

# ***SNIPE***

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# ***BULLETIN***



NOVEMBER 1987



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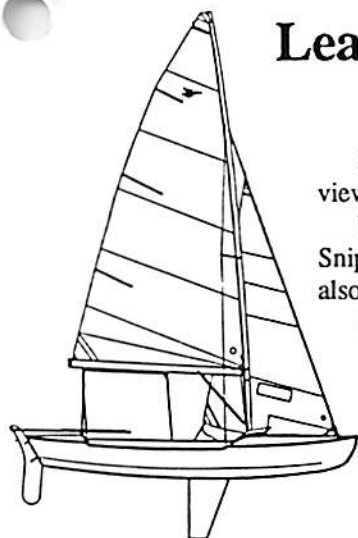


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# SNIPER BULLETIN

(USPS 611-500)

**SNIPER CLASS  
INTERNATIONAL RACING  
ASSOCIATION**

**NOVEMBER 1987**

**Volume XXXVI NO. 11**

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### CHANGE OF ADDRESS

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

## AROUND THE SNIPER WORLD

### NEW INTEREST IN MIDWEST

Recent inquiries from the upper Midwest show that District III may be due for a big comeback.

Mel Nichols, 125 Highland Dr., Jackson, MI 49201 writes: "I'm talking revival of Fleet #141 at Wolf Lake Yacht Club... Right now we're talking five decent used boats... Any help along those lines would be appreciated." Here's a good place for fleets to sell a used boat, and help revitalize a fleet which went inactive 15 years ago.

And, Harken to this, William E. Mosher, Jr., a manager at Harken writes: "A number of people in the Milwaukee area are possibly interested in starting a Snipe fleet... please send details... best method for identifying and purchasing boats."

### ALSO INTEREST IN SOUTHWEST

Barbara J. Dawkins, 4400 Memorial Dr., #1268, Houston, TX 77007 is interested in a fleet at Lakewood Yacht Club. This might be a new fleet, or might merge with the existing fleet #120. Sue Mitchell

has been keeping the fleet together since Captain Joe Sarnecki moved to Wyoming.

### SNIPER ALIVE AND KICKING IN FRANCE

This was chairman Louis-Paul Larmarque's theme song as he welcomed the largest fleet ever to the World Championship at La Rochelle. Louis-Paul spent several years planning for this entirely successful championship. Read about it in this issue. Congratulations to Louis-Paul, to our new World Champion Torben Grael, and to all who took part in this successful championship.

### AND AROUND THE SAILING WORLD

A new Pan American Games organization has been formed to promote sailboat racing in the Western Hemisphere. Pan American Yachting Organization (PAYO) will be headquartered at the USYRU in Rhode Island. The committee consists of: Denis Clemence, Brazil; Larry MacDonald, Canada; Sam Merrick, U.S.; Gabriel Alvarez, Cuba; Robert Sloan, Mexico; and Robin Tattersall, B.W.I.

## New Executive Secretary Chosen by SCIRA

Tom Payne was chosen as new executive secretary by the Board of Governors at their meeting in La Rochelle. He is to take over on January 1, 1988 and will be only the fourth executive secretary in the 56 years of the class.

Tom is a Snipe sailor with the Lake Lanier Fleet 781, and has been sailing for about 25 years. He is a graduate of the University of South Alabama with courses in art history, philosophy and writing. A veteran of the U.S. Navy, Tom lives in Gainesville, Georgia with his wife Gina and two children.

Tom's background is in sales but he has experience in writing and is an excellent photographer. Gina will be on the staff and has experience in accounting and data processing. Both are capable and enthusiastic about the new job. The class extends a warm welcome to them and wish them a lot of luck.

## 1988 Regatta Dates Announced

Oakville Harbor Yacht Club has announced a full schedule of important Snipe regattas beginning August 27, 1988 and running through September 4.

The Ontarios/Canadian Nationals lead

off on August 27 and 28, followed immediately by the World Masters Championship August 29, 30 and 31. The series will wind up with the North American Championship September 2, 3 and 4.

Further information will be printed in the BULLETIN, or contact: Id Crook, 263 Sandwell Dr., Oakville, Canada. Phone (416) 827-4210.

Also District VII has announced the dates for the U.S. Nationals as July 29 through August 5. Warren Wheaton will handle publicity. Contact person is: Dick Loomis, 2429 Debbie Way, Calistoga, CA 94515. Phone (707) 942-4006.

## THE COVER

World Championship fleet rounds the leeward mark on the bay at La Rochelle, France. Buzz Lamb photo.

## THE SCORE

Eight boat numbers issued in the last month with 5 going to Norway and 3 going to the U.S. No new fleets were chartered during the month.

**Numbered SNIPES — 27011**  
**Chartered Fleets — 801**



# Why Prebend?

*A sailmaker's look at trends in Snipe sailing.*

by Greg Fisher

It has become fairly obvious that the trend in the Snipe Class toward the so-called "tight rig" and "prebent mast" is now the norm. Probably 90% of the sailors at the 1987 Nationals had their final rake measurement of 21'3"—21'5" and 1-1/2"—2" of induced prebend in the mast. This prebend is actually "tuned" in to the mast through tighter rig tension.

Why is this prebend so important? The very basic answer to this question is that Snipe sailors have learned a great deal about the bendier masts that have become so popular in the class this past five years. Utilizing these masts and the proper tuning techniques, better boat speed has been achieved in all conditions, without compromise.

Let's look at the mechanics: Many of us understand that the bendier the mast, the flatter the sail will become in heavy winds. With this bendier mast, it is easy to overflatten the sail so subsequently the sail must be built fuller to accept this increased mast bend.

Sailmakers cut curve (fullness) onto the front of the sail, which we call luff curve. This luff curve matches the maximum mast bend that will be reached in heavy air. The problem develops in lighter winds when the mast does not bend to its maximum and the sail must accept the luff curve. On a straighter mast this luff curve will frequently appear directly behind the mast as fullness or in the form of backwind from the jib. Basically, the main will be too full for optimum sailshape. One expensive alternative is a second, flatter mainsail. The best answer is to actually induce more bend into the mast to match the fuller mainsail.

Increased rig tension will induce this prebend and in heavy winds, help restrict the maximum mast bend and therefore maintain perfect mainsail shape. In very light winds it has become popular to actually further prebend the mast forward at the deck and therefore increase the 1-1/2"—2" of prebend to approximately 3-4" so as to further flatten the mainsail. More flatness in the main will translate into a more open leech and again, a more effective sailshape in light winds.

Remember, a fat, baggy mainsail can ac-

tually be slower in light winds because the wind has to bend more around the fuller shape and will stall much easier. A flatter entry and more open leech sailshape is much better.

