



NOVEMBER 1999





Sobstad
San Diego

2832 Canon St.
San Diego, CA
92106

Telephone
(619) 226-2422
Fax Number
(619) 226-0682
www.sobstad.com
szabo@sobstad.com

US Nationals 1,3,4,5,6,7,8,10

1st Heinzerling - George Szabo with Crew Eric Wilcox won their third consecutive US Snipe National Championship with Sobstad Sails! Not only did Sobstad take eight of the top ten spots, but over half of the fleet at nationals chose Sobstad sails. Look for our full Nationals report on our website at www.sobstad.com

1st Crosby - Warming up with a win at the District 6 championship, Craig and Lisa Leweck triumphed over a fleet of 90 boats to win the Crosby qualification series, and finished 6th at Nationals.

1st Harold Gilreath - Hal Gilreath won the High Point trophy for the second year in a row!

1st Carolyn Nute - Rick and Carol Merriman, 4th overall, won the top placing married couple.

1st Masters Endurance - Augie Diaz, 7th overall.

1st Juniors - Brian Haines won the Juniors using the first FB-3 main that we ever built.

1st GFU - In one of the longest and most grueling tests of Snipe speed, Sobstad Sails won the 1999, 24 Hour, GFU regatta held near the site of the 1999 Nationals race course. Team "Hurtin for Certain" overcame 45 minutes of down time in the middle of the night when one of their skippers wouldn't wake up to sail his lap, and rallied back in the daylight hours to take the win.

The Snipe Bulletin

The Official Publication of the
International Snipe Class



November 1999
Volume XVIII No. 9
Editor
Jerelyn W. Biehl

Editorial & Business Office

Address all correspondence to:
1833 Tustin Street, San Diego, CA
92106 USA Phone: (619)224-6998
Fax: (619)224-6997
Electronic mailing list:
snipe-list@snipe.org
Internet address: scira@snipe.org
www.snipe.org

S.C.I.R.A. OFFICERS

Commodore

Lee Griffith
16 Orchard Way
Yardley, PA 19067
Griff27054@aol.com

Vice Commodore

Id Crook
6 John Street, Apt. 1002
Oakville, Ontario
Canada L6K 3T1
edhappy@idirect.com

Rear Commodore

Bertel Bojlesen
497 Livingood Lane
Lake Oswego, OR 97034
bertelb@hevanet.com

Executive Director

Jerelyn W. Biehl
1833 Tustin Street
San Diego, CA 92106
scira@snipe.org

RULES COMMITTEE

Chairman: Brainard Cooper
176 Ridge Avenue
Chattanooga, TN 37404
BCoop@voy.net

POSTMASTER: Send address changes to
SNIPE BULLETIN, 1833 Tustin Street
San Diego, CA 92106 USA

Printed in the USA in San Diego, CA
by Modern Printing & Mailing

Publication Information

SNIPE BULLETIN (ISSN 08996288) is
published 10 times a year for \$10.00 per year
by Snipe Class International Racing
Association, Incorporated (not for profit),
1833 Tustin Street, San Diego, CA 92106
USA. Periodicals postage paid at San Diego, CA.
The Snipe silhouette and the International
Snipe Class crest are Trademarks of the Snipe
Class International Racing Association.

THE COVER:

Photographer João Ferrand captures
Luis Queiroz and Victoria Almada of
Portugal getting the inside at the
weather mark during the 1998
European Championship in Leixões,
Portugal.

**THE COUNT: 25 boats were built
this month; 2 to the US, 5 to Japan,
3 to Brazil, 15 to builders.**

NUMBERED SNIPES: 29681

CHARTERED FLEETS: 851



From the SCIRA Office

SCIRA has just taken it's first of many big steps for 2000. At the recent Board of Governors meeting in Santiago de la Ribera, Spain, the Board voted to overhaul SCIRA's membership structure to reflect how the Class is running in reality, and position us for the future. At present there are four main areas of reorganization; the Rulebook, Membership structure, Database, and the Snipe Bulletin. Needless to say, there is overlap between these four areas. As with all SCIRA changes, members are always invited to submit comments and suggestions to help in the future of the Class.

RULEBOOK

Before we outline the new structure, it's necessary to step back and look at SCIRA since its inception in 1932.

As we all know, the Snipe was a boat designed by William Crosby in 1931 to fill a need for a small trailerable boat. What resulted was a popular boat initially built in the U.S., but by 1933 reports of boats being built outside the U.S. filtered in to Crosby. The cry arose that people wanted to race against each other and Crosby began to create SCIRA. Since the majority of boats were in the U.S., the initial Board was U.S. members and the rules were all based on sailing in the U.S. As time continued, the Board became international and rules, By-laws, and boat measurement were added to our Constitution. To my knowledge, there was never a re-structuring or re-organizing of the Rulebook, new rules were just added. What has resulted is a Rulebook carefully constructed by SCIRA's many Boards of Governors, but not easy to read!

After 68 years it is time for SCIRA's Rulebook to reflect our truly international membership. The Board of Governors and various committees, all made of current Snipe sailors from around the world, has taken a careful look at our rules and are in the process of re-organizing them. The goal is to produce a simple, concise, and accurate Rulebook.

