



Snipe

BULLETIN

MARCH 1994



PROMOTIONAL ISSUE

- *Pull-out Poster
- *Used boats for sale
- *Officer's & Fleet Directory
- *"From the Experts" articles

Sobstad



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San Diego

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In a race, only one boat can win. The rest must seek satisfaction in their improved understanding of the Snipe. Information is the key! Sobstad Snipe sails will get you near your goals but our support will push you over the top. Contact us today and join the rush to Sobstad.

The Snipe Bulletin

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I certify that the statements made by me above are correct and complete.

(signed) Jerelyn W. Biehl

AROUND THE SNIPE WORLD

The class is sad to announce the loss of two great Snipe sailors who have worked hard on behalf of the Class;

Mr. Angel Riveras de la Portilla, SCIRA Commodore in 1970, passed away in Angles, France, November 4. He was the first Spanish Commodore, the second non-American to serve in such a position. He had served as National Secretary for Spain and was a great promoter of the Class both in his country and in the rest of Europe. - Arturo Delgado

Dr. J. Navaneetham, National Secretary for India, passed away January 3. He served as our Secretary for the last 15 years, though himself not a sailor, he encouraged the sport and brought up our club. He was 68 years old. - C.S. Reddy

WOODEN BOAT SHOW

The Wooden Boat Show will take place this year at the Hinckley Great Harbor Marina in Southwest Harbor, Maine, from July 29-31, 1994. For information and tickets, call 800-225-5205.

FLEET 829 - STAVANGER

National Secretary Birger Jansen announces the formation of a new fleet in Norway, Stavanger Snipeklubb. Welcome!

PAN AM TRIALS SITE NEEDED

The U.S. Snipe Class needs a site to hold the PanAm trials for the 1995 Games. The regatta should be held in the fall of 1994. It is open to all U.S. citizens or residents. Anyone may sail, there will be no entry fee, but you must be a member of SCIRA or join to sail. The U.S. will send one team. The Olympic Yachting Committee will ship boats out of Miami in January. Contact Peter Fenner if interested. (214) 231-7289.

NEWS FROM SWEDEN

National Secretary Chris Jacobson says they are finishing the first newsletter for the year. They are also busy with the Boat Show in Gothenborg where the Snipe has a booth with a boat, pictures and information.

INTERNATIONAL SUBSCRIBERS

You may subscribe to the Bulletin in the following ways:

Surface mail: \$10.00

approx. 3 month delivery

Air mail: \$20.00

approx. 3 week delivery

DHL/TNT carrier: \$30.00

approx. 1 week delivery

MORE BOAT SHOWS!

Portland - Fleet Captain Dee Lockwood reported they had a great show Jan. 6-16.

Topeka - Ron Schauble also reported a great show in his area in January.

Vancouver - Mark Wilson and Gweneth Crook are heading up the efforts Feb. 9-13.

England - Richard Lambert, Fleet Captain of the Blue Circle Sailing Club has a show March 5-6.

San Francisco - Doug Cefali will be organizing a show April 23-May 1 in the Bay area.

POSTER

Hopefully you've seen the "centerfold" of this issue, our new color promotional poster. Don Hackbarth and Darryl Waskow put alot of time and effort into creating this poster so you can enjoy and take pride in your Class and help promote it to future sailors. What junior sailor wouldn't want to post this on his/her wall? Thanks must also go to the photo contributors who really made this a "vision."

THANK YOU

From the Snipe Class to Harken, who helped ship Joe Norton's beautiful wooden boat to/ from Wisconsin for the Sail Expo boat show, in their container. Also, to Joe Norton who loaned his wooden Snipe for display purposes. It definitely was a show stopper, and yes, the waterline was gold leaf! Thank you also to the many volunteers who manned the booth during the show.

THE COVER: World Championship action photo, taken by Jiro Yamamoto, shows competitors approaching the first mark.

THE COUNT: 11 numbers were issued. Four to the United States, five to Argentina, one to the Bahamas, and one to Sweden.

NUMBERED SNIPE: 28702

CHARTERED FLEETS: 829

FROM THE CLASS OFFICE

This March issue is our promotional issue for the Class. The poster was meant to be pulled out and displayed in Yacht Clubs, junior programs or other areas that may be prospective grounds for a new fleet or new members. We also encourage you to keep this issue for informational purposes; all SCIRA officers, committees, District Governors and Fleet Captains are listed in the Officers Directory further in this issue. We have included articles about "How to Buy a Used Boat", as well as some basic learning skills for the beginning Snipe sailor. And of course we have our popular list of boats for sale. Please contact the SCIRA office if you would like additional copies of this issue to hand out to prospective Snipe sailors in your area.

-jwb

INTERESTED IN JOINING THE CLASS, RECEIVING THE BULLETIN OR HAVN'T PAID YOUR DUES YET?

Now's your chance and here are your options:

U.S. Regular membership: \$38.00 per year

includes decal, Bulletin subscription and Rulebook

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U.S. Junior membership: \$20.00 per year

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U.S. Crew membership: \$15.00 per year

includes Bulletin subscription

U.S. Family membership: \$50.00 per year

includes one regular/senior membership and either one additional, qualified junior boat decal, or one additional Bulletin subscription

Snipe Bulletin subscription only: \$10.00 per year (12 issues)

Do you want to build your own Snipe?

You must have:

Plans: they consist of 2 pages of drawings, material lists, offset tables. Scale is 1"=1'. \$20.00

Measurement data sheet: \$2.50

Snipe Class Rulebook: \$8.00 or free with membership

Building a Plywood Snipe. Written in the 60's, this manual is still helpful. 100 pages with 98 photos, diagrams & illustrations. \$20.00

SNIPE CLASS HISTORY

A radical departure from tradition for the yacht racing world was set in motion in Sarasota, Florida, in March 1931, when RUDDER editor Bill Crosby attended a meeting of the Florida West Coast Racing Association. In answer to a request for the creation of a class of racing sailboats suitable for trailering to regattas, Crosby promised to give the proposed class a send-off by designing and publishing plans for such a boat in his magazine.

The name Snipe was chosen in accord with RUDDER's custom of naming all its designs for sea birds, and the Snipe plans appeared in the July issue of RUDDER - which quickly sold out.

By early September, reports of boats being completed from the plans were coming in, the first one from 14 year-old Jimmy Brown of Pass Christian, Mississippi, who had built the boat with the help of his father. Soon owners were asking for information on a national class, and a system of registration was put into effect, numbering the boats, so that owners living near each other could be put in touch. Number 1 was awarded to Jimmy Brown.

By May 1932, 150 boats had been registered, and racing became general as several of the large racing associations recognized the Class by giving official starts. In November 1932, the Snipe Class International Racing Association (SCIRA) was formed with Dr. Hub E. Isaacks of Dallas, Texas, as Commodore. A constitution and by-laws were drawn up and the first rulebook was published. At the end of the year there were 250 numbered boats, and Dallas was awarded the first fleet charter - which is still in force. The first fleet outside the United States was chartered in March 1933 in Dover, England.