The obvious question is "why go through all the gymnastics to make masts bend in light winds to match a mast that is bending a great deal in heavy winds?" Why not sail with a stiffer mast in all conditions that needs fewer adjustments? Hmmmm...some might say "very good question."

Some Snipe sailors feel the reduced windage and weight from a smaller mast is very important and worth adjustment and tuning. The biggest advantage, however, the bendier mast is the rig's ability to change gears quickly and smoothly. By allowing the mast to bend to its maximum, obviously the flattest sail possible can be developed, allowing the boat to point higher and sail faster. In waves or conditions where power is needed, allowing the mast to straighten up and the sail to become fuller will quickly develop the power that is needed.

The best thing about this whole tuning technique is that once the boat, mast, and

sails are set up properly the mainsheet becomes the tool for adjusting the mast-bend. More mainsheet tension in a breeze will mean more mast bend. In light to medium winds less mainsheet tension will mean a straighter mast. Only in the extremes, the very lightest or the very heaviest of winds, will the mast bend need to be increased or restricted.

The older stiffer masts have a much more difficult time reaching this wider range of mastbend developed by the bendier masts. It can be done but it takes more muscle with the mast pusher to "persuade" the mast to bend the optimum amount.

The Snipe has always enjoyed the reputation of being one of the finest tuned one-designs active today. With the constant influx of new sailors into the class, no doubt more ideas are bound to develop. The very best part about the Snipe Class is that these new sailors and those who have been in the class a long time are always anxious to help increase the level of competition and pass on what they learn!



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# Torben Grael, Brazil, Wins Competitive World Championship At La Rochelle, France

*Grael climbs from fifth place to first in last two races to edge defending champion Lange of Argentina.*

Torben Grael of Brazil is again Snipe World Champion, having regained the Hub Isaacks Trophy at the 1987 World Championship.

Torben and crew Marcelo Maia narrowly defeated defending champions Santiago Lange and Miguel Saubidet, Argentina, on the last leg of the last race of the regatta held August 29 through September 5 at La Rochelle, France. World Junior Champion Horacio Carabelli and crew Luis Chiapparo, Uruguay, finished third. Japan's Nobuhiro Utada and Noriaki Sugitani were fourth, and fifth place was taken by Fernando Rita and Antonio Andreu of Spain. Jane Faust, crewing for Steve Callison of the U.S., received a special award as top finishing woman in the regatta.

Torben was in fifth place going into the last day's racing, more than 20 points behind Lange. That lead was narrowed when Grael finished third and Lange 14th in the next to last race, but there was still just under nine points difference.

Both were buried and on the wrong end at the start of the last race, but Santiago couldn't hold his lead over Torben who gradually put more boats between them. By the last leeward mark Torben was still short of boats, but on the beat to the finish Torben gained while Santiago lost. Torben gained to third place, and Santiago dropped to 12th, giving Torben the trophy for the second time.

La Rochelle, located on the Atlantic coast of France, is home for the host club Societe Des Regates Rochelaises, the most active club in organizing one-design races in France.

The large sailing area in the bay is pro-

tected from ocean swell by islands, but is subject to strong tides and currents. The shallow depth produces choppy waves, and racing was further complicated by unusually light winds. Seven races were completed in the light going, but only after one whole day's racing was postponed due to no wind at all.

## ORGANIZATION AND SOCIAL EVENTS

With the flags of 16 Snipe nations waving in the late afternoon breeze, the strains of the French National anthem died away, and Chairman Louis-Paul Lamarque welcomed 49 racing teams to the opening ceremonies of the 33rd Snipe World Championship. Commodore Wayne Soares accepted the welcome on behalf of SCIRA and complimented France on making the first championship under the new rules for increased participation. Afterward, the contestants, officials, and guests were entertained at a gala reception with wine and canapes. Mme. Jacqueline Brossard, charming General Treasurer for the Committee Francais, was hostess for this event.

Other social occasions included both a barbeque and dinner at the club, but the Snipe visitors spent most of their spare time exploring the old town of La Rochelle and enjoying the many restaurants and shops.

The final dinner at the Centre Des Congress was preceded by the awards presen-

tation overlooking the harbor.

The national flags of the top three finishers were raised by the national secretaries as their anthems were played, and they received their trophies, and the applause of the crowd, in a fitting conclusion for the championship.

## On the course\* . . .

### PRACTICE RACE — August 30

The practice race on Sunday afternoon gave a taste of things to come, as only one leg was completed before the race drifted out.

### RACE 1 — August 31

The start of the first race was postponed while a light and shifty land breeze died away and a somewhat steadier sea breeze filled in.

Boats bunched at the committee boat end of the line caused a general recall of the first start, and the second start was spoiled by a 30° wind shift. After that, the committee got lucky, and the third start was good.

Griff Hall and Steve Callison of the U.S. led Japan's Nobuhiro Utada around the first mark. By the end of the triangle Hall and Callison held their positions, but Santiago Lange moved into third. By the end of the race the going was very slow in the heavy current.

Santiago Lange won the race, with Hall

*Back on top of the Snipe World! Torben Grael and Marcelo Maia, center, pose with the Hub Isaacks World Championship Trophy which Torben also won as 1983 World Champion. Defenders Santiago Lange and Miguel Saubidet, left, finished second, and world junior champion Horacio Carabelli and crew Luis Chiapparo, right, were third. Buzz Lamb photo.*





second, Utada third, Callison fourth, and Robin Gales, U.S., fifth.

## RACE 2 — September 1

Skies were overcast with wind at about 10 knots from 290° — the same as the day before. Almost all the fleet was pushed over the line early by the heavy tide, causing a recall on the first start. The wind lightened as the line was shifted, and two more recalls followed, with the fourth start being good.

Lange, Graef, Callison, and Utada led at the first mark, and maintained those positions to the end of the triangle where Graef took the lead. A course change was signaled at this mark, with the windward mark moved 30° to the left.

Graef led at the finish followed by Lange and Utada. Rita of Spain took fourth, and Callison dropped to fifth.

## RACE 3 — September 1

With clearing skies and winds of 10 to 12 knots, race three was started after three general recalls. A shorter course was set by the committee for this race.

Tiago Roquette of Portugal led at the first mark. Finn Hanssen of Norway moved into the lead by the triangle, followed by Rita of Spain in second, Portugal third, and Torben Graef fourth. Finn Hanssen finished first followed by Torben Graef and Damien Borrás of Spain. Horacio Carabelli was fourth and Tiago Roquette fifth.

