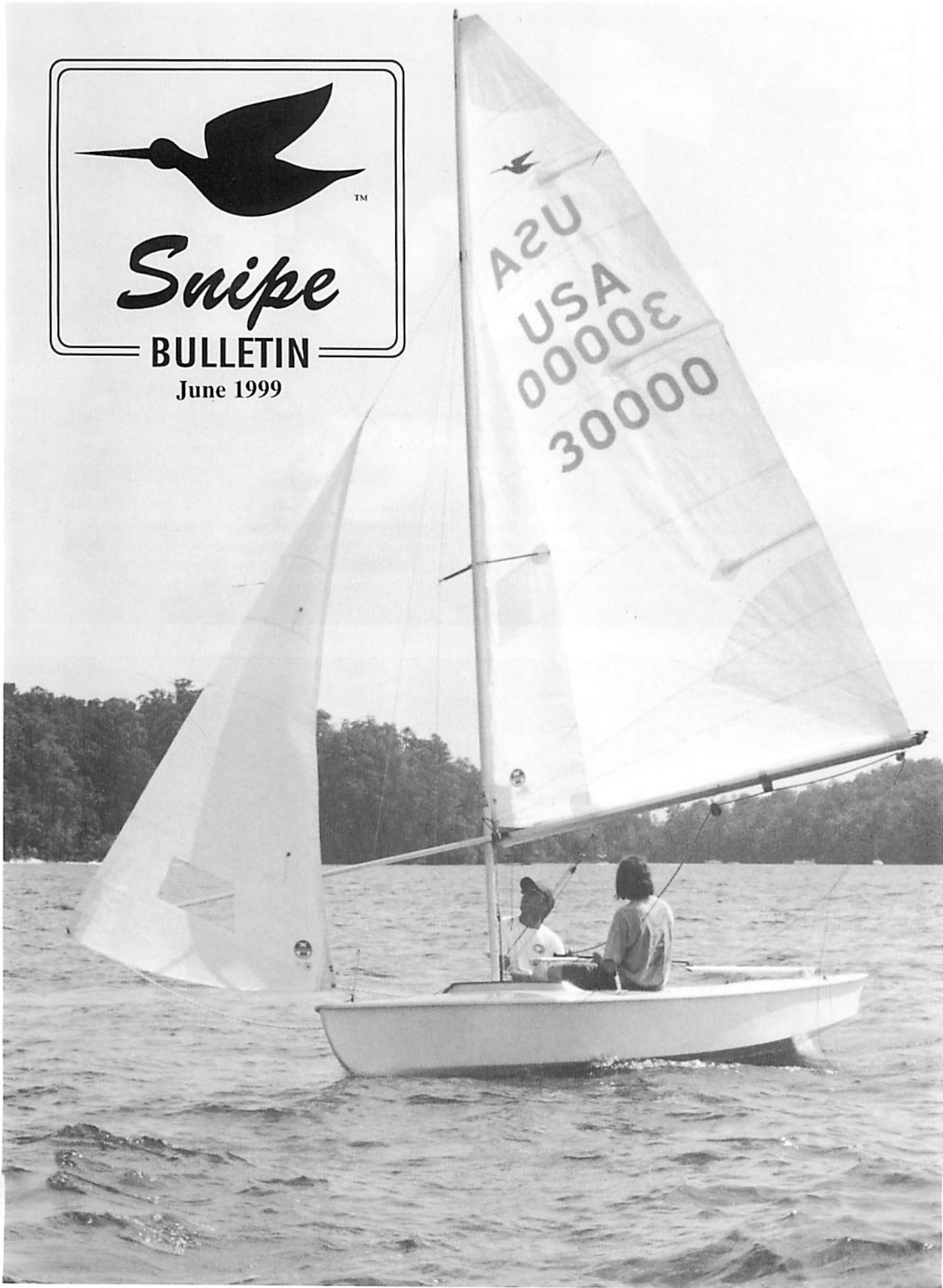


Snipe

BULLETIN

June 1999



A Truly International Class.....

Besides being a great boat with a great organization and great people, one of the best features of the Snipe Class is the fact that we are one of the few truly international one-design classes. In the world of one-design sailing, there are only a handful of classes that can make this claim. There are classes that are sailed in multiple countries, but the Snipe has a dominant presence in North America, South America, Europe, and Asia. SCIRA is a self-administered Class composed of 25 member countries. Besides the International Board of Governors, each country has its own National Secretary and SCIRA organization operating under the umbrella of SCIRA International.