In July 1936, the Class reached the status of world's largest racing class with fleets all over the world. Although the World Championships had been held since 1934, it was not until 1946 that this Championship actually became international. The event was held at Lake Chautauqua, New York with contestants coming from Brazil, Newfoundland, Portugal and Switzerland as well as many parts of the USA. This had an impact on the Class and it was decided that international competition should be promoted. Commodore Charles Heinzerling announced that he would design a separate trophy for the USA champion, thus releasing the Hub Isaacks Trophy for true international competition. Dr. Martin Dupan representing Switzerland, was so impressed with the



Boat number 1, built by 14 year-old Jimmy Brown, started our Class. It still exists, now renamed Adelaide, in Texas.



Championship at Chautauqua that he became the instigator for the first World Championship to be held outside of the USA. It was held in Geneva, Switzerland in 1947, with Ted Wells of the USA winning over champions from 13 countries. In 1949, the decision was made to hold Hemisphere Championships and World Championships in alternate years.

The Board of Governors bought the Snipe plans from RUDDER in 1948 and the Class was incorporated in 1954. In 1958, the Snipe received IYRU's recognition as an international class.

The boat was designed as a 15 foot 6 inch hard chine hull, to conform to the standard 16 foot plank, and was designed for easy home building (so simple that a schoolboy could build one). The original 100 square feet of sail area was increased to 116 feet, with the introduction of the overlapping jib which replaced the working jib in 1932. Currently the sail area is 128 square feet in mainsail and overlapping jib. Spinnakers are not permitted. The hull has remained essentially unchanged through the history of the Class with only slight changes due to tightening of tolerances. The largest single change made over the 50 years of Class history was the weight reduction from 425 pounds to 381 pounds in the early 1970s.

Early Snipes were all of wood plank construction, but through the years plywood and fiberglass have come to be accepted as building materials. Most boats are now built by professional builders and are fiberglass, but plank and plywood are still used, and ama-

teurs can build boats from plans obtainable from the SCIRA office, or by fiberglass boats in kit form from the manufacturers, for home finishing. All boats are required to be measured and to carry current SCIRA decals in SCIRA competition.

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LEARNING THE ROPES

From the Experts--Craig Leweck

I remember the summer that I had my first Snipe. College was out until fall, I would be teaching sailing in Marina del Rey and hoping to qualify for the US Snipe Nationals in August. My performance in the boat, unfortunately, was not coming along very well. Heavy air speed was a joke. For the offwind legs, it was always damage control. If we could only stay between them and the mark we would be okay. But there would always be too many them and only one of us. We were hardly a participant in the race. We were one of the boats that helped qualify the fleet for extra trophies. We were more like an entry fee.

With all my Sabot and college sailing, I figured that I would have been further along. The boat was new in December, and six months later my climb toward success was stuck. No one had a tuning guide to give me or enough input to jump start my engine. One night, however, this changed. Then reigning World Champion Jeff Lenhart had a beer or three Saturday night at an Alamitos Bay YC regatta and was laughing about how the guys at the Worlds had never figured out his trick. Finally hearing somebody open up on how to sail these stupid boats, I got closer and listened. He was talking mast ram and boom vang and how they helped him set up his rig in medium to heavy air. My mind was cracked wide open.

The first opportunity I had I got out on the water to analyze every adjustment on the boat once and for all. This would include the jib and main cunningham, boomvang, mast ram, outhaul and jib halyard. I was amazed at my discoveries. When I pulled on one of these lines, much more happened than I thought. It was as if somebody had put my head inside the engine of the car so I could watch the motor work.

Dependent on the type of boat you have and the power of your adjustments, a great number of sail plan changes can be made. The downside is that the boat relies on you to make these changes. Boats are usually easiest to sail in about 8-10 knots, with all the adjustments at basic settings. Just pulling the sails and go. It is when you go out of this range that the sail plan needs some help. My discoveries on this fateful day formed the foundation of my knowledge of sail plan adjustment.

With my partner making large adjustment changes, I could sit forward and watch mast, main and jib changes. When he pulled on the boomvang, the mast bent low, the main flattened, the leech got tighter and the jib luff

sagged off. When he pulled on the mast fore puller the mast bent lower, the main flattened, the leech got looser and the jib luff sagged off. When he pulled on the mast aft puller, the opposite happened. When he pulled on the main cunningham the draft moved forward, the leech got looser and the sail got flatter as the mast section above the hounds fell off to leeward. When he pulled the mainsheet in, the mast bent, the mainsail got flatter, the leech got tighter and the jib luff got tighter. The opposite happened when the mainsail was eased.

With this knowledge, scenarios developed in my mind. As the wind builds, the mainsheet gets trimmed tighter and both sails flatten simultaneously. Perfect reaction. However, when the mainsheet must be dumped for larger puffs, both the main and jib get fuller. Bad reaction. To combat this we can use the vang, which flattens the main but makes the jib fuller. To improve this we can tighten the aft puller, which flattens the jib but powers up the main. Using both the boomvang and the aft puller, their negatives and positives combine to create the best compromise to flatten the main while controlling jib luff sag. With the mainsheet in tight, the main and jib are flat. When the main must be dumped in a puff, the aft puller and the vang help maintain that sail shape. In real high winds you also pull the main cunningham hard to flatten the top of the sail. These discoveries dramatically improved my heavy air speed.

Problem solving is part of sailing. Knowing the effect of all your adjustments and confidently making these changes during a race is part of the success formula. In shifty, puffy winds it is better to set these adjustments for the lighter end of the wind range instead of making an adjustment for every wind change. Too much time is spent making sail adjustments and not enough time keeping track of the next wind shift. Setting your adjustments for the lighter end of the wind range is best as it is easier to keep your boat speed up in heavy air when set up wrong than it is in light air. Do your best to be set up correctly but be wary of losing track of the race.

Successfully racing your boat should be much like sitting on the couch at home. There you have the TV clicker and the cordless phone within reach and you know

CAUSE & EFFECT

	Mast	Main	Jib
Vang	bends low	flatten, leech tight	sags
Fore Puller	bends low	flatten, leech loose	sags
Aft Puller	straighten low	full, leech tight	tight
Main C'ngm	tip to leeward	draft fwd, leech loose	
Mainsheet--in	bends	flatten, leech tight	tight
--ease	straighten	full, leech loose	
Heavy Air--Combine	<i>these for maximum effect</i>		
Vang		flatten	full
Aft Puller		power-up	flat
++Heavy Air--Combine	<i>with above</i>		
Main Cunningham		flatten top	

how to lie on it to be the most comfortable. Your boat should be the same. All my Snipes I have either rigged myself or specified where the hardware would be placed. Rigging is highly personal and must adapt to the interests of each team of people. Decide who is going to do each job and place the controls near that person. Every adjustment must be positioned to make sense relative to when it is used. The upwind adjustments must all be within reach when hiking with the downwind or light air upwind adjustments put inside the boat to avoid deck clutter. Putting too many adjustments in one place requires a distracting glance to confirm that you have the right line. When action is quick in a race, a well thought out deck layout is worth boat lengths on the course.

With one month to go before the 1983 US Snipe Nationals, we made a monster jump forward in performance and confidence when we got second in the last qualifying regatta. This was good enough to make the cut, which we later parlayed into a sixth place finish in the Nationals. Two weeks later, we won a heavy air Pacific Coast Championships in San Francisco, which was our first important victory. It was amazing how the insight gained from the adjustment analysis was what it took to restart our progress on our learning curve. Today I am in a position to help those learning how to sail their Snipes like I was a decade ago. One of my jobs at Sobstad is to continually update our tuning guides. My goal each year is to think of new areas to expand on so this book becomes a critical asset in one's learning. Our hope is that the Sobstad Snipe Tuning Guide makes the difference to someone looking for that piece of information that will make the puzzle complete. Good sailing!