## SEPTEMBER 2

On Wednesday there was fog in the morning and no wind at all. Later, the fog cleared, but the wind never came, leaving the sailors with a day on the beach.

## FOURTH RACE — September 3

The boats left the dock at 12:30 under an overcast sky, with winds of 6 to 8 knots.

At the first mark Kai of Japan led, followed by Roquette and Guerra from Portugal. At the triangle the Portuguese were first and second, followed by Hall and Callison of the U.S., with Kai in fifth.

On the second beat the left side of the course paid off, with Roquette holding his lead, Carabelli moving into second, Guerra third, and Lange fourth.

At the finish Roquette still led. Lange finished second, Carabelli third, Guerra fourth, and Utada fifth. Kai fell to sixth place.

## RACE 5 — September 3

The first start resulted in a general recall when a huge glob of boats gathered at the pin end. The second start was also recalled, but the third was good; although some boats were disqualified under the "sudden death" rule, in effect for that start.

Victor Sinding-Larsen of Norway led at

the first mark, but was passed by Japan, who held a 50 second lead by the end of the first triangle. At the second windward mark Japan still led, with Norway second, and Rita of Spain third.

The committee responded to a windshift by moving the finish mark to the left for the last beat; flying the "Charlie" flag at the last leeward mark.

The order of finish was: Utada, Japan; Sinding-Larsen, Norway; Roquette, Portugal; Rita and Borrás, Spain.

Both Thursday's races were shorter than the maximum courses set for the races earlier in the week.

## RACE 6 — September 4

The boats drifted slowly out toward the starting line with little promise of wind for the last day's racing; but a race finally got underway at 1:30. The wind gradually increased during the race which Japan's Hiroshi Inoe led all the way. He finished first with Brazil's Marco Paradedá and Torben Graef second and third.

## RACE 7 — September 4

The wind continued to increase, giving the race committee the opportunity to complete the seven-race series as scheduled.

With the wind blowing about 12 knots, the fleet spread out along the starting line, with Graef and Lange at the pin end. Lange was ahead and to windward of Graef, but couldn't hold that position, and Graef led Lange at every mark rounding.

Thompson of the U.S. led the fleet around the triangle, followed by Carabelli and two Spanish boats, with about five boats between Graef and Lange.

On the last run Graef gained by going far right, but only won on the last beat, when he managed to pass boats while Lange lost them.

The finishing order for the race was: Carabelli, Borrás, Graef, Inoe, and Rita. Lange finished 12th, 3.6 points out of first place.

*\* Races are numbered and reported in the order in which they were sailed.*

## SNIPER WORLD CHAMPIONSHIP

Boat	Skipper/Crew	Nation	Places	Points	Finish
26445	Torben Graef/Marcelo Maia	Brazil	13-1-2-22-8-3-3	47.4	1
10863	Santiago Lange/Miguel Saubidet	Argentina	1-2-8-2-7-14-12	51	2
26653	Horacio Carabelli/Luis Chiapparo	Uruguay	19-8-4-3-6-8-1	53.4	3
26440	Nobuhiro Utada/Noriaki Sugitani	Japan	3-3-13-6-1-16-37	64.1	4
23203	Fernando Rita/Antonio Andreu	Spain	10-4-7-13-4-5-5	65	5
24662	Damien Borrás/Luciano Garcia	Spain	14-6-3-15-5-21-2	71.4	6
25979	Tiago Roquette/Miguel Cameira	Portugal	22-7-5-1-3-19-15	74.7	7
24967	Finn Hanssen/Kurt R. Holmoy	Norway	29-30-1-7-9-10-9	94	8
26890	Miyuka Kai/Tetsuro Sunagawa	Japan	15-10-26-5-21-9-6	100.7	9
12115	Marco Paradedá/Ivo Wolf Neto	Brazil	8-11-16-14-20-2-21	102	10
26671	Steve Callison/Jane Faust	U.S.	4-5-24-11-14-34-11	102	11
26126	Gonzalo Guerra/Pedro Roquette	Portugal	9-15-6-4-19-20-16	102.7	12
26455	Griff Hall/Nadine Franzyk	U.S.	2-14-45-12-10-7-39	115	13
25223	Robin Gales/Randy Gallman	U.S.	5-33-9-28-18-18-19	132	14
25186	Ricardo Fabini/Aldo Centanaro	Uruguay	21-18-14-9-22-36-18	138	15
25995	Johnny MacCall/Pablo Contouris	Argentina	6-20-36-29-11-13-26	140.7	16
13504	Paulo Santos/Ricardo Santos	Brazil	23-12-20-8-34-22-30	151	17
10771	Hector Longarella/Hugo Longarella	Argentina	25-9-32-18-27-15-22	152	18
26835	Jan Persson/Jonathan Persson	Denmark	33-22-11-39-16-29-7	154	19
26550	Shinichiro Kakuma/Rvosei Iyama	Japan	40-13-30-30-13-4-32	156	20
26499	Giorgio Brezich/Anibal Fabio	Italy	18-21-21-24-32-6-31	156.7	21
19428	Victor S-Larsen/Liv S-Larsen	Norway	42-40-12-16-2-27-29	157	22
26526	Hiroshi Inoe/Kazuaki Iwanaga	Japan	16-50-50-10-50-1-4	158	23
10883	Guillermo Parada/Weber-Homps	Argentina	24-17-17-31-15-35-25	165	24
26626	Carlos Martinez/Jose Perez	Spain	7-25-11-35-26-32-50	272	25
21521	Jamie Piris/Jamie Baranano	Spain	35-19-31-25-29-24-10	173	26
26601	Birger Jansen/Janett Kreftling	Norway	26-32-27-20-39-26-13	180	27
25009	Jean-Jacques Frebault/Eric Berron	France	11-31-18-23-50-38-26	181	28
26172	Domingos Boralho/José Oliveira	Portugal	38-16-35-32-40-11-14	182	29
22382	Per Brodstedt/Jacob Erhardi	Denmark	37-23-19-19-17-39-34	185	30
26825	Aldo Bottagisio/Michel Enrico	Italy	22-29-38-21-25-30-44	196	31
26823	Antonio Bari/Bruno Bensa	Italy	27-26-34-17-24-33-41	197	32
20369	Jerry Thompson/Brad Thompson	U.S.	30-28-33-33-35-31-8	199	33
26646	Jukka Lahti/Juha Heljo	Finland	12-37-23-34-41-25-35	202	34
26484	Jan Stromback/Svante Jacobsson	Sweden	36-45-22-45-33-17-20	209	35
25476	Bert Forsberg/Mats Forsberg	Sweden	34-24-15-43-50-42-23	217	36
26639	Heinrich Evers/Paul Evers	Denmark	28-34-29-37-29-28-36	220	37
24589	Fernando Thode/Eduardo Thode	Uruguay	39-39-40-27-31-23-27	222	38
26650	Sampo Valjus/Risto Valjus	Finland	20-27-44-46-38-44-17	226	39
19677	Claus Carpelan/Freddy Wegelius	Finland	32-41-46-42-37-12-40	240	40
20264	Gary Lewis/Alan Williams	England	50-43-41-36-12-41-33	242	41
26095	Thomas Franzen/Niels Berlund	Sweden	43-38-28-47-50-37-28	257	42
26896	Julius Wagemans/Frida Wagemans	Belgium	44-36-25-44-36-39-42	259	43
22447	Jean-C Confolan/Nicholas Perrier	France	41-44-39-38-23-46-46	267	44
25011	Gerard Brossard/Catherine Brossard	France	47-35-43-40-30-45-43	272	45
26106	Chris Hains/Don Hains	Canada	31-42-42-41-43-49-38	273	46
25433	Jim Belford/Phyllis Belford	Canada	45-50-37-26-45-43-45	277	47
26090	Peter Wolstenholm/David Jones	England	46-47-48-48-42-48-47	314	48
23648	Ben Van Cawenberg/Andre Callot	Belgium	50-46-47-49-44-47-48	317	49