MEMBERSHIP

Here are some basic facts which led to the Board's membership re-structuring:

- SCIRA doesn't know who our members are
- SCIRA doesn't have a means of communication with all our members. If rules change, we rely on our National Secre-

taries to pass the information to our members

- Not all members receive a Rulebook
- After looking at other international classes (Star, Laser, Lightning, etc.), the SCIRA Board took a bold step to include a newsletter & Rulebook to all members of SCIRA. Yes, the official language is English and many of our 4,000 members do not speak English, but shouldn't membership entitle you to have the Class rules and receive important updates on the Class?

Historically, SCIRA's membership was based upon individuals owning a boat. When Japan joined SCIRA, their incredible growth was attributed to Universities and Corporations purchasing fleets of boats. Japan's Snipe organization thrived on inter-University and inter-Company regattas. At the same time, Spain, Portugal, and other countries had entities such as the navy and yacht clubs purchasing fleets of boats. Russia recently joined with the Moscow Sailing Center purchasing and building a fleet of boats. The U.S. now has Universities purchasing fleets. Until last year, this has been, in a strict sense, a violation of SCIRA rules. Under Commodore Akibumi Shinoda's foresight, the Board of Governors passed the acceptance of "entities" to own boats. This led the way for the new membership proposal passed in Spain, now separating ownership and membership. Giorgio Brezich (ITA), Akibumi Shinoda (JPN) and Cliff Browning (USA) wrote the specifics of the new membership structure after many years of study and hard work. Here's the new structure:

Membership

Senior (over 20 yrs)
Junior (under 20 yrs)
Crew

All members of SCIRA will fall into one category for membership and one for ownership. Most members will be senior-owners. It should be noted that "crew" membership is optional. The Board is considering a proposal that crew membership will be required for crews in World and Hemisphere championships.

The entity category would cover any organization (universities, companies, naval academies, yacht clubs, etc) that owns and maintains a fleet and members use the boats. A natural progression would be that such an entity would become a SCIRA fleet.

SCIRA rules would change such that a senior/non-owner would have the right to

skipper in a regatta. To stem the "class-jumper" fear, deeds of gift or amendments to the Notice of Race may include a minimum of races sailed prior to participation.

DATABASE

The Board also passed the approval of a powerful new database to track all members worldwide. Snipe sailors John and Mary Buckley of Lincoln, Nebraska, were instrumental in helping create the new database which includes international categories.

With this outlined, it's now up to each National Secretary to forward member information to the SCIRA office. Perhaps it begins at the fleet level and filters up, but SCIRA needs your cooperation.

Privacy is always an issue. Europe has strict privacy laws concerning the release of information. As a member of SCIRA it will be understood that all members will need to supply their mailing address. It will also be understood that SCIRA will never sell, lease, or lend our membership information to any outside agency.

BULLETIN

Once again a bit of history is needed. As with the Class in general and specifically the Rulebook, the Snipe Bulletin's roots are in the United States. A subscription to the Bulletin has always been included in the US dues and thus the bulletin has had a US flavor. International members have had to subscribe separately. As the class has grown internationally, the Bulletin has tried to reflect this growth, but internationally, the Bulletin is still viewed as the "U.S. Bulletin."

After a year's worth of work, the "Bulletin" committee, headed by Don Hackbarth (U.S.) with Antonio Bari (ITA), Don Elliott (UK), Bertel Bojlesen (BRA) and Alex Pline (U.S.), proposed that SCIRA move to a shorter format newsletter published 3-4 times per year and mailed to all members of SCIRA worldwide. The newsletter will include: Rules changes, international regatta schedule, financial reports, rigging/tuning information and major regatta results. Each individual country may create their own national newsletter to distribute to their own members. Some countries already have their own newsletter in production.

With all of this in mind, as of Jan. 1, 2000,

all dues paying SCIRA members will receive:

- Membership card
- Rulebook
- Newsletter
- Decal, if they are a boat owner

The Board of Governors is presently studying the price structure in an effort to accomplish the above cost effectively.

THE FUTURE

In addition to the newsletter that will be circulated, the web page (www.snipe.org) will have a rules and measurement page that will become an official means of communication. It should be noted that the e-mail subscriber list (snipe-list@snipe.org) is not an official means of communication, but rather a forum for sailors to share ideas and suggestions with fellow Snipe sailors around the world.

With all these changes, SCIRA will be in a better position to tackle 2000 and beyond. Current and future Boards of Governors will no doubt refine our rules as needed just as our present and past officers have.

COMMUNICATION

SCIRA's officers are more in contact with each other and the SCIRA office than ever before. Previous Executive Directors only had mail for communication, then came telex, fax machines, and now e-mail. SCIRA officers and National Secretaries have quick access and answers via e-mail, which speeds the course of business for SCIRA. Of the 18 voting Int. Board members, only 2 do not currently have e-mail access and all but 1 of the Rules Committee are on-line. Voting and communication is now done via e-mail, but faxes are also used for non-scanable documents. All of these help to better communication and lessen the cost; another way SCIRA is looking toward 2000.