Craig Leweck is a sailmaker for Sobstad Sailmakers in San Diego. Craig has been US National Champion twice and has won the North American Championships. He has represented the US in two World Championships, and continues to finish in the top at regattas on the US Circuit.

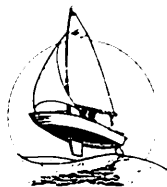
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Fax: +809-326-5642
BELGIUM - Andre Callot, Lege Veldkantlaan 30, 3540 Hove, Belgium.
Fax: +32-32-39-7730
BERMUDA - Kevin Blee, P.O. Box HM1327, Hamilton HMFx,
Bermuda. Fax: +809-295-5546
BRASIL - Marco Aurelio Paradedda, Av. Pernambuco, 1124 Porto Alegre,
RS 90240, Brasil. Fax: +55-51-337-2324
CANADA - Id Crook, 6 John St., Apt. 1404, Oakville, Ontario, Canada.
Fax: +416-844-0672
CHILE - Ricardo Escobar
COLUMBIA - Richard Deeb, Cra. 5 #60-19, Bogota, Columbia. Fax:
+57-12-49-6674

CUBA - Gabriel Alvarez, c/o Inder, Via Blanca y Boyeros, Ciudad de
Habana, Cuba
DENMARK - Bjarne Iversen, Lindealle 25, DK-8700, Horsens,
Denmark. Fax: +45-75-61-54-60
FINLAND - Matti Pehkonen, Raatimiehenkatu 22 A8, FIN-53100,
Lappeenranta, Finland. Fax: +35-85-355-5248
FRANCE - Gilles Boisauvert, 2 Rue Diderot, Escalier D4, 94500
Champigny, France. Fax: +33-160-17-3733
INDIA - C.S. Reddy, Bangalore Sailing Club, 45 Central Street,
Bangalore, 560 001 India.
ITALY - Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy.
Fax: +9-40-313-257
JAPAN - Hiroshi Ito, 2-13-24, Takaidohigashi, Suginami-Ku, Tokyo, 168
Japan.
Japan's International Secretary-Jiro Yamamoto, Akrohills Tsurumidai, 1-6-
43 Tsurumi, Tsurumi-Ku, Yokohama, 230 Japan.
Fax: +81-45-505-7617
KOREA - Jon Suk Kim
NORWAY - Birger Jansen, Broveien 44, 1315 Nesoya, Norway.
Fax: +47-66-84-8262
PARAGUAY - Jose Andrada
PORTUGAL - Gil Guedes de Queiroz, %Promec, Avenida Duque de
Loule, 75-6 Esq. 1100, Lisboa, Portugal. Fax: +35-11-353-5005
PUERTO RICO - Juan Jose Mari, P.O. Box 361243, San Juan, PR
00936-1243. Fax: +809-753-0857
RUSSIA - Alexiei Fomin, UL 8 Marta Dom 2/10 Korpus 3, KV 30,
Moscow, Russia, 7059-2002216. Fax: +7-095-921-7294.
SPAIN - D. Carlos Rivas Martin, c/ General Polavieja, 22, 29805 Melilla,
Spain. Fax: +34-52-673783
SWEDEN - Christer Jacobson, Foreningsgatan 37, 25241 Helsingborg,
Sweden. Fax: +46-40-290-665
UNITED KINGDOM - John Love, 8 Pasture Drive, Croft, Warrington,
Cheshire WA3 7CH, England.
URUGUAY - Luis A. Carluccio, Convencion 1124-11100, P.O. Box
11016, Montevideo, Uruguay. Fax: +59-82-986-486
UNITED STATES - Peter Fenner, 600 Goodwin Drive, Richardson, TX
75081 T: +214-231-7289 Fax: +214-999-4279 attn. Suzan Fenner.

INTERNATIONAL RULES COMMITTEE

Chairman: Dan Williams, 1200 Maclellan Bldg., Chattanooga, TN
37402 T: +615-267-4200, Fax: +615-267-4200, attn: D. Williams
Vice Chairman: Brainard Cooper, 176 Ridge Avenue, Chattanooga, TN
37404. T: +615-622-6081, Fax: +615-855-0809, attn: B. Cooper
Chief Measurer: Chuck Loomis, P.O. Box 311, Campton, NH 03223,
T: +603-726-3466
Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy.
Fax: +39-40-313-257.
John Mac Call, Viamonte y Rio de la Plata, Darsena Norte, 1107 Buenos
Aires, Argentina. Fax: +54-13-12-95-20
Hisano Katoh, 2-14-1-Komai-Cho, Komae-Shi, Tokyo, Japan 201
Dina Kowalshyn, 125 Severn Drive, Annapolis, MD, 21401
Ron Fox, 2131 Tevis Avenue, Long Beach, CA 90815

U.S. DISTRICT GOVERNORS

District 1: Lee Griffith, 16 Orchard Way, Yardley, PA 19067.
215-493-8031
District 2: Bob Ewoldt, 4011 Taliesin Drive, Lincoln, NE 68520-1313.
402-489-7048
District 3: Matt Heywood, 3237 Homestead Commons Dr. Apt. 4, Ann
Arbor, MI 48108. 313-662-7536
District 4: Bob Foster, 2990 Mayfair Court, Clearwater, FL 34621.
813-796-3805
District 5: Jane Gram, 357 North Shore Road, Cuba, NY 14727.
716-968-3324
District 6: Bob Bowden, 5741 Abalone Place, La Jolla, CA 92037.
619-454-8146
District 7: Packy Davis, 1627 St. Francis Way, San Carlos, CA 94070.
800-755-1311

U.S. FLEETS AND FLEET CAPTAINS

Based on listings in the SCIRA office as of 2/1/94. Please contact the SCIRA office with corrections.

Note: phone numbers listed are residence.

ALABAMA

Birmingham - #828 - Michael Neilson, 723 Linwood Road, Birmingham, AL 35222. 205-591-8683
Muscle Shoals - #784 - William Parkhurst, 108 Burton Hills Dr., Sheffield, AL 35660. 205-383-8791

CALIFORNIA

Alamitos Bay - #218 - Nancy Grubbs, 206 Euclid Avenue #401, Long Beach, CA 90803. 310-434-9193
Lake Washington - #043 - Walter Cram, 9300 Laguna Lake Way, Elk Grove, CA 95758-4241. 916-684-3984
Los Angeles Harbor - #002 - Robert Schaeffer, 3609 Navajo Place, Palos Verdes Estates, CA 92074. 310-375-1988
Mission Bay - #495 - Laurel Timpson, 12608-29 Carmel Country Road, San Diego, CA 92130. 619-793-3426
Newport Harbor - #094 - Leo Collin, 320 9th Street, Huntington Beach, CA 92648. 714-536-0118
Redwood Empire - #654 - Robert Hunt, 901 Alice Avenue, Ukiah, CA 95482. 707-462-7627
San Francisco Bay - #012 - Vince Casalaina, 2418 Stuart Street, Berkeley, CA 94705. 510-841-8524