\* Races are listed in the order in which they were sailed.



# **Shore Sails Dominate**

## **the 1986 Nationals!**

1, 2, 3 Heinzerling 6 out of the top 8

2 Wells

1, 2, 4, 6 Crosby 7 out of the top 10

1, 3 Junior Nationals

**...but that's not all!**

### **What a season for shore snipe customers!**

1,2,4 Gulf Coast champs

1,2,3,5 Atlantic Coast champs

3 Pacific Coast champs

1 (8 out of top 10) Southern champs

1,2,3,4,5,6 District III

1,5 District IV

1,2 Birdbath

2,3,4 Indiana Open

3,4 Midwinter champs

1,2,3,4,5 Colonial Cup

1,2,3,5 Call of Fall

1,2,3,5,8 District I

2 District V

1,2,3 Wolverine

3 Central American Games

1 Redneck

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## SCIRA Board of Governors Meet At La Rochelle, France

**PRESENT:** Commodore Wayne Soares, Vice Commodore Jerry Thompson, Rear Commodore Per Ole Holm, Rules Committee Chairman Dan Williams, Secretary Treasurer Lowry Lamb, European Secretary Louis-Paul Lamarque, Vice Secretary John Broughton, North European Secretary Bert Forsberg, South European Secretary Francisco Lopez-Perez (with Santiago Lange as interpreter), Western Hemisphere Secretary Pablo Homps, Vice Secretary Id Crook, US National Secretary Ralph Swanson, International Measurer Chuck Loomis, and Members-At-Large Katsumi Hirata and Peter Fenner.

**CALL TO ORDER:** Commodore Wayne Soares, presiding, called the meeting to order at 6:00 p.m.

**MINUTES:** It was moved, seconded, and passed that the minutes be accepted as printed in the *BULLETIN*.

**FINANCIAL REPORT:** The financial statements were handed to those present. Current assets amount to approximately \$80K, down by about \$5K due to expenses connected with the world junior championship. P.O. Holm asked where money is kept. Answer: mostly in money market funds at 6.25%. Soares suggested a major portion be placed at longer term, higher interest. Fenner moved, Williams seconded that financial report be accepted. Passed.

**REGIONAL REPORTS:** Europe: Europe requests more direct contact with SCIRA, and consultation in decision making. The class in Europe is strong, having just held a Junior European championship in Italy. Lamarque hopes that this will be

a good worlds. Soares pointed out that two of the three members of the nominating committee are European.

**Western-Hemisphere:** Class is strong with new boats in Brazil, and a strong class association in Argentina and the rest of South America.

**WORLD CHAMPIONSHIP:** Site Selection: Karatsu, Japan will hold the Worlds in 1989. Commodore Soares expressed gratification at the number of bids for future championships both verbal and in writing received at this championship. Finland, Brazil, Norway, Italy and Spain have all submitted bids. According to custom the 1991 championship should be awarded to North Europe. Commodore Soares called for a vote between the bids of Finland and Norway by secret ballot.

Lopez-Perez requested that a vote also be taken to hold the worlds every year. Soares stated that since that would amount to a rules change, and since the change had not been submitted within the time limit for rules changes it can't be considered at this meeting.

Thompson requested that the vote be delayed in the hope that Norway and Finland could agree about which one should be host, and that Europe could unite behind one bid.

Holm expressed the opinion that a host country needs the entire four years to prepare to host the series, and to obtain financing. He reviewed Finland's previous bids, starting in 1981, and requested the decision be made at this meeting.

After further discussion of the possibility of a two-months delay to make the decision a vote was taken on whether to delay

the decision. The tally included proxy votes for U.S. members-at-large Gram, Grubbs, Davis, and Timm, and was in favor of an immediate decision. After objection to introduction of the proxies Soares noted that the proxies should have been declared at the beginning of the meeting. Fosberg moved that the question be re-voted, Fenner seconded, passed. The result was that there will be a two-month delay for the vote on the selection. European secretaries will meet and vote their preference between Finland's and Norway's bids by Friday, September 4.

**WORLD JUNIOR CHAMPIONSHIP:** Pablo Homps announced a bid from Paraguay, if money is available. The SCIRA grant of up to \$10K to provide equal boats for those participating in the championship is still in effect. Homps will get a formal bid from Bertrand Gayet of Paraguay. Ralph Swanson said U.S. will have a back-up bid if Paraguay can't hold the championship.

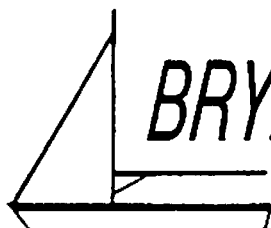
Discussion of problems with 1986 championship and safeguards for future championship followed. Budget will need to be submitted in advance. Soares emphasized that the rules cover procedures and will be followed.

**ADVERTISING AND PROMOTION:** Fosberg commented that he felt "picked on" in having to change the name of his boat. His only motive was to have a pretty boat which he felt attracted people to the class.

Both Sweden and Norway have earned over \$10K for their class activities by selling T-shirts and other items. They feel this is also good advertising for the class.

General discussion of advertising followed. Support indicated for following rule 26 and allowing no advertising on boats. Holm and Broughton both feel that IYRU is hesitant about the allowance of advertising, and may soon revise rule. The

*(Continued on page 10)*



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## Board of Governors . . .

(Continued from page 9)

Snipe Class doesn't want to lose control to anyone else.