- 1. JUNIOR WORLD DEED OF GIFT:** to permanently adopt the following, replacing item #8 under Regatta Conditions, of the current Deed of Gift:
 1. Disqualification of a boat deemed unsatisfactory and replacement with one of the extra boats.
 2. Declaration that the event shall be sailed as a round robin including the boats transported by owners. This option shall only be enforced in the event of gross inequities in the quality of the provided boats.
- 2. JUNIOR WORLD DEED OF GIFT:** to add the following as item #5 under Open To:
 5. One additional skipper from the host country.
- 3. FIBER CENTERBOARD:** 25 boards will be shipped to the Western Hemisphere & Orient countries within the next 3 months for testing. All sailors/testers must report their testing by June 2000. The Board of Governors will then vote to proceed or not with the fiber centerboard.
- 4. MEMBERSHIP:** as of 1/1/00, all Snipe sailors around the world will be classified into the following categories:

Ownership	Membership
Owners	senior
Non-owners	junior
Entity	crew

 - All SCIRA members will receive a membership card identifying their category and other relevant information
 - All SCIRA members will receive the Snipe information Bulletin and the official Rulebook
 - All SCIRA boat owners will receive a decal
 - Crew membership is optional
 - Dues to be finalized in future motion (by 12/31/99)
- 5. SNIPE INFORMATION BULLETIN:** as of 1/1/00 all members will receive 2-3 times per year, the information newsletter which will announce all rules changes, major regatta schedules and other pertinent information.
- 6. ISAF REPRESENTATIVE:** term of representative extended one year to match ISAF. New term of ISAF Representative to be 1/1/01 for 4 years to end in Olympic years.
- 7. ISAF REPRESENTATIVE:** Increase reimbursement one time to \$1,000 for November 1999 meeting in Sydney, Australia.
- 8. CHIEF INFORMATION OFFICER:** add non-voting member of the Board. Duties include:
 - Maintain web site, Internet requirements, and e-mail requirements of SCIRA
 - Review all technology used or to be used by SCIRA, including but not limited to telephone, computer, hardware, software, measurement and rules.
 - Supports Rules committee on technical issues by doing research on new technology for old methods.
 - Supports the SCIRA Board on technical issues by explaining details on complex technology issues.
 - Is a non-voting member of the SCIRA Board and of the Rules Committee
 - May request for a special committee to investigate new technology and would be a member of such a committee.
- 5. ADVERTISING:** Adopt Category C as of 1/1/00 and inform ISAF of the deci-



MOTIONS PASSED BY 1999 BOARD OF GOVERNORS

effective 1/1/00

sion. To summarize the ISAF advertising levels:

All boats may carry a minimum level of advertising, Category A, to include class insignia, sailmakers' mark, builder's mark on hull, spars and small equipment; Forward

25% of both sides of the hull shall be reserved for advertising chosen by the event organizer.

All boats will then have the option to either have no additional advertising than that required by Category A, or to have Category C Advertising which in addition to that required by Appendix A will permit unrestricted advertising on the hulls, spars and sails, except with respect to Appendix H (Identification on Sails).

Classes have the option to choose whether they are Category A or C, although Olympic Classes shall be Category C. If a class is Category C, it may decide the maximum level of advertising permitted.

6. **ADVERTISING:** SCIRA will adopt Category C subject to the restrictions below and further to be decided by 12/31/99.

- Establish SCIRA restrictions, if any, to ISAF Category A & C prescriptions. Reduce SCIRA mandated sponsorship fees by 2/3 for Category A regattas.
- Establish fees for Category C regattas and allow National Secretaries to establish limitations for Category C in their own countries.
- Establish SCIRA fees for individually sponsored boats. Allow individual sponsorship (Category C) in events up to an including a national championship (subject to any SCIRA restrictions) by approval of a National Secretary, but not allow Category C in international championship events (Worlds, Europeans, Westerns, Jr. Worlds, etc.) Allow National Secretaries to establish limitations for Category C.

Measurement Rule Changes

1. **METRIC MEASUREMENTS:** All measurements shall be taken in the metric system. All measurements currently in the English (US) system are to be converted to metric to the nearest millimeter with the understanding that no boat or equipment currently legal under the English (US) system will be deemed illegal at a future date.

2. **CENTERBOARD:** Boats built after 1/1/00, aft end of centerboard trunk must be 310mm -0 +3mm and the top of the centerboard trunk shall be parallel to the baseline.

3. **MAST LENGTH:** Boats built after 1/1/00, maximum distance between the bottom of the top stripe and the butt of the mast shall be no more than 6500mm and the floor of the mast step fitting must be between 390mm and 400mm below the sheer line.

4. **RUDDER POSITION:** For all boats built after 1/1/00 the top (bearing surface) of the lower gudgeon shall be located 155mm from the intersection of the keel and the transom. The top (bearing surface) of the upper gudgeon shall be 410mm from the intersection of the keel and transom. Pintles shall be 8mm in diameter.

5. **SAIL MEASUREMENT:** establish quarter girth measurements.

6. **RUDDER:** The tube type tiller must not project beyond the aft edge of the rudder head.

7. **RULE 48:** rewrite last sentence to allow "light elastic line (shock cord)" to also be used to take slack out of headstay.

8. **MAINSAIL HEADBOARD:** Add wording to drawing, page 55, specifying that "maximum allowable projection of sail cloth beyond the headboard shall be 5mm."