COLORADO

Rocky Mountain - #210 - Jack Clodfelter, 8103 W. 22nd Way, Lakewood, CO 80215. 303-232-5326
Bow Mar - #640 - Scout Smith, 4611 Homestead, Littleton, CO 980123. 303-797-2603

CONNECTICUT

Bantam Lake - #301 - Carmine Gugliotti, 177 Dinatali Drive, Waterbury, CT 06705.
Quassapaug - #231 - Dave Rogers, Jr., 385 Park Avenue, Naugatuck, CT 06770-2622. 203-729-5291

FLORIDA

Clearwater - #046 - Bob Foster, 2990 Mayfair Court, Clearwater, FL 34621. 813-796-3805
Miami - #007 - Gonzalo Diaz, Sr., 5520 S.W. 72nd Avenue, Miami, FL 33155-5517. 305-667-0492
St. Petersburg - #801 - Bill Welch, P.O. Box 2154, St. Petersburg, FL 33731. 813-821-0900

GEORGIA

Atlanta - #330 - Jesse Coburn, 2142 Lamplight Drive, Marietta, GA 30062. 404-998-0061
Lake Lanier - #781 - Shawn Burke, 4075 Wembley Forest Way, Atlanta, GA 30340. 404-938-2809
Valdosta - #580 - Wilby Coleman, 1203 Hickory Drive, Valdosta, GA 31602. 912-244-1092

ILLINOIS

Carlyle Lake - #705 - John Sepanski, 8 Ginger Ridge Court, Edwardsville, IL 62025-3406. 618-656-3428
Decatur - #144 - Francis Castelli, 1504 W. Garfield, Decatur, IL 62526. 217-423-0857
Island Bay - #091 - Tim Dixon, 12 Hickory Point, Springfield, IL 62707. 217-529-7414

INDIANA

Corey Lake - #303 - K.J. Woodworth, 3912 Brentwood Drive, South Bend, IN 46628. 219-282-1939
Eagle Creek - #729 - Mike Girdley, 587 Terrace Court, Plainfield, IN 46168. 317-745-5788
Eagle Lake - #145 - Lloyd Ketchum, Jr., 1129 Riverside Drive, South Bend, IN 46616-1510. 219-232-8740
Indianapolis - #409 - Cliff Browning, 5315 N. Capitol Avenue, Indianapolis, IN 46208-2604. 317-251-3467

IOWA

Iowa-Nebraska - #309 - Patrick Flood, 5507 Howard Street, Omaha, NE 68106. 402-556-9561

KANSAS

Kansas City - #824 - Harry Drake, 10801 W. 106th Street, Overland Park, KS 66214. 913-492-7188
Quivera - #121 - Joe Bartels, 161 Lakeshore South, Lake Quivera, KS 66106. 913-268-6370
Wichita - #093 - William Adamsen, 401 North Belmont, Wichita, KS 67208. 316-683-4727

LOUISIANA

Shreveport - #038 - Will Bittick, P.O. Box 1292, Shreveport, LA 71163. 318-929-2761

MASSACHUSETTS

Medford - #777 - Martin Fraser, 30 Ronalee Road, W. Medford, MA 02155. 617-395-3116
Winchester - #077 - Susan Lodico, 36 Crescent Street, Wilmington, MA 01887. 508-657-6496

MARYLAND

Annapolis - #532 - Sherry Eldridge - 905 East Seminary Avenue, Towson, MD 21204. 410-823-5505
Ocean City - #799 - Deke Sheller - 627 N. Pinehurst Avenue, Salisbury, MD 21801. 410-742-7277

MICHIGAN

Barton Boat Club - #520 - Matt Heywood, 3237 Homestead Commons Drive, Apt. 4, Ann Arbor, MI 48108. 313-662-7536
Detroit River - #005 - Dan Orr, 7080 Oakley Park Road, West Bloomfield, MI 48233. 313-363-3378
Grand Rapids - #137 - Bill Rehsenfeld, 950 Maxwell, S.E., Grand Rapids, MI 49506. 616-245-7708
Gull Lake - #190 - Thomas Vandermolen, 9529 Sterling Avenue, Richmond, MI 49083. 616-629-4551
Wolf Lake - #141 - Bruce Lowstuter, 3605 Albion Road, Concord, MI 49237. 517-764-4868

MISSOURI

Missouri Lake - #049 - Carl Chinnery, B-19, Lake Lotawana, MO 64086. 816-578-4810

MISSISSIPPI

Magnolia - #604 - Robert J. Muller, 119 Carriage Lane, Madison, MS 39110-9205. 601-856-7745

NEBRASKA

Iowa-Nebraska - #309 - Patrick Flood, 5507 Howard Street, Omaha, NE 68106. 402-556-9561
Lincoln - #567 - Jon Christensen, 4321 S. 46th Street, Lincoln, NE 68516. 402-489-6988

NEW JERSEY

Pine Beach - #256 - Darryl Waskow, 8-E Brookline Court, Princeton, NJ 08540. 609-683-1198

NEW YORK

Chautauqua - #124 - Edward Garfield, 15 Shadyside Drive, Lakewood, NY 14750. 716-763-4611
Cuba Lake - #442 - Jim Keogh, 4478 Towne Line Road, Cuba, NY 14727. 716-968-3587
Larchmont - #006 - Hans J. Oen, 530 Shore Acres Drive, Mamaroneck, NY 10543. 914-381-5454

1994 Regatta Schedule

as of 2/1/94

call District Governor for those not listed

Newport Y.C. - #103 - William Vaughn, 64 Beekman Place, Rochester, NY 14620. 716-271-7246
Onondaga - #018 - E.F. Booth, 7471 Thunderbird Road, Liverpool, NY 13088. 315-457-7751
Sea Cliff - #004 - Daniel Grande, 16 Woodridge Lane, Sea Cliff, NY 11579. 516-759-2318

OHIO

Acton Lake - #515 - James Hater, 230 Solarama Court, Cincinnati, OH 45238. 513-451-1705
Chippewa - #621 - James L. Cummings, 469 Crestwood Avenue, Wadsworth, OH 44281. 216-336-3390
Cleveland - #747 - Terry McSweeney, 26019 Lake Road, Bay Village, OH 44140. 216-892-1321
Cowan Lake - #433 - Jay Carey, 160 W. Locust Street, Wilmington, OH 45177. 513-382-7207
Hoover - #760 - Jeff Clark, 4193 Gavin Lane, Columbus, OH 43220. 614-459-9193
Mentor Harbor - #042 - Ted Pinkerton, 3060 Coleridge Road, Cleveland Heights, OH 44118. 216-397-7574
Portage Lakes - #110 - Duane Smith, 3455 Bancroft Road, Akron, OH 44333. 216-864-1117

OKLAHOMA

Sequoyah - #068 - Dr. Larry McElwaine, 1115 N. 27th West, Tulsa, OK 74127. 918-742-6649

OREGON

Willamette - #533 - Dee Lockwood, 17096 SW Rivendell Drive, Durham, OR 97224. 503-639-9189

RHODE ISLAND

Narragansett Bay - #017 - P.J. Schaffer, 18 Appleby Street, Newport, RI 02840-2004. 401-848-0985

SOUTH CAROLINA

Charleston - #052 - Steve Burns, 689 Wildwood Drive, Charleston, SC 29412. 803-795-3682