**RULES CHANGES:** Proposed changes in the rules were introduced and explained by Rules Committee Chairman Dan Williams. These changes were printed in the April 1987 *BULLETIN*.

Para.8.14 — (skipped to be discussed later)

Para.8.15 — Use of Aramid fibers. Passed as printed.

Para.8.16 — Prohibition of electronics other than timers. Passed as printed.

Para.26 — Voted to retain stripe and require safety line.

Para.31 — **RUDDER:** Refinement of rudder dimensions and measurements as illustrated on Page 7 of the April 1987 *BULLETIN* passed.

Para.35 — Requirement that mast step mark at 60" be required to molded in by builders passed.

Para.37 — Voted to allow top mast athwartship dimension minimum of 1 1/4" (31.8mm).

Para.39 — Voted to prohibit adjustment of spreader length and rake while racing.

Para.41 — Limits on jib halyard outlet location and clarification of shroud intersection measurement. Passed.

Para.48 — Wording change of "Shroud anchorages or through-the-deck fairleads . . ." approved.

Para.54 — Rules Committee recommendation of no weight reduction was approved.

Para.65 — Mylar not approved for use

in Snipe sails.

Para.66 and 72 — "Housekeeping" change; in each case 907.2 grams should read 3.6 kg. Approved.

Para.67 — Requirement for mainsail headboard flotation not approved.

Para.72 — (skipped to be discussed later)

Para.76 — Change in wording to "Fiberglass cloth, woven roving or mat . . ." passed.

**TOLERANCE:** Addition of wording "Wood and plywood are acceptable local reinforcements." Passed.

Para.8.14 — (After discussion of "boom poles" etc.) Whisker pole length was limited to 104" and not extended in front of bow or back of boom when not deployed.

Para.72 — **JIB HANKS:** Vote in favor of retention of jib hanks.

**HEAD STAY:** Must be all metal and fastened to tang. Must be either wire or rod. Passed.

**JIB LUFF WIRE:** Recommendation that luff wire be retained was passed.

**WASHERS:** Voted to require washer or other positive stop at jib tack.

**JIB HEAD GIRTH:** Add 1/4" to jib head girth to make leech a uniform curve.

**DEED OF GIFT HUB ISSACKS:** Voted no change. Boats which conform to the data sheets valid when they were built will continue to be eligible to sail in world championship.

**EUROPEAN CHAMPIONSHIP DEED OF GIFT:** Add to OPEN TO: "Three skippers from any European country in good standing . . ."

Other changes: (Exact wording to be

found in the April 1987 *BULLETIN*)

1) Include the defending champions which allows one country 8 entries.

2) English is the official language.

3) Measuring will be done by the European Measuring Committee.

4) Hosting minimum 1 team, National Secretaries, SCIRA officials, and measurement committee.

5) Current champion qualifies. No substitution permitted.

All of these recommended changes were approved and passed.

**JUNIOR EUROPEAN TROPHY:** Changes in Deed of Gift passed as recommended.

**SCIRA SAILING INSTRUCTIONS:** Para.XVI "Coaches boats" to be prohibited in the racing area. Passed.

**RULES FOR CONDUCTING NATIONAL AND INTERNATIONAL CHAMPIONSHIP REGATTAS:** Para.1(h) — England's request to allow shorten courses was withdrawn and therefore not voted on.

Para.11(c) — "SCIRA Representative shall have the option of being on the head race committee boat . . ." Passed.

**SNIPES SCORING SYSTEM:** Premature starters shall be scored as DSQ. Passed.

**TIE BREAKING:** IYRU system of tie breakers shall be used. Passed.\*

**COMMODORE'S REPORT:** Commodore Soares reported to his pleasure that the Class continues to grow from strength to strength and to prosper. He added his thanks to all and added a special personal thanks to Ralph Swanson for his continued service to the Class.

**NEW EXECUTIVE SECRETARY:** Commodore Soares and U.S. National Secretary acting as a search committee interviewed the highly qualified field of candidates for the position of Executive Secretary/Treasurer for the Snipe Class. They recommended Tom Payne, Gainesville, Georgia, U.S.A. to fill this position. Their choice was ratified and the vote was passed to elect Tom Payne to the position.

There being no further business, the meeting was adjourned at 8:41 p.m.

\*(Editor's note: Subsequent discussion revealed problems with the IYRU's tie-breaking system and that body is considering a change. The Rules Committee has indicated they will submit an additional rule change.



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## SCIRA National Secretaries Meet At La Rochelle, France

**PRESENT:** Commodore Wayne Soares, Vice Commodore Jerry Thompson, European Secretary Louis-Paul Lamarque, Vice-Secretary, also representing U.K. John Broughton, North European Secretary Bert Forsberg, South European Secretary Francisco Perez-Lopez, Western Hemisphere Secretary Pablo Homps, Vice Secretary, also representing Canada, Id Crook, Executive Secretary-Treasurer Lowry Lamb, and National Secretaries: Andre Callot, Belgium; Joe Broughton, Holland; Ralph Swanson, U.S.A.; Enzo Perini, Italy; Eduardo Thode, Uruguay; Eduardo Bomesil, Brazil; Lars Angur, Sweden; Roger Nylund, Finland; Birger Jansen, Norway; Katsumi Hirata, Japan; Gerard Brossard, France; Neils Kampmann, Denmark.

**WELCOME AND INTRODUCTION** was given by Commodore Soares. He then asked that each in turn give a short report on the state of the Class in each country or area, and report any special problems with a second round to follow the first for further comment and rebuttal.

**NORTH EUROPE:** Bert Forsberg reported that the Class retains a strong and solid position in North Europe.

**SOUTH EUROPE:** Lopez-Perez reported good progress with particular success with juniors.

**WESTERN HEMISPHERE:** Positive report by Pablo Homps on state of Snipes in the Western Hemisphere.

**EUROPE:** Louis-Paul Lamarque reported that Europe's biggest problem is in communication.

**FINLAND:** Reported that the numbers remain solid, but there is a problem with attracting juniors to the class.

**BELGIUM:** Belgium has recently been reactivated and has good participation. They propose to raise the maximum age for juniors.

**HOLLAND:** Because there are no active fleets in Holland Joe Broughton will propose that the interests of Holland be merged with those of Belgium for administration.

**U.K.:** Fleets are solid nothing new to report.

**CANADA:** Id Crook reported that Canada wants to bid for the World Masters Championship.

**U.S.:** Swanson expressed the need for emphasis on local fleet development.

**ITALY:** Perini reported on the World Juniors and the European Juniors. The country is doing well, and would like to host a world championship.

