



*Snipe*

**BULLETIN**

May 1999



## Keep the Fun In It

Snipe sailors play this game with such passion for two major reasons: the competition and the fun. One of my favorite snipe mottos perfectly reflects this idea: "Serious Sailing...Serious Fun". I believe it is terribly important to the future of our Class to keep these two aspects of our game in the proper balance. If they get out of balance such that too often the competition and racing become the singular reason for the regatta, then our game will not sustain itself over time. I believe that the Snipe Class is so healthy compared to many other classes mainly because the people in this class do a good job of keeping fun in it. However, in these days of too little time, too many activities to choose from and declining membership in many areas, it is important to continue to emphasize

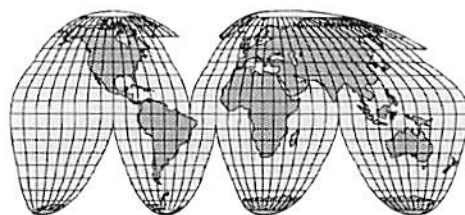
the social and fun in all of our regattas. Also, having a lot of fun at all regattas, from the local to the championship level, is probably our most effective form of promotion and marketing available. A great experience at a regatta where the team maybe didn't sail as well on the course as they wanted to, can lock in new Snipe sailors for life (...and we have to remember that the reverse of this is also true).

How do we keep the fun in it? Well, I believe that it is a series of small things and an overall attitude by the regatta organizers rather than any one home run. A big one is making regattas family friendly. We cannot afford to lose sailors just because they have kids and it becomes more logistically challenging to get to the regatta. Places for kids to play. Available babysitting, kids activities....volleyball nets, croquet. At last

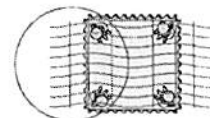
year's US Nationals, some people are still talking about the croquet games with the course set on a wicked hill! Having alternative races scheduled is a big winner....crew-skipped races, junior races, single handed races. Keeping the regatta attendees together with scheduled activities is a key. Fun competition of any kind seems to wind up Snipe sailors instantly (we seem to be a slightly competitive bunch). Again, it is a series of small things which add up to an attitude of fun. So the next time you are the regatta chairman or fleet member about to throw your annual regatta, what are you going to do to make sure everyone has a blast no matter where they ended up in the standings?

*Lee Griffith*  
Commodore

## Around the Snipe World



## Letters to the Editor



### SCIRA RULES AND THE RULEBOOK 2000

Due to computer transmission problems, the 2nd part of the proposed Rules changes did not make it to the SCIRA office in time for this printing. It will be printed in the June issue.

### KOWALYSHYN NAMED TO ISAF COMMITTEE

Dina Kowalshyn, a member of the SCIRA Rules Committee, has been named to the ISAF International Centerboard Committee.

### COLLEGE FLEET BUILDING - BOATS NEEDED

Texas A&M University is trying to build a fleet of Snipes for their college and community program. They are looking for boat donations that would be a tax deductible gift. If you are interested, contact Snipe sailor

**Gerard Coleman**

Marine Engineering Department  
Texas A&M University at Galveston  
200 Seawolf Parkway  
Galveston, TX 77553  
office: 409-740-4856  
fax: 409-740-4849  
home: 409-740-9437  
e-mail: coleman@tamug.tamu.edu

### Howie Richards

Howie Richards, Snipe sailor from Oakville, Canada, and the inventor of the "jiffie jam" cleat passed away recently. Howie won several Canadian and Ontario championships and represented Canada in the Pan Am Games in 1967. He designed and produced his own hardware before giving up sailing in 1972. Said Ian Brown, "I feel very privileged to have known Howie - I began my Snipe career in 1972, the year he retired. Others like *Id Crook, Dirk Kneulman, Chris Hains, Ted Hains and Jimmy Belford* knew him much better, but all of us who sailed in *Fleet 321* benefited from his innovation and drive for excellence. I'm sure an entire generation of Snipe sailors (especially crew!) won't forget the "Jiffy Jib Jam". I can honestly say that through the others mentioned above, Howie contributed to what small success I have achieved in sailing."

Howie was a RCAF pilot during WWII who was shot down in 1943 and taken as a Prisoner of War. Upon returning to Canada, he built his house and then a Snipe, which is still in use today in Nova Scotia, and began his sailing career, which spanned 27 years.