The international aspect of Snipe sailing is something I encourage all SCIRA members to take full advantage of at some point in their sailing lives. To sail in or even just attend an international event is an incredible enriching and engaging experience. It is

also an amazingly good time. The fascinating aspect is that you quickly realize that despite the multitude of cultures and languages surrounding you, everyone is welcoming, friendly, helpful, and smiling. The common bond that we all share is our love for the Snipe and all that it represents. This bond creates instant and lasting friendships, great regattas and competition, and some superb parties.

At this point, I am sure some of us are asking ourselves how we are ever going to qualify for the Worlds, Hemisphere, or other international events in order to enjoy all this great international fun. Well, there are lots of other international opportunities to enjoy that don't necessarily require qualification. Examples are the World Masters and Women's Worlds. The Snipe Midwinter Circuit annually attracts an international mix with regattas in Florida and Nassau. Other international events to consider when planning that next

vacation are the Nordic Championship, Wiibroe Cup, Open Belgium Championship, Princess Sofia, or Bermuda International Race Week, to name a few. Besides these events there is always the regional regatta scene. You will find that local SCIRA members are always willing to help set up a borrowed boat and a weekend of fun that you can't find in any tourist guide.

So next time you are planning that international trip, take a look on the Snipe website and pick an international regatta or three to attend. Contact the local SCIRA members and you will find the welcome and hospitality to be incredible. And by the same token, if someone contacts you, show your hospitality by finding a boat and showing them a great time. After all, SCIRA members worldwide are eager to reaffirm our motto... "Serious Sailing, Serious Fun."

—Lee Griffith

Around the Snipe World

NEWS FROM CANARY ISLANDS

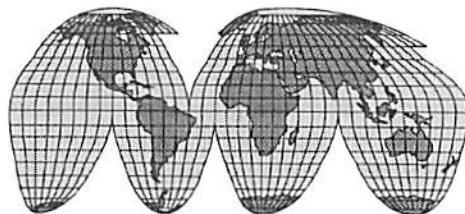
Matias Gomez, fleet captain of the Las Palmas fleet who was responsible for the reincarnation of the fleet, was recently named Commodore of the Yacht Club. Congratulations!

CHUCK LOOMIS

The SCIRA office recently received a note from Ray Loomis, which reads in part, "...The family of Chuck Loomis are impressed with the response from the Snipe Class. We have heard from all over including Japan. Thank you for the letter and the list of the donators to the Perpetual Fund..... Thank you all for being his friend. Sincerely, Ray Loomis."

UK NEWS

Maldon Yacht Club fleet 362 has announced plans to built on a new 63-acre site with "aim to make Maldon a premier site for sailing for the disabled and for the training of young sailors on the protected and safe waters of the gravel pits." Led by MYC Vice Commodore and Snipe sailor David Sewell, these plans coincide with the clubs 50th anniversary plans. They hope to have the new home completed by 2001.



Rules 2000 Proposals

continued from April Bulletin

POLE LAUNCHER: NEW RULE: "The mast fitting from which a retractable whisker pole is launched shall not project further than 35mm from the forward face of the mast". This rule is being offered since some sailors try to gain an advantage by being able to push the whisker pole further and further out. Although limitations often become targets for sailors to meet, there is no current rule that restricts this, and sailors seeking this advantage have set up some very strange attachments.

SAIL CLOTH: Change minimum sail cloth weight to something heavier than Our 2.4 oz. per yard. Or prohibit mylar laminates altogether. Sailors from all areas are complaining that their mylar sails do not last as well as their dacron ones. We need input from sailmakers on this question.

PUCCINI FLEET 851 CHARTERED

Italy chartered SCIRA's latest fleet, Puccini with Fleet Captain Gabriele Natali. Located in Torre del Lago, on the small Lake Puccini in Toskana, the lake was named after Giacomo Puccini. Puccini has 7 boats, 11 paid members, 6 which are crews!

In Memoriam...

Minde Browning

Minde Browning, super Snipe crew and member of Indianapolis fleet 409, lost her battle with cancer on May 21, 1999. Cliff Browning writes that he and Minde "have been sailing Snipes together since 1989. I was single at the time, as was Minde. However, we were not romantically involved. Indeed, early on she asked me how secure her crew position was on my boat, and I said she had nothing to worry about unless and until I began dating someone who was 5 feet 2 inches and weighed under 120 lbs. In 1994, I began to realize that I was falling in love with her (I am a slow learner at times) and when she asked me for a long term crewing contract I replied by saying the best I could offer her was a marriage proposal. She accepted, and we were married on March 18, 1994." Cliff has a new boat on order from Nickels, which he will christen "Minde" in her memory. Minde was the Assistant Director of the Law Library of the Indiana University School of Law and a supporter of library improvements in Indianapolis. Contributions may be made to the SCIRA Perpetual Fund in her name or notes may be mailed to 5315 N. Capitol Ave., Indianapolis, IN 46208.