9. **RUDDER WEIGHT:** Add sentence to Rule 38 "Weight up to a maximum of 450g may be permanently attached to rudders."

10. **KICK-UP RUDDERS:** allowed in local races and regattas.

11. **POLE LAUNCHER: NEW RULE:** "The mast fitting from which a retractable whisker pole is launched shall not project further than the front of the mast."

12. **SAIL CLOTH:** Minimum sail cloth weight is 2.6oz per sailmaker yard.

13. **BUILDERS:** Add a section to Rule 76 stating that all professionally built boats must be measured before leaving the factory by a measurer satisfactory to the builder and the National Secretary. Boats not so measured are prohibited from competition at regattas until measurement is complete. Complete measurement includes a Moment of Inertia test. See following Certified Builder Rule.

Rules for Conducting Championship Regattas

Rule 2.5: Rules Section of the Snipe Web page will be an official notification of rules corrections and interpretations in addition to the Snipe Bulletin.

Rule 5.5: All legs of a posted course must be sailed. But individual legs may be shortened or lengthen per ISAF RRS

Rule 6.3: "The Race Committee is ~~advised~~ *requested* to record the order of competitors rounding at each primary course mark."

Rule 8.4: Add: "In Multi-fleet starts, late starters in the first fleet cannot be more than 9 minutes late to the start."

Rule 13.2: Add: "Provision of RRS Appendix Q2.2 are reserved for SCIRA officials."

Rule 14: Add new section: Breakdowns: "In events requiring the use of borrowed or chartered boats provided by or arranged for by the organizing authority, a breakdown determined to be no fault of the competitors sailing that boat shall be ground for an application for redress."

Time Limit. 12. Change: "...shall be scored DNF (1 point more than last finishing boat). See SCIRA scoring table."

Scoring

1. Delete options 1 and 2 under "DND."
2. CNF (Check in Failure): Changed to 10% penalty.
3. Change: "When a race exceeds the time limit before all competitors have finished, any yacht not finishing shall be scored as finishing 1 place behind the last yacht to complete the race."
4. ISAF low point scoring to be a third scoring option for SCIRA regattas and sanctioned events, except World or Hemisphere championships.



Board of Governors Meeting

September 8, 9, 10, 1999
Santiago de la Ribera, Spain

The meeting was called to order by Commodore Lee Griffith at 8:55 am at the Club de Regattas, Santiago de la Ribera. The following Board members were in attendance: Commodore Lee Griffith, Vice Commodore Id Crook, Past Commodore Akibumi Shinoda, Rules Chairman Brainard Cooper, Vice Rules Chairman and PC Giorgio Brezich, European General Secretary Ezio Braga, Western Hemisphere & Orient General Secretary Don Hackbarth, Vice WH & O Secretary Celia Garrafa, Northern European Secretary Ola Nygard, Southern European Secretary Pedro Pons, Members at Large Pancho Agusti, Birger Jansen, Terry McSweeney, Lori Lowe, Pedro Lorson, US National Secretary Jerry Thompson, ISAF Representative Per Ole Holm, Chief Measurer Hisanao Kato, Past Commodores Horacio Garcia Pastori, Fujiya Matsumoto, and Executive Director Jerelyn Biehl.

Commodore Griffith explained the process for the Board of Governors meetings: meetings were scheduled to finish at 11:00 am each day. Each agenda item would be open for presentation and discussion followed by a motion with amendments if necessary. Friday would be voting only.

A motion to approve the minutes as printed in the Bulletin of the prior Board of Governors meeting in San Diego in 1997 was presented by Don Hackbarth, seconded by Id Crook. The Board passed the motion.

Jerelyn Biehl reported on the National Secretaries meeting two days prior. The NS presented several motions for proposal, including 1) one additional skipper for the host country of the Jr. Worlds; 2) motion to raise the age limit of junior sailors to 22 years.

Reports

European General Secretary Ezio Braga announced his retirement at Italian NS at the end of the year so he can fully devote his time to European GS. Europe arranged a European calendar to promote more regattas between countries. Europe organized a Spring championship of 3 regattas, the European Cub, North & South Europeans, but need more attendance. Europe hopes to involve more countries in SCIRA Europe. Europe is also trying to promote Eastern European countries as well as assist Germany and Switzerland in growing. Europe has changed the rules of the Deed of Gift for the European Championships to: 1) reduce costs; 2) organize the Europeans in other countries to lower costs; 3) increase the number of boats to possibly 60 or 70; 4) raise the junior age limit for the Jr. Europeans.

Western Hemisphere & Orient General Secretary Don Hackbarth reported that South America is now active with Vice Secretary of Celia Garrafa. A successful 1998 WH & O championship was held in Japan last November. There, the NS approved adding 3 juniors to future WH & O events. The 2000 WH & O will be in Argentina. WH & O countries need to challenge declining membership in Japan and the US. Colombia has reactivated with 9 new boats and Cuba is receiving more support. The US reports strong attendance at Nationals and increasing women's regattas. 2001 the WH & O has 3 bids for the Worlds; 2001 US will bid for the Jr. Worlds. WH & O countries would encourage support of sponsorship as well as National Authority support.

