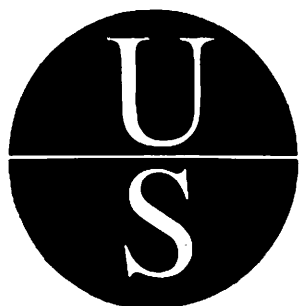


**MARCH
1990**

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THE COMMODORE SAYS

Dear Fellow Snipers:

Since becoming a SCIRA board member, several different Snipe sailors have asked me questions about SCIRA's organization. Questions like: "How do board members get selected, and how is the Commodore elected?" Apparently these issues seem vague and distant from the average Snipe sailor. I'll have to admit when I was elected to the Board, I did not know for sure whether I was on the U.S. or the International Board. (As it turns out, I am on both.) Now that I am Commodore, I have a clearer idea of how all this works. Actually, it is not a secret at all. The whole process is laid out on pages 17 to 28 of our SCIRA "rule book." As former Commodore and Class Councilor Paul Festeren (alias the cockroach) has told me on several occasions: "It is all in there, if you can find it." There is the rub. These are the duller eleven pages in the book. Like most of you, I did not read it in detail until I had to. So I will try and make it easy by giving you the basic organization and operation of the board, elections, etc.

Your SCIRA board consists of 18 voting members identified in Section 23 of our Constitution. The Class Counselor and the Vice Chairmen of the Rules Committee are also non-voting members of the board. Ten of the voting board members—the three flag officers, the Rules Committee Chairmen, and the six at-large members—are elected by the Board of Governors. The immediate past Commodore

and the U.S. National Secretary are automatically voting Board members. The other six voting members are the General Secretaries and Vice Secretaries of Europe and the Western Hemisphere, as well as the Secretaries of Northern and Southern Europe. These General Secretaries are elected by the National Secretaries of the respective areas, as described in Section 24 of the Constitution. National Secretaries are elected by each country according to that country's procedures. That process is not detailed in the Constitution, except for the United States. It just says each country shall elect a National Secretary to serve a two-year term starting on January 1 of even-numbered years, along with a description of his or her responsibilities and authority. The terms of the six at-large members are staggered so two new at-large members are elected each year, and they each serve for three years.

So SCIRA, like many non-profit organizations, has a self-perpetuating Board where the new members are selected by the existing members. However, a significant number of our Board members are elected by your National Secretaries who may or may not also be board members. In fact, if you look at the whole process of electing General Secretaries, you see there is a good chance that about half of the board are or were recently National Secretaries. This is certainly the case with your current Board membership. As I see it, one of the Board's most important jobs

is getting more good active Snipe sailors involved with the Class organization. We owe it to the sailors who will follow us to keep the organization strong and responsive to the needs of all our Snipe sailors.

Now, some of you are going to go and read Section 23 of the constitution and discover it does not say exactly what I have just told you. You will discover that a General Secretary of Eastern is listed instead of the Vice Secretary of the Western Hemisphere. This is one of several problems with many portions of our Rule Book: It is sadly out of date. However, many years ago the Eastern Europe Secretary was replaced with the Vice Secretary of the Western Hemisphere by Board vote. Unfortunately, some of the changes did not make it into the revisions published every four years. Let me assure our South American friends that Luis Carluccio's vote was definitely counted in the last election. Although, with the current events in Eastern Europe, we may have to add the Eastern European Secretary back onto the Board. Well, I can dream a little, can't I?

In the past, all the revisions to the Official Rule Book were laid out by hand, and manually checked. Naturally, the greatest attention was paid to the actual boat measurement rules, while many other areas of the book were not reviewed as carefully. As a result, many areas are out of date. Well, Snipers, our Executive Director has a new word processing system. Using it, he is starting to get this all auto-

1990 SOUTHERNS / WOOD SNIPE ROUND-UP

PRIVATEER YACHT CLUB ON BEAUTIFUL LAKE CHICKAMAUGA
CHATTANOOGA, TENNESSEE, MAY 12 & 13, 1990

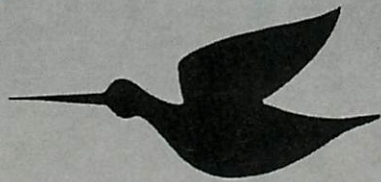
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For further information contact: Mr. Brainerd Cooper, Jr.

176 Ridge Ave.

Chattanooga, TN 37404

(615) 622-6081



Snipe

BULLETIN

(USPS 611-500)

MARCH 1990

Volume XXXIX No. 3

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SUBSCRIPTION

\$8.00 per year. \$8.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIPES BULLETIN.

CHANGE OF ADDRESS

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

mated for our next Rule Book revision in 1992 (the 1993 to '96 Rule Book). No small manual entry task, I might add.

To get our Constitution and By-Laws up to date, I am forming a Constitution and By-Laws Committee to oversee the effort in that area. Our honored Counselor (and sometimes insect) Paul Festersen has agreed to head this effort to remove the "bugs" from our program. I plan to ask several other current and past Board members to lend their understanding (and memories) to the effort. Our goal is to have an up-to-date copy of the Constitution and By-Laws available to the full Board by the end of this year. At that point we should all know exactly where we are. Then we can intelligently evaluate any additional revisions which may be presented to the Board for the next quadrennium.

Other areas of the Official Rule Book also need help, and they are getting it. Through his own initiative, the U.S. National Secretary has undertaken a complete overhaul of our standard racing instructions. These have been computerized in the Snipe office and are available to any sanctioned event organizer on floppy disk. If you do not have a PC, then get a draft copy from Tom Payne, fill in the blanks, and send it back to the office. Tom will enter the event specific data and send back a finished set of Sailing Instructions ready for reproduction. These SI's have been approved by the Board for trial and are available to all countries for trial and comment. Many U.S. regattas have already used them and provided valuable feedback to Phil. So this area is well along for the next rule book.

Certainly, the organization of the measurement rules themselves produces continual comment. These are the essence of the Snipe. However, after 58 years of evolution, they are a real maze. Time and again Chuck Loomis has demonstrated to many of us that just about everything is covered in those 20 pages. The challenge is to find something specific when you need it. Now, our modern word processing technology offers us the hope of easily constructing and maintaining a comprehensive index into the rules, and the whole book for that matter. The Rules Committee will be undertaking the task to indexing the rules once they are entered into our word processing package. Other areas of the Rule Book, such as the Deeds of Gift, are also in need of update. Unfortunately, we have no volunteers for that task yet. If any of you would consider undertaking such an effort, please contact Tom Payne or one of the Board members.