TENNESSEE

Memphis - #407 - Nick Longworth, 4699 Normandy Avenue, Memphis, TN 38117. 910-685-1767
Privateer - #142 - Herman Green, 4124 Hamill Road, Hixson, TN 37343. 615-842-7262

TEXAS

Dallas - #001 - Ove Rasmussen, 4032 Santa Barbara, Dallas, TX 75214. 214-821-0904
Houston - #120 - David Lindsay, 4509 Albatross Drive, Seabrook, TX 77586. 713-474-5824
Lake Canyon - #681 - Keith Zars, 12818 Country Crest, San Antonio, TX 78216. 512-494-9152
Lake Ray Hubbard - #715 - F.T. Elliott, P.O. Box 225037, Dallas, TX 75222-5037. 214-941-3807
Oklahoma City - #014 - Ed Olson, 957 Kessler Parkway, Dallas, TX 7208. 214-942-6279

WASHINGTON

Seattle - #444 - Steve Travis, 4366 East Mercer Way, Mercer Island, WA 98040. 206-236-1378

WISCONSIN

Green Lake - #129 - Mary Jane Bumby, P.O. Box 3, Green Lake, WI 54941. 414-294-3300

District 1

May 21-22
June 4-5
June 11-12
June 25-26
July 23-24
Aug. 6-7
Aug. 27-28
Sept. 10-11
Sept. 10-11
Sept. 17-18
Oct. 1-2
Oct. 8-9

Blue/Gray Regatta
Colonial Cup
Whittemore-St. John
Winchester Invit.
Atlantic Coast Champs.
Ocean Commotion
Board of Gov. Regatta
NJ State Champs.
Ron Prime Regatta
Mystic Lake
Seacliff YC
Larchmont YC

Island Heights, NJ
Annapolis, MD
Quassapaug, CT
Boston, MA
Surf City, NJ
Atlantic City, MD
Quassapaug, CT
Surf City, NJ
Surf City, NJ
Medford, MA
Seacliff, NY
Larchmont, NY

District 3

June 5-6
June 12-13
June 19-20
June 26-27
July 17-18
Sept. 11-12
Sept. 18-19
Sept. 25-26

Riff-Raff
Snipe Hunt
Wolverine Regatta
MI State Open, D-3
Governors Cup/IL State
Indiana Open
Columbus Open
Silver Cup

Cowan Lake, OH
Geist Reservoir, IN
Barton Reservoir, MI
Crescent Sail, MI
Lk. Springfield, IL
Geist Reservoir, IN
Hoover Res., OH
Lake Carlyle, IL

District 4

March 12-15
March 18-20
March 23-26
May 7-8
May-late
June-early
Aug.
Aug. 27-28
Sept.-early
Sept. 24-25
Oct.-early
Oct. 29-30
Nov. 26-27
Dec. 3-4
Dec.30-Jan. 1

Midwinter-Winter Circuit
Don Q-Winter Circuit
Bacardi/Gamblin-Winter Circuit
Southerns
Redneck Regatta
Southeasters
Race for Space
FL. State Jr. Champs
Birdbath
Battle of Atlanta
First Shot over Charleston
Halloween
FL. State Champs.
Citrus Sailfest
Dead of Winter

Clearwater, FL
Coconut Grove, FL
Nassau, Bahamas
Chattanooga, TN
Jackson, MS
Lake Lanier, GA
Melbourne, FL
Coconut Grove, FL
Muscle Shoals, AL
Lake Lanier, GA
Charleston, SC
Atlanta YC, GA
St. Petersburg, FL
Sanford, FL
St. Petersburg, FL

District 5

June 5-6
July 10-11
July 24-25

Bolde Mothers
Chautauqua Regatta
Rochester Lake

Cuba Lake, NY
Lake Chautauqua, NY
Rochester, NY

District 6

March 19-20
April 8-10
April 16-17
May 14-15
June 11-12
June 18-19
July 2-3
July 23-24
Aug. 20-21
Sept. 3-4
Sept. 17-18
Oct. 1-2
Oct. 15-16
Oct. 29-30
Nov. 12
Nov. 19-20
Nov. 19-20
Dec. 10
Dec. 10-11

Higman Regatta
Olympic Classes
Balboa One Design
Herb Shear Invitational
Small Boat Regatta
Sail Bear '94
4th of July
High Sierra Regatta
24 hour Regatta
Labor Day Regatta
BYOT Regatta
Lake Cachuma Regatta
Small Boat Regatta
Carolyn Nute Mem. Invit.
Winter Series
Turkey Day Regatta
Turkey Day Regatta
Winter Series
Hot Rum Series

Alamitos Bay, CA
Alamitos Bay, CA
Balboa, CA
Mission Bay, CA
Coronado, CA
Big Bear Lake, CA
Alamitos Bay, CA
Huntington Lake, CA
Mission Bay, CA
Alamitos Bay, CA
Mission Bay, CA
Santa Barbara, CA
Coronado, CA
Mission Bay, CA
Newport Beach, CA
Alamitos Bay, CA
Mission Bay, CA
Newport Beach, CA
Mission Bay, CA

District 7

Aug. 6-7

Pacific Coast Champs.

San Francisco, CA

SCIRA Committees

The following committees were created by the Board of Governors.

Jib Committee

Jerry Thompson - Chairman
Johnny Mac Call
Brainard Cooper
Birger Jansen
Sean Biehl

The Jib Committee will exist until the Board of Governor's meeting at the 1995 Worlds. The charge for this committee is to study how to increase the minimum cloth weight to maximize jib longevity and to report their findings in 1995. Yarn tempered (mylar) cloth will be tested as well as other fabrics. A few sailors, selected by the Committee, will be authorized to sail with these jibs in regattas up to, but not including the National Championships. This committee should have specific recommendations for the Board of Governors to vote on in 1995.

Finance Committee

Giorgio Brezich - Chairman
Fred Rozelle
Gonzo Diaz

The Finance Committee will exist until their report is submitted to the Board of Governors no later than December 1994. This committee is charged with studying the need for sail royalties internationally. Part of this determination will be based on finding out whether or not the dues increases over the past couple years have resulted in a decrease in membership and revenues.

Promotion Committee

Jimmy Lowe - Chairman
Don Hackbarth
Birger Jansen
Fred Rozelle
Darryl Waskow

This three nation committee will function until they provide a written report to the Board of Governors on or before the end of 1994. They are to promote SCIRA internationally. The financial requirements for a comprehensive promotional program must be conveyed to the Finance Committee. A timetable should be established to implement the various aspects of the program.

Executive Director Board of Review

Horacio Garcia Pastori
Jerry Thompson
Ola Nygard

This Board of Review is a perpetual committee charged with helping the Executive Director and will provide the Executive Director with a thorough annual review.

Fiberglass Centerboard Testing Program

There will be a testing program for a fiberglass centerboard. The Rules Committee will formulate a program, and chosen sailors may use the testing board at any regatta below a National Championship. Results to be reported at the 1995 Worlds.