...From the Internet College Snipes!

There was a notice in the last newsletter that Texas A&M is trying to obtain a Snipe fleet. Our fleet is still going strong and USF will participate in the College National Championships this coming weekend, so sailing Snipes hasn't hurt us! We made the college rankings for the first time this spring.

We have obtained two donated Snipes in addition to our 8 purchased boats (thanks to Ralph Swanson and Steve Lippincott!) and numerous sets of sails and parts which saved us thousands!

Two graduates of our young team have purchased Snipes in the last year (Ben Givens/Vicki Berget and Ken Hardy). With that track record, we'll double our local fleet in a few years!

I hope everyone seriously thinks about helping out college teams in their area. Snipes are capable of being a great college, club or High School boat if we had a few fleets as examples...so thanks to all those who've already noticed this and give Texas A & M and the University of South Florida your support. A rising tide floats all the boats.

—Steve Lang,
USF and St.Petersburg Fleet 801

Snipe Channel Race

François de Grace Coup
May 1-2, 1999

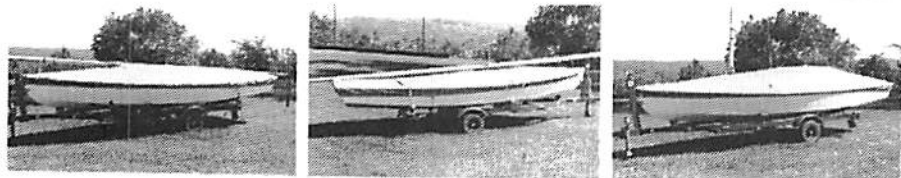
The British entries were unable to beat off the French renowned team of Jacques Frebault/Gilles Bouisaubert in Le Havre Snipe Open. Through out the five races the British Maldon Yacht Club brothers Ian/Richard Marshall maintained pressure but could not break the French hold. With Frebault and Boisaubert representing France at the autumn World Championship plus the Marshall brothers as Great Britains representing team the tussel of the "giants" was to be expected—then! into the cauldron throw Belgium's top team Thierry Den Hartig and Jans Greet and one has a volatile mixture.



With Freabult finalising in four 1st and a 4th there was no question of a victory. The interest came with a tie for second overall in Marshall and Den Hartig which was resolved in class rule whereby Marshall beat the Belgians in individual race results placing the Maldon Snipe brothers in overall second. The next highest British placing was Brian Gregory of the Blue Circle Snipe fleet. Other competing British crews came in the middle bracket of the twenty-eight entries.

Conditions of race were excellent. On the last day tension was high in waiting for the wind a Frebault could have been beaten with two races remaining. Marshall took advantage of the philosophical calm in sailing close up to Frebault's stern throughout the long wait. Finally the wind arrived in strength and two final first settled all arguments! France claimed the François de Grace Coup.

—John Broughton



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

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

3 in 1 Cover

Polyester Army Duck \$270 ppd

Acrylic - White \$266 ppd

Acrylic - Colors \$281 ppd

(Also available in Skirted Style.)

Bottom Cover \$259 ppd

Flannel lined waterproof grey

canvas with drain hole.

Football Cockpit Bag \$18 ppd

Hangs in cockpit and zips closed.

Daggerboard Cover \$46 ppd

Flannel lined canvas.

Specify size and shape.

Rudder Cover

Flannel lined canvas \$37 ppd

Nylon shell, foam lined \$51 ppd

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

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

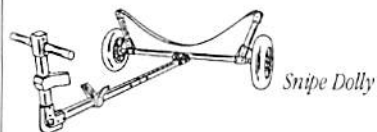
Send check or Money order to :

The Sailors' Tailor

191-SN Bellecrest, Bellbrook, OH 45305

Visa/MC orders call Sandy Rowland: (937) 862-7781
OR see Bob, Sandy or Scott in Snipes 26746 & 26303

SEITECH Launching Dolly



Ideal for launching, moving, and storing your boat.

Light, strong, corrosion-proof, maintenance-free. Aluminum frame, engineered plastic joint components, stainless steel fasteners, 3"-wide sling, and pneumatic ATV wheels with plastic rim & Delrin needle bearings. Rolls easily over sandy and rocky beaches.

Comes as a kit. Easy to assemble, no-tool breakdown into 3 pieces. UPS shippable. One year warranty.



Choose our
16 x 6, 9.5 x
19, or 11 x 22
ATV Wheels.

We've got a dolly for any dinghy!

SEITECH Marine Products, Inc.

PO Box 514, Portsmouth, RI 02871 USA

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

E-Mail: Sei52@aol.com Web: www.seitech.com

How to Build a Fleet

Building the Los Angeles Star Fleet in Santa Monica Bay

guy in the fleet who doesn't mind lending his boat, take advantage of his generosity to get that boat on the starting line.