By the end of the year we will all have a better understanding of our organization

and how it operates. I plan to provide you with more insight in this column as the year progresses. Along the way I expect all of us to have fun sailing. Perhaps we should make "having fun" part of the rules. I believe that is the whole idea, and I have not found it mentioned anywhere in the Rule Book. Happy sailing.

Pete Fenner, Commodore

SOUTHERNS ANNOUNCES SPECIAL TROPHY FOR WOODEN SNIPES

1990 Southern Championship Regatta Chairman Brainerd Cooper has announced that there will be a special category and trophy for wooden Snipes. "The Southern is one of the longest-running regattas in the Southeast, and Chattanooga is a natural site to get some wooden Snipe activity started. We're centrally located and we have a tradition of great Snipe competition. A lot of the wooden boat owners have been outside of SCIRA, most have no fleet, and sail on their own. We want to invite them to bring their "woodies" to Chattanooga in hopes that they'll get a better idea of just how much fun a Snipe event is. Because the majority of the "woodies" are not up to the standards of modern fiberglass boats, we'll start them with the "B" fleet, which has seen its numbers shrink in the past few years. This way they can compete among themselves, compare boats, and have some serious fun at the Saturday night party."

"We don't know who'll win the Woodie trophy, because as far as we know there's never been a wooden Snipe competition. Since the boats may vary in specification, we want to factor in the beauty of the boat and quality of any restoration work that the owner has done. We'll just play it by ear and see what happens."

MARCH 1990

THE COVER: Our cover photo is from *Building a Plywood Snipe*, by Harold Gilreath, and shows the deck-frame layout of Snipe # 12345, Texan II. See "Around the Snipe World".

THE COUNT: Forty numbers were issued: Thirty to Japan, five to the U.S. and five to Sweden.

NUMBERED SNIPES: 27,734
CHARTERED FLEETS: 809

uncommon sense

by Tom Payne

This issue of the *BULLETIN*, the Annual Officers Directory issue, is the most important one of the year. Good communication is vital to the Class, and this is where you'll find the names, addresses, telephone and Fax numbers of your Officers. Please put your copy in a safe place for future reference.

You'll also notice that we've made some changes in the format. This is because we print extra copies of the centerpages for mailing to prospects, so it becomes a promotional piece, selling the Class, as well as a way for prospective Snipers to get in touch with Fleet Captains.

USYRU MEMBERSHIP

The United States Yacht Racing Union is the U.S. sanctioning body for our sport. The Snipe Class continues to promote membership on a voluntary basis as it is

a natural way for each of us to have a voice in the decisions that affect us all. To those of you who are already members: Remember to write "SNIPE" in big letters across your 1990 renewal.

To those of you who aren't members: New memberships are \$25.00. You can send your check, payable to SCIRA, to this office. We'll take care of the rest.

ABOUT YOUR PHONE CALLS

One of the areas where I'm attempting to economize is the telephone bill. Publishing the SCIRA phone number, having a Fax machine, and my goal of improving communications caused the telephone bills to skyrocket in 1989. As with any budget item, there was a certain amount of "waste" that must be cut from the 1990 figures.

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1990 DUES ARE DUE!

Yes, once again it's time to pay your Snipe Class Dues. Fleet Members, check with your Fleet Captain, or better yet, **SEND** a check to your Fleet Captain.

Independent members, (those without a Fleet to call your own) send your check to the Snipe Office.

DUES ARE AS FOLLOWS:

Member—\$25.00

Co-Owner: \$20.00 each Co-Owner

Associate: \$15.00

North Sails Win Worlds!

Congratulations to Ricardo Fabini and Harold Meerhoff for their strong victory at the Snipe Worlds in Karatsu, Japan.

**** Late Flash ****

**North Sails
Win 1990
Dead of Winter
Regatta**

Check out North's other great results from around the world:

U.S. Nationals. . . 2	Italian Nationals. . . 1
Brazilian Nationals. . . 1	European Championship. . . 1
Junior North Americans. . . 1	Spanish Nationals. . . 1
Western Hemispheres. . . 1,4	Jr. World Championship. . . 2,3,4
Alamitos Bay Labor Day. . . 1	St. Pete Memorial Day. . . 1

Only North offers you the worldwide resources to provide you with Worlds-winning speed.

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FAX: 44-329-220442

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12-9 Nagai, Yokosuka
Kanagawa-ken, Japan
TEL: 81-468-571262
FAX: 81-468-570370



CARLOS BOSCH NAMED HONORARY VICE COMMODORE

Born in Cuba in 1927, Carlos Bosch started sailing Snipes in 1944. A member of the Havana Fleet, he sailed his first boat Ultimo, #5187, to last place in every race during his first year. Later he moved to Santiago de Cuba where he formed Fleet 360, electing himself to the Fleet Captain's job. He met and recruited Jordi Gill as his crew, and he credits Jordi's ability as the key to his success on the race course. Between 1950 and 1960, Carlos and Jordi won all of the yearly interclub regattas held at Santiago de Cuba, and in 1955 they won the Reichner International High Point Trophy.

His fastest and most famous boat was the Varalay-built Caribe, #8999, with which he "almost won" the 1957 Cuban Nationals and later sailed to victory in the preliminary regatta at the 1957 Cascais Worlds.

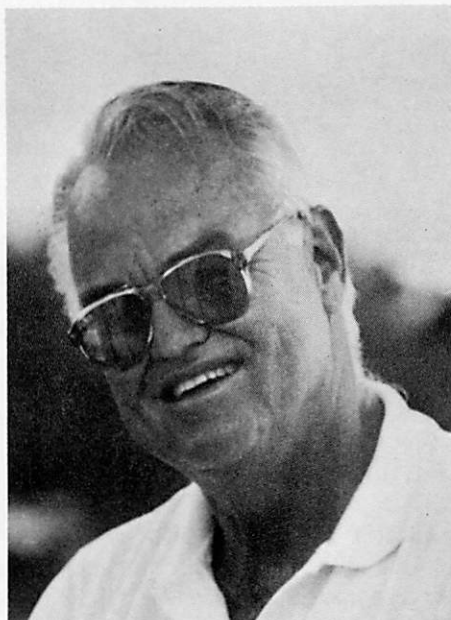
In 1957 he took delivery of one of the first fiberglass Varalays, Fiesta, #10999. Political change was sweeping Cuba, and Carlos fled to Miami, where he later became Fleet Captain of Fleet 007. He campaigned Fiesta up and down the east coast, sailing at the Southern, Washington's President Cup, Quassapaug, Atlanta Y.C., and West Palm Beach Regattas, among others. He sailed in the 1958 U.S. Nationals at Chautauqua, and teamed-up with Dr. Sam Norwood to win the inaugural Crack-er Barrel Regatta in 1958.

