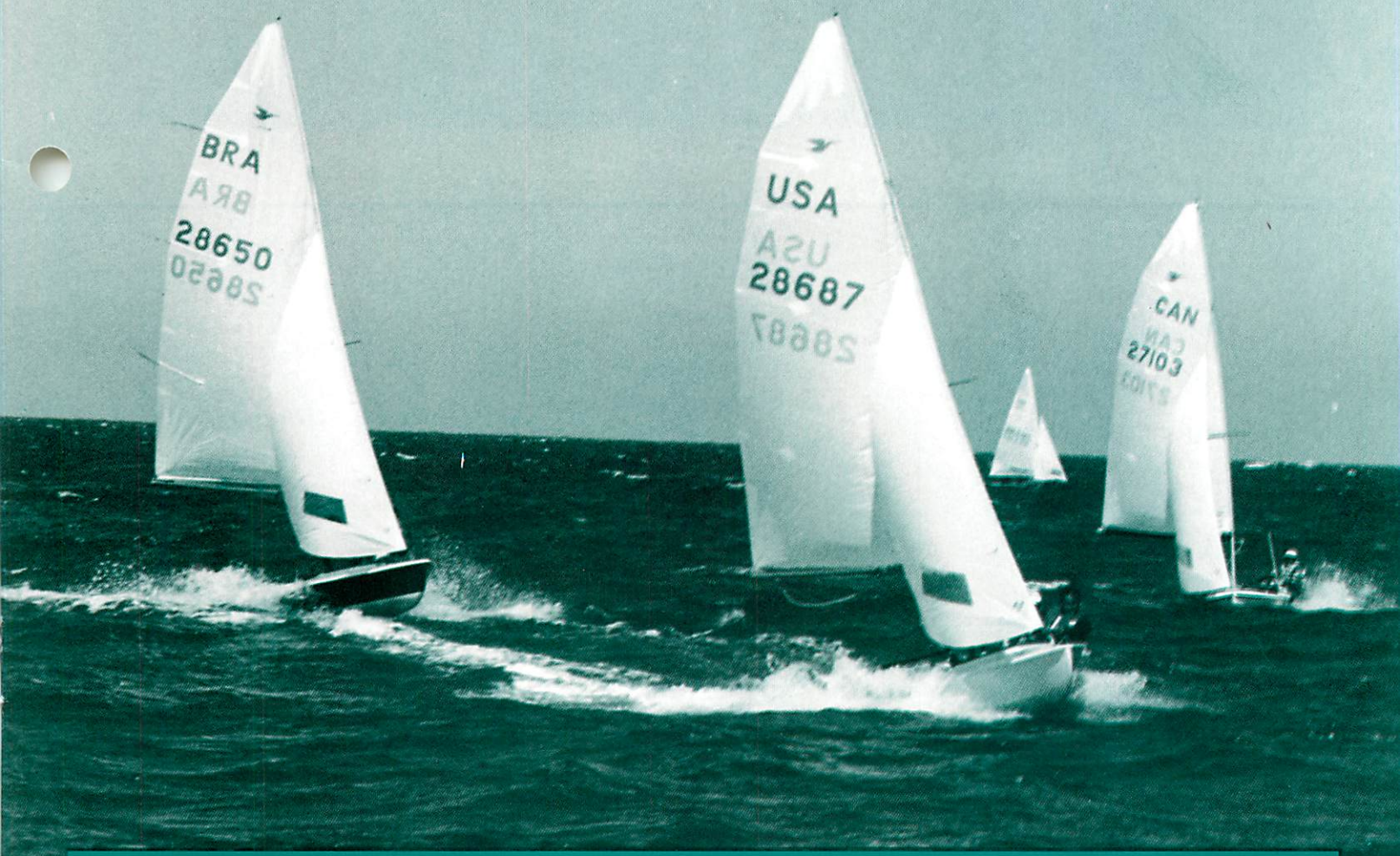


MAY 1995



Pan Am & Winter Circuit Results

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The Snipe Bulletin

May 1995

Volume XIV No. 5

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THE COVER: Wild action at the 1995 Pan American Games in Mar del Plata, Argentina. Brazil's Alexander Paradedo and F. Fernandes chase US sailors Doug Hart and Doug Stewart with Canadas Dirk Kneulman and Kathy Ogilvie close behind. Photographer unknown.

THE COUNT: 40 numbers were issued this month. 2 to the United States, 6 to Italy, 10 to Spain, 2 to Sweden and 20 to Japan.

NUMBERED SNIPES: 28943

CHARTERED FLEETS: 829

AROUND THE SNIPE WORLD

WORLD SNIPE DAY

Reports are coming in on the various ways fleets around the world are planning on celebrating World Snipe Day. Major regattas at some fleets will include most active sailors, while many others are using it as a way to attract new sailors, including juniors. Remember to send a report in on how your fleet celebrated World Snipe Day.

EUROPEAN REPORT

European General Secretary John Broughton sent a letter with news that Belgium has recruited an Olympic sailor into their Snipe ranks; regattas have been organized in Holland by Belgium Secretary Andre Callot; and Switzerland is rebuilding a fleet after many years hiatus.

10-11-72-1-40

These are the amount (134) of hull numbers ordered from the SCIRA office since January! In 1994, a total of 145 boats were built, down from the 222 of 1993. Looks like we may surpass the past few years with new Snipes!

The Best of the Snipe Bulletin

It's here! A compendium of articles from previous Snipe Bulletins about rigging, tuning, tactics, safety and go-fast tips, plus a section on Snipe Class history. 150 pages from experts like Greg Fisher, Peter Commette, Mark Reynolds, Craig Leweck, Ed Adams and Old Man Diaz. The project was started by Jesse Aronstein for Galway Lake a number of years ago, and Alex and Lisa Pline updated and formatted it to the current document. Great for beginners and well-seasoned sailors alike! Send \$20.00 to the Snipe Class office today!

1996-2000 Rulebook

The SCIRA office has received numerous phone calls and letters asking for the new Rulebook. The current Rulebook (1992-1995) is good through this year, and the new Rulebook will be in process after the Board meeting at the Worlds in Rimini, with a target date of January 1996.

Snipe #1

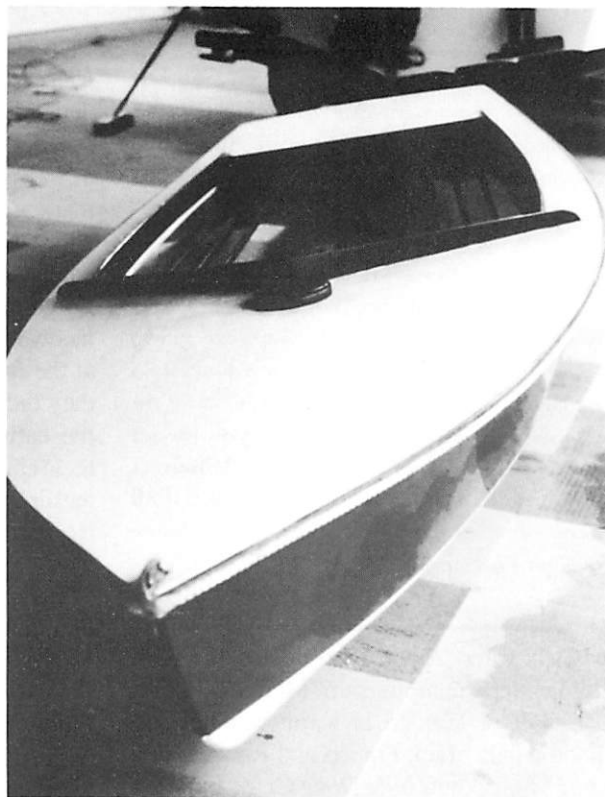
Recently, during a trip to the Galveston area, I went by to see Snipe #1, "Adelaide" at the Lenire Yacht Restoration Woodworking Center in Seabrook, TX. As you can see from the enclosed pictures, the hull looks great, but she still lacks mast, boom, rudder, centerboard, sails and rigging.

I talked to the restorer, Len Kirkham, who would very much like to finish the job of restoring "Adelaide" back to her original glory.