6. Phone calls, phone calls, phone calls

7. Email, email, email - start a list if possible so members can communicate with each other without your help.

8. Webpage, webpage, webpage - the best way to get that pile of info that resides in your file cabinet out in public domain where everyone has access to it (email addresses, schedule, phone numbers, articles, digital pictures etc.). I don't think the webpage itself creates members but it frees up your time so you can make more phone calls and emails.

9. Always remember the original cause for your inspiration. Whether it was options 1 thru 3, or maybe an annoying flattering comment someone made about the new "PDOD-20" that's in the new spring issue. It's the fuel that you will use from week to week to get you through the season. Remember that the Lightning is "your class" and whenever you speak about it refer to it in the highest regard. Anyone who knows about sailboats knows about the Lightning Class and will respect you for it. And they will extend that respect when they talk to the next person.

Good luck,

*Phil Grotheer, VP Fleet Development
Annapolis Lightning Fleet 329*

Reprinted with permission from the International Lightning Class Association, Flashes.

First, *have a very clear objective*. In our case we wanted a fleet for the local sailor first and foremost. We projected approximately 20 boats the first year, adding 5-10 each year to follow.

Second, *consider existing resources*. Are there any Star Sailors in your area? Older Ex-Star sailors? Utilize them in whatever capacity you feel they can best help the fleet. For example, elect them to be in charge of Fleet Captain, Secretary, Race Chair, Tuning Specialist, Web page coordinator, Fiberglass Repair Specialist, and Rigger.

The next step is to *find dry storage*. (I evaluated very carefully the capacity of all Yacht Clubs in our area in terms of their hoists.) Attempt to *negotiate special rates* for storage, initiation fee, monthly dues and perhaps even a racer membership. Negotiate with at least 10 to 12 boats that can move in tomorrow.

The 5th district already had a special trophy for boats under Hull number 7000. These Star boats are available for close to nothing and without a doubt, are the best value of any racing keelboat in the world. Persuade five or six of your closer sailing companions to each donate one thousand dollars up front. Use this seed money for down payments to *purchase older boats*. (Personally I invested an

1. Have a very clear objective
2. Consider existing resources
3. Find dry storage
4. Negotiate special rates
5. Make personal investments in fleet
6. Purchase older boats
7. Set consistent race schedule with social events following races
8. Designate several trophy categories
9. Encourage sailors from other classes to participate in your fleet
10. Have a great time!

additional 10-12 thousand dollars in this effort. This kind of support is necessary if you are serious about building your fleet.) You will have to research boats for sale, be persistent with hesitant sellers, and talk them down I price. It will take work to get the boats you need at the prices you can afford.

For 22 consecutive Thursday nights, beginning at 6 pm each week, we set our own race committee and manned a short windward leeward course - single or double loops, three to four races a night. We closed each evening with a social event. There was no entry fee for these races, and it was the most fun people had in years.

In 1999 we expect 15 to 20 Stars on the line. We have several "trophy-worthy" categories:

- First for women at the helm
- First under 25 year in age
- First for over 55 years of age






We encourage sailors from other classes to join us. Even non-Star sailors can improve their game by getting approximately one hundred additional starts and mark roundings.

Remember to listen very carefully to input from your fellow sailors. However, show clear leadership and do not deviate from your mission. If you have any questions or need help, call me....
Good Luck!

*Mark Skipwith-Meier
Santa Monica Bay Star Fleet*

Reprinted with permission from the International Star Class Association Starlights

The Tradition Continues...

 Sails	1st 1997 Gamblin Series/Winter Circuit
 Covers	2nd 1997 U.S. National Championships
 Masts	3rd 1997 District 6 Championships
 Booms	1st U.S. Finisher (3rd Overall) 1996 Western Hemispheres
 Rigging	3rd & 4th 1996 U.S. Nationals

Featuring our Mylar Mag2 jib with glued seams, no stitching!

For more information on our sails, please contact us at:

Ullman Sails

410 - 29th Street
Newport Beach, California 92663
Phone - 714/675-6970
Fax - 714/675-6276
Email - ullman@ullmansails.com



1999 Snipe North American's

This years Snipe North Americans will be held September 17-19 and will be hosted by Cottage Park Yacht Club in Winthrop, MA and sponsored by the Mystic Lake Snipe Fleets, Medford Fleet 777 and Winchester Fleet 77. As always, "Serious Sailing" is on the agenda and the Regatta committee is working on the "Serious Fun" side of this event. Right now a local band is in the works for Saturday night's festivities following that day's racing and dinner at the club.