He returned to Cuba, but his stay was short, and he left, finally, in late 1960, returning to Miami.

After a few years in Miami he moved to Nassau in 1962, and sailed at the Royal Nassau Sailing Club, where he was later elected Fleet Captain. During this time he was instrumental in organizing the Southern Circuit as it exists today.

In 1965 he moved to Bermuda and campaigned at the Spanish Point Boat Club. In 1967 he returned to Nassau for the Worlds but "sailed poorly".

In Bermuda, he pushed and got the Snipe into Bermuda Race Week. He also initiated the possibility of building plywood Snipes and built two boats, one round-bowed, Ala Gilreath, the other sharp-bowed, Ala Varalay. He soon abandoned the idea, as the locals wouldn't put in the time necessary to build the boats, despite the low cost of materials (\$200.00). Later he personally backed Bermudian competition in U.S. and foreign regattas, and at one moment or another was Fleet Captain at S.P.B.C.



In 1967, the demands of business were so great that he was unable to maintain a competitive profile, so since that time he has been limited to local regattas and only a few in the U.S.

Carlos currently owns two "woodies", two "plywoods", one brand new Buckles/Mueller and a few assorted junior school Snipes. He can "remember" owning at least 18 different Snipes over the years. He has been Fleet Captain at Santiago de Cuba, Miami, Nassau, and Bermuda. In 1957 he appeared in a *Sports Illustrated* feature story on the Snipe Class, along with Johnny Wolcott, Terry Whittemore, Fred Schenck and Ted Wells.

"My biggest enjoyment over the years was meeting all the wonderful people that make up and made up the Snipe Class. No way will I set out names, but only to say that through revolutions and other sundry "happenings", Snipers have always helped me out, and also helped the other Cubans. For this and many other reasons, we are all grateful. Those that helped make our new lives know what they did. I just want to say thank you, to you all."

"Although I have been a "has-been" for many years, I am hoping to come back on the campaign trail as soon as I retire!!!!!"

AROUND THE SNIPE WORLD

1991 U.S. MASTERS AND NORTH AMERICANS: U.S. National Secretary Phil Richmond is calling for bids from fleets interested in hosting these events.

Please check the Deeds of Gift in your SCIRA Rulebook and prepare your bids for presentation at the 1990 U.S. Board Meeting to be held in Annapolis during the U.S. Nationals. Official Bid Forms are available from the Snipe Office.

ANNAPOLIS, MARYLAND: Snipers are invited to participate in the Chesapeake Olympic Classes Regatta, May 3-6, 1990. For further information please contact Mr Paul Warren, at CBYRA, 612 Third Street, Annapolis, Md. 21403, Telephone (301) 269-1194.

CHATTANOOGA, TENNESSEE: Bad news! Mike McLaughlin's woodworking shop was heavily damaged by fire. Among the losses was the boat featured on this month's cover, Texan II. It was in the shop for a complete restoration for owner Hal Gilreath, Jr., son for Past Commodore (1956) Harold Gilreath, who built the boat for the book *Building a Plywood Snipe*. Mike also lost several "in progress" rudders and many of his tools.

LIVERPOOL, NEW YORK: E. F. Booth sends word that the Snipe Class lost one of its old timers in early February with the passing of Jack Cummings. Jack was the architect of the Northeastern Invitational Snipe Championships. The beautiful trophies are antiques that Jack purchased, had restored and donated to the Class.

"Jack was a great competitor and dedicated Snipe sailor. I feel that it would be appropriate to recognize his contributions to the Class by designating the first place Northeastern trophy as the Jackson G. Cummings Memorial Trophy. Wherever you are, Jack, THANKS. You left your mark on the Snipe Class. It is just a little bit better as a result of your tireless devotion during your active sailing years."

Now's a great time to reward your long-suffering crew with a subscription to the *SNIPE BULLETIN*! Also a great way to hook that prospective Sniper! TWELVE ACTION PACKED ISSUES ONLY \$8.00.

ATTENTION: FOREIGN SUBSCRIBERS!

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THE SNIPE

“ONE BOAT FOR ALL”

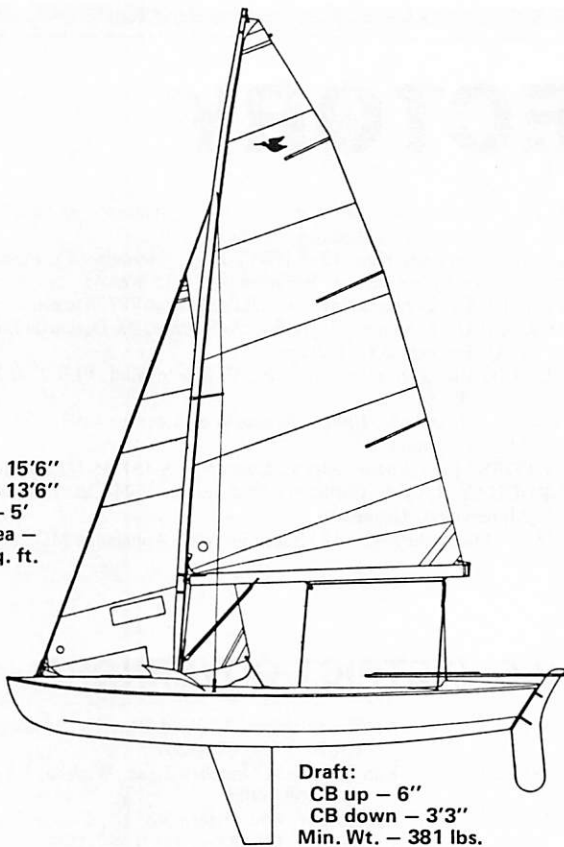
Since its beginnings, in the June 1931 issue of *Rudder Magazine*, over 27,500 Snipes have been built. Today there are fleets throughout the world. In this flyer you'll find the name and address of the National Secretary or Fleet Captain in your area. Give them a call to find out how you can become a part of the Snipe Class.