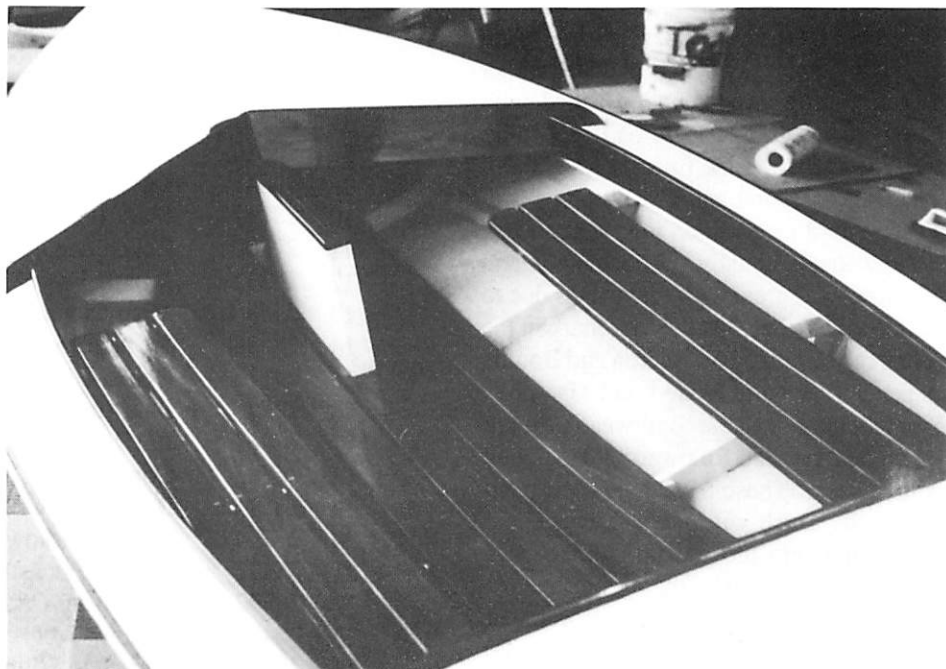
It seems to me that a major problem with this project is that we don't have a good place to store or display Snipe #1. I think the obvious answer is a maritime museum that would take and display our jewel. I know that Comet #1 is on display at the St. Michaels' Maritime Museum in Maryland. If we had a display commitment from such a museum, we could mount an effective fund raising drive to finish the job of restoring her.

So the question is - does anyone know of a maritime museum that might be willing to take "Adelaide"? She really deserves a good home and we should be able to find one for the boat that started it all.

--Dan N. Williams



ed. note: It will take approximately \$5,000 to completely restore Adelaide. Craftman Kirkham would like to restore her to the original detail, including hardware. The Class has cotton sails donated by Greg Fisher and North Sails for Adelaide. Please send your contributions or information to the SCIRA Office, Adelaide, 1833 Tustin Street, San Diego, CA 92106.



Franco/Lindley Win Midwinters in Clearwater

Whenever I start driving from San Diego to Clearwater for the start of the Winter Circuit, I always hope that some movement of the continental plates would have occurred in Texas. Driving cross-country is two solid days, and Texas is most of it. After 45 hours, we still weren't there. So much for hope. We were, however, very close. And we were going to make "last call" at the Beach Bar. On a Friday night, the Beach Bar in Clearwater Beach can make you forget about a cross-country drive. When I didn't go to bed until Saturday night, it all became very clear. The 1995 Winter Circuit had begun.

—Craig Leweck

Clearwater Yacht Club hosted the 56th Midwinter Championship, March 14-17 on the Gulf of Mexico in warm weather and good winds. Jack Franco and Rob Lindley won by six points over Doug Clark and Alex Stout. Bryan Fishback with Lorie Stout crewing took third overall.

As usual, a formal practice race was held Saturday with registration continuing through Sunday morning. Winds were 10 knots on Saturday with a temperature of 70 degrees. Sunday's two races started at 1p.m. in east winds of 15-18 knots which provided great planing on the reaches of the triangular courses.

In the first race, Argyle Campbell and Rod Graham led at the first mark followed by Franco and Birger Jansen with Carine Juliussen crewing. By the second weather mark the same three rounded ahead with Jansen in the lead. Clark had moved-up from 7th to 4th. At the finish it was Jansen first, Franco second and Clark third.

The second race started after a short rest on the water. Winds were unchanged and the sailing was great with few waves due to the offshore breeze. At the first mark in the second race it was Mark Beaton and Bonnie Shope in first with Franco and Campbell close behind. At the second weather mark Franco had the lead followed by Campbell and Fishback. These three held their positions to the finish with Craig Leweck and Yumio Dornberg moving up from 14th at the first mark to finish 7th.

The third race started Monday morning in 15 knots easterly winds that increased to 20 knots by the first mark with puffs to 25 knots.

Clark led at the first mark followed by Jansen and Fishback. The triangular course provided some wild planing and a few capsizes at the jibe mark. By the second weather mark, Clark still led now followed by Franco and Leweck. These positions remained unchanged to the finish. Commodore Jimmie Lowe and Gavin McKinney showed their heavy weather skills by moving up from 11th at the first mark to finish 4th. Jimmie said they didn't take time to pull their board up the entire race and had inadvertently left their compass on shore! Quite a few boats had dropped out of this race and the committee wisely canceled the second race of the day.

Tuesday's racing again saw easterly winds of a more moderate 12-15 knots. Planing was possible only occasionally on the reaches. Franco led at the first mark in the fourth race followed by Jansen, Clark, Dave Chapin with Alan Capellen crewing. At the second weather mark it was Franco, Jansen, and Chapin. These positions were held to the finish.

The fifth race started with the same winds. Jerry Thompson and Dee Schilling led at the first mark over Lowe, Jansen and Clark. At

the leeward mark five of the lead boats came in together with many disagreements on right-of-way. Later on shore, Jansen and Lowe lost protests over this incident. At the second windward mark Clark had taken over the lead followed by Thompson and Franco. However, at the finish it was Leweck working his way up to take the win over Thompson, Clark and Franco in that order. Franco had won the five race regatta.

On the social side, the sailors enjoyed Monday evening's traditional rum-in-a-grapefruit cocktail party with grapefruit home grown and picked by Dick Edwards. The cocktails and snacks were again followed by a pizza party on Bill and Sherry Welch's floating home, "Sails."

Tuesday evening the awards banquet was prime rib with the trimmings. Jack Franco and Rob Lindley were presented the Midwinter Championship Trophy, Steig Juliussen won the Levinson Sportsmanship Trophy, Jerry Thompson won the Blair Masters Trophy, Marc Duvoisin won the Fleet 46 Seavy Trophy and Lorie Stout won the Roberts award for the highest finishing female.

The Clearwater Yacht Club ran another fine regatta with Norm Zebny heading up the on the water race committee and Shirley Taylor the land side activities.

—Bob Foster

Midwinter Results - top 25 of 34

| | Boat | Skipper/Crew | Finishes | Total |
|-----|-------|--------------------------------|-------------------|-------|
| 1. | 28702 | Jack Franco/Rob Lindley | 2-1-2-1-4 | 9.50 |
| 2. | 28050 | Doug Clark/Alex Stout | 3-5-1-4-3 | 15.75 |
| 3. | 28575 | Bryan Fishback/Lorie Stout | 4-3-5-5-7 | 24 |
| 4. | 28672 | Craig Leweck/Yumio Dornberg | 8-7-3-6-1 | 24.75 |
| 5. | 28468 | Argyle Campbell/Rod Graham | 6-2-8-7-5 | 28 |
| 6. | 28450 | Dave Chapin/Alan Capellen | 7-8-11-3-6 | 35 |
| 7. | 24702 | Jerry Thompson/Dee Schilling | 13-9-6-10-2 | 40 |
| 8. | 28810 | Birger Jansen/Carine Juliussen | 1-4-7-2-dsq | 40.75 |
| 9. | 28842 | Dave Pritchard/Erik Kingaard | 11-12-9-9-9 | 50 |
| 10. | 28142 | Mark Beaton/Bonnie Shope | 12-6-10-12-15 | 55 |
| 11. | 27800 | Robert Dunkley/Lori Roberts | 5-11-12-8-dnf | 60 |
| 12. | 25235 | Jimmie Lowe/Gavin McKinney | 9-10-4-11-dsq | 61 |
| 13. | 24686 | Marc Duvoisin/Scott Adams | 10-13-14-15-10 | 62 |
| 14. | 28470 | Stephan Irgens/Monica Bigard | 15-18-13-18-13 | 77 |
| 15. | 24776 | Gonzo Diaz/Sherry Welch | 23-16-16-14-14 | 83 |
| 16. | 2777 | John Hagman/Dawn Wytiray | dnf-15-dnf-17-8 | 88 |
| 17. | 28361 | JR Francis/Aaron Stange | 17-17-15-16-dnf | 89 |
| 18. | 26395 | Gonzalo Diaz/Aaron Haler | dnc-14-dnf-13-11 | 96 |
| 19. | 28571 | Don Hackbarth/Kerry Tyson | 14-21-17-pms-16 | 97 |
| 20. | 27734 | Darryl Waskow/Ros Corper | 20-19-dnf-19-19 | 101 |
| 21. | 25172 | Gordon Hackstaff/A. Franklin | 18-22-dnf-21-17 | 102 |
| 22. | 26397 | Bob Foster/Carley Franklin | 21-23-dnf-pms-12 | 109 |
| 23. | 26448 | Andrew Crocker/M. Wyman | 19-24-dnc-22-dnf | 123 |
| 24. | 27270 | Chris Klotz/John Martin | 16-20-dnc-dnc-dnc | 24 |
| 25. | 27772 | Bill Welch/Steig Juliussen | dnc-dnc-dnc-20-18 | 140 |

1995 Annual Don Q Rums of Puerto Rico Regatta

Doug Clark and Alex Stout from Annapolis, Maryland comfortably won the XXIX Don Q Rum Keg Snipe Regatta with two first places and a third. Birger Jansen and Carine Juliussen from Norway placed second with 10 points and last year runner up Craig Leweck, from San Diego, California, in third with crew Yumio Dornberg.