The sailing area will be in a protected area of Boston Harbor out of the commercial shipping lanes and about a 10 - 15 minute sail to the starting line. One can expect light to moderate chop and uniform tidal flows within this area of the harbor. The top 2 skippers from the U.S. will qualify for the 2000 Western Hemisphere and Orient Championship in Rosano, Argentina. In addition, the top jun-

ior skipper from North America also will qualify for the 2000 Western Hemisphere and Orient Championship.

There will be limited local housing available on a first come / first serve basis and persons interested should contact John Mullane by email at john.mullane@gs.com or by phone at (617) 567-9972. Hotel information can be found on the 1999 North Americans web site (<http://users.rcn.com/nmendez/na.html>) and if anyone is planning hotel reservations our suggestion is to make them early because the Ryder Cup is in Boston that same week and we've been informed that hotel rooms will go fast.

Check the SCIRA web site for more information on this event or contact John MacRae (781)721-2101 (e-mail: jmacrac@harvard.edu)

1999 Southern--Newcomer Kaim Wins Southern

Privateer, TN

Michael Kaim, a brand new Snipe sailor with a practically new (slightly used) Snipe, won his first Snipe regatta, traveling to Chattanooga, TN to best the rest at the 1999 Southern.

Results were sent but no regatta report except this from Rules Chairman Emeritus, Dan Williams; "For the two races on Saturday, the wind was basically blowing 15 knots with puffs to 22-25 knots. During the prestart

maneuvering, I jibed trying to avoid - guess who - Brainard. I turned over, but got the last laugh when Brainard fell out of the boat on, I think, the second windward leg. We both retired from the fray and did not try for the 2nd race. Randy Wilson, an old Snipe sailor from the 50's, had equipment trouble and did not race either race. So we all ended up in a 3-way tie for last. No wind on Sunday morning, so no race."

	<i>Sail #</i>	<i>Skipper</i>	<i>Finishes</i>	<i>Total</i>
1.	29639	Kaim	1-2	3.0
2.	29148	Beardsley	3-3	6.0
3.	26473	Burke	2-4	6.0
4.	28470	Irgens	4-6	10.0
5.	29324	Gilreath	6-5	11.0
6.	29044	Moss	7-8	15.0
7.	25840	McKenzie	8-10	18.0
8.	28694	Duvoisin	10-9	19.0
9.	24807	Burke	15-7	22.0
10.	28400	Sherman	9-13	22.0
11.	24903	Cline	22-1	23.0
12.	29017	Sepanski	14-11	25.0
13.	29014	Hackbarth	11-14	25.0
14.	26737	Smith	5-27	32.0
15.	24994	Dixon	18-15	33.0
16.	28680	Dunn	12-22	34.0
17.	27094	Sepanski	13-22	35.0
18.	26306	Hamrlik	22-16	38.0
19.	12021	Bradley	16-22	38.0
20.	24699	Cooper	22-22	44.0
21.	24747	Williams	22-22	44.0
22.	26105	Wilson	22-22	44.0

From Zero to Four in 6 Months

Noteworthy is the Narragansett Bay Fleet 017's rapid expansion. Although Fleet 17 ran strong through the 80's, by the early 90's it had tapered off to nothing due to various factors that discouraged local racing. But 1999 will see four Jibetechn Snipes actively sailing out of Sail Newport. In addition to Jibetechn builder Andrew Pimental and class newcomer Paul Cronin, Bill Kelley and his wife will be storing their boat in Newport. And the latest addition to the fleet is Carol Cronin's own boat, the second Jibetechn ever built and most recently owned by Ben Cesare. Carol may never be seen crouching up forward again! We are planning on piggybacking a start on to the Newport Yacht Club's Tuesday evening series, which began Mid-May.

We are also working on a few "fringe" Snipers who we hope will join us, and hosting the Atlantic Coast Champs is a serious draw for those folks who aren't really sure whether to take us seriously. Please put the ACC's on your calendar, and join the newly revived Newport fleet for some great summer sailing on Narragansett Bay.

Support
our
Advertisers
Tell them
you saw it
in the
Snipe Bulletin

Classified

Herb Shear Invitational

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

Mission Bay, San Diego April 24,25, 1999

ACRYLIC SNIPEDRY SAIL COVERS: Acrylic will not rot, mildew, shrink or become brittle. Best cover material available with outstanding workmanship including velcro stay enclosures and main zipper made of Delrin, fully enclosed with velcroed zipper flap. A flat type cover with halyard cockpit lifting bridle made for the boat with the mast up or down and boom off. No. 1 has a 6" skirt, \$239 in white or \$249 in blue. No. 2 has full sides to chine @ \$302 in white or \$312 in blue. No. 2 same as No. 1, but has custom looking tapered full skirt for ultimate protection with zipper at bow for glove-like fit. Rudder covers \$42 shipped UPS ppd, for orders with payment in full. Visa, MC, or COD available. Special colors upon request. Contact Chris Rooke (901)744-8500. ROOKE SAILS, 1744 Prescott So., Memphis, TN 38111. Web site: <http://www.rookesails.com>