**URUGUAY:** Snipe is the most important class in Uruguay. Thode would like to have the class support a worlds every year.

**BRAZIL:** There are now four active builders in the country. They had 87 boats at the nationals, and all the Pan Am and Olympic sailors in the country sail Snipes. They would also like to have a yearly worlds.

**SPAIN:** Spain would like to have help for junior sailors going to the world juniors and European juniors. Spain would like to bid for the World Championships in 1991 and the World Masters in 1988.

**SWEDEN:** Sweden is looking for new Snipe sailors.

**NORTH EUROPE:** Forsberg would like to see more European reports in the Snipe *BULLETIN*. Supports North European Commodore.

**NORWAY:** Birger Jansen reported 22  
*(Continued on page 12)*

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## National Secretaries . . .

(Continued from page 11)

new boats in Norway. They would like to hold the worlds in 1991.

**DENMARK:** They had 56 boats at their nationals.

**JAPAN:** Japan has submitted a bid for the 1989 Worlds.

**FRANCE:** Louis-Paul Lamarque is proud to report that France is alive and kicking. Brossard reported that their junior participation is improving.

**COMMODORE:** To the question of whether the World Junior Champion and European Junior Champion should be allowed entry to the Worlds, Commodore Soares replied that this had been considered and rejected as inappropriate. He also announced that the World Masters had been granted to Canada in 1988 and Spain should bid for the championship in 1989.

To questions of nominations for SCIRA offices Commodore Soares reviewed the procedure in which the commodore appoints the committee which receives nominations and recommendations and then proposes a slate.

The Worlds will be in the Western Hemisphere (Japan) in 1989. The usual procedure would be to have the championship in Europe in 1991, and since the championship is in Southern Europe this year consideration would be given to having Northern Europe host the championship in '91.

The Commodore announced that there would be a second round of questions and points of discussion.

**THOMPSON:** Discussed the question for age of juniors. Current age conforms to IYRU and should not be changed.

**LOUIS-PAUL LAMARQUE:** Questioned the make-up of the nominating committee. Soares replied it consists of Doug DeSouza, Arturo Delgado, and John Broughton. They are responsible for giving consideration to everybody, but the decision is theirs to make.

The second round of discussion consisted of consideration of the merits of Norway and Finland as possible sites for the 1991 worlds. Brazil repeated their bid to hold the worlds in 1993.

Corporate sponsorship of championships was discussed. France requested that they be allowed to seek sponsorship for this championship but were turned down. Considerable discussion followed. Commodore Soares pointed out that Class rules forbid acceptance of sponsorships for Snipe Championships, and we have no right to break the rules, although the rules can be changed.

There being no further business, the meeting was adjourned.

*Abridged minutes, Aug. 30 and Sept. 3, 1987 meetings*

## European Secretaries Convene During World Championship

**PRESENT:** L-P Lamarque, Secretary General, John Broughton, Vice-Secretary and England, Francisco Lopez-Perez, South Europe and Spain, Bert Forsberg, North Europe, Jan Persson, Denmark, Roger Nylund, Finland, Gerald Brossard, France, Josephine Broughton, Holland, Enzo Perini, Italy, Birger Jansen, Norway, Domingos Borralho, Portugal, Lars Angur, Sweden, and European Measurement Committee members T. Erickson, E. Olsen, D. Santos.

**MINUTES:** Delete sentence "Confusion and misunderstanding was being caused to competitors by using Spanish, giving Spain an unfair advantage." Otherwise minutes of the September 11, 1986 meeting at Santiago de la Ribera were accepted.

**REPORTS FROM REGIONS AND NATIONS:** General Secretary Lamarque expressed his thanks to Vice-Secretary Broughton for taking responsibility for general work load while Lamarque prepared for the world championship.

Belgium was welcomed back to SCIRA, and it was reported that there is hope for Switzerland to be revived. Portugal has responsibility for contacts in Morocco and other African contacts.

There have been problems with getting dates for the calendar of events.

All countries reported good numbers and racing activity in the Snipe.

**MEASURING COMMITTEE:** The task has proved bigger than expected. The document will be completed in time for the 1988 Europeans. A proposal "That the European Measuring Committee be entered in the SCIRA Rule Book" was discussed, decision to await a meeting between the SCIRA Rules Committee and the Euro Committee. Spain wants a member on the committee.

**EURO CHAMPIONSHIP RACE IN-**

**STRUCTIONS:** Accepted the general instructions made by England, it was decided that the IYRU instructions be considered. English is the first language. England will get the IYRU document and circulate the two documents for a vote.

**DATES:** Denmark will hold the 1988 European Championship, probably second week in August. Final details by Christmas. Scandinavians in the same area a few days earlier.

1990 Europeans — Portugal will make a definite bid at the next meeting.

1989 Junior Europeans — Denmark and England are both interested.

1989 European Cup — Portugal hopes to hold this championship in the Algarve.

**OTHER BUSINESS:** Sweden will publish the 1988 Euro Calendar. All dates to go to Vice-Secretary, who will forward to North Europe Secretary by December 31, the closing date.

## SECOND MEETING TO RECOMMEND EUROPEAN CHOICE FOR WORLD CHAMPIONSHIP BID IN 1991

**PRESENT:** Same as previous meeting, except that Portugal was not represented, and Rear-Commodore Per-Ole Holm was present.

General Secretary L-P Lamarque opened the meeting and explained the reason for re-convening the meeting was to decide between the bids of Finland and Norway to hold the World Championship in 1991.

P-O Holm presented the history of Finland's bid, and the plans for the championship if Finland's bid is accepted.

Birger Jansen, Norway's national secretary, spoke for Norway and outlined their bid.

After discussion the vote was taken, with Norway's bid being recommended by the meeting.

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## Evans Chills Competition At Hot D-3 Championship

Hot competition was the story at this year's District III championship, held June 13-14 at Island Bay Yacht Club on Lake Springfield. Thanks to an upbeat turnout, great weather and superb hospitality the 1987 Districts will be one to remember.

Although temperatures hovered near 100°, brisk winds dominated, and all races were held as scheduled. Following the day's superb conditions Saturday, local Big Bob was not to be outdone. He put on a Central Illinois spread of catfish and sweet corn that really made the out-of-towners feel right at home.

Sunday was more of the same; hot and windy. Five races were held in all, and

after the dust cleared, the District III championship was safe again at Island Bay, thanks to the brilliant efforts of Jeff and Julie Evans. In second place was Rick Wood, followed by Gans Evans and Sam Mollet. Lou Dixon took home fifth place honors.

It is noteworthy that only 2¼ points separated fourth through eighth places in the final standings, indicating the quality of competition in District III.