This year, for the first time ever, we lost two days (Friday and Saturday) to stormy weather. A big low hanging over Florida produced severe storms. The fleet of 45 boats had to settle to sail 3 races on Sunday. It was a breezy day with winds from the northwest at 20 knots but a magnificent day!

Again, a very international regatta with boats from Norway, Finland, Sweden, Bahamas, Canada and from all over the United States.

The Coconut Grove Sailing Club Race Committee with chairman Dick Reinke did an excellent job with the help of SCIRA Representative and club member Art Auwaerter and club members and friends: Mike Anderson, Al Chapin, George and Mary McCullough, Danielle Septembre, Lew Geer, Roy Hellman, Marvin Schenker, Linda Timmons, Bill Page, Art Ahrens, Bill Wilson and Arturo Alamo.

On Friday and Saturday, after the storms, we had a great time with Snipe sailors showing great camaraderie helping each other fix their boats. Reports have come in of one group straightening 7 masts in one day!

And of course, the Don Q Rum Keg party had 100% attendance Saturday afternoon and was successfully organized by Carmen Diaz with great help from our Club staff Nick and Laura and club members Mary McCullough and Ana Fernandez.

A word of thanks to the Rums of Puerto Rico for supporting this Snipe regatta. Thanks to them, this regatta remains with no registration fee!

Hope you all come back for the 1996 Don Q Rum Keg Snipe regatta!

--Gonzalo Diaz, Sr.
Regatta Chairman



Don Q top 10: skippers standing from left to right: Doug Clark (Marblehead, MA), Birger Jansen (Norway), Craig Leweck (San Diego, CA), Chris Raab (Sunset Beach, CA), Argyle Campbell (Newport Beach, CA), Lee Griffith, (Yardley, PA), Robert Dunkley (Bahamas), Jimmie Lowe (Bahamas), Dave Chapin (Orlando, FL), Jerry Thompson (Long Beach, CA). Crews kneeling: Alex Stout, Carine Juliussen, Yumio Dornberg, Tommy Gonzalez, Rod Graham, Sherry Eldridge, Lori Roberts, Alan Capellen, Sean Biehl, Dee Schilling.

Don Q Results -- top 30 of 45

| Sail | Skipper/Crew | Finishes | Total |
|-----------|--------------------------------|-------------|-------|
| 1. 28050 | Doug Clark/Alex Stout | 1-3-1 | 4.5 |
| 2. 28810 | Birger Jansen/Carine Juliussen | 2-6-2 | 10 |
| 3. 28672 | Craig Leweck/Yumio Dornberg | 6-4-3 | 13 |
| 4. 28702 | Chris Raab/Tommy Gonzalez | 4-7-6 | 17 |
| 5. 28468 | Argyle Campbell/Rod Graham | 11-8-4 | 23 |
| 6. 27054 | Lee Griffith/Sherry Eldridge | 7-19-8 | 25 |
| 7. 27800 | Robert Dunkley/Lori Roberts | 16-1-9 | 25.75 |
| 8. 25235 | Jimmie Lowe/Sean Biehl | 3-12-11 | 26 |
| 9. 28450 | Dave Chapin/Alan Capellen | 9-13-5 | 27 |
| 10. 24702 | Jerry Thompson/Dee Schilling | 8-9-14 | 31 |
| 11. 28044 | Pedro/Mimi Lorson | 12-16-7 | 35 |
| 12. 28575 | Bryan Fishback/Lori Stout | 5-2-dnf | 38 |
| 13. 24776 | Gonzo Diaz/Nancy Gilreath | 14-5-24 | 43 |
| 14. 26926 | Alex/Lisa Pline | 18-11-15 | 44 |
| 15. 26900 | Ken/Kay Voss | 13-18-18 | 49 |
| 16. 27457 | Bjorn Alm/Kristina Rook | 22-17-12 | 51 |
| 17. 28707 | Claus Carpelan/Freddy Wegelius | 19-23-10 | 52 |
| 18. 24605 | Tarasa Davis/Carla Zimmer | 17-15-21 | 53 |
| 19. 27872 | Charlie Bustamante/T. Haley | 21-19-16 | 56 |
| 20. 28655 | Hal Gilreath/Rob Ostrom | 10-20-dnf | 61 |
| 21. 24802 | Sean Fiddler/Harold Stackpoole | 15-cnf-19 | 68 |
| 22. 23623 | William Spencer/C. Bateman | 24-21-25 | 70 |
| 23. 26395 | Gonzalo Diaz/Sam Septembre | 27-cnf-13 | 70 |
| 24. 28571 | Don Hackbarth/Kerry Tyson | 20-30-20 | 70 |
| 25. 28470 | Stephan Irgens/Monica Bigard | 23-27-22 | 72 |
| 26. 28694 | Wennerstrom/Wennerstrom | cnf-cnf-cnf | 80 |
| 27. 23391 | Fernando de Cardenas/C. Kelly | 28-28-26 | 82 |
| 28. 24995 | Montarroys/Montarroys | 20-24-23 | 87 |
| 29. 25374 | Roberto Lizano/Barbara Torres | 25-24-dnc | 94 |
| 30. 26077 | Eddie Vadia/Kippy Bolz | 35-cnf-28 | 100 |



The Bacardi/Gamblin in Nassau

The 1995 Bacardi Cup was held in unusually lighter conditions than the Snipe class is used to in the Bahamas. Races in Montague Bay were raced between 8-12 knots with the wind coming off the main island. Big shifts played mind games with the entire fleet, but Hal Gilreath and Alan Carscaddon hit most of them and came out on top. Bahamians Robert Dunkley and Lori Roberts showed light air speed to garner second and Snipe ace "JT" and crew Dee Schilling managed to squeak by Norwegians Birger Jansen and Carine Juliussen

The first race of the Dudley Gamblin started out in the same wind range with "JT" hitting his stride. Race 2 was a powered up 15-18 knots and the entire fleet enjoyed perfect sailing conditions. The Norwegians showed their stuff with a very close win over SCIRA Commodore Jimmie Lowe and crew Gavin McKinney. Race 3 started to show the usual Bahamian sailing conditions with pretty close to 20 knots and plenty of sunshine. Mssrs. Lowe and McKinney showed local speed with a win and Jansen/Juliussen second and the other Bahamian team of Dunkley/Roberts getting third. the last day of the Gamblin started out promising but turned into a day of big gambles on big shifts and small wind. Robert Dunkley and Lori Roberts (soon to be Lowe...) could do no

wrong and smoked with a couple of firsts. With that exception, the rest of the fleet went through flip-flops that provided lots of conversation at the trophy dinner.

Birger and Carine won the Gamblin and a deserved Zimmerman trophy (Overall

Snipe Southern Circuit). Despite a somewhat small turnout, the Bahamian sailors provided their usual great hospitality and the main topic of discussion was how to combine the end of the circuit and next year's North American Championships in order to turn all Snipe sailors on the beauty of sailing Snipes at the Royal Nassau Sailing Club.