Dear Jerelyn

Thank you very much for the very quick response to my inquiry. I will fax this for your reading and also include the original with my order form and check.

I am more confident than ever that we are on the right track as far as boat selection goes. The Snipe is obviously a widely loved design and with many passionate supporters and most important for us lots of parts and information about the boat is readily available. We just seem to be a bit out of the Snipe's geographic territory.

I have checked the Snipe Web page and it looks like a great place to start. I am ordering some information from you that should help our understanding of the boat as well and help us to understand if one will fit our needs.

I do not intend to build a Snipe of plywood but am ordering plans to study, as we would love to find one needing repair. Just studying the plans would accomplish one goal of this whole project, my son will get an idea of how design and construction works.

Our next step is to see real boats. I intend to contact one or more of the Michigan Fleet Captains for additional assistance.

Again thank you for the information and prompt response. With the passion and professionalism shown by your response and publications I can see why the Snipe is still healthy after all these years.

Sincerely,  
*Walter T. Lerche*

# 1999 South American Championship

**Algarrobo, Chile**

**April 1-4, 1999**

37 boats registered for the 1999 South American Championship, held in Algarrobo, the principal sailing venue in Chile, 80 miles outside the capitol of Santiago.

Competitors traveled from 3 outside countries; 11 from Argentina, 3 from Brasil, 1 from Uruguay, with the remainder of the 22 from Chile.

The winds did not cooperate for the first 2 days with the Race Committee attempting starts only to have the competitors return due to lack of wind. Finally on Sunday, the wind came in early and it increased during the day.

3 races were able to be held; the first an Olympic and the final two windward/leeward courses, in 15-20 knots of breeze. The conditions were rough with very cold water, being in the Humboldt current.

**--Jorge Gonzalez & Fernando Krahe**

## Senior

- |                                   |     |
|-----------------------------------|-----|
| 1. Cristian Noe/Diego Rudoy       | ARG |
| 2. Luis Soubie/Cecile Granucci    | ARG |
| 3. Hector Longarella/Javier Lopez | ARG |

## Junior

- |                                   |     |
|-----------------------------------|-----|
| 1. Jorge Gonzalez/Tomas Depolo    | CHI |
| 2. Ignacio Seguel/Rodrigo Sanchez | CHI |
| 3. Emanuel Botello/Marcos Lewis   | ARG |

## Mixed

- |                                   |     |
|-----------------------------------|-----|
| 1. Louis Soubie/Cecile Granucci   | ARG |
| 2. Bibi Juetz/Fernando Krahe      | BRA |
| 3. Roberto Maisch/Carmina Fuentes | CHI |

	<i>Skipper/Crew</i>	<i>Country Sail #</i>	<i>Finishes</i>	<i>Total</i>
1.	Noe/Rudoy	ARG 28643	3-1-2	5.75
2.	Soubie/Granucci	ARG 28701	1-2-3	5.75
3.	Longarela/Lopez	ARG 28698	7-4-1	11.8
4.	Herman/Larrain	CHI 29268	2-8-4	14.0
5.	Azbalua/Arroyo	ARG 28786	4-6-6	16.0
6.	Romer/Romero	ARG 28983	6-5-7	16.0
7.	Gonzalez/DePolo	CHI 28840	12-3-5	20.0
8.	Ferrarons/Baquedano	ARG 28642	8-9-9	26.0
9.	Seguel/Sanchez	CHI 29267	13-7-8	28.0
10.	Pimental/Castro	BRA 29262	9-15-10	34.0
11.	Botello/Lewis	ARG 27860	10-16-11	37.0
12.	Juetz/Krahe	BRA 29143	15-14-12	41.0
13.	Santos/Bianchi	BRA 29363	14-12-15	41.0
14.	Robles/Estevez	CHI 28974	19-13-13	45.0
15.	Del Solar/Lopez	CHI 28845	22-10-16	48.0
16.	Lyon/Bernabo	CHI 28797	26-18-14	57.0
17.	Maisch/Fuentes	CHI 28844	16-23-20	59.0
18.	Reid/Gaets	CHI 29269	18-24-17	59.0
19.	Isern/Miranda	ARG 29116	20-21-18	59.0
20.	Serrano/Bravo	CHI 28838	21-19-19	59.0
21.	Fabini/Saralegui	URU 28026	11-17-dns	66.0
22.	Perez/Cases	CHI 28641	23-25-22	70.0
23.	Phillips/Pfingsthorn	CHI 28836	28-22-21	71.0
24.	Montanaro/Montanaro	ARG 29230	17-20-dns	75.0
25.	Palma/Gonzalez	CHI 28848	24-26-27	77.0
26.	MacCall/Giacomelli	ARG 28644	6-dnf-dns	81.0
27.	Gumucio/Jares	CHI 29273	30-27-24	81.0
28.	DePolo/DePolo	CHI 29275	27-28-26	81.0
29.	Saul/Saul	ARG 28788	dsq-11-dns	87.0
30.	Gonzalez/Gonzalez	CHI 28841	31-dnf-23	92.0
31.	DePolo/Seguel	CHI 29276	32-29-dns	99.0
32.	Robles/Robles	CHI 29272	dnf-dnf-25	101.0
33.	Elton/Herrera	CHI 28850	26-dnf-dnf	102.0
34.	Cisternas/Pullen	CHI 28847	29-dnf-dns	105.0
35.	Lobos/Lobos	CHI 28798	dnf-dnf-dns	114.0
36.	Galilea/Donoso	CHI 28632	dns-dns-dns	114.0
37.	Zulueta/Zulueta	CHI 28839	dnf-dns-dns	114.0