Whether you're a serious racer, a serious day-sailor, or a wooden boat nut, the Snipe is the Class for you. We offer competition and fun at all levels, fleet to world, for all ages, junior to master.

Budget minded? The modern Snipe is an excellent investment, with a competitive life of 10-plus years. Want to build your own boat? Plans are available from the Snipe office. Maybe you want to start out with a used Snipe. Contact one of the Used-boat Clearinghouses listed here, or subscribe to the *SNIPE BULLETIN*, where you'll find a monthly "Classified" listing.

International competition, fleet races, gunkholing, relaxing, junior training or club boat, the Snipe is ideal. That's why we say "One boat for all".

LOA - 15'6"
LWL - 13'6"
Beam - 5'
Sail Area -
128 sq. ft.



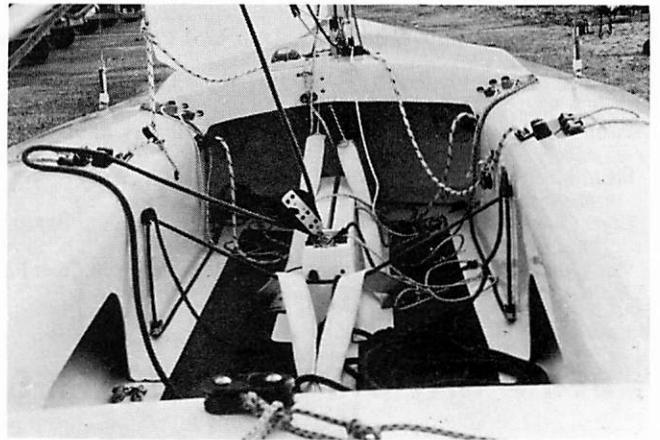
Draft:
CB up - 6"
CB down - 3'3"
Min. Wt. - 381 lbs.

JIBE-TECH—SOMETHING BORROWED, SOMETHING NEW.

Veteran builder Andy Pimental and Superstar Ed Adams collaborated on this radical new design. First launched in 1989, the Jibe-Tech Snipe combines the best ideas from proven designs and some new features, into a modern-looking package.

Bulkheads close-off the fore and aft decks for flotation, and the sidedecks, contoured for more comfortable hiking, are open for control lines. The center section of the side-deck rolls down to meet the cockpit floor, giving the skipper and crew a "push-off" for tacking. The splashguard and rails are a new aerodynamic design, to reduce windage.

The boat is available in a range of completion, from bare-hull to fully rigged, and a "club" model is offered. Contact Andy Pimental at (401) 253-6636.



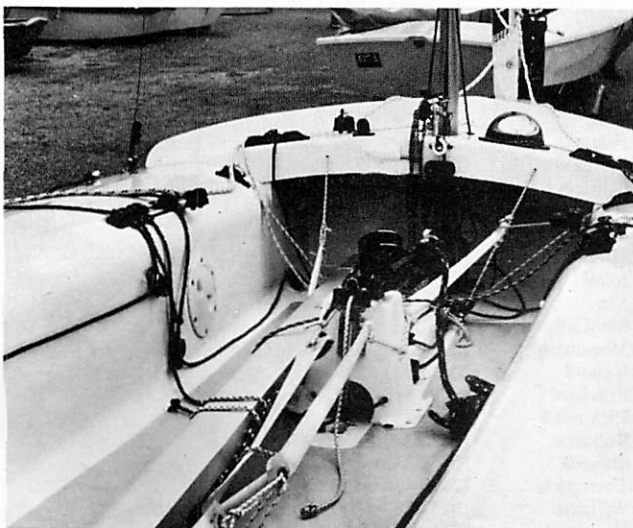
The Jibe-Tech Snipe; note the adjustable jib leads.

MUELLER—A DIFFERENT LOOK

Snipe veteran Bill Buckles builds a unique Snipe with a reputation for speed, quality and good looks, with features that make it the boat of choice in such places as Bermuda, where a light-air day is rare.

The sidedecks roll down to meet the cockpit floor, creating integral air-tanks, insuring quick and dry recovery from a capsize, and providing more comfortable hiking, and the hull is designed for speed in the heavy going, with flatter aft sections for faster reaching.

Bill has been known to mix gel-coat, creating some wonderful new custom colors, and if you're lucky he'll suggest a boat name that's guaranteed to be original. Boats are available in a wide range of completion, and a special leasing program is offered for sailors on a limited budget. Contact Bill Buckles at (216) 288-0002.



The Mueller Snipe; note the built-in side flotation tanks.

SCIRA DIRECTORY

SCIRA FLAG OFFICERS AND BOARD OF GOVERNORS—1990

Commodore: Peter Fenner, 600 Goodwin Dr., Richardson, TX 75081 USA
Vice Commodore: R. Means Davis, 5115 Northside Dr. NW, Atlanta, GA 30327 USA
Rear Commodore: Fujiya Matsumoto, 38-1 Shinoharadai-Cho, Yokohama City, Kanagawa Pref., Japan 222
Past Commodore (1989): Per-Ole Holm, PL 22 PB, 67101 Kokkola 10, Finland
Chairman Rules Committee: Dan Williams, 1200 Maclellan Bldg., Chattanooga, TN, 37402 USA
U.S. National Secretary: Phil Richmond, 142 Monticello Ave., Annapolis, MD 21401, USA
Sec. General of Europe: John R. Broughton, 24, Empress Drive, Chislehurst, Kent BR7 5BD England
Vice Secretary Europe: Birger Jansen, Broveien 44, 1315 Nesoya, Norway
Secretary, Northern Europe: Holger Hansen, Skovly 48, DK-6000 Kolding, Denmark
Secretary, Southern Europe: Antonio Roquette, Rua MOntebelo 28, Foz do Douro, 4100 Porto, Portugal
Secretary, Western Hemisphere: Id Crook, 6 John St. Apt. 1404, Oakville, Ontario, Canada
Vice Secretary, Western Hemisphere: Luis A. Carluccio, Convencion 1124 Cas. de Cor. 11016, Montevideo, Uruguay
Board Member 1988-1990: Rob Gorman, 80 Jersey St., Marblehead, MA. 01945 USA
Board Member 1988-1990: Roger Nylund, P.O. Box 169, SF-20101 Turku, Finland
Board Member 1989-1991: Gonzalo A. Diaz, 8251 Cheryl Lane, Miami, FL 33143, USA
Board Member 1989-1991: Ron Fox, 2131 Tevis Ave., Long Beach, CA 90815, USA
Board Member 1990-1992: John S. Johns, 2965 Hickory Lane, Ann Arbor, MI 48104, USA
Board Member 1990-1992: Akibumi Shinoda, Japan Yachting Association, 1-1-1 Jinnan, Shibuya-Ku, Tokyo, Japan
Legal Counsel—Non-Voting: Paul Festersen, 1904 Farnam St., #10, Omaha, NE 68102, USA
Vice Chairman, Rules—Non-Voting: Charles P. Loomis, 138 Court Rd., Winthrop, MA 02152, USA