—Sean Biehl

The Bacardi Cup

| | Sail | Skipper/Crew | Finishes | Total |
|-----|--------|--------------------------------|----------|-------|
| 1. | 28655 | Hal Gilreath/Allan Carscaddon | 2-2-1 | 4.75 |
| 2. | 27800 | Robert Dunkley/Lori Roberts | 1-3-3 | 6.75 |
| 3. | 24702 | Jerry Thompson/Dee Schilling | 5-4-2 | 11 |
| 4. | 28810 | Birger Jansen/Carine Juliussen | 7-1-4 | 11.75 |
| 5. | 24776 | Gonzo Diaz/Nancy Gilreath | 4-6-7 | 17 |
| 6. | 26900 | George Walker/Kay Voss | 9-5-5 | 19 |
| 7. | 25235 | Jimmie Lowe/Gavin McKinney | 3-8-12 | 23 |
| 8. | 26104 | Sean Biehl/Eric Krebs | 8-9-6 | 23 |
| 9. | 28571 | Don Hackbarth/Cindy Hackstaff | 6-7-11 | 24 |
| 10. | 28144 | Johnny Christie/PB Wassitch | 11-12-8 | 31 |
| 11. | 25843 | Bent Poulson/Id Crook | 12-10-9 | 31 |
| 12. | 27800 | Fernando DeCardenas/C. Kelly | 10-11-14 | 35 |
| 13. | 28693 | Peter Christie/Joan Weiberg | 14-13-13 | 40 |
| 14. | 25172 | Gordon Hackstaff/S. McAllister | 16-16-10 | 42 |
| 15. | 28282 | Leo Murphy/Jennifer Ayers | 15-14-16 | 45 |
| 16. | 278002 | Sean Andrews/Dwayne Wallas | 17-15-15 | 47 |
| 17. | 25531 | Tony Wallas/Stig Juliussen | 13-17-17 | 47 |

The Dudley Gamblin Memorial

| | Sail | Skipper/Crew | Finishes | Total |
|-----|--------|--------------------------------|-------------------|-------|
| 1. | 28810 | Birger Jansen/Carine Juliussen | 2-1-2-2-5 | 11.75 |
| 2. | 28655 | Hal Gilreath/Alan Carscaddon | 4-3-4-3-2 | 16 |
| 3. | 24702 | Jerry Thompson/Dee Schilling | 1-4-5-4-3 | 16.75 |
| 4. | 27800 | Robert Dunkley/Lori Roberts | 7-7-3-1-1 | 18.50 |
| 5. | 26104 | Sean Biehl/Eric Krebs | 6-5-7-7-4 | 29 |
| 6. | 24776 | Gonzo Diaz/Nancy Gilreath | 5-6-6-6-9 | 32 |
| 7. | 25235 | Jimmie Lowe/Gavin McKinney | 3-2-1-df-11 | 32.75 |
| 8. | 278001 | Fernando deCardenas/C. Kelly | 12-10-9-5-6 | 42 |
| 9. | 28144 | Johnny Christie/PB Wassitch | 11-8-8-9-7 | 43 |
| 10. | 28571 | Don Hackbarth/Cindy Hackstaff | 9-9-11-8-10 | 47 |
| 11. | 25843 | Bent Poulson/Id Crook | dnc-12-10-11-12 | 62 |
| 12. | 26900 | George Walker/Kay Voss | 8-13-cn-10-dnf | 64 |
| 13. | 28693 | Peter Christie/Joan Weiberg | 10-11-16-13-15 | 65 |
| 14. | 28282 | Leo Murphy/Jennifer Ayers | 13-14-12-14-14 | 67 |
| 15. | 25172 | Gordon Hackstaff/S. McAllister | 14-cn-15-15-8 | 70 |
| 16. | 25531 | Tony Wallas/Stig Juliussen | dnf-dnc-14-12-13 | 72 |
| 17. | 27241 | Dwayne Wallas/ | dnf-15-17-dnc-dnc | 82 |

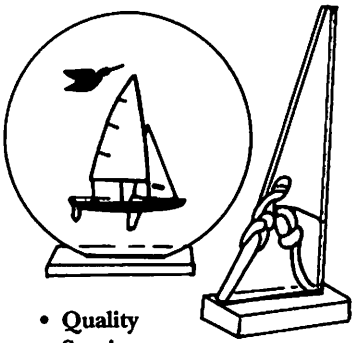
Zimmerman--overall Winter Circuit

| | | | |
|----|-------|----------------|--------|
| 1. | 28810 | Birger Jansen | 74.25 |
| 2. | 24702 | Jerry Thompson | 98.75 |
| 3. | 27800 | Robert Dunkley | 111 |
| 4. | 25235 | Jimmie Lowe | 142.75 |
| 5. | 24776 | Gonzo Diaz | 175 |
| 6. | 28571 | Don Hackbarth | 238 |
| 7. | 25843 | Bent Poulson | 398 |

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Finishing Touches - Preparing the Bottom Surface

With so many Snipers on the Internet, questions of rigging, and go fast techniques are being asked and answered. Here is an example of a recent conversation between Joe Heinzle and Mark Reynolds. To access the Snipe page, send a request on the Internet to: snipe-request@ai.mit.edu.

Q: Anyone have any ideas on hull finishing? The old 21604 has been in a couple of accidents resulting in large patches. I've sanded it to a somewhat fair condition. Now I'd like to upgrade from the camouflage look to a neat, fast finish. I've been told everything from gelcoat to car polyurethane to topsides paint to teflon. What do the pros recommend (builders and sailmaker types). All comments welcome. Thanks,

--Joe Heinzle, Fleet 567

A: Here is something I wrote last year on the subject. Re-gelcoating gives a bit tougher finish and is a little easier to patch. With my Stars I've done both but I usually paint with LP because it is a little less porous. With both you must sand after to get smooth. With the gelcoat you sand aggressively before it gets hard and with the paint you sand slightly with very fine paper to smooth out.

To check for fairness, bend a square aluminum section over the length of the hull. You will be able to see any of the highs and lows. Every hull can benefit from a fairing job, some just need more work than others. All hulls also have some print through of the fiberglass weave or mat, bulkheads, the joint of the foam core and a certain amount of roughness in the surface. The boats change over time so if your boat was perfect when it was new it certainly will change a few years later. If you have low spots you must fill with putty. To get rid of any high spots and to do general fairing you need to have along sanding block, wet sandpaper, and be prepared to get some good exercise. If the boat is really bad you will need to start with very course sandpaper and plan on re-gel coating or painting the boat. If the boat is in fairly good shape you probably can do some fairing and get the boat very smooth without having to paint or gelcoat.

Before starting the fairing, check your boat for scratches or dings. Fill these first, then check your bailer and chines. The bailer should be flush with the bottom of the boat, this is often not the case. If it's not flush take it out and reinstall the bailer getting it

perfectly in line with the surface of the hull. Then the bolt holes and the crack around the bailer needs to be filled in with putty. An epoxy filler like Marine Tex works very well for this. Also make sure that the chine for the last 4 feet and the edge along the transom is as sharp as possible. This will give the water a clean exit. With a white boat you can also use Marine Tex or gelcoat to build up the edge and then sand down using a block and coarse sandpaper. I start at around 100 grit wet sandpaper. Be very careful to keep the block flat with the surface of the hull and sides of the boat so you get a square corner. When you are down to 220 start the fairing of the hull. Your sanding block needs to be at least the length of the long dimension of the sandpaper. About 12" is the minimum length. Make sure to sand by holding the block in a diagonal direction but moving fore and aft. This prevents the edge of the block from digging in. You should also do some sanding in the diagonal direction to help take out the high spots. If you don't use a course enough paper you can get the boat smooth but not fair. Fairness is just as important as smoothness, maybe even more important. You can make pencil marks on the hull to see where you have sanded and they will also show you the low spots. Go over the whole boat with every grade until you reach 1000 grit. At this point you may want to buff out the boat with a power buffer and rubbing compound. This gives you the smoothest surface but more important at this point is that it filled the pores slightly and keeps the bottom a little nicer longer.

--Mark Reynolds

Q: What is LP?

A: Linear Polyurethane Paint, I think my current Star has "Allgrip" from U.S. Paint.

Q: What is the teflon wax mentioned in the Sobstad Tuning Guide? Where can I get it?

A: I don't know but any marine store typically carries it, also car stores.

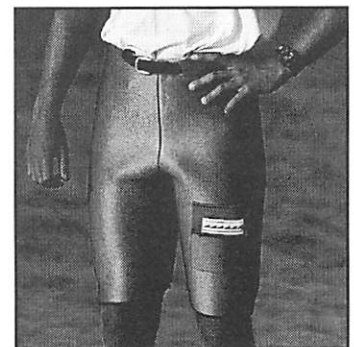
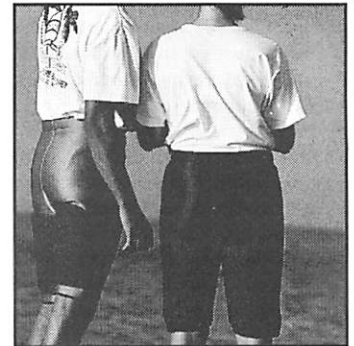
Q: What about VC17 and the like?

A: Never used it.

Q: What do you like for fairing compound? There are many two part mixes on the market.

A: Last time I did some major stuff I used something I think was called "Red Hand". It came in a can, 2 part, and looked like a epoxy micro balloon as I recall

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Cubans Manzo and Lorenzo Dominate Regatta

Cuban Snipe sailors Nelido Manzo and Octavio Lorenzo dominated the 1995 Pan American Games held in Mar del Plata, Argentina, March 14-18, 1995. Weather conditions tested the competitors moderate to heavy air competence with winds ranging from 4 to 35 knots. Most of the racing was held in 18 to 22 knots with steep wind waves and large ocean swells often coming from different directions. Trapezoid courses were sailed, which rewarded sailors with good downwind speed.