Site Selection & Approval

Worlds 2003: Sweden is interested
Europeans 2000: Aasgaardstrand, Norway
Western Hemisphere & Orient 2000: Rosario, Argentina
Masters 2000: Horsens, Denmark
Women's 2000: Trieste, Italy
Worlds 2001: North American, USA
Worlds 2001: Rosario, Argentina, Rio de Janeiro,
The Snipe Bulletin November 1999

Brazil and Punta del Este, Uruguay all made presentations. Board will vote at a later time.

Centerboard: Antonio Roquette made a presentation to the Board of Governors concerning the carbon centerboard project. Antonio summarized the original project and work to date and proposed to distribute 50 more boards to the Western Hemisphere & Orient countries by December 1999 with final testing reported back to the Board of Governors by June or July 2000. The Board can then analyze the findings and recommendations of the sailors and make a vote on if SCIRA should adopt the carbon centerboard or cease the project. Questions were asked on repairing the centerboard; answered by several users: cut out damaged areas and use plastic repair kits as used on cars. Further discussion was held on the pros and cons of the centerboard including lower cost, ease of repair, lighter weight, no speed difference. National Secretaries will need to obtain written reports from all sailors who have tested the centerboard in order for the Board of Governors to make an accurate finding.

Finances

Commodore Griffith made the report for the Finance committee. The previous year financial statement was printed in the May Bulletin. SCIRA is losing money at a slight rate; stemming from membership losses in major countries. At the 1997 Board meeting, 2 issues of the Snipe Bulletin were dropped to decrease expenses. All accounts receivables have been recovered. Commodore Griffith presented the new membership/ownership categories for SCIRA. A revenue model that does not address costs was also presented. Currently all SCIRA members pay \$10 per decal. Other services are optional (Rulebook & Bulletin). Future model has an increase in owners numbers, addition of non-owners and crews at International events. Membership & ownership categories are as follows:

Membership

Senior (over 20 years)
Junior (under 20 years)
Crew

- Owner membership includes decal, Bulletin, Rulebook & membership card.
- Non-owner membership includes Bulletin, Rulebook & membership card (no decal).
- Crew membership is not required, but would include the Bulletin and membership card.

Discussion of the various categories was held. Ezio Braga pointed out that if SCIRA asks each National association to pay more to SCIRA, then each country's dues would also increase.

Bulletin

Committee chairman Don Hackbarth presented the committee's reports and recommendations that the Bulletin move to a more international publication published 2-4 times per year, 1 issue would be promotional. All members would receive a copy.

Promotion

Committee chairman Id Crook discussed the committee's work and that the Long Range Planning Committee also was making recommendations they supported such as: encouragement of fleets to attend Multi-class regattas (allowance to use ISAF scoring at sanctioned regattas); production of videos needs improvement; Bulletin previously discussed; promotional pamphlets available from the SCIRA office. The committee also encourages local promotion through new

venues and regatta sites and the use of ranking systems. It was suggested that the committee gathers promotional information from all National Secretaries and then re-distributes that information.

Long Range Planning

Committee chairman and Past Commodore Means Davis discussed various action items from the different committees. The LRPC brings thoughts, not proposals to the Board. The LRPC encourages the Board to continue to use the LRPC to look ahead on a worldwide basis.

Juniors

Committee chairman Don Hackbarth discussed the items the committee discussed including: 1) Jr. World deed of gift; 2) support of juniors worldwide; 3) age levels and limits; 4) centerboard concept; 5) junior recruiting.

ISAF

ISAF Representative Per Ole Holm discussed the advertising code ISAF has modified. All International classes must choose either Category A or C and report to ISAF their choice. Racing rules of sailing are constantly changing and the sailors are finding it difficult to follow all the changes. The International Classes Committee will have a new president and Board next year. ISAF changed the ISAF Youth Champ age to 18. World Championship status; SCIRA is in a good position with our World championships. There will be no decision at the Nov. 1999 Sydney meeting, but we will know more at future meetings.

Nominating Committee

Past Commodore Akibumi Shinoda asked for nominations for Rear Commodore, 2 Members at Large and the newly created Chief Information Officer to be forwarded to him by October 1, 1999.

Rulebook 2000

Chairman of the Rules Committee, Brainard Cooper thanked Hisanao Kato, Giorgio Brezich, and Antonio Bari for their hard work over the years on re-organizing the SCIRA Rulebook. Brainard outlined all the proposed rules and questions/answers and discussion were held.

Voting on all the motions presented were held. Please refer to those motions passed on ___ of the Snipe Bulletin. Those motions presented and tabled or not passed are listed below. The meeting was adjourned at 10:20 am on Friday, September 10.

Informational Motion on Carbon Centerboard:

- Inapal will produce carbon centerboards for 5 years or 5,000 centerboards, if passed.
- A price between Inapal and SCIRA will be negotiated. Between \$100 and \$120 (no more than \$120)
- SCIRA stamp and serial number will be imbedded in each centerboard
- \$10 from each centerboard will go to SCIRA to promote the Class and juniors
- after 5 years, tooling and process will be handed over to SCIRA
- Inapal will stock, package the product in cartons FOB price (factory to ship - buyer pays freight) in a contract with SCIRA
- Inapal guarantees quality of product. A prototype will be sent to Brainard. Inapal would encourage a patent on the product that SCIRA will own.