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ARGENTINA: John MacCall, Corrientes 484 #2 Piso, Capital Federal, Argentina
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BERMUDA: Kevin Blee, P.O. Box HM1327, Hamilton, Bermuda
BRAZIL: Eduardo Bomeisel, Rua Tome Portes 1016, 04623 Sao Paulo (S.P.), Brazil
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ITALY: Giorgio Brezich, C/O Societa Triestina D'La Vela, Pontile Istria #8, 34123 Trieste, Italy
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JAPAN: International Secretary JSA Jiro Yamamoto, 92 Saitobumcho, Kanagawa-Ku, Yokohama, Japan 7221
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NORWAY: Birger Jansen, Broveien 44, 1315 Nesoya, Norway
PARAGUAY: Bertrand Gayet, Casilla de Correo 787, Asuncion, Paraguay
PORTUGAL: Domingos Borralho, c/o Promec, Av Duque de Loule 75-6 ESQ, Lisbon 1000, Portugal
PUERTO RICO: Ramon Ruiz Cox, El Monte Mall, FLR 2, B-14, Hato Rey, PR 0091
SPAIN: Fernando V. Flores, Apartado de Correos 4493, 30.080 Murcia, Spain
SWEDEN: Lars Angur, Alphyddvagen 9, S-131 35 Nacka, Sweden
URUGUAY: Luis A. Carluccio, Convencion 1124 Cas. de Cor. 11016, Montevideo, Uruguay
U.S.A.: Phil Richmond, 142 Monticello Ave., Annapolis, MD 21401, USA

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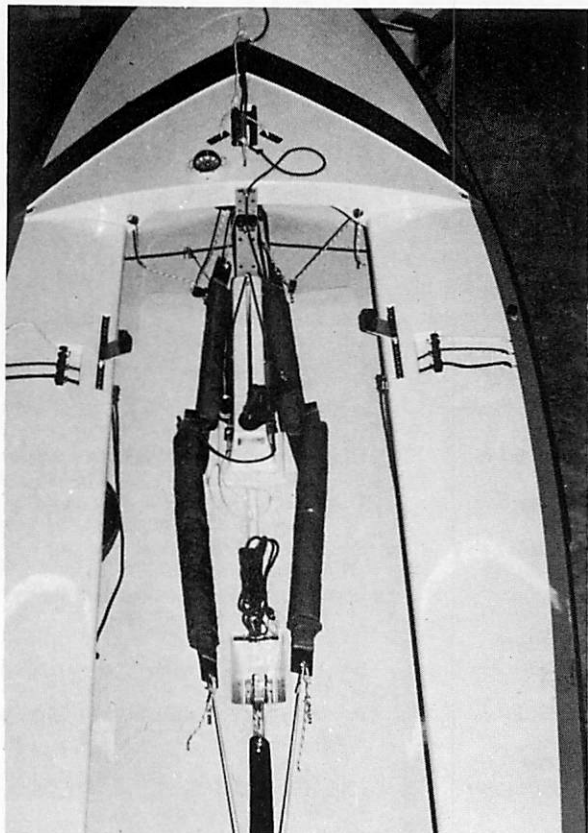
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McLaughlin Snipe deck layout.

PSI PHOENIX— QUALITY FROM CALIFORNIA

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APRIL 10-14, PRINCESS SOFIA TROPHY REGATTA, De Palma, Fed. Balear De Vela, Oficina De La Semana Int., Avda Joan Miro S/N San Augustin, 07015 Palma De Mallorca, Spain, Tel: 971/40 24 12, Fax: 40 24 51

APRIL 28 & 29, SPRING INVITATIONAL—Mission Bay Fleet 495, Bob Bowden, 5741 Abalone Place, La Jolla, CA 92037, USA, 619-454-8146

MAY 4-6, CHESAPEAKE OLYMPIC REGATTA, Paul Warren C/O CBYRA, 612 3rd St., Annapolis, MD, 21403, USA, 301-269-1194

MAY 12 & 13, 1990, SOUTHERNS CHAMPIONSHIP, Brainerd Cooper, Jr., 176 Ridge Ave., Chattanooga, TN 37404, USA, 615-622-6081

MAY 12 & 13, 1990, BLUE CIRCLE OPEN, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

MAY 19 & 20, DISTRICT FOUR CHAMPIONSHIPS, Charleston Fleet 52, Steve Burns, 689 Wildwood Dr., Charleston, SC 29412, USA, 803-795-3682

MAY 26 & 27, SOUTHWESTERNS, DALLAS, Dan Harkrider, 9512 Livenshire Dr., Dallas, TX 75238, USA, 214-503-8563

JUNE 2 & 3, COLONIAL CUP, Tom Sprehe, 380 Holly Trail, Crounsville, MD 21032, USA, 301-923-7684

JUNE 2 & 3, DISTRICT THREE CHAMPIONSHIPS/RIFF RAFF, Cowan Lake, Ohio, Davis Smith, 8632 South Cove Dr., Maineville, OH 45039, USA, 513-683-6451

JUNE 16 & 17, DISTRICT II CHAMPIONSHIPS/FIREWATER REGATTA, Andrew Ozaki, 320 South 29th St., Lincoln, NE 68510, USA