Races 1 and 2 were sailed on a beautiful, sunny, 15 to 22 knot afternoon with steep chop and small ocean swells. Manzo and Lorenzo dominated the first day's racing with two bullets. Their formula for success seemed reasonably simple. Start to leeward of the fleet, go left to avoid the stronger adverse current, and go fast. Ricardo and Roberto Fabini of Uruguay followed with two seconds. Argentinean sailors Guillermo Parada and Gonzalo Martinez, scored a third and a DSQ for a rules infraction. U.S. sailors Doug Hart and Steve Stewart placed fifth and DSQ for the same altercation with Argentina. Brazilians Alexander Paradedada and crew F. Fernandes, suffered a disastrous day with a 6th and DNF combination. Puerto Rico sailors Antonio Mari and crew Alfredo Vargas, fared very well with a 4th and 3rd, capitalizing on other sailors mistakes.

Race 3 gave lighter winds averaging 8-12 knots. Manzo/Lorenzo continued to roll with another first followed by Parada/Martinez, Paradedada/Fernandes and the Fabini brothers. Mari/Vargas were unable to sail due to a broken shroud. The thought for the day again was go left, fast. Race 4 began in 8-10 knots which gradually died to 4, and then began to build again as the wind shifted right. Manzo/Lorenzo led until the second weather leg when Parada/Martinez and Dickinson/Foggo found a big right shift. The right paid off handsomely, and at the finish it was

Parada/Martinez, Fabini brothers, Manzo/Lorenzo, Dickinson/Foggo and Paradedada/Fernandes.

Race 5 was the only race completed on this stormy day. The day dawned deceptively warm, peaceful and quite. As we headed out to the course, the wind lightened and began shifting to the left. As race time neared, ominous dark clouds rapidly developed. When the first race began, the wind was blowing 15 knots and building. Manzo/Lorenzo posted another win followed by Paradedada/Fernandes, Fabini's, Parada/Martinez and Hart/Stewart. Following the race, the clouds grew even darker and the wind began to build with occasional lightning strikes in the vicinity, a true Pompero. As the race began the wind shifted 20 degrees to the left making the pin end of the start heavily favored. Paradedada/Fernandes, Hart/Stewart and Manzo/Lorenzo started well and led the long port tack parade to the windward mark. On the next leg the storm unleashed its fury. As the rain began, a 35 knot squall livened up the scene. At the bottom mark it was Hart/Stewart, Manzo/Lorenzo, Paradedada/Fernandes. At this point the race committee pulled up anchor with the abandonment flag flying. The fleet literally flew back to the harbor on a wild screaming plane. Incredibly enough, there was no significant damage to the fleet.

Race 6 began in a shifty 5-13 knot northwesterly with a significant southeasterly swell. This race was characterized by extremely large oscillating gusts which placed a premium on reading the wind. The course was very short. At the finish, it was Parada/Martinez, Fabini's, Manzo/Lorenzo, Hart/Stewart and Paradedada/Fernandes. Race 7 saw the northwesterly continue to build. The first windward leg was extremely close. Manzo/Lorenzo led from start to finish followed by Hart/Stewart, Paradedada/Fernandes, Parada/Martinez, and the Fabini's.

Race 8 showed 18-20 knot northwesterly. Again, the Cuban machine could not be stopped. Although Cuba was fourth at the weather mark, their blazing off-wind speed rocketed them into the lead. At the finish, it was Manzo/Lorenzo, Parada/Martinez, Paradedada/Fernandes Kneulman/Ogilvie, sailing their best heavy air race, and Hart/Stewart.

The last day of racing had Manzo/Lorenzo, Fabini's, Hart/Stewart and Parada/Martinez drag racing to the left with Kneulman/Ogilvie and Mari/Vargas going to the favored right side. At the first mark it was Manzo/Lorenzo, Fabini's and the rest of the fleet rounding overlapped and over standing. The finish had the Fabini's capturing a bullet followed by Manzo/Lorenzo, Parada/Martinez and Hart/Stewart. At this point Cuba had already won the Gold medal, so they sailed home to celebrate which left the Brothers Fabini and Western Hemisphere champions Parada/Martinez battling for the Silver.

The Fabini's led wire to wire clinching the Silver medal with Parada/Martinez and Hart/Stewart fighting for second place in the race. Parada/Martinez pulled in front at the finish with Hart/Stewart 3rd, Paradedada/Fernandes in 4th, Mari/Vargas 5th and Kneulman/Ogilvie in 6th.

The regatta was sailed in very demanding conditions and clearly illustrated how valuable physical conditioning and practice are to win at the international level. The Cuban team of Manzo/Lorenzo sailed well in all conditions using conservative tactics, good speed and exceptional conditioning to overwhelm their competition. Their equipment consisted of a Thor hull, Cobra II mast and North Sails. Persson and Rosendo hulls, Sidewinder masts and North sails seemed to be the equipment of choice for the other competitors, but in these conditions, differences in equipment did not seem to matter.

—Doug Hart

Pan Am Games Results

| | | | | |
|----|-------------|---------------------------------|-----------------------------|-------|
| 1. | Cuba | Nelido Manzo/Octavio Lorenzo | 1-1-1-3-1-3-1-1-2-dnf | 12.50 |
| 2. | Uruguay | Ricardo/Roberto Fabini | 2-2-4-2-3-2-5-6-1-1 | 27.50 |
| 3. | Argentina | Guillermo Parada/G. Martinez | 23-dsq-2-1-4-1-4-2-3-2 | 21.50 |
| 4. | Brazil | Antonio Paradedada/F. Fernandes | 6-dnf-3-5-2-5-3-3-5-4 | 36.00 |
| 5. | USA | Doug Hart/Steve Stewart | 5-dsq-5-6-5-4-2-5-4-3 | 39.00 |
| 6. | Canada | Dirk Kneulman/Kathy Ogilvie | 8-4-7-7-7-6-4-6-6 | 54.00 |
| 7. | Puerto Rico | Antonio Mari/Alfredo Vargas | 4-3-dnf-8-6-8-7-7-5 | 55.00 |
| 8. | Bermuda | Stevie Dickinson/Heath Foggo | 7-dns-6-4-8-6-8-dnf-dnf-dnf | 66.00 |

below: Doug Hart and Steve Stewart of the USA between races.



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1995 SNIPE NATIONALS SOCIAL CALENDAR

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Prices per person

(Mark how many you want to reserve in each box... example [1] or [2]... so on.)

| | | | | |
|------------------|---|-----------------|-------|-----------------|
| August 12 - 6 PM | Jr. Bar B Que - FREE to competitors. | non-competitors | 5.00 | [] |
| | | | | competitors [] |
| | | | | Vegetarian [] |
| | | | | |
| August 13 - 6 PM | Opening Ceremonies/Jr. Trophy Presentations | non-competitors | 5.00 | [] |
| | "Welcome", food & cocktails, Jr. trophies and Raffle. | | | competitors [] |
| | Seminar with Bart Hackworth. FREE to competitors. | | | |
| | | | | |
| August 14 - 7 PM | "Mexican Dinner" | | 7.50 | [] |
| | Daily First Place awards for skipper and crew. | | | Vegetarian [] |
| | | | | |
| August 15 - 6 PM | Great appetizers and beer on shore... | non-competitors | 7.50 | [] |
| | "Oldies but Goodies" night. Wear your oldest sailing | | | competitors [] |
| | T-Shirt from a past regatta. Rock out to the 60s, 70s, | | | |
| | and 80s music. Pizza and salad. FREE to competitors. | | | |
| | Stick around for the General Meeting. Raffle, too! | | | |
| | Daily First Place awards for skipper and crew. | | | |
| | | | | |
| August 16 - 6 PM | "Talk around the Bar-B-Que"... | | 7.50 | [] |
| | Daily First Place awards for skipper and crew. | | | Vegetarian [] |
| | | | | |
| August 17 - 6 PM | "Caribbean Night" | | 7.50 | [] |
| | Daily First Place awards for skipper and crew. | | | Vegetarian [] |
| | | | | |
| August 18 - 7 PM | Trophy Dinner - included in registration | non-competitors | 21.50 | [] |
| | ... remember to dress up! Lots of fun awards | | | competitors [] |
| | to give away! Awards for the furthest traveled, | | | Vegetarian [] |
| | oldest skipper and crew, youngest skipper and crew, | | | |
| | lowest numbered Snipe, and many more awards. | | | |

Daily lunches are FREE to competitors only!!

Please check days you want lunch and circle kind of sandwich for each day.

| | | | | | | |
|-------------|-------------|------------|------------|------------|------------|------------|
| SAT [] | SUN [] | MON [] | TUE [] | WED [] | THU [] | FRI [] |
| RB-TUR-VEG | RB-TUR-VEG | RB-TUR-VEG | RB-TUR-VEG | RB-TUR-VEG | RB-TUR-VEG | RB-TUR-VEG |
| (Jrs. only) | (Jrs. only) | | | | | |

(Roast Beef - Turkey - Vegetarian)

TOTAL \$ _____

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Competition is very important to our class BUT socializing is just as important for us, too. The social events are inexpensive and deliciously entertaining. Snipe Fleet 12 wants everyone to have a great week both in competition but most of all having a lot of FUN!! Hope to see you in August.