**YOU ARE INVITED  
TO THE MIDWEST'S MOST EXCITING REGATTA!!**

**WE'RE WILLING TO BET  
YOU'LL HAVE A GREAT TIME  
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**June 5-6, 1999**

**COWAN LAKE SAILING ASSOCIATION  
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**Competitive Sailing - Steak Dinner - Camping on Grounds  
Call Mike O'Toole - (937)429-2680**



# Notes from the Builders:

## Nickels Snipe

The hull shape is a Nickels design from experience derived with the hard chine Lightning. The hull shape is very full forward and carries the maximum roundness all the way to the transom. The bottom was faired with the aid of a full-length batten.

The Nickels Snipe has an extremely deep cockpit with a relatively flat floor. The cockpit is open about 6" under the side deck to increase foot room and allow the control line to be out of the way. It gives the crew more room and keeps your knees out of your chest. It raises comfort to a new level! The cockpit liner is long enough forward to allow the boom to be stored below deck!

The mast step-daggerboard trunk is molded fiberglass I-beam. The ends of the trunk are backed with 5/8" square solid fiberglass pieces to prevent the daggerboard from causing a leak. The trunk cap is designed to hold the proper hardware and hiking straps so it isn't necessary to pierce the liner thus preventing leaks!

Vinylester Resin is used to produce a strong and faster Snipe. It has a lighter weight, greater impact strength, and greater resistance to blistering and produces better profile for the gelcoat.

Precut, non-squared, rigid, closed cell-cross linked foam is vacuum bagged for a positive bond, light weight, sandwich construction hull. "No leak" air chamber achieves self-rescuing capability. Fiberglass cap on top of splash rail for water deflection. Easy maintenance raised non-skid area on floorboard. Solid PVC Foam core fiberglass uses unidirectional roving for high strength and lower maintenance. The tiller head is molded integrally with the rudder and extra heavy-duty pintles and gudgeons. The tiller is made of aluminum tubing and a 36" hiking stick has a convenient golf grip.

Nickels Boat Works was formed in 1981 to help build the Lightning class, and has subsequently taken on building the Rebel and now the Snipe as well. Six people work at Nickels to produce these fast boats, designed with the idea that anyone could win with a boat right out of the box.

Fully rigged boat, less mast & boom: \$6,500.00

Galvanized trailer: \$1,100.00

Mast & boom can be supplied at current retail prices plus freight: Mast: Sidewinder, Sidewinder Jr., Proctor

Boom: Proctor

Contact:

Dave Nickels  
Nickels Boat Works  
2426 South Long Lake Road  
Fenton, MI 48430  
810-750-1855  
nickelsboatworks@juno.com



*We hope to profile more of our builders in the coming months. For more information on Snipe builders around the world, check out the Snipe web page, [www.snipe.org](http://www.snipe.org), builders section, for names, addresses & web page links.*

## Jibe Tech

The Jibe Tech has a specialized cockpit shape and deck layout, which makes the boat easier and more comfortable to sail. The lower floor improves balance and footing and rounded side decks increase hiking comfort. Rolled rails minimize spray while maximizing width in the hiking area and the sealed fore and aft decks provide more flotation and less windage.