Glassware was awarded to the top 5 Chalmers-Burns competitors, and to send the Dunphys home with something to remember, yacht club rugby and sport shirts were awarded to placing skippers and crews. In commemoration of Flag Day a club burgee was awarded to top master, Snipe veteran Sam Mollet, who placed

fourth in the event. These local trophies went over very well, in addition to Saturday night's hospitality. The club's facilities were enjoyed by all the out-of-towners who are always welcome.



## Sanctioned Snipe Regattas

JANUARY 9-10, DEAD OF WINTER REGATTA, St. Petersburg Fleet 801, St. Petersburg Y.C., Bill Welch, 2001 Illinois Ave., St. Petersburg, FL 33703.

JULY 30-31, U.S. JUNIOR CHAMPIONSHIP, SCIRA District VII, Dick Loomis, 2429 Debbie Way, Calistoga, CA 94515. Phone (707) 942-4006.

AUGUST 1-4, U.S. NATIONAL CHAMPIONSHIP, SCIRA District VII, Dick Loomis, 2429 Debbie Way, Calistoga, CA 94515. Phone (707) 942-4006.

AUGUST 27-28, ONTARIOS/CANADIAN NATIONALS, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

AUGUST 29-31, WORLD MASTERS CHAMPIONSHIP, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

SEPTEMBER 2-4, NORTH AMERICAN CHAMPIONSHIP, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

### CHALMERS BURNS SERIES

(Top 10 of 14 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24682	Jeff Evans/Julie	IBYC	1-8-3-1-3	16.75	1
26110	Rick Wood/Dave Weil	PLYC	1-5-9-6-2	22.75	2
25888	Gans Evans/Any deGozzaldi	HYC	6-9-1-2-10	27.75	3
24087	Sam Mollet/Neil Green	PLYC	18-10-2-3-1	33.75	4
24681	Lou Dixon/Todd Gay	IBYC	17-1-8-5-4	34.75	5
25522	Bill Buckles/Tom Gonzalles	CYC	3-11-5-8-8	35	6
26461	Kirk Donaldson/Phyllis	BBC	4-4-10-11-6	35	7
25379	Brad Warne/Trish Walcott	HYC	13-3-6-9-5	36	8
23621	George Fisher/Charlotte	HYC	5-6-11-10-9	41	9
24701	Tim Dixon/Linda	IBYC	8-7-7-12-13	47	10

### DUNPHY SERIES

(Top 5 of 14 Boats)

25420	Paul Dovey/Lisa	ISC	12-12-12-13-15	64	1
25193	Gary Woodworth/Lynn	ISC	14-18-15-17-16	80	2
25049	John Sepanski/Dave Lorentz	CSA	21-13-19-18-18	89	3
18740	Jeff Clark/Mary Ann	HYC	22-16-18-15-23	94	4
18266	Dave Wesselhof/Debi	GLYC	16-20-20-21-17	94	5

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MUELLER 25954. White/gray deck. Factory custom deck. Cobra II/rod, all Harken, top/bottom covers, galvanized trailer, Sunfish, Wndsrfr considered. Robert Brennan, New Orleans. H (504) 838-0339, W (504) 364-7347.

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I certify that the statements made by me above are correct and complete. (signed) Lowry Lamb

## ONTARIO OPEN/CANADIAN NATIONALS

Skipper/Crew	Fleet	Places	Points	Finish
Jim Belford/Phyllis Belford	Oakville	2-4-8-1-3	17.75	1
Doug Nugent/Howie Sutton	Oakville	6-3-4-8-2	23	2
Fritz Gram/Jane Gram	Cuba Lake	7-1-1-7-8	23.5	3
Jeff Mitchell/Mike Paulssen	Oakville	5-8-5-3-6	27	4
Gweneth Crook/Id Crook	Oakville	3-6-6-9-4	28	5
Jack Mitchell/Ken Mitchell	Oakville	11-dsq-2-2-1	30.75	6
Peter Baillie/Sandy Belford	Oakville	8-10-3-4-9	34	7
Chris Hains/Don Hains	Oakville	4-5-11-11-5	36	8
Mike Bradshaw/Brooke Bradshaw	Cuba Lake	9-2-7-10-10	38	9
George Hock/Andrew Hock	Newport	1-7-9-nf-ns	45.75	10
Kevin Haller/Eileen Gaesser	Newport	10-9-10-6-11	46	11
John Korkosz/Adrienne Korkosz	Galway Lake	12-13-12-5-7	49	12
Jim Conlin/Jeff Mullett	Portage Lake	13-12-14-12-ns	66	13
John Alexander/Carolyn King	Barton	14-11-13-13-ns	66	14

## Belfords Regain Ontario Open, Canadian Nationals

A small but very competitive fleet of 14 boats from Ontario, New York State, Ohio and Michigan gathered at Oakville, July 25-26, 1987 for the Ontario Open/Canadian Nationals. The regatta was again sailed under the Oakville Harbour Yacht Club flag and assisted financially by the Ontario Sailing Association.

Thunderstorms on Friday and again Saturday morning left no air for the beginning of the series. The first race was sailed in a very light southwest wind which died entirely. A sea breeze from the south filled in and George and Andrea Hock got it first. Jim and Phyllis Belford got the new breeze second and Gweneth and Id Crook third. That is how the top three finished in race one.

Race two Saturday was won by Fritz and Jane Gram followed by the brother and sister team of Mike and Brook Bradshaw in the old wooden Fritz Gram machine. Rounding out the top three were Doug Nugent and Howie Sutton.

Race three was sailed in the same light southerly sea breeze as race two although towards the end the wind almost died. Fritz and Jane Gram won again followed by Jack and Ken Mitchell. Peter Baillie with Sandy Belford were third. After a long absence from Canada running a business in Trinidad, Peter is now back in Oakville. The retirement did not seem to affect his performance in that race.

After a tow home and haulout the sailors repaired to The Club, which is the home of the Oakville Harbour Yacht Club. Jim Belford concocted a "Green Can" of deadly nature, which lasted through the dinner served up by The Club staff. A long hot day on the water took its toll though and festivities were somewhat restrained.

Sunday was almost a copy of Saturday at the beginning with not much of a sea breeze which died to be replaced by a land breeze which, in turn, died to be replaced by a sea breeze. The sea breeze had lots of holes and the land breeze would also try

to assert itself. This made for some tremendous shifts and shifts in positions. At the end of the first race Sunday, Jim and Phyllis Belford were the winners followed by Jack and Ken Mitchell and Jeff Mitchell and Mike Paulssen.