1999 National Secretaries Meeting

Ricardo Rubio, National Secretary for Spain, called the meeting to order September 7, 1999 at 8:55 a.m. at the Club de Regattas. He welcomed all in attendance and had everyone introduce themselves: Commodore Lee Griffith, Vice Commodore and Canadian representative Id Crook, European General Secretary & Italian NS Ezio Braga, Northern European Secretary Ola Nygard, WH & O General Secretary Don Hackbarth, Vice WH & O Secretary Celia Garrafa, Eastern European Secretary and Russian NS Alexei Fomin; Rules Committee Chairman, Brainard Cooper; ISAF Representative Per Ole Holm, Bruno Bethlem representing Brazil; Mariana de Isaza, Colombia; Jiro Yamamoto, Japan; Lori Lowe representing Bahamas; Gilles Boisauvert representing France; Karin Petterssen, Sweden; Miguel Graca, Portugal; Birger Jansen, Norway; Jan Persson representing Denmark; Jerry Thompson, USA; Horacio Garcia Pastori representing Uruguay, and Executive Director Jerelyn Biehl.

Ricardo Rubio made a motion to accept the 1997 National Secretaries minutes as published in the Bulletin. Motion passed.

Commodore Lee Griffith welcomed everyone and made some key points of the upcoming Board of Governors meeting including finances, carbon centerboard, Snipe Bulletin, Long Range Planning committee recommendations for increasing Worlds entries, juniors and a new membership concept for SCIRA.

Rules Committee chairman Brainard Cooper discussed the new advertising rules proposal the Board of Governors would be considering. The proposal would allow National Secretaries to decide the sponsorship level in their own countries. But the World Championships (Senior, Junior, Women, Masters) would remain Category A (no advertising). SCIRA will also recommend lowering the sponsorship fees by 67% on SCIRA

Board of Governors Meeting *continued from previous page*

Inapal and SCIRA will agree on prices together. Priced in US dollars for Western Hemisphere countries, Euros for European countries.

Motions tabled

Increase World Championship entries and Deed of Gift (see next Bulletin)

Rules for Conducting Championship Proposals:

5.2 Consider proposed working change to: "Course length shall be determined by wind and water conditions with a time-to-finish target of 60-70 minutes." And alternate proposal, "Course length shall be between 4 and 6 nautical miles." Both proposals tabled.

12.1. Consider suggested new time limit of 2 hours for each race and 1 hour for the first lap. Alternate proposal of 1 hr 45-min. time limit. Proposal tabled.

Motions presented but not passed

- Motion to raise age limit of junior sailors to 22 years old. **Not passed.**
- Category C advertising allowed for World, European and Western Hemisphere Championships. **Not passed**
- Motion to prohibit mylar cloth. **Not passed.**
- Motion to allow electronic compass/tactical advisor. **Not passed.**
- Motion to allow rope stays. **Not passed.**
- Motion to lower maximum allowable wind speed for protected and unprotected waters. **Not passed.**

Santiago de la Ribera, Spain

event sponsorship. A question was raised on if teams could be sponsored to Worlds or other hemisphere championships. Board of Governors upcoming Board meeting would decide.

National Secretary Reports

Argentina – Pancho Agusti explained their membership is maintaining. They have 102 members: 25 junior, 70 senior and 15 master. The juniors are increasing. They have divided into 4 regattas for Nationals: a) nationals; b) grand prix nationals; c) selection; d) fleet champions. The Optimist sailors are going to the Laser and Snipe. In Argentina, the sailors want the Snipe to maintain, not to be modified. Argentina will be holding the OSESUR Games in the Snipe.

Bahamas – Lori Lowe reports membership stable at 6-7. Sometimes they get 10 boats out. The younger members sail in the summer when they come back from school abroad. These sailors sail when they are older and the fleet is bringing a few new boats onto the island. They hold clinics to help train juniors.

Brazil – Bruno Bethlem reports the Snipe is strong in Brazil. They had 75 at their Nationals in Rio de Janeiro. Lemão is building 25-30 new boats. The older sailors are returning. New sailors come from the Optimist and Laser. The Laser is the largest class in Brazil.

Canada – Id Crook reported they picked up a few new members and they hope to continue to increase.

Colombia – Mariana de Isaza reports the re-start of the Snipe fleet in Colombia a few years ago. They have 9 new boats on order and had 24 at their recent Nationals. They hope to attract the Optimist sailors. They sail on a lake in Bogata.

Denmark – Jan Persson reports membership is stable but not growing. They had 23 at their Nationals of 53 total members. 2 teams represented Denmark at the Jr. Worlds. They are trying to attract juniors but the Federation supports other classes. In the winter they go to clubs on the weekends and show slides and photos as well as attend boat shows. They want more travel and feel sponsorship is needed to help travel. Denmark is holding the World Masters in 2000 in August.

France – Gilles Boisauvert reports stable membership. New boats are being bought and older ones are being brought up to date. New measurement equipment was brought from England. The announcement of the European Cup was late and only sailors from Belgium, Germany and France competed. Better coordination is needed. France tries to send teams to all World Championships. Clarification of eligibility is needed. France is working with clubs that used to sail Snipes and have older fleets. The Rulebook has been translated into French. France would like to place a bid for the 2002 Jr. Europeans. Optimist sailors stop at 10-11, then go to the Equipe and 420, then the Snipe and other dinghies. People 20-30 are attracted to the Snipe.