International Regattas

WORLD SNIPE FESTIVAL 1994 JAPAN

Masters World Championships
July 27-31, Gamagori
Junior World Championships
August 2-7, Mikkabi

U.S. West Coast Qualifier--District 6 Junior Districts,
Mission Bay, CA, June 25-26

U.S. East Coast Qualifier--To be announced

Womens World Championships
August 11-15, Yokohama

1994 European Championships
September 8-14
Mahon, Menorca, Spain

1994 North American Championships
September 21-25
Severn Sailing Center, Annapolis, MD

1994 Western Hemispheres
1st week of December
Montevideo, Uruguay
U.S. Qualifying Regatta--Don Q
Regatta--Miami, March 18-20

1995 Pan-Am Games
March 11-26
La Plata del Mar, Argentina

1995 World Championships
July 3-9
Rimini, Italy

1997 World Championships
Mission Bay, San Diego, California, USA

U.S. Regattas

District Championships

District 1: June 18-19, Larchmont YC
District 3: June 26-27, Crescent Sail YC
District 4: April 31-May 1, Charleston, NC
District 6: June 4-5, Cal YC

Junior District Championships

District 3: July 24-25, Lake Wawasee, Syracuse, IN
District 4 (FL State Champs): Aug. 27-28, Coconut Grove, FL
District 6: June 25-26, Mission Bay YC

1994 U.S. Jr. and Sr. National Championships
July 11-15
Lake Ray Hubbard
Dallas, Texas

1994 U.S. Masters
1st week October
St. Petersburg, Florida

BUYING A USED SNIPE

From the Experts--Mike McLaughlin

So you've decided to sail Snipes. You're not quite sure you're ready for a brand new model (what do I do with all those lines?), but you want something that will help you learn the ropes and be competitive with the rest of the fleet. Other fleet members have suggested you look into a good used boat. But what defines a "good used boat?" Mike McLaughlin, with 30 years experience building Snipes, including the Chubasco and McLaughlin, and now owner of Eclipse Manufacturing, gives his "tire kicking" advice.

Before shopping for a used Snipe, you should first define your intended level of racing (if any), the maximum amount of money you are willing to invest, and your projected annual budget for regattas and sailing expenses.

If you are looking for a daysailing Snipe which will never be raced, look for a self-rescuing fiberglass hull with an aluminum mast, decent sails and simple rigging. Because you needn't worry about a minimum weight or complicated sail controls, pre-1980 era Snipes are available for very low prices and are great sailing boats.

If you are new to the Snipe Class and want to race competitively, you must have a competitive boat. You don't have to have a new boat. I recommend buying a good used boat for your first year during which you can hone your skills, crash into marks and docks, give and receive dings, and drill holes and change fittings. You can quickly scale the learning curve and experiment with this boat and become comfortable with sail and mast controls, hiking straps and sheeting systems. As you get used to Snipe racing in general, you can upgrade your boat with new rigging, sails and blades, or buy a new boat knowing exactly what rigging options work best for you. If after this first year you decide Sniping isn't for you (does this happen?) you can sell the boat and walk away with most of your investment and many new friends.

HULL

Let's look at the important features of a competitive used Snipe. The first thing is hull shape. Chubasco, Eclipse, Jibetech, McLaughlin, Mueller, Persson, and Phoenix are all good shapes and will win races. The Chubasco and older Phoenix and Mueller hulls, while good shapes, may be over weight or "soft". The advent of vacuum bonded PVC foams in 1980 not only made for long lasting boats, but reduced the chance of hulls absorbing water and becoming overweight.

Weigh the prospective boat: if it is more than five pounds overweight with no visible corrector lead, look at other boats. Don't worry about the moment of inertia; it is not that important in the big picture and most post-1980 boats will be at or near the allowable minimum.

Check the overall structure of the hull and deck. There should be no soft spots on the hull, deck, or floor liner. Most used boats will have had some rigging changes so there may be some small holes or patches. Check to see that all fittings and hiking straps are well fastened and caulked and check the overall condition of all parts.

MAST

An absolute must for a boat to be competitive is a bendy mast. Cobra II, Firestix, Sidewinder, Proctor Miracle or Bryant all will work and only the Firestix is out of production. If the boat has a Cobra I, Mueller, Proctor A, E or EX, shop on or plan to spend approximately \$880.00 for a mast upgrade. Most used boats will come with a least one set of sails. If the sails are more than two years old, they might be OK for fleet racing, but plan on spending some of your sailing budget soon for a new set. Remember that your mast-sail combination is the key to boat speed and should have top priority!

BLADES

Of lesser importance are the blades -- your daggerboard and rudder. The daggerboard should be straight and smooth and all edges

should be well tapered to the 1" tolerance. The leading edge may need to be sharpened but this can be done on a milling machine by parts suppliers or you can do it with a big file and much elbow grease. The rudder should be fair and stiff and should fit tightly into the transom gudgeons. The tiller should have no play with the rudder head and the tiller extension should be at least 36 inches long with a flexible rubber connector. Rudder thicknesses and shapes vary, but generally a fat (1 3/8 - 1 1/2") rudder is best for big swells and lumps, and thin (1-1 1/2") is best for flat water sailing.

TRAILER

If you plan on traveling, check out the trailer carefully. Obviously inspect the welds, tires and support bunks for proper padding and fit, but always inspect the bearings, lug nuts and lights and carry a spare tire. Many regattas are remembered only for trailer problems and not the good sailing or good friends.

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In such short space, all Snipe construction and historical evolution can't be fully covered. If a used Snipe interests you, find the hull number and manufacturer and call for a background check. Most builders have been in business many years and willingly answer construction questions. In addition to the SCIRA office, local fleets and districts often have lists of available used Snipes and can be very helpful with your purchasing decision.

ECLIPSE
CUSTOM
SNIPES

Quality, Speed, Comfort, Value

Mike McLaughlin
2825 Ozark Rd. (615) 899-3391
Chattanooga, TN 37415 (615) 267-7534

SANCTIONED REGATTAS



MARCH 12-15; MIDWINTER CHAMPIONSHIP: Clearwater Yacht Club. Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621, 813-796-3805.

MARCH 13-19; PRE PAN AMERICAN GAMES; Rio de la Plata, Argentina

MARCH 18-20; DON Q RUM KEG SERIES: Coconut Grove SC. Gonzalo Diaz, Sr., 5520 SW 72nd Ave. Miami, FL 33155, 305-667-0492.

MARCH 23-26; BACARDI & GAMBLIN MEMORIAL SERIES: Royal Nassau SC. Peter Christie, P.O. Box N-1628, Nassau, Bahamas. Fax: 809-326-5642.

MARCH 26-27; BRENZONE: Lake Garda. SCIRA Italy. Giorgio Brezich, Via Negrelli 12, 34143, Trieste, Italy. Fax: +39-40-313-257.

MARCH 27-APRIL 3; SOUTH AMERICAN CHAMPIONSHIPS, JR & SR; SCIRA Argentina. Johnny Mac Call. Fax: +54-1-312-9520.

MARCH 30-APRIL 2; SANREMO: SCIRA Italy. Giorgio Brezich, Via Negrelli 12, 34143, Trieste, Italy. Fax: +39-40-313-257.

APRIL 16-17, 23-23,30; FALL CHAMPIONSHIPS; SCIRA Argentina, Yacht Club de Argentina. Johnny Mac Call. Fax: +54-1-312-9520.

APRIL 16-17; G. COTY MEMORIAL: Le Havre. SCIRA France. Gilles Boisaubert, 2 Rue Diderot - Escalier D-4, 94500 Champigny, France. Fax: +33-160-17-3733.