1995 U.S. SNIPE JUNIOR NATIONAL AND NATIONAL CHAMPIONSHIPS

Richmond Yacht Club
August 11-18, 1995
REGISTRATION FORM

- U.S. JUNIOR NATIONAL CHAMPIONSHIP
No entry fee. Skipper AND crew must not yet be 20 years old on December 31, 1995.
- SPECIAL JUNIOR SKIPPER/SENIOR CREW CHAMPIONSHIP
No entry fee. Skipper must not yet be 20 years old on December 31, 1995.
- U.S. NATIONAL CHAMPIONSHIP
USSA Members: \$100.00 Entry Fee by July 22, 1995, \$200.00 after July 22, 1995.
Non-USSA Members: \$110.00 Entry Fee by July 22, 1995, \$220.00 after July 22, 1995.
* Refund Available if SCIRA Notified by August 4, 1995 of inability to attend.

All ENTRIES: Complete the following form. (Incomplete forms will be returned!)
Only one event per form. If sailing in more than one event, please complete an entry form for each event.
Fleet Captain must sign your form.

Skipper: _____ USSA#: _____

Address: _____

City: _____ State: _____ Zip: _____ Skipper's Phone (____) _____

Crew: _____ USSA# (If Skipper Not Member): _____

Hull Number: _____ Sail Number, if different from Hull Number: _____

Builder: _____ Hull Color: (Light/Dark) _____

Home Town Newspaper Name: _____ Fax #: _____

If you will be sailing a borrowed or chartered boat please complete the following information:

Owner: _____ Hull Number: _____

Juniors Only: Skipper's Birthdate: _____ Crew's Birthdate: _____

If hull measurements are needed plan to arrive by August 11th. Junior measurement will also be held on August 11th.

I know that yacht racing carries risks. In return for permitting me to participate in the Regatta, I, on behalf of myself and anyone who could make a claim if I am hurt or killed, hereby accept and assume all such risks. I also hereby waive and release the Richmond Yacht Club and all other persons or organizations involved in putting on the Regatta (collectively, the Hosts) from any liability for any claims of any kind for any reason, arising out of or in any way connected to my participation in the Regatta. I also agree to indemnify the Hosts from any claims of any kind by any member of my crew arising out of his or her participation in the Regatta.

Signature of Skipper: _____ Date: _____

I certify that this entrant is a member in good standing with SCIRA, and that he has sailed in at least 5 point score races or 5 Sanctioned regatta races in 1995:

Signature of Fleet Captain: _____ Date: _____

SEND REGISTRATION FORM AND FEE (make checks out to SCIRA) TO:
SCIRA, 1833 TUSTIN ST, SAN DIEGO, CA, 92106
ENTRIES MUST BE POSTMARKED BY JULY 22, 1995 OR LATE FEE CHARGED
LATE ENTRY DOUBLES ENTRY FEE

1995 Snipe Nationals at Richmond Yacht Club

Schedule

| Date | Racing Event | Social Event |
|-------------|---|---|
| 8/11 Friday | jr. measurement (0900 - 1700) sails measured downstairs registration and check in (0900 - 1700) | |
| 8/12 Sat | jr. nationals races 1 2 & 3 first race scheduled to start at 1100 sr. measurement (0900 - 1700) | 1700 Jr. Sailors Bar B Q |
| 8/13 Sun | Jr. National races 4 & 5 first race scheduled to start at 1100 Sr. measurement (0900 - 1400) no boat begins measurement after 1200 practice race 1530 | 1600 Jr. Sailors pu pu's (hors doeuvres) 1700 pu pu's/no host bar 1800 opening remarks 1820 jr. trophy present. 1840 1st Raffle drawing RYC Club Dinner available 1900 Sailing the Bay seminar hosted by Bart Hackworth |
| 8/14 Mon | Crosby races 1, 2 & 3 (one flight) first race scheduled to start at 1130 | 1800 Polynesian Night daily 1st place awards |
| 8/15 Tues | Crosby races 4 & 5 (one flight) first race scheduled to start at 1130 | 1700 Pu Pu's 1800 Oldies but Goodies Night Pizza & Salad daily 1st place awards 1900 General Meeting 1940 2nd Raffle drawing 2000 dance to the 60's and 70's |
| 8/16 Wed | Heinzerling/Wells races 1, 2 & 3 first race scheduled to start at 1130 | 1800 Talk around the BBQ daily 1st place awards |
| 8/17 Thurs | Heinzerling/Wells races 4 & 5 first race scheduled to start at 1130 | 1800 Caribbean Night daily 1st place awards |
| 8/18 Fri | Heinzerling/Wells races 6 & 7 first race scheduled to start at 1130 | 1900 Trophy Dinner daily 1st place awards dress up for this event |

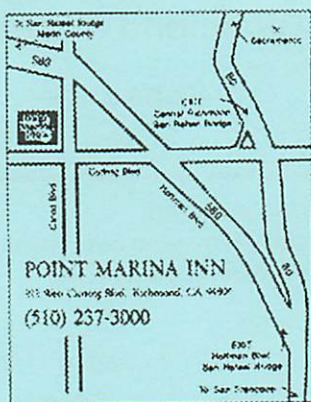
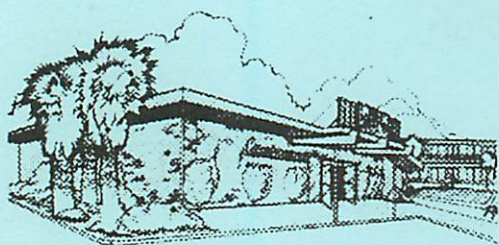
Lunches are provided each racing day.

All dinners will have a vegetarian alternative.

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Paramount's Great America - San Jose
TheBoardwalk - Santa Cruz



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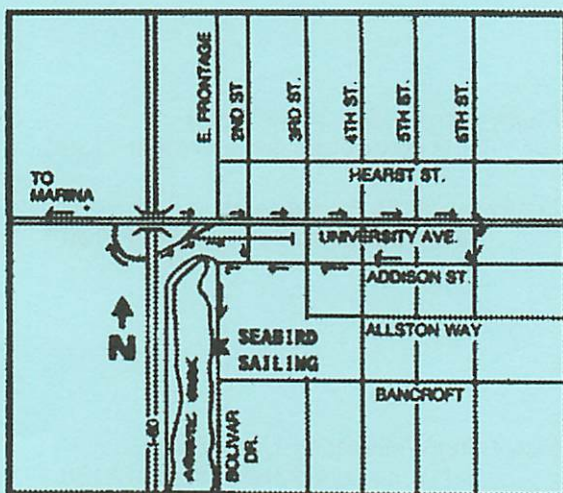
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Fleet News

Georgia State Championship

Perfect!!! That is the only way to describe this year's regatta. The weather was outstanding. Plenty of sun...65 degrees...and medium winds with enough of the "Long Point Variability" to keep it interesting. After the traditional chili dog lunch, 18 boats showed up at the starting line from 6 fleets. Steve Burke found the wind from the gunnels of his boat that brought him in first.

below: one of the most creative ways to launch Snipes!



Right behind was Scottie Cline and Don Hackbarth. Steve did it again in the 2nd race with Brent McKenzie edging out Scottie for second spot.

Tasty hor d'oeuvres and beer helped the excited racers exaggerate their "war stories." Bar-b-que chicken and all the fixins kept the fete going until that outstanding musical group took over and sang and picked till the cows came home. (Very late or very early depending on your point of view.)

Sunday was another great day as everyone gathered around the "pot bellied stove" to warm up while the eyes opened. Can you believe Steve Burke did it again crossing first in the last race? This time, however, it was Scottie in second with Brent following.