Both the hull and deck are cored with Corecell, and vacuum bagged for a better fiber to resin ratio. This eliminates excess weight and creates excellent adhesion between the foam core and the glass, producing a stiff, strong, long lasting boat you will be proud to own. Since 1998 we have been using Vinylester resin, which has elongation properties approaching epoxy for heat and impact resistance. Your boat will remain fair and stiff for much longer than a traditional polyester boat.

Andrew Pimental, owner of the Jibetech, has been building Snipes since 1988. In addition to building Snipes, Jibetech produces up to ten fiberglass and kevlar sea kayaks each week in their 4000 square foot facility. They also build centerboards and rudders for Snipes, 420's, V15's and Finns and do custom repair and manufacturing work.

Race Ready boat: fully rigged with mast, boom, pole, board, rudder: \$8,100

Trailer: \$600

Contact:

Andrew Pimental  
Jibe Technology  
240 Brownell Lane  
Portsmouth, RI 02871  
401-683-0484

## UK Snipers Gear Up for New Season

### Sailboat & Windsurf Exhibition London, March 6-7


Spring is in the air in the UK and the traditional curtain raiser for the new sailing season here is the National Sailboat and Windsurf Exhibition organised by the Royal Yachting Association. The Snipe stand looked better than ever with ten poster sized action photos from the '98 Europeans as backdrops to National Champion Tim and Kay Tavinor's all new Devoti. Interest in the Class in the UK continues to grow steadily despite competition from 43 other 2-man classes, which exhibited at the show.

### SCIRA UK Measurement Seminar April 20

UK Technical Officer Graham Campbell conducted a one-day measurement seminar in which he explained to the fifteen attendees the mysteries of measuring. During his eight years as UK Technical Officer, Graham has steadily built for SCIRA UK the complete set of measuring apparatus including a weighing jig, rigs for establishing mast step position and moment of inertia, a rack for hull measurement and a base on which you place a mast to determine black band and sheer point locations. Graham also explained how to get your band in the right place on your centre plate and how to measure sails. "GC" as he is affectionately known, intends to bow out at the end of the year - he'll be a very hard act to follow. He certainly leaves SCIRA UK with as good a collection of measuring apparatus as any Snipe nation in the world.

--Richard Lambert

photo left: Graham Campbell uses the hull rack to measure for radius as Nicky Lambert, John Love and Jerry Desmond take notes.



In beautiful Grand Lake, Colorado  
August 13<sup>th</sup>, 14<sup>th</sup> & 15<sup>th</sup>, 1999  
Contact Bob or Tracey Bischoff  
303-758-5748 or E-Mail bobandtracey@pcisys.net



## The Tradition Continues...

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

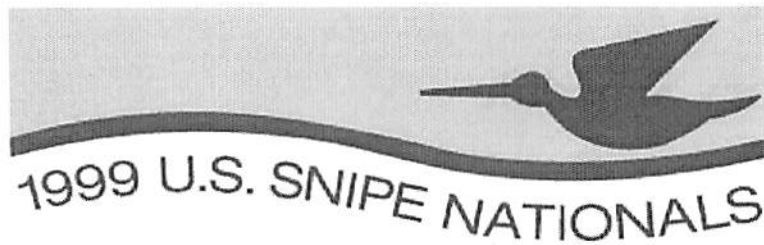
Featuring our Mylar Mag2 jib with glued seams, no stitching!

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

### Ullman Sails

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





*Mission Bay Yacht Club  
San Diego, California*

*Come for the fun, stay for the Regatta!*

*U.S. Women's National Championship July 24<sup>th</sup> - 25<sup>th</sup>*

*U.S. Junior National Championship July 24<sup>th</sup> - 25<sup>th</sup>*

*U.S. Jr. Skipper-Sr. Crew Championship July 24<sup>th</sup> - 25<sup>th</sup>*

*U.S. National Championship July 26<sup>th</sup> - 30<sup>th</sup>*

*Regatta Chairman George Walker (619)226-4676*

*Boat Charters Bob Bowden (619)454-8146*

*Fleet Captain Gavin O'Hare (619)225-0117*

*Housing Chairperson Laurel Timpson (619)277-8970*

*\*GFU-24 Hour Regatta July 31<sup>st</sup> - August 1<sup>st</sup>\**

## Regatta Registration Form

### US Junior National Championship

Skipper and Crew must not be 20 years old on December 31, 1999.