Italy – Ezio Braga reports stable membership after large increases in the past 2-3 years. Recent Nationals were held in Toscana with 54 boats. Italy produces their own newsletter in Italian and all members receive the Rulebook in Italian. They held discussion to organize regatta in new places where Snipe are not sailed. This generated interest. They chose beautiful places and people preferred the nicer places not the common, older places. Italy will hold the Women's Worlds in Trieste in 2000. The junior boat in Italy is the 420 and Italy proposes to raise the junior age limit to 22.

Japan – Jiro Yamamoto reported they held a successful 1998 WH & O championship with 23 skippers from 9 countries. Japan proposes a rule change on breakdown for provided vs. privately chartered boats. Japan's membership is decreasing. The National Authority

supports Olympic classes and the relationship between the National Authority and the Class fees for participating is very high. The junior boat is now the FJ. Masters and senior membership numbers are OK. Japan supports raising the junior age limit to 22.

Norway – Birger Jansen reports that fleets in eastern Norway are building, as are the fleets in the west. They will hold the 2000 Europeans and would like to bid for the 2004 Women's Worlds in Oslo.

Portugal – Miguel Graca reports their numbers decreasing. They have 115 boats, 60 race, 30 pay dues and 13 sail. The older members are leaving and there are no juniors. They had 9 boats at their junior championships. In 1997—23; 1998—15; 1999—9 competitors. None of the juniors continue in the Snipe afterwards. They are trying to increase the junior participation with the help of Tiago Roquette and are asking Spain for help with their juniors. Portugal wants to buy boats for their juniors to sail.

Russia – Alexei Fomin reports 33 boats in Russia. A Russian builder in St. Petersburg built 25 new boats. There are seniors and juniors sailing. 18 juniors competed in the Junior Nationals; 22 in the Senior Nationals. The top 2 qualified for these Worlds. Russia wants to increase their fleet and would like to hold the 2003 Jr. Worlds.

Sweden – Karin Petterssen reports a constant membership of 200. 105 pay dues and 60-70 participate in the National Grand Prix. Snipes sail at 10 different locations. The relationship with the Federation is good. They get some economic support, \$1,500-2,000 per year for training. There are 6-7 women's teams training. From Mats Gothlin's recent article in the Swedish yachting magazine, they received 100 phone calls and e-mails. They gain and loose people but are now participating in the Olympic Classes regattas. Optimist sailors see the Snipe at the OCR's and they have attracted 2-3 teams from the 420 class, but they are too old for the Jr. Worlds. Sweden is holding shorter course regattas. At the recent Nordic Championships there were 60 boats, more there than the Nationals (25 boats). The Swedish boat in competition is the 2 crown, which Clubs own. They sold 500 boats in 2 years. The Maj Snipen, Wettern and Swedish Championships are the only Snipe-only regattas, all others are multi-class. Most have mixed crews with women and juniors. Young crews qualify but then can't sail in the Europeans and Sweden recommends to lower the youth age requirement to 12-13 if with a parent or caretaker. A proposal to decrease the junior age limit will be discussed at the European National Secretaries meeting, as the Deed of Gift for the Europeans has that clause. They have many re-activated fleets and are interested in holding future regattas.

United States – Jerry Thompson reports a decline in membership. There are 2 outside classes, the Vanguard 15 and JY15 that are basic manufacturers class boats. The US was losing members to these classes, but now they're no longer selling the boats and they are falling apart. Some sailors seem to go to the big boats or Olympic classes. The owners are paying the crews on big boats. There are 2 universities using the Snipe as their collegiate boat. Fleet Captains have been given brochures for distribution to interested people. Recent Nationals had 90 boats. The National Authority gives some funding for teams. The women's participation has been a big success. The Snipe is in the Pan Am Games which is prestigious in the Pan Am countries. The US would like to hold the 2001 Jr. Worlds.

United Kingdom – John Love reported on organizing the Northern European champs. 26 boats attended. It was held the same time as the Nordics with 60 boats. It is hard to get juniors. Most are sons or daughters of current Snipe sailors. The Optimist and Cadet have an exchange with Mahon, Spain and they hope to pull them

1999 US Masters Championship

September 13-15

Indianapolis, Indiana

FINAL STANDINGS

Somebody said, "It couldn't be done!", but Indianapolis Fleet 409 did it. The U.S. Masters Championship Regatta entertained 27 entries with extremely low water, good winds, great and challenging courses, 5 races, super parties, and wonderful camaraderie. That is what Snipe sailing is all about! Masters sailors came from California, Florida, Texas, Oklahoma, Colorado, New York, and all points in between. Winds were 10-15 mph in the first two races, 5-10 mph in the third race, and 12-18 mph in the final two races. Jerry Thompson was forced to leave early due to the passing of his mother, but Jerry, Terry Timm, Scott Cline, Jim Richter and Dick Tillman had a battle royal in every race for first overall. In the end, it was Terry who hit the shifts when he needed to, and he won the 1999 U.S. Masters Championship Trophy.