Congratulations to the skippers and dedicated crews that took home the prizes

—John Helmstadler

| | | | |
|-----|--------------------|-------------|-----|
| 1. | Steve Burke | LakeLanier | 2.5 |
| 2. | Scott Cline | Chattanooga | 7 |
| 3. | Brent McKenzie | LakeLanier | 10 |
| 4. | Don Hackbarth | Atlanta | 15 |
| 5. | Brian Haile | Atlanta | 18 |
| 6. | John Muhlhausen | Atlanta | 20 |
| 7. | Don Pettigrew | Valdosta | 23 |
| 8. | Marc Duvoisin | Clearwater | 23 |
| 9. | Bill Hooper | Atlanta | 29 |
| 10. | David Muhlhausen | Atlanta | 32 |
| 11. | Jerry Kimble | Atlanta | 32 |
| 12. | Brad Dunn | Birmingham | 33 |
| 13. | Tom Smith | LakeLanier | 35 |
| 14. | Gavin Glenn-Harris | Birmingham | 40 |
| 15. | Peter Wells | Atlanta | 43 |
| 16. | Steve Andersen | Valdosta | 47 |
| 17. | John Hlemstadter | Valdosta | 51 |
| 18. | Tom Manning | Valdosta | 52 |

From the Birds Beak -- letters to the Editor

Dear Snipe Class,

I am ambivalent about writing this note, because I truly love Snipe racing and the people I have come to know through Sniping, but I have recently become aware of the problem that I perceive is hurting the Class, and I wish to have a way found to rectify it. Specifically in my case, I bought my first Snipe in 1986 - a four year old Mueller that after numerous disappointing performances (I did place 5th in the Kansas Nationals consisting of flat water and light air) and much tuning, I realized was not as quick as the newer "tanked" boats. I was told the new boats being built "now" (in 1990) were designed faster (shape and less pitching) especially in wavy conditions. I finally sold that boat (Pukie) and upgraded by purchasing in 1992 a 4 year old "tanked" Phoenix that a few of the hot shots had used successfully. This boat indeed seemed faster and I did place 10th in the 1993 Cleveland Nationals (moderate air). But the newer, faster Jibe Tech was the vogue and now in 1995 the rave is the Persson design.

Yeah, I know, I know. Consider me cheap or looking for excuses because my "program" may not be up to world class standards - crew work, sails, tuning perhaps - but I can work on those things with a minimum of expenditures. I can't, however, continually change my hull shape to conform to the latest "hot" trend. What do I have to do to compete with the top guys, buy a new designed boat every 4 years? Is this what the Class wants? We know the boats last a long time and that is good. And having numerous builders does help sell boats throughout the world, but there must be a cost to the class via these "evolutions." I wonder how many other class members have been "lost" because of similar sentiments.

I would not have written this, if I hadn't thought of a possible solution (no purpose). My solution? Take a consensus of the "top" hull shape and severely limit tolerances from now on using those dimensions. The homebuilt boats (which needed looser tolerances to be legal) are not a factor anymore.

We have a good MOI test, so that's good. And deck designs, layouts, floors, etc. can still be made at the builders discretion. Just quit allowing for obsolescence of older (newer?) boats so easily and often.

Other classes have a strength, I believe, that older boats can compete due to stricter tolerances. I refer to the Thistle, Scot, Sunfish and even Laser classes for examples. Many other. Yes, the boats in some of these classes can fall apart through time, but hull obsolescence has not contributed to their demise. And yes, this restriction may reduce sale of new boats, but I'm sure Eclipse, Phoenix, McLaughlin, Mueller, etc. are not now being helped by this Jibe Tech and now Persson invasion. What and when will the future new speed design trick arrive? I don't particularly care to spend \$7,000 every four years to be "up to date." I'd rather have a boat I believe is not "outdated" so often. Please help the Class obtain this goal. Maybe these current "new" designs are the limit to the design curve. But tighter rules are the only way to ensure it.

Respectfully submitted,

Christopher Klotz - 27270

Lessons Learned

Antonio Bari, International Rules Committee member and active sailor in Italy, sent the following quick report on the Sanremo regatta via the Internet. Like the 1989 US Nationals, there are lessons to be learned and thoughts for the safety of the sailors and the Class to ponder.

At the recent Sanremo regatta, held April 13-15, we had a very strong storm hit the fleet with 70 knots of wind and sea force 7. Fortunately, we had no injuries to the people racing, but substantial damages to all boats competing. Giorgio Brezich, Vice Commodore of SCIRA, lost his own boat, plus all the boats suffered broken masts and damaged sails, for a total of \$50,000 U.S. Some sailors remained at sea for more than 2 hours before going back to the shore, but the majority left their boats in the water and went back by rescue boats, returning the following day to retrieve the boats. Here are some of my thoughts about the event:

Everyone knows that Sanremo is typically a medium-light wind condition venue, but all who have sailed there also know that sometimes you can find very strong breezes, stronger than the maximum allowed by the Snipe rules. What happened during the recent Easter regatta cannot be easily described in a few words, as many factors happened together to determine a really dangerous situation. I've numbered the key pointers of that day.

The day seemed to be a summer-like day: sunny, warm, light breeze. We went out in the morning to sail the second day of the regatta: most of us wearing light clothes and all with brand new sails, to test them a few days before the first selections for the Worlds. We had to wait a long time before the start was given, 1. due to the extremely shifty wind, and 2. due to the weather which was turning from sunny to cloudy. Finally we started the race with the wind 130 degrees to the left than in the morning, but during the first reach, it died (we were asking ourselves, "what's happening?") 3. The sky was completely cloudy, and the clouds began to become dark. A nice breeze blew again, but rotated 40 degrees to the left. We figured bad weather was coming with the wind blowing, stopping, then blowing again. Still we asked ourselves, "What's happening?" 4. At the end of the second reach, some flashes of lightning were seen across the sky all around us, and we found that the left side of the course was favored rather than the typical right side. (the usual course with the wind from 240 degrees.) 5. Something was happening at sea. I told my crew that the next step could be a shortening of the course, which would bring us in the lead of the race. Looking to the far left of the course we saw a Snipe who had rounded the mark 200 meters behind us, and now seemed to be ahead with different wind. Something definitely was happening at sea. The following step might be the shortening of the race. When we were 400 meters from the mark, the first puff hit, abruptly and strong at more than 20 knots. The following step had to be a shortening of the course. A few seconds later, the wind was blowing 30 knots. We rounded the mark and I saw one of the local sailing experts going toward shore. I told my crew: "OK, if the RC doesn't abandon, we will go home by ourselves." We tried to lower the main, but it was stuck. Next, we capsized in 35 knots plus. We righted the boat and finally got the main lowered, trying to sail closer to shore, but we capsized again, with the jib completely eased. I thought the wind was 45 knots or more.

Two hours later we were in the Club, after sitting in our boat after a long and troubled tow in huge waves. Most of the Snipe and Flying Dutchman fleet stayed capsized at sea, with some Snipes lost. Giorgio Brezich watched his new boat sink in front of him. The following day, we found

all the boats, several miles from Sanremo (some in France!), all with the masts broken, but with small damages to the hull.

Some thoughts came to me during my long tow into the harbor, with the rain so hard on my face, and the waves getting higher and higher.

- The first thing was that I still felt quite well thanks to my warm and comfortable clothes. The temperature was 8 degrees C., but I could still use my body and my brain. Clothes should be chosen with accuracy; they should be light and warm and have a wide range of use. We went out with sun, I had my polartec 200 and my gore-tex dry suit, feeling good, and I felt pretty good also during the storm after two capsizes. If you want to save money, buy a cheaper cleat, but not a cheaper set of foul weather gear.
- The life preserver is like a policy on your life. You should always wear it, even if you are sailing on a small lake with 5 knots. Again, don't save money, buy the best, it will be more comfortable and you will wear it always, not only during bad weather.
- The life preservers, the paddle, the knife, the tow line must stay close to your hands. In 70 knots of wind you cannot go inside the boat looking for the tools you need, or try to open the inspection holes where the paddle should be. If you have to cut a sheet or a halyard, you must have your knife really close; you cannot believe how hard it is to find with waves 12 feet high!
- We are fortunate nowadays because recent Snipes are all made with air tight sides and don't sink when capsized, if you need to, you can go under the boat to find air. A builder, when designing a boat, should think about sailing the boat in a storm, and the need to lower the main and sail on the jib only. A good idea is to make the double bottom long enough to store the boom inside, allowing the crew to sail the boat more easily. If a small cockpit is still necessary, then the rudder should be designed higher to allow the tiller to freely move over the boom, stored on deck. Also, a halyard lock at the top of the mast is the best for mast bend: less load, better bending. However, if you are trying to lower your main in 50 or 60 knots, or you have found a capsized boat with

a broken mast and the main still up, the old hook is a friendlier approach. Less trouble and faster.

- Tow line. The tow line should be longer, at least 60 feet. You cannot tow in 10-12 foot waves with a 30 foot line. And what if your mast is broken? You could use your hiking straps, but maybe we could have a strong point in the boat to be used for that.
- Centerboard. Many retaining systems require you to swim under the boat to completely extract the board when capsized. If the wind is too strong, you will remain sitting on the bottom of the boat hanging on to the board waiting for help. You may not have the time or are willing to do that. More, if you stay one or two hours waiting, you may not be able to hold on to the heavy board. Maybe a lighter one is better.

These are only a few of my thoughts. I believe our builders and rules are good enough to make a strong and safe boat, but also one for survival conditions. The weak points are often the men: sometimes inboard, sometimes outboard.