Entry Fee: SCIRA Member - \$10.00      Non-Member - \$30.00

### Junior Skipper/Senior Crew Championship

Skippers must not be 20 years old on December 31, 1999

Entry Fee: SCIRA Member - \$10.00      Non-Member - \$30.00

### Women's National Championship

Entry Fee: SCIRA Member - \$25.00      Non-Member - \$50.00

### US National Championship

All skippers must be SCIRA Members

US Sailing Member - \$150.00      Non-US Sailing Member - \$160.00

Late Fee                      - \$50.00

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**All entries must complete the following form. If sailing in more than one event, please complete an entry form for each event. Your fleet captain must sign your form.**

Skipper \_\_\_\_\_ USSA# \_\_\_\_\_ Event \_\_\_\_\_

Address \_\_\_\_\_ Birthdate \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Crew \_\_\_\_\_ Birthdate \_\_\_\_\_

Fleet Name/Number \_\_\_\_\_ Boat Builder \_\_\_\_\_

Hull Number \_\_\_\_\_ Sail Number \_\_\_\_\_ Hull Color \_\_\_\_\_

I do hereby: 1) Certify that my yacht is in full compliance with her class rules, 2) Agree with all the conditions of the regatta and 3) Waive any claim or claims that I might have against Mission Bay Yacht Club, its officers, employees or committees as a result of any action or omission on their part in connection with this regatta.

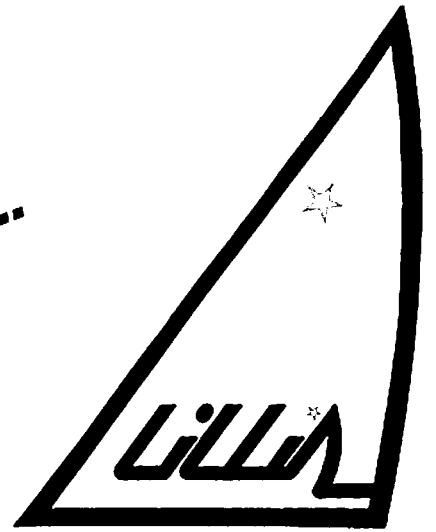
Signature of Skipper \_\_\_\_\_ Date \_\_\_\_\_

I certify that this entrant is a member of good standing with SCIRA, and that he/she has sailed in at least 5 scoring races or 5 Sanctioned regatta races in 1999. (For US Nationals participants only)

Signature of Fleet Captain \_\_\_\_\_ Date \_\_\_\_\_

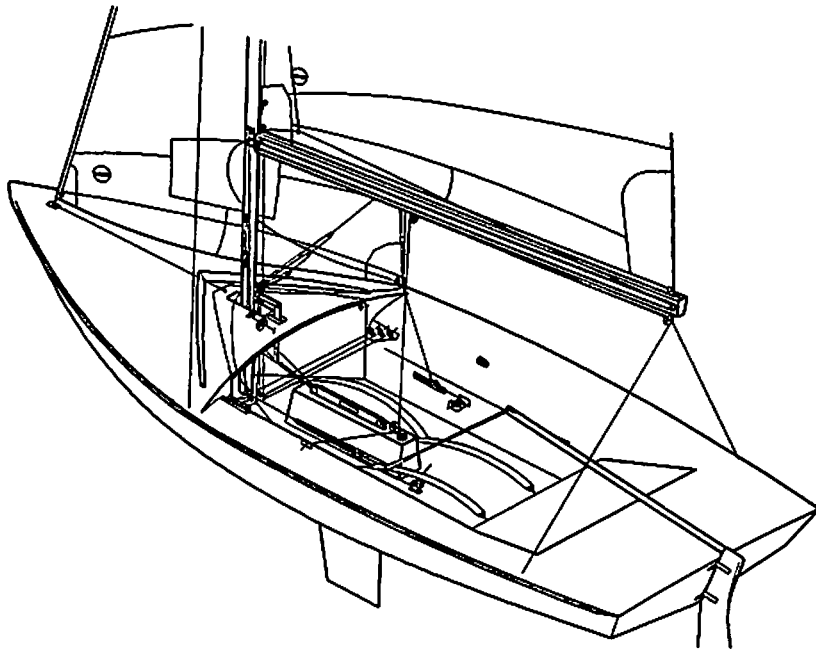
# NEW Lillia Snipe

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



## New Lillia Snipe

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



*Ready to Race, ready to Win!*

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