JUNE 23 & 24, DISTRICT FIVE CHAMPIONSHIPS/BOLDE MOTHERS, Cuba Lake, NY., Leo Murphy, P.O. Box 66, Cuba, NY 14727, USA

JUNE 16 & 17, 1990, BROADSTAIRS OPEN, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

JUNE 23 & 24, 1990, SOUTHEAST CHAMPIONSHIP, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

JULY 7 & 8, 1990, STONE INTERNATIONAL, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

JULY 14 & 15, NEW YORK STATE OPENS, Chautauqua Lake YC, Henri Kutschke, RD #3, Sugar Grove, PA 16350, USA

JULY 19-27, U.S. NATIONAL CHAMPIONSHIPS, Annapolis, Maryland, Lisa Foulke, 410 W. Lombard St., Baltimore, MD 21201, USA

JULY 27,28,29, 1990, U.K. NATIONALS, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

AUGUST 18 & 19, CANADIAN NATIONALS, Bronte Harbor Yacht Club, Jack Mitchell, 567 Plains Rd. West, Burlington, Ontario, L7T 1H1, Canada, 416-529-6564

SEPTEMBER 4-9, 1990, JUNIOR WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado De Correos 4493, 30.080 Murcia, Spain, entries limited to two per nation.

SEPTEMBER 11-15, 1990, MASTERS WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado De Correos 4493, 30.080 Murcia, Spain, Fax 34-68-21-50-44

SEPTEMBER 29-30, 1990 OXFORD INCIDENT/ACCIDENT, Jim Hater, 230 Solarama Ct., Cincinnati, OH 45238, USA, 513-451-5508

NOVEMBER 17-25TH, 1990, WESTERN HEMISPHERE CHAMPIONSHIPS, John MacCall, C/O Yacht Club Argentino, Darsena Norte, Buenos Aires, Argentina, Fax: 00541-313-7267

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SOBSTAD 90 — THE PATH TO A GREAT FINISH!

SIMPLICITY IN RIGGING

by Craig Leweck

In one-design sailing the best sailors have reached the top of the class for a number of reasons. They have great instincts, understand how to handle pressure, are well-practiced in their boat and, of course, have good boat speed. To attain these latter two items, one must take a close look at how his boat is setup. There is a great deal of personalization in how a boat is rigged, but the general theme must be in keeping things simple.

I received my current Snipe, McLaughlin #27107, in early 1988. Knowing that I would be happier with everything placed exactly where I wanted it, I took delivery of a bare hull and rigged her myself. I had rigged two other boats and at the time was borrowing a third, and it was from this base that I had devised a layout which would work well for me. The job took a lot of time and cost more than if I had gotten the boat pre-rigged, but after rigging her myself, I know how everything works, and have the important confidence of knowing that it is all fastened correctly. Using this boat, I won my first U.S. Nationals and North Americans in 1988 and then repeated these two victories in 1989, an unprecedented accomplishment in the Snipe Class. When I sail this boat I am confident that it will help me win!

Determining and dividing responsibility between skipper and crew is the first step

in designing the rigging layout. The Snipe has an on-deck inset, located on the side decks between the skipper and crew, for adjustment cleats. Using small servos and/or aluminum clam cleats, one could place up to five adjustments in this convenient area, but before deciding which adjustments to place here you must first consider how your system will work on the water. The skipper and crew sit close together when sailing upwind, and this limits access to this area. Also, more adjustment lines means more possibility for an area with too many lines to easily locate and then utilize.

In the interest of simplicity, I lead only three adjustments to this area: traveller, boomvang, and cunningham. Small servos allow these three to be positioned as far aft as possible. The crew still hikes over this area in a breeze, but it is the best compromise available. I also did not install tail holes since they only keep the lines organized if the skipper or crew stuffs the line down them. You can have shock cord to pull the lines down, but it seems that the shock cord is either too tight or not tight enough. I'd rather worry about the race course than housekeeping.

With a Snipe, you must use the jib halyard to adjust rake. A Magic Box is typically used for the jib halyard. It's mounted on the side of the daggerboard trunk with

the adjustment cleat at the rear of the trunk. One problem that I found with this system is that the Magic Box will get stepped on, leading to its case bending, and soon the whole mechanism binds up, meaning that you must manually move the blocks in order to ease the halyard for offwind sailing. The alternative system of a block and tackle is less expensive and simply will not bind, allowing the halyard to ease with little load. You could rig this on the side of the trunk, but I thought it would be cleaner if it ran through the space that exists inside the trunk. Rigging this system is difficult due to the small space, poor visibility and additional waterproofing necessary to seal the trunk, making it the most time-consuming step of rigging the boat. However, the result is a system that is both clean and very efficient. I would definitely do it again.

Rigging the boat from a skipper's perspective will lead to mistakes when positioning the adjustments for the crew. Like I mentioned before, establishing the responsibilities between skipper and crew dictates the design of the rigging layout. It wasn't until I spent some time crewing in the boat that I could really know what the crew needed to perform his job well.

A brutal axiom proves true with the Snipe crew: The harder the crew hikes is directly related to how fast the boat goes. I discovered that the crew needs adjustable hiking straps in order to perform well in all wind strengths. In light and/or shifty winds, the crew is constantly moving in and out to balance the boat. In this wind band the straps need to be tighter to make these movements easier. For higher winds the straps need to be loosened to allow the crew to get out farther. The cleats are positioned so they can be easily adjusted while hiking. I used a two-to-one purchase so that there would be less load on the line when adjusting, allowing for finer adjustment. Also, I used aluminum clams because the line would have less of a chance of accidentally popping out of the cleats.

The jib cunningham is the crew's adjustment on my boat, and is typically led aft to a single cleat at the underside of the deck. It is set at the beginning of the windward leg and then generally left alone. It is eased for the offwind legs, but it is difficult to estimate the correct tension before the start of the next windward leg. For this reason I split this adjustment and lead it to port and starboard, to be trimmed from



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a hiking position. Before the leeward mark the crew tensions it to approximately the correct setting, trims the jibsheet as they drop into the hiking position while rounding, and then they worry about fine-tuning the jib cunningham. Novice crews usually forget about this adjustment altogether, barely getting the whisker pole and daggerboard down before the leeward mark. Rigging the jib cunningham so the crew can adjust it from a hiking position keeps the weight where you need it, especially in the critical leeward mark area.