TOP COVER - White UV stable top cover with 6" skirt, velcro closures, tie straps, mast up or down applications, 100% waterproof and durable. \$219. Super Padded, top quality CENTERBOARD COVER \$49. RUDDER COVER \$59. Freight included on canvas products. SIDEWINDER MAST Standard and Light complete to your spec. \$950. BOOM \$230. POLE KIT \$199 includes instructions. 48 hour delivery. Contact Gill-RWO USA David or Lynn 800-822-6504, Fax: 800-368-4445. E-mail gills@scompuserve.com.

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

WANTED - USED SNIPES - MCLAUGHLIN 23000 TO 25000 - Starting new fleet on Hood Canal. Contact Gene Patrick, 90 E. Wildwood Lane, Brinnon, Washington. 98320. 360-796-3475

SNIPES 20830 - One of five built by Joseph R. Duplin, plus Tennessee Trailer, good condition. Extra jibs, one brand new. \$1,500 obo. Call Ed at (508) 347-9081. (mj)

MCLAUGHLIN 25735 - White hull & deck with blue stripe. Cobra 2 mast, trailer, McGo wooden rudder, compass, pole launcher, North sails and new Sailor's Tailor cover. \$2,900.00 Akron, OH (330)645-6720 (mj)

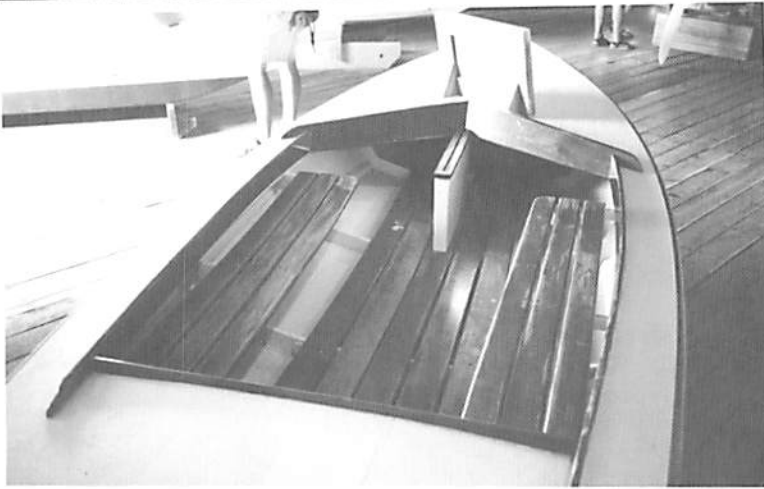
MCLAUGHLIN 26487 - 2 suits Fisher sails, Cobra mast, pole launcher, trailer, top cover, race ready. \$2,900. Ben (516)-671-7898, Long Island, NY. (mj)

LILLIA 29257 - 98 North American Champ. George Szabo/Jeff Baker rigged & tuned. All white hull & deck. Proctor Miracle mast with adjustable spreaders and die-form shrouds with Sta-Master fittings. New Sobstad sails plus used Sobstad suit. Top and bottom covers plus mast, boom, board and rudder covers. Boat well constructed, beautifully rigged, comfortable and fast! \$6,500. Jim Richter at: 800-276-1329. Indianapolis area.

