 21-22; SILVER CUP REGATTA. Lake Carlyle. Ray Sepanski, 8 Ginger Ridge Ct., Edwardsville, IL 62025. 618-656-3428.

SEPTEMBER 23-26; US MASTERS CHAMPIONSHIP: Windycrest Sailing Club, Lake Keystone, Tulsa, Oklahoma. Bruce Hurst

Alamitos Bay Memorial Day Regatta

Friday was looking bad. Rain in Southern California, holiday traffic and car accidents littering the free-ways. All but Craig Leweck made it OK. Craig and his wife Lisa had to stop at the hospital Saturday morning to have another baby boy, Trevor. Congratulations.

Saturday began with more breeze in the morning than normal for Long Beach. This made a few people over-dress only to roast in their foulies as the afternoon sun came out. Four races were sailed Saturday in conditions ranging from flat water and five knots to ten knots and chop, then going back to five knots and chop. Jerry Thompson (who admitted to having seven Snipes in storage in Long Beach) sailed a beautiful wood boat that he named "My Big Woody" for the regatta. We gave Jerry's woody some extra room at the tight spots.

The wind gods brought out more breeze on Sunday and we raced three races in 10- 15 knots of breeze. I don't know what Argyle Campbell

did Saturday night but he didn't show us his usual speed on Sunday and slipped back to third. With over ten classes sharing one start and finish line there were some close calls on the water. Chuck Tripp tried to call Starboard on a Cal 20 at a leeward mark. OOPS! The Cal 20 hit Tripp and moved him a bit sideways. The boats were all right but Chuck didn't fare very well in the protest room. He was too slow with his red flag and the protest was disallowed.

After it was all over George Szabo and Eric Wilcox won with a Mylar jib, Tom O'Neil and Laurel Timpson were second and Argyle Campbell and Ruth Pauling were third.

--George Szabo

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ALAMITOS BAY Y.C.
SNIPE MEMORIAL DAY REGATTA
MAY 25 & 26, 1996

Sail No.	Competitor	finishes	total
28672	GEORGE SZABO	2-5-1-2-2-1-(8)	12.5
23678	TOM O'NEILL	(8)-3-5-1-7-3-1	19.5
28815	ARGYLE CAMPBELL	4-1-3-(13)-8-2-7	24.75
24016	CHUCK TRIPP	3-2-7-(9)-4-5-4	25
28446	JIM GRUBBS	5-(10)-9-5-1-7-3	29.75
23588	KEITH DODSON	7-6-2-4-(9)-6-6	31
25715	JEFF LENHART	9-8-8-3-(11)-4-2	34
24702	JERRY THOMPSON	12-4-4-6-3-8-(dns)	37
28679	JEROME FOURNIER	11-7-6-(12)-5-10-5	44
27567	DAVID TILLSON	1-9-10-8-(dns)-11-17	55.7
26104	SHAWN BENNETT	6-11-11-11-6-12-(dns)	57
26166	GRANT HILL	10-(14)-13-10-10-9-9	61
20560	MIKE BARTELL	13-12-12-7-(17)-dns-dns	78
23753	JORGE A. SUAREZ	15-15-14-(dns)-dnf-13-10	80
25976	DAVID YOFFE	14-13-(dns)-dns-12-dns-dns	90

1996 Dues Schedule

dues were due by March 31, 1996

International dues: \$10.00

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