The class rules for the Snipe offer a great amount of freedom as to where the adjustments can go. I hope that the examples that I have described have demonstrated the methodology which I feel is critical for rigging. Be sure to research your needs and which fitting is best for the job at hand. Using lock nuts and big washers wherever possible will minimize maintenance and potential rigging failures. Probably the biggest benefit to rigging your own boat is that you know how it works and thus, how to fix it. If you have planned carefully, and done your job correctly, the peace of mind of having a well and simply rigged boat is worth extra boat lengths on the water. Good sailing!

regatta circuits

SPECIAL EDITION OF FALL INVITATIONAL

San Diego, California—The annual Fall Snipe Invitational/Carolyn Nute Memorial drew forty boats at Mission Bay Yacht Club in San Diego, California. Sailors from both the Mission Bay and Long Beach fleets converged on October 28th and 29th to sail for the Carolyn Nute Memorial Trophy. The trophy commemorates a great MBYC fleet member who passed away several years ago. Her husband, Tom Nute (1977 Snipe National Champion), was unable to attend this year's regatta, as he is on an extended cruise in the South Pacific.

A last-minute cancellation of a major Star regatta in San Francisco, due to the unfortunate earthquake which damaged St. Francis Yacht Club, meant that two local Star sailors would be staying home to race Snipes. Mark Reynolds (1988 Star silver medalist) and Vince Brun (former Star world champion) are both familiar names to yachting and the Snipe class in particular. Their addition to an already talent-laden fleet made for a special edition of this popular regatta. Missing, though, was MBYC's favorite son and current Snipe champion, Craig Leweck, who was away visiting the Atlanta fall classic.

Bright, sunny skies and light to medium-light winds greeted the sailors on Saturday morning. With the racing scheduled for the protected waters of Mission Bay, the fleet was divided into four flights, with each flight sailing against the other on Saturday to deter-

mine Sunday's cut when the fleet was halved based on standings for the Gold and Silver flights. All five races counted and were cumulative towards final scores.

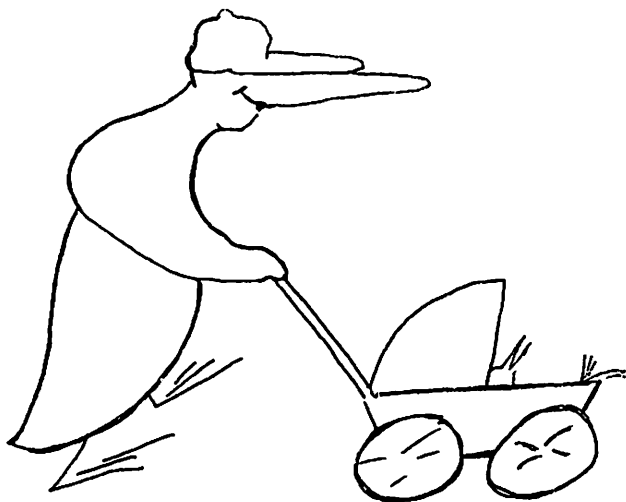
Though not as shifty as normal, there was plenty of opportunity to move up or down in the course of each race. The fleets were closely bunched with some big names frequently found at the back of the pack. The heat on the front end wasn't far away though, and the best sailors made the cut by day's end.

Saturday's on-the-water activities gave way to an after-race happy hour which gave way to the traditional Halloween costume party and dance. This year's entertainment was a seven-piece 60's soul group (The Sharkskins) who belted out some great dance tunes. The party raged until the A.M. hours and the bartender didn't leave until after 3:00 in the morning! Top costume award went to MBYC fleet Sniper, Rob Lindley. Rob came as a headless man who cradled his own dismembered head in his hands! This sight was enough to make some party-goers stop drinking! Other top costumes included a group of green aliens, a fish taco, Marilyn Monroe, and a couple of "udderly ridiculous" cows (Doug and Jennifer DeSouza, Masters/N.A.'s regatta organizers). Imagine the DeSouza's winning a couple N.A.'s T-shirts!

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Carolyn Nute Memorial/Fall Invitational Gold Fleet Winners



Carolyn Nute Memorial/Fall Invitational Silver Fleet Winners



Snipers an extra hour's sleep on Sunday morning. This allowed ample time to get everyone on the line for Sunday's deciding races. The Gold (championship) division began with Dave and Kathy Chapin on top narrowly over Dave and Lorraine Schibler, Mark and Deann Reynolds, Bill and Jennifer Draheim, Keith and Claudia Dodson, Jeff Lenhart and Ginny Barnes, and Andy Barnes and Marcia Rohan. Sean and Jerelyn Biehl were on top in the Silver fleet.

Winds were better (in the 8-12 knot range) as the fleets squared-off. Reynolds won race #4 while Cha-

UGGGGGH! Rob Lindley is a "Bloody Mess", but Lisa Griffith doesn't mind posing with him at the Carolyn Nute Memorial/Fall Invitational party.

pin sunk to a 9th. Standings were still close in the top five, but Reynolds sailed to a steady 4th to take the regatta. Bill Draheim aced the 5th to take second overall in the Gold division, while Dave and Lorraine Schibler suffered their worst race (7th) and had to settle for 3rd overall. They sailed very well and were popular as the third place finishers. They gave the professionals a good working over!

The Silver division saw Team Biehl handle things pretty easily. Normally these two would be found amongst the tougher company, but raising a young family has cut into their racing time of late. Second in the Silver fleet was Ken Redler and Todd Barrett. Third was a good, young college team of Casey Woodrum and Dave Tilson.

Besides the competition, perhaps the greatest side-light was Jeff Lenhart's Halloween jib. The orange and black panels were a colorful reflection of Jeff's Halloween Snipe spirit. To complete the sail, Jeff had the window installed in the shape of a bat!

All Snipers are reminded that everyone is welcome to this annual event, held the last weekend in October. We'd love to see you here in 1990!