Skipper/Crew	Sail #	Finishes	Total
1. Rick/Carol Merriman	29222	(6)-1-2-2-1-4	9.5
2. Doug Hart/Jeff Baker	29314	1-(4)-4-4-3-3	14.75
3. Randy Lake/Jennifer Warnock	28854	3-6-3-(7)-4-2	18
4. Craig/Lisa Leweck/Tom Fisher	29197	4-2-6-(8)-2-5	19
5. Chuck Sinks/Andrea Nilsen	28687	5-(13)-1-9-7-1	22.5
6. George Szabo/E.Wilcox/C.Biehl	29672	9-3-(10)-1-8-8	28.75
7. Tom/Laurel O'Neill	28678	2-12-(20)-3-10-9	36
8. Ken/Julie Redler	29315	8-(23)-12-11-5-10	46
9. Jim Grubbs/Ruth Pauling	28446	14-7-7-13-6-(dnc)	47
10. Mike/Karen O'Bryan	29013	(22)-11-15-6-11-13	56
11. Jerome Fournier/Julie Calvert	28679	7-9-5-(24)-15-23	59
12. Kevin Dumain/Doug Teulie	28409	10-(19)-8-10-14-18	60
13. Rick Arneson/Chris Wright	27569	23-5-(24)-15-12-6	61
14. John Tagliamonte/Karina Vogen	29311	(24)-16-13-20-13-7	69
15. Gavin/Holly O'Hare	29016	12-8-16-(23)-20-14	70
16. Jim Elms/Stacey Szabo	22734	(dnf)-10-11-21-16-16	74
17. George Walker/Teresa O'Dea	28369	11-24-9-19-(25)-15	78
18. Sean/Jerelyn Biehl	29104	21-15-(29)-27-9-12	84
19. Bob Bowden/Joanne O'Dea	28223	(30)-22-22-14-28-11	87
20. Dave Schibler/Piet Van Os	29240	(35)-21-27-5-21-20	94
21. Nick Wilder/Megan Houseweart	26168	16-(26)-23-16-22-19	96
22. Jack/Abigail Bateman	28333	(31)-14-19-12-28-25	98
23. Dave/Barb Tillson	29112	18-18-14-(33)-27-22	99
24. Nathaniel Fennell/Hoegh/Munroe	25064	19-25-(31)-26-17-29	116
25. Russell Oiring/Deepa Basava	28858	17-20-17-28(dnc)-dnc	121
26. Greg Bennett/John Henke	25221	13-30-(35)-29-24-27	123
27. Vince Casalaina/Grace Fang	28856	27-(36)-25-22-26-24	124
28. Tyler McKay/Kevin Hughes	29166	20-28-32-17-33-(dnc)	130
29. Ken Manzoni/Heather McDonald	28955	28-31-(34)-32-23-17	131
30. Steve Stewart/J.Gidion/G.Biehl	29108	34-34-26-18-19-(ocs)	131
31. Bob Jackman/Chris Shand	2846	15-33-33-(dsq)-30-26	137
32. Kent Sisk/Anna Michel	27928	29-29-(dnf)-31-29-21	139
33. Scott/Pike Harris	22815	26-17-18-(dnc)-dnc-dnc	139
34. Todd Smith/Cathy Black	29316	(dnf)-35-30-30-31-28	154
35. Rob Pinkel/Sabrina Simpson	23965	32-27-21-(dnc)-dnc-dnc	158
36. Rachel/Neil Senturia	29248	25-32-28-(dnc)-dnc-dnc	163
37. Dave/Barbara Carroll	28224	36-38-36-25-32-(dnc)	167
38. Joe Harvard/Brooke Bradshaw	26615	33-37-37-34-34-(dnc)	175
39. Craig Storms/Diana Wells	29356	(dnf)-dnc-dnc-35-35-30	178



From #1 to 30,000



Adelaide, Snipe #1, was recently refurbished and placed on display at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland. She sits alongside Comet #1 and Penguin #1, adding to the museum's collection of one-design dinghies.

Excerpts from the July 1931 Rudder Magazine, where plans of the Snipe were first published, detailed the first beginnings;

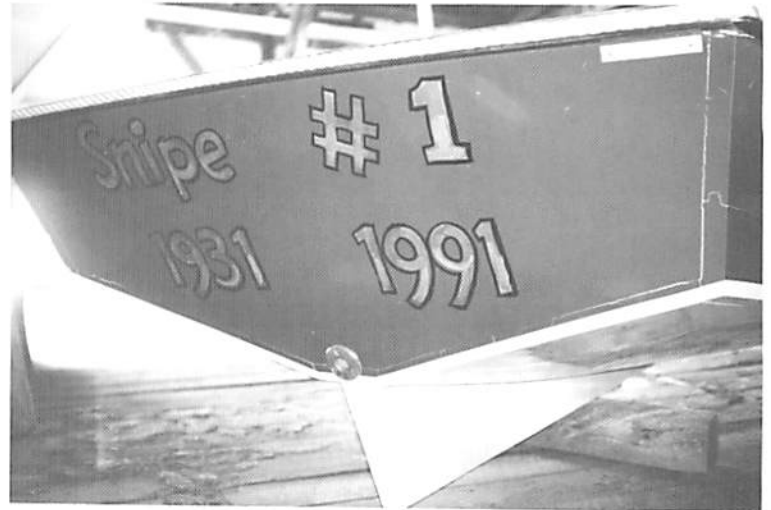
"The little craft presented this month is designed to comply with the almost countless requests that have been received for a small, safe, modern race boat. It is expected that a great many "Snipes" will be built during the summer and winter. As a one design class they are sporty and reasonably priced.

Florida, long one of the strongholds of outboard racing, has "gone sail boat" and the formation of the "Trailer Class" has been the result. The Trailer Class, be it known, is a one design racing class for sailboats with rules that specify 100 or less square feet of sail area and a length not to exceed sixteen feet. There are no other rules and as a result it is expected that many of these little craft will result. The idea is to put the boats on trailers, the same as outboards, and tow them about from regatta to regatta.