APRIL 23-24; SPRING CUP: Horsens, Denmark. Bjarne Iversen, Lindealle 25, DK-8700 Horsens, Denmark. +45-75-62-55-56.

APRIL 23-25; REGATA DISELEZIONE: Tyrrhenian Sea. SCIRA Italy. Giorgio Brezich, Via Negrelli 12, 34143, Trieste, Italy. Fax: +39-40-313-257.

APRIL 30-MAY 1; MAJSNIPEN: Langedrag, Sweden. Chris Jacobsen, Fax: +46-40-29-0665.

MAY 7-8; LUINO: Lake Maggiore. SCIRA Italy. Giorgio Brezich, Via Negrelli 12, 34143, Trieste, Italy. Fax: +39-40-313-257.

MAY 7-8; STARS & SNIPES: Meulan. SCIRA France. Gilles Boisaubert, 2 Rue Diderot - Escalier D-4, 94500 Champigny, France. Fax: +33-160-17-3733.

MAY 7-8; BLUE CIRCLE OPEN: Kent. SCIRA England. John Love, 8 Pasture Drive, Warrington, Cheshire, England WA3 7LH.

MAY 12-15; FRENCH NATIONALS: Cazaux. CIRA France. Gilles Boisaubert, 2 Rue Diderot - Escalier D-4, 94500 Champigny, France. Fax: +33-160-17-3733.

MAY 14-15; SPRING CUP: Asgardst. SCIRA Norway. Birger Jansen, Broveien 44, 1315 Nesoya, Norway. Fax: +47-66-848-262.

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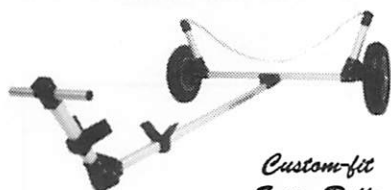
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1993 Japan Nationals

**64 Entrants vie for Championship
at site of '94 Junior Worlds
--Mikkabi, Japan**

The 1993 Japan Nationals were held November 17-21 at Mikkabi Youth Center, Japan, where the Junior World Championships are to be held in August 1994. A total of 64 boats, selected from fleet championships, gathered on Lake Hamana to challenge for the All Japan Snipe Championship Trophy. The wind conditions were not so strong as they were shifty. The series was lead by the three boats of Shiga/Maruyama (Kyushu fleet), Kudara/Sato (Chubu fleet) and Maeda/Goto (Chugoku fleet). In the end, the winners were Shiga and Maruyama with Kudara and Sato second, and Maeda/Goto third.

Shiga/Maruyama are also the most recent winners of the 1993 National Athletic Games, and the most valuable Snipe sailors of Japan for 1993. The top five teams from these nationals will represent Japan in the 1994 Western Hemisphere Championships in Uruguay this December.

Another impressive sailor in this regatta was Mr. Hayakawa, a crew who is handicapped. In an unfortunate car accident when he was eighteen, Mr. Hayakawa is unable to use his right hand, yet still continues to sail. He competes with the use of his left hand, handling all the lines, with little assistance from his skipper.

—Jiro Yamamoto, SCIRA Japan
all photos by Yamamoto



Results - top 20 of 64

1	29498	T. Shiga/S. Maruyama	DNF-2-2-.75-3-6	13.75
2	28250	N. Kudara/Y. Sato	5-.75-3-4-10-3	15.75
3	28548	H. Maeda/T. Goto	.75-10-7-2-18-.75	20.50
4	28316	Y. Itabashi/T. Rikihisa	DNF-14-.75-9-14-13	50.75
5	28319	M. Fusejima/H. Furukawa	DNF-5-10-18-4-15	52.00
6	27880	T. Sekine/t. Kobayashi	50-11-5-12-23-2	53.00
7	28502	K. Murai/K. Hasegawa	14-13-13-13-.75-42	53.75
8	27701	T. Iwase/Y. Kamiya	11-8-29-3-42-5	56.00
9	28127	T. Kesamaru/S. Uchida	9-27-4-10-22-12	57.00
10	28522	J. Horikawa/T. Kobe	12-4-22-8-24-19	65.00
11	28436	M. Kai/T. Ishii	29-3-14-46-2-20	68.00
12	27717	K. Fukagawa/M. Morinaga	DNF-16-11-25-12-4	68.00
13	28305	Y. Chiba/M. Hayakawa	44-6-32-15-7-9	69.00
14	28581	N. Inoue/N. Kido	DNF-15-12-29-17-7	80.00
15	28495	K. Sarasawa/A. Nakamura	21-25-6-7-46-23	82.00
16	28558	T. Asada/N. Shinomiya	20-23-23-56-13-8	87.00
17	28237	K. Hashimoto/I. Yoshikawa	7-32-16-42-11-35	101.00
18	28228	S. Shimizu/T. Matsumoto	6-22-33-24-49-18	103.00
19	28425	H. Miyamoto/K. Baba	23-26-18-30-43-16	113.00
20	27718	K. Tsurumachi/K. Toriyuki	10-30-25-30-21-21	115.00



photos: by Jiro Yamamoto

upper: A start in heavy wind at the Japan Nationals.

left: Approach to the first mark

•••••

Mikkabi is located in central Japan, approximately 5 hours from Tokyo International Airport (Narita). The Mikkabi Youth Center will be the main facility for the junior participants in the Junior Worlds. Sailing will be on Lake Hamana, as seen in these pictures. Mikkabi boasts moderate weather and natural beauties, and is a center of mandarin orange culture. For more information on how you can qualify for the Junior World Championships, see the regatta schedule listed earlier in this Bulletin, or contact your National Secretary.

•••••

The Latest News from Italy

Giorgio Brezich has been elected unanimously as the Italian National Secretary for the third (and last, as he said) time during the annual Fleet Captains assembly held in Milano in December.

Brezich, SCIRA's new Rear Commodore, has pointed out the situation of the Class in Italy, which appears pretty good: two new fleets were chartered during 1993, fourteen new boats and good racing activity with the Snipe conquering new districts toward southern Italy.

The biggest goal for the Class is now the organization of the World Championship in Rimini, 1995: things are going forward with the purpose to organize a big event, including a test regatta before the main event, open to everyone, a big chance for Snipe sailors to compete against the top of the world.

During the assembly, prizegiving of the national trophies organized by SCIRA Italy and the local and district championships, was made. Brezich-Cittar were the winners of the Coppa Duca di Genova (Italian ranking list), while the Punta Indiani fleet (Bari, Dematte, Bernardis, Piazza and Bressan) won the "Golden Snipe", the Snipe national fleets trophy.

--Antonio Bari

1993 Columbus Open

On September 17-18, Hoover fleet 760 hosted the 11th annual Columbus Open. 18 boats turned out for the regatta which had a new twist this year. No, not sliding on the club floor in beer, but about 2 hours of match racing after Saturday's racing.

The first two races saw light shifty wind, out of several directions building to a steady 8-12 by the end of the day. Rick and Kate Wood led the 4 races with 1-5-1-6. George Fisher and Jeff Jones were next with 3-8-3-1. Steve and Janet Callison sailed to a 4-1-5-7. Chris Hains and Ann Jones were a strong fourth while John Wilson and Matt Fisher were 5th.