The scene was now set for a final showdown to determine the winner. Fritz Gram had to beat Jim Belford and both had to do well against Doug Nugent to win. The wind shifted and filled in strongly from the land. There were some major shifts in this land breeze as well.

The race was dominated by a tremendous battle for first place between Jack Mitchell and Doug Nugent. Jack eventually won with Doug a close second. Jim Belford was third. Fritz Gram had a bad race.

Overall the top three were Jim and Phyllis Belford, Doug Nugent and Howie Sutton, Fritz and Jane Gram. Honorable mention goes to the race committee under Frank Penauer who did a very good job under sometimes difficult conditions.

The year 1988 will be a very big year indeed for the Snipe Fleet at Oakville Harbour Yacht Club. Apart from our Ontario Open, August 27-28, 1988 we shall be hosting the World Masters Snipe Championship, August 29-31, 1988 and the North American Open, September 2-4, 1988. Plan now to attend.

Chris Hains, Oakville Fleet 321



Jim and Phyllis Belford keep it moving in zero to not much more. (Oakville Beaver photo)





Canada's Pan Am Snipe entry, Doug Nugent (skipper) and Howie Sutton (crew) show their roll tacking technique. (Oakville Beaver photo)

## Frebault Triumphs In French Nationals

J.J. Frebault of the Biscarosse Fleet won the French Nationals (Open) held on Lac De Cazaux May 27 through 31. J.S. Confoulan of Clauey was second, Brossard/Brossard, also Clauey third, and Durand and Lamarque both from the Cazaux fleet rounded out the top five for the regatta.

The first juniors were Munier and Peys of the Cazaux fleet.

### FRENCH NATIONALS

Skipper/Crew	Club	Points	Finish
Frebault/Tran-Tme-Tri	Biscarosse	3	1
Confoulan/Perrier	Clauey	11.7	2
Brossard/Brossard	Clauey	25.4	3
Durand/Marhiens	Cazaux	38.4	4
Lamarque/Leglise	Cazaux	41.7	5
Le Bour-Bosaubert	Audierne	57	6
Etcheber/Brossard	Calaux	63.7	7
Munier/Peys	Cazaux	64.1	8
Naulin/Gauvin	Moulleau	68.7	9
Labat/Labat	Le Havre	84	10
Gautier/Neuhoff	Paris	85	11
Le Bour R./Moulac	Audierne	85	12
Brossard/Brossard	Clauey	88	13
Taris/Morel	Clauey	90	14
Le Bour Y./Martin	Audierne	95	15
Degang/Ausilio	Ares	107	16
Fredefon/Fredefon	Clauey	112	17
Letissier/Letissier	Audierne	112	18
Chauve/Pouedras	Larmor	118	19
Brossard C./Billetorte	Clauey	126	20
Morin/Moizeau	Clauey	129	21

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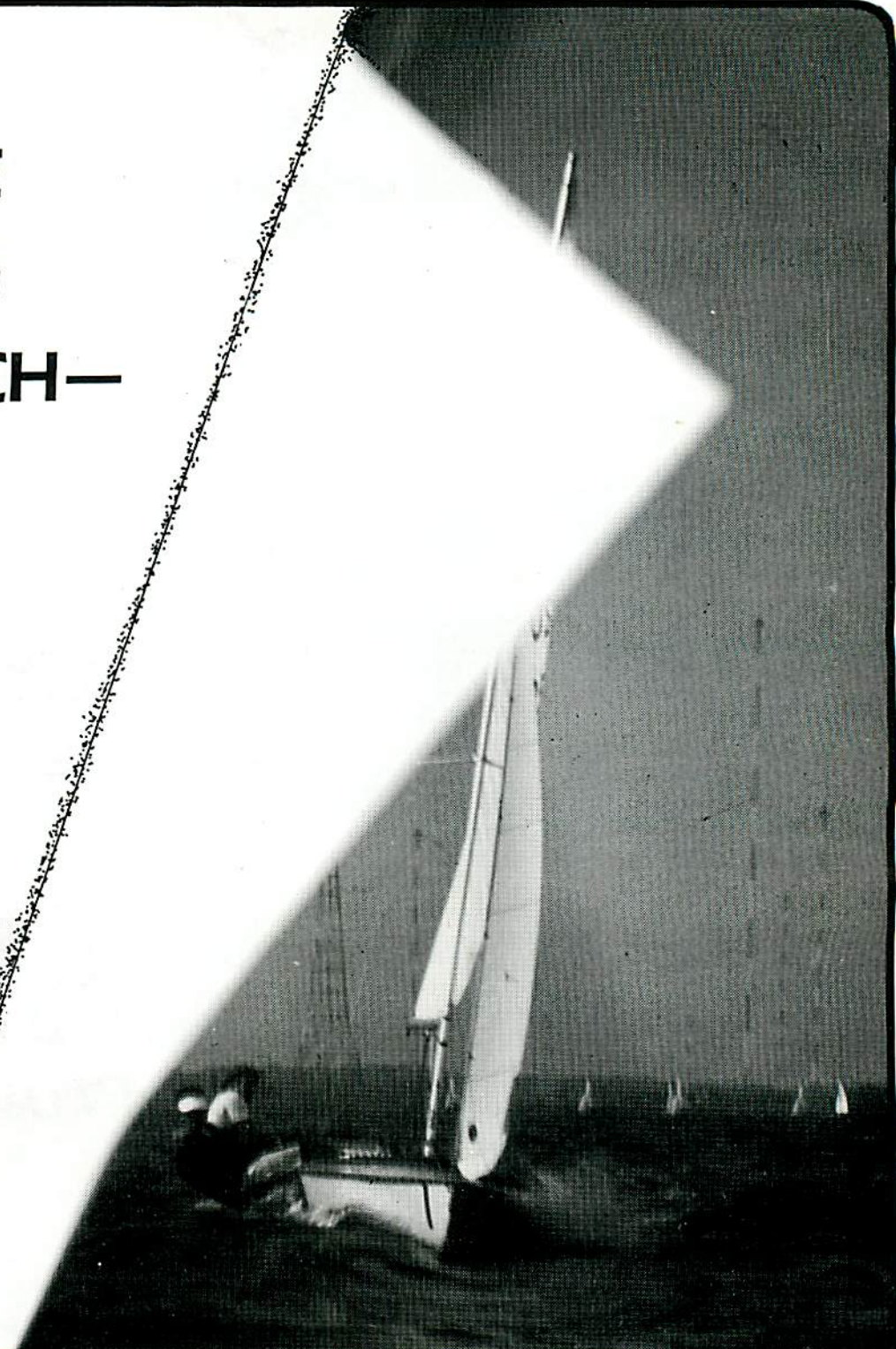
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