Bob Bowden

FALL INVITATIONAL/CAROLYN NUTE MEMORIAL REGATTA

Mission Bay Yacht Club, San Diego, California

October 28-29, 1989

GOLD DIVISION

Place	Crew	Points
1	Mark Reynolds/Deann Reynolds	15.5
2	Bill Draheim/Jennifer Draheim	16.75
3	Dave Schibler/Lorraine Schibler	20.75
4	Dave Chapin/Kathy Chapin	21
5	Jeff Lenhart/Ginny Barnes	23
6	Bart Hackworth/Jon Rogers	23
7	Keith Dodson/Claudia Dodson	31.75
8	Chuck Sinks/Lynn Sinks	32
9	Andy Barnes/Marcia Rohan	37.75
10	Robin Gales/Randy Gollman	39.75

SILVER DIVISION

1	Sean Biehl/Jerelyn Biehl	38.75
2	Ken Ridler/Todd Barrett	41
3	Casey Woodrum/Dave Tilson	47
4	Mike Shear/Jim VanEpps	52
5	Mark Butler/Karen Butler	56
6	Jay Butler/Andrew Harmer	56
7	Bill Fortenberry/not available	57
8	Steve Stewart/Dave Robinson	62.75
9	Scott Birnberg/Julie Birnberg	63
10	Bob Bowden/Susan Bowden	70

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- 1989 Midwinters
- 1989 North Americans
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CAN'T AFFORD A NEW SNIPE? Call Bill Buckles at One Design Leasing for details about leasing a new Mueller. (216) 288-0002 or write: One Design Leasing, P.O. Box 78, Lorain, OH 44052.

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CHUBASCO 20304. Green hull, and white deck. Has 2 sets of sails, top cover and galvanized trailer. \$1,600. Contact Ken Shaw, St. Louis, MO. (314) 352-7825. (m)

MCLAUGHLIN 22727. Good race record.—Trailer \$2,000. (206) 488-9761. Seattle.(m)

PHOENIX 26383, Cobra II, Ullmans, light blue, with white deck and bottom. Trailer bottom covers, great condition. \$4,500. Or best offer. Dick Loomis, No. California. (707) 942-4006. (m)

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MCLAUGHLIN 26739. White, Cobra mast, new Sobstad sails, compass, pole launcher, floating jib leads, blade and bottom covers, trailer, \$4250. 303-972-3144 Denver. (m)

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MUELLER 21800. \$600.00 includes sails, no trailer. Kavalan hull. Larry Herbst, Box 788, Olean, NY 716-372-4044.

I own too (2) many Snipes! Must sell Phoenix 24596—Must see to believe! Sails, Reynolds rudder, all equipment, but no trailer—\$1,500. Bill Watson, Annapolis (703) 241-0882.

STIFF COMPETITION AND GOOD SAILING

Medford, Mass.—This past August, the Medford Boat Club hosted the 1989 Snipe Junior Championships for District I. The regatta was held on the Mystic Lakes, which challenged the participants with extreme windshifts and invariable blasts of breeze. The wind ranged from 0-10 knots, with a lot of puffs. The two-day event was run by Harry and Sarah Levinson of the Medford Boat Club. They did a great job with the regatta and made it really enjoyable for the sailors.

The regatta attracted twelve boats, mostly locals, but included two boats from Connecticut. Mike Bowers, with his crew Peter Gustin, dominated the series from the beginning. In the six-race series, he accumulated four firsts with a third being his worst race. A close race for second came between Art Gleason, with his crew Rich Canzano, and Mike Mills, with crew Jon Colarusso; Art finished just one and three quarters points ahead of Mike in the overall standing. The competition was really stiff in the upper half of the fleet and there was a lot of good sailing in that regatta.

1. Mike Bowers/Peter Gustin (5) - Winchester
2. Art Gleason/Rich Canzano (13) - Duxbury
3. Mike Mills/Jon Colarusso (14½) - Winchester
4. Stephanie Keefe/Brian Keefe and Cheryl Cramer (16½) - Winchester
5. Sandra Brown/Suzanne Brown (22) - Waterbury
Stephanie Keefe

EUROPE REPORT

Kent, England—Europe returned a good '89 season, whilst my spring viewpoint of a slack 1989 in inter-country competition was not as bad as forecast. Growth has been sustained by all ten countries re-

sulting in SCIRA Europe ending the year in good shape.

From January 1st, 1990, Europe looks set for a season of action. From Finland news is filtering through of a winter bulk order for Snipes. Spain will be hosting the Junior Worlds plus the Masters, whilst neighbouring Portugal is to hold the European Championship at Oporto. Italy has plans for a big South European Championship. The annual Princess Sophie Regatta, Majorca, is celebrating its 21st year in 1990. Norway will be working hard throughout the next twelve months to put the final touches for the Worlds 1991.

With only a few weeks prior to stepping down, Per-Ole has left his mark as a SCIRA Commodore. We shall miss his monthly articles which have been both interesting and enlightening to the World membership. Warm appreciation, Per, for your year in office.

The political situation in Eastern Europe should be of interest to our association. With the opening up of these countries, each European Officer must drive to spread the class. In these early days development must be watched carefully and any move delicately handled. Poland did have Snipes, therefore a chance to rekindle at a future date must be made. The Baltic States have a history of active and keen sport sailors, the foundation to build on. It is my hope Finland or Swedish members could have business, or other, contacts to take the opportunity in promoting Snipe. Should SCIRA not put work and effort to offer the hand of friendship, which I think these peoples genuinely want, then be assured other class associations will seize the opportunity.

As European Secretary I am confident of the Snipe progressing through the 1990's and meeting the 21st century with great confidence and strength. But, like

all achievements, this can only be maintained by dedicated work of Officers and members.

*John Broughton
European General Secretary*



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Fisher Sails 1989 Results

Snipe Nationals
Heinzerling Series - 3, 4, 5
5 out of Top 10 boats!
Wells - 1, 2*, 3, 4, 5

District 1 - 1, 2

District 3 - 1, 2

Southerns - 1

Bermuda Race Week - 1

Race For Space - 1

Atlantic Coasts - 1, 2

New York Open - 1

Wolverine
(Barton Open) - 1, 2

Norwegian Nationals - 1

French Nationals - 1

Northeasterns - 1, 2, 3, 4

Kelly Trophy (Nassau) - 1

Gamblin Trophy
(Nassau) - 1, 2

Bacardi (Nassau) - 3

Clearwater - 3, 4, 5
11 out of Top 18 boats!

Don Q - 4, 5, 6
9 out of Top 16 boats!

* Partial Inventory



Photo by Frank Zagarino

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