The races were over at about 4:00. Match racing started immediately after the fleet racing. All of the contestants took their boats out of the water except for 4 Hoover fleet boats. Having 4 boats on the water allowed for a good crowd on land, and 2 boats ready to start after each race ended. The pairings were seeded by the day's finishes. While the course was being set up, the cocktail party, led by the Cleveland fleet, was set up on the club lawn. It turned out to be quite an event! In all, about 12 very competitive, windward, leeward, windward races

Duca di Genova—final results

top 10 of 80

1	Brezich-Cittar	2-4-1-3-DNC	14914
2	Bari-Bertanzon	6-1-3-2-DNC	14670
3	Dematte-Larossa	7-2-5-4-DNC	13922
4	Michel-Turazza	10-7-2-1-DNC	13718
5	Bernardis-Bernardis	9-6-6-5-DNC	12950
6	Braga-Parodi	11-8-4-6-5	12919
7	Calliari-Calliari	25-5-11-15-DNC	9808
8	Piazza-LaNave	15-3-DNC-9-DNC	9034
9	Parodi-Coreno	35-14-7-14-DNC	8630
10	Penso-Perini	DNC-12-10-10-DNC	8113

Golden Snipe

top 5 fleets over 16

1	Punta Indiani	28814
2	Sistiana	15328
3	Caldaro	18942
4	S. Caboto	13415
5	Rosignano	11778



were sailed with the leeward mark 20 yards in front of the club. Rick and Kate Wood beat Lisa Foulke and Alex Pline in the finals. Both spectators and contestants had a great time and we are looking forward to incorporating it into the racing next year.

On Sunday, the Woods had a 1-2 to win the regatta. The Callisons finished 2-4 to finish 2nd with George Fisher and Jeff Jones third. Bruce and Annette Kitchen, from Cowan, had an outstanding day with a 6-1 to finish fourth. Hoover fleet captain, Jeff Clark, with Brian Boelk finished, 5th.

Thanks to all who came to the 1993 Columbus Open—we look forward to seeing you next year.

—Matt Fisher

Results

top 11

1	Rick/Kate Wood	PLYC	1-5-1-6-1-2	15.75
2	Steve/Janet Callison	Hoover	4-1-5-7-2-4	22
3	George Fisher/Jeff Jones	Hoover	3-8-3-1-3-5	22.75
4	Bruce/Annette Kitchen	Cowan	11-3-11-11-6-1	42.75
5	Jeff Clark/Brian Boelk	Hoover	5-9-14-3-5-7	43
6	Alex Pline/Lisa Foulke	Cleveland	16-10-2-5-4-8	45
7	Chris Hains/Ann Jones	Oakville	8-6-4-4-15-9	46
8	John Wilson/Matt Fisher	Ludington	13-2-8-8-10-6	47
9	Mark Hess/Julie Schmitt	Columbus	2-DNF-7-10-8-3	48
10	Marion Zaugg/Suzanne Pfahler	Mohican	9-12-9-9-9-10	58
11	Greg/Erin Shea	Hoover	6-4-12-15-11-DNF	65

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

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

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

1 - 1993 Midwinter, 1 - 1992 North Americans

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

1 - 1993 Nationals

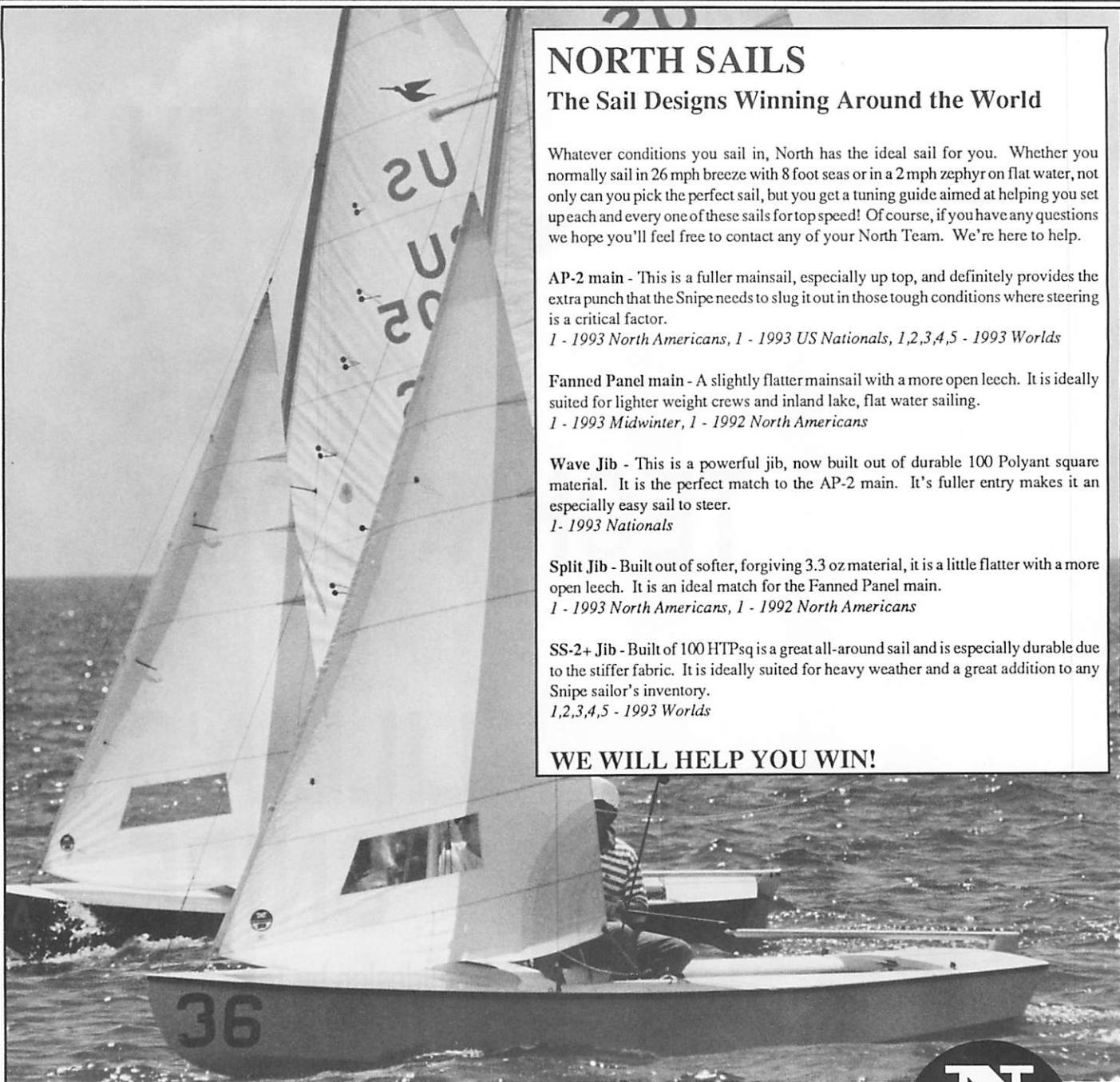
Split Jib - Built out of softer, forgiving 3.3 oz material, it is a little flatter with a more open leech. It is an ideal match for the Fanned Panel main.

1 - 1993 North Americans, 1 - 1992 North Americans

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

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

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