—Antonio Bari

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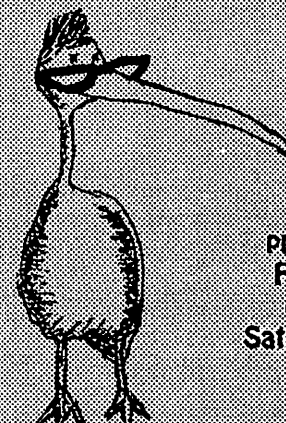
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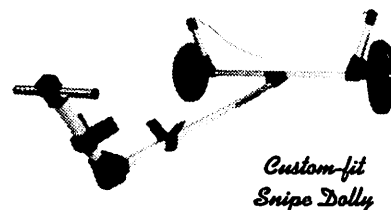
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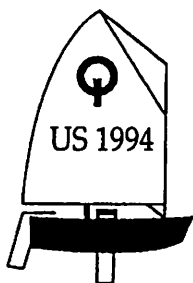
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Our Class is proud of not only attracting the "hot shot" sailors, but also being a family boat. Many fleets over the years have reported a growth in their numbers—not actual skippers yet, but the newer additions which will eventually grow into Snipe sailors. District 1 has tackled the problem of traveling with little ones not quite ready to crew for Dad, while Mom still holds on to her coveted crew position to maintain sanity, through a monthly advice column for parents. As the D 1 newsletter says: "This column is dedicated to the proposition that: "Children are adaptable and can fit into your lifestyle...it just takes a little more planning!" Following are a few excerpts from Karla's Korner:

Dear Karla: When we arrive at the regatta on Saturday morning, there just doesn't seem to be enough time to rig the boat, sand the board, feed the baby, change the diapers, instruct the babysitter, catch the toddler, pack the lunches, fill the water bottles, change the diapers, get in my sailing gear, find the pacifier, measure the rig, read the sailing instructions, and have the compass oscillations for the first beat figured out for my skipper. How can I get a grip?

K: This is a tough one. I don't claim to have this one figured out, but preparation is the key. Assume that you need at least 30 minutes more than you every dreamed you'd need (no one counts on that splinter from the dock that only Mommy can remove just as it's time to push off). Here's what works for us: establish the dock departure time, synchronize watches, divide responsibilities, one person does the kids, the other does the boat, stay focused, and execute like crazy. Remember, the unexpected will happen at some point in the morning. Also realize that whoever does the kids will endure ample ribbing from unenlightened kid-less sailors as you appear at the last minute and step onto the boat, princess-style, and shove off.

Dear Karla: I would like to be able to spend at least a couple minutes with my friends at the regatta, but my kids are racing around into the evening when they should be in bed. What can I do to join the party?

K: I can relate. After missing many great Saturday night regatta parties, I finally found the secret. Tell the babysitter not to let the kids take a nap under any circumstances and to keep them doing laps around the yacht club for as much of the day as possible (I sometimes offer a bonus for more than 100 laps per day). Usually, if you follow this prescription, they are begging for the van-bed shortly after dark. You'll still probably be last in line for dinner though. Have your mate get you a plate of food before they allow seconds. Then join the party!

Dear Karla: When we arrive at the regatta, my children are so wired that they dash everywhere and are into everything. I need a little control! What can I do??

K: Boundaries have to be clearly established upon arriving in the parking lot. Use physical landmarks around the boat and the grounds. Three minutes spent before allowing the car doors open goes a long way here. If you let them out of the car before the rules, it's too late. Don't

forget to add that they aren't allowed to swing on the hoist, dive off the seawall, climb masts or rearrange the trailers in the parking lot during the races.

Dear Karla; We have given birth to the original "car sick kid." Whenever we go on bumpy, curvy roads, like around New York City, our child gets stomach ache which leads to you-know-what.

K: Welcome to the club, our kids have the same problem and it's not just around New York City. Over the counter Dramamine does wonders if you know you will be on "queasy" roads. The side benefit of Dramamine is that it also make the kids a little drowsy so they take a nap on the way (ahh, blessed quiet). If you forget the drugs though, or are caught by surprise with "Mommy I have a tummy ache," keep an old Tupperware with a good sealing lid handy (sometimes you have to be quick). Yuck, yes it's gross, but it does happen. The only thing left to do is to enjoy the expression of the jerk who cut you off 5 times and tailgated as you empty the Tupperware into the garbage can next to his car at the rest stop.

Dear Karla: I have a network of babysitters at home, but I have no clue how to get one at regattas. We especially want to travel. What can I do?

K: The first thing is to plan way ahead. Contact the regatta organizer. More and more regattas are arranging babysitters ahead of time. If they haven't, then there will still be time to make some calls at the local yacht club. Hint: if the regatta chairman has no kids, then he/she will have no clue what to do. Ask for the phone number of somebody in the fleet with kids. Something that has worked well for us is taking our own babysitter. Our goal has been to find traveling babysitters who want to travel for fun. You might be surprised how many high school aged kids might love to travel to regattas. If you find one, let her invite a friend and split the pay, this way they'll have more fun. Another important hint: be ready for regatta dudes.

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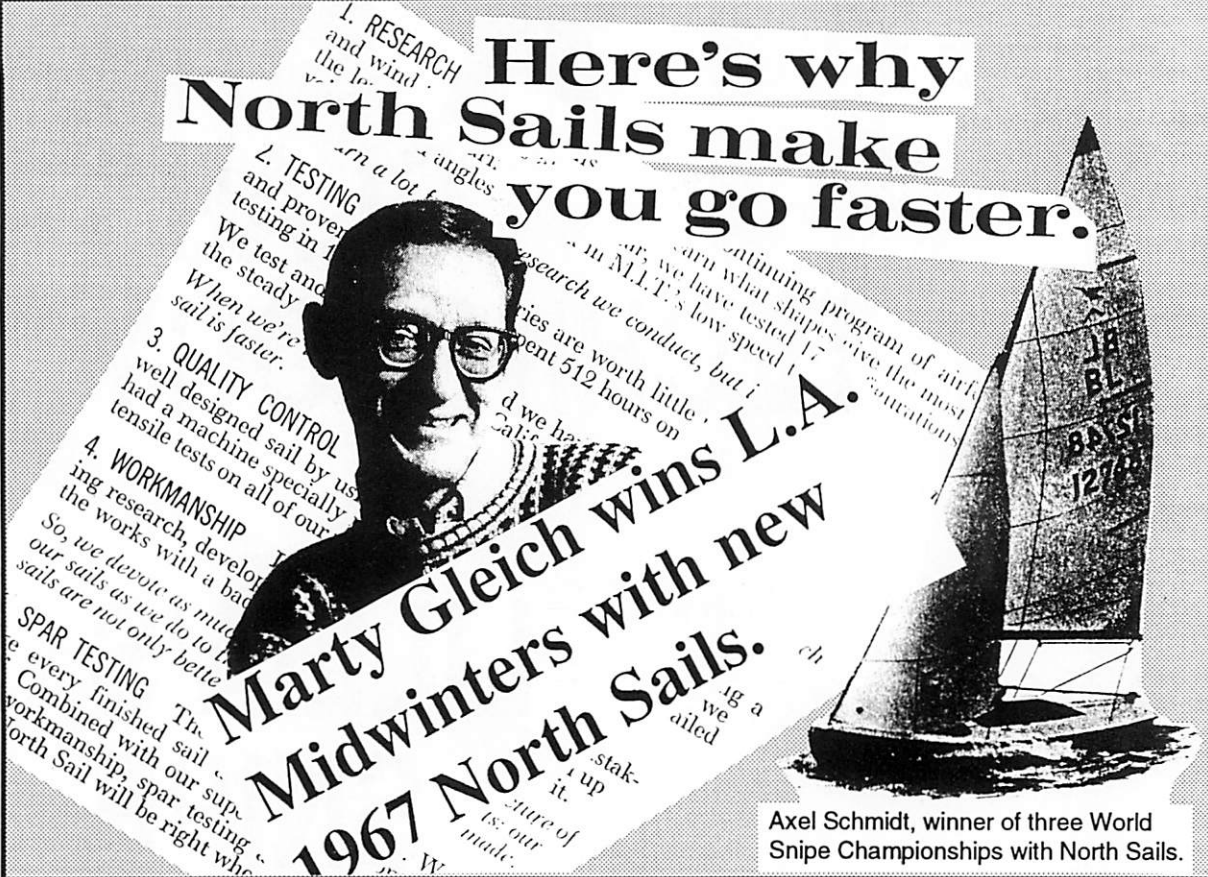
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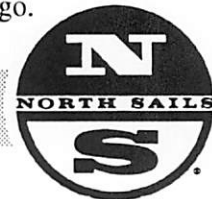
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... in M.I.T.'s low speed
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We were proud to have been your #1 sailmaker in 1967 when Marty Gleich won the L.A. Midwinters, and proud when Axel Schmidt won three World Snipe Championships with North Sails. But perhaps our greatest accomplishment has been our ability to continue the tradition of outstanding quality, performance and service that was established over 35 years ago.

Fast Sails. Friendly Service. For over 35 Years.



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