Snipe is a design for a small racing sloop to comply with these rules. She should make a safe and fast craft and as for sailing ability, if figures and naval architecture are to be relied upon, Snipe will make a wonderful little sailing craft. She is light, yet not too much so, and may be built entirely without resorting to steam bending. She should be built by the owner for between \$100 and \$150, sails and all and by a professional builder for about double that sum. The plans are complete enough so that anyone with a little boat building experience should be able to put her together without difficulty.

Her length has been kept at six inches less than the maximum required by the rules in order that the sides may be made without butts, for a single sixteen foot plank, a standard length, may be run in one piece form bow to stern. No seam battens are used. Instead the planking has been made a little heavier and it may be caulked and puttied and made tight. The center-board is of the dagger variety which lifts completely



out when not in use. As for sails, we would advise having them made by a professional sail maker, and as a suggestion, colored material would look attractive and not affect the sailing quality in the least. Sail cloth for a boat of this size is now available in various colors and a regatta of several dozen boats with these sails would certainly make a colorful affair. The stay and shrouds are designed to be quickly removed so that the entire mast may be taken out and laid on deck when the boat is put on its trailer.

All of the plans for Snipe are presented on this and subsequent pages and every bit of information to aid you in building one of these boats is given. Study the plans well and then go ahead with building this peppy little boat."

Photos courtesy of Roy Terwilliger.

Chesapeake Bay Maritime Museum

PO Box 636

Mill Street

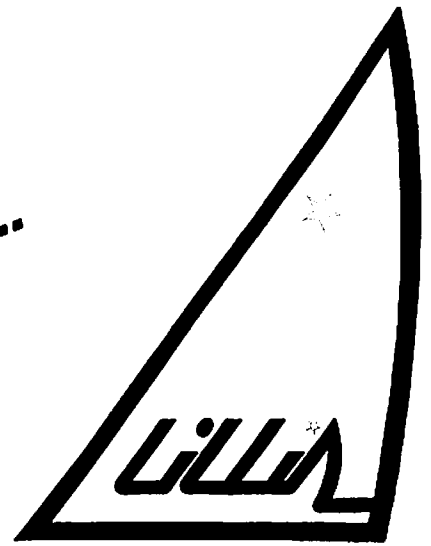
St. Michaels, MD 21663-0636

+410-745-2916

<http://regional-site.net/chesapeake-bay/html/rec-cbmm-fm.shtml>

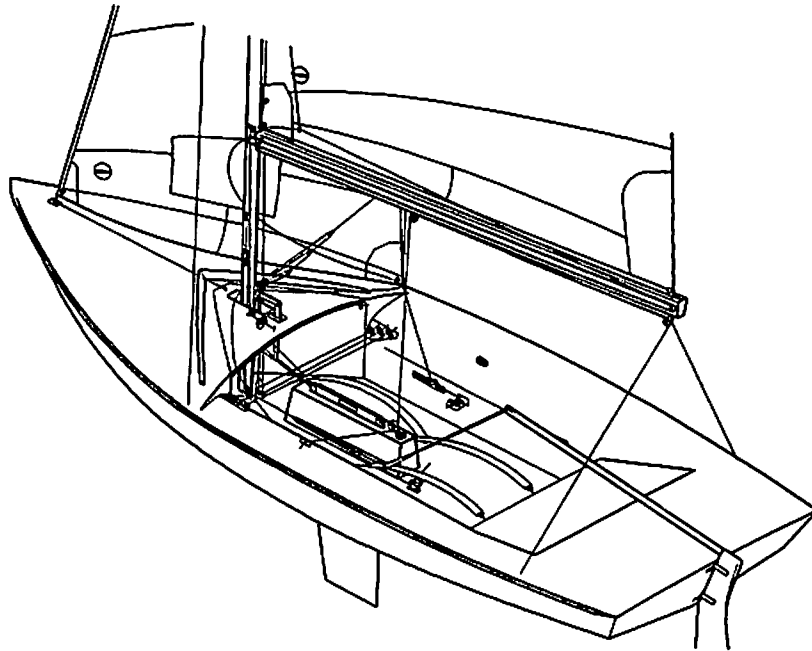
Lillia Snipe

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



New Lillia Snipe

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



Ready to build, ready to sail

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

LILLIA SOUTH AMERICA
Niterói - RJ
Phone - Fax 0055-21-616-2550

LILLIA NORTH AMERICA
190 Hagman Rd. - Winthrop, MA 02152
d- 617-539-0992 e-617-846-1772
Fax 617-539-0614