—*Buzz Levinson*

<i>Skipper/Crew</i>	<i>Finishes</i>	<i>Total</i>	<i>Category</i>
1. Terry Timm/Mark Spicknall	2-1-1-1-2	6.75	Master
2. Scott Cline/Cindy Cline	1-2-2-4-4	12.75	Apprentice
3. Jim Richter/Julie Richter	5-4-3-3-3	18	Master
4. Dick Tillman/Linda Tillman	3-6-4-5-1	18.75	Master
5. Cliff Browning/Pattie Gully	10-9-7-10-14	50	Apprentice
6. Randy Fridlund/Mary Fridlund	12-10-10-13-5	50	Apprentice
7. Bob Herdrich/Chris Herdrich	9-17-15-6-6	53	Apprentice
8. Buzz Levinson/Gwen Marshall	7-5-17-2-23	54	Grand Master
9. Bruce Hurst/Correne Walmler	20-7-9-12-7	55	Master
10. Bob Foster/Glenn Foster	11-16-8-9-11	55	Grand Master
11. Tom Townsend/Jack Townsend	8-20-6-17-13	64	Apprentice
12. Fritz Gram/Jane Gram	16-11-5-11-DNS	68	Master
13. Sam Mollett/Joe Lassaux	17-12-18-7-DNF	78	Grand Master
14. Tom Kling/John Constantine	24-21-12-15-9	81	Apprentice
15. Steve Snider/Mark Chouquette	14-19-23-8-19	83	Master
16. Dick Hand/Lori Guban	13-14-DNS-22-8	85	Master
17. Jerry Thompson/Katie Heywood	4-3-DNS-DNS-DNS	87	Master
18. Bill Worster/April Worster	18-15-22-18-15	88	Apprentice
19. Frank Hiatt/Patsy Hiatt	15-18-14-24-21	92	Grand Master
20. Bill Flack/Jaimie Gilhooley	22-24-27-14-17	104	Master
21. John Muhlhausen/Ken McGinity	23-13-16-DNS-DNS	104	Master
22. Dave Nickels/Rosie Mitchell	21-27-20-19-18	105	Master
23. Fred Hegel/Ronnie Hagel	25-25-24-21-12	107	Master
24. Paul Zent/Jerry Sentman	27-23-21-20-20	111	Grand Master
25. Ray Sepanski/Andrea Sepanski	DNS-DNS-11-DNS-DNS	121	Grand Master
26. Nick Longsworth/Elke Longsworth	26-26-24-23-DNS	124	Grand Master
27. Frank Clevenger/Larry Bennet	DNF-28-26-25-22	129	Grand Master

Categories

Apprentice:	45-54 years
Master:	55-64 years
Grand Master:	65 and up

1999 National Secretaries Meeting--continued from page 7

all to Snipes. Sailors have been testing the carbon centerboard and people are interested, especially the crews. Boat weight must be discussed.

Uruguay – Horacio Garcia Pastori reports membership is stable. There were 10-15 at the Nationals. New boats are needed. Optimist sailors need a boat to move to. 80% stop sailing after the Optimist and those who did well in Optis go to the Snipe. Uruguay has sent teams to the Women's Worlds, Pan Am Games, Senior and Junior Worlds. International travel and top competition keep the Snipe a "normal" boat in Uruguay.

Spain – Ricardo Rubio reports that Spain is increasing in numbers. An independent Association separate from the Federation was created with 3 types of membership: 1) skippers (full fee, compulsory); 2) crews (1/2 fee, not compulsory); 3) supporters (small fee, old Snipe sailors, not sailing anymore. They receive the Spanish Snipe Bulletin). Spain has 600 members, 500 SCIRA paid members. Junior membership is strong. The Snipe class is having more fun with easier rules and easier schedules, creating fun and juniors are having fun. Five regattas had more than 80 boats. Spain has developed a ranking system. 40-70 year old have a competition to

gain points. Approximately 60-70 races are held, and the best of 6 races are taken. The Spanish Cup and Nationals are most important.

Finland – written report from Sampo Valjus. Numbers are stable. 20 boats at Nationals but Finland hopes for an increase next year. Targeting young adults and family crews through boat shows and some Federation support. Sampo proposes to decrease SCIRA Board to 3-4 officers with decisional power to general meeting of National Secretaries. He feels no need for a Euro SCIRA. Encourages comprehensive guidelines on hosting international championships. Would like more exposure to proposed new rules prior to passage by Board of Governors and opposes SCIRA scoring. Feels leech line and tiller length restrictions were not looked at correctly. Also discussed MDS requirement rule and privacy laws.

Bids: Master Worlds 2000. August 9-14, Horsens, Denmark. Information to be sent shortly.

Master Worlds 2002 – Bahamas is interested in hosting and will submit a bid.

Questions:

Jiro Yamamoto raised a question of shortening National Championship courses and wind shift changes. Group recommended that National Championships should be run by Rules.

Proposals:

NS proposed to Board of Governors:

- raising junior age limit to 22
- adding one additional team for the host country of the Junior Worlds

NS voted not to propose:

- reducing number on Board of Governor
- retiring SCIRA scoring system

Spain may submit, in the future, proposals to shorten races and add more, using a flight system, for the World Championship.

Promotion: Vice Commodore Id Crook asked for any promotional ideas for the Class to be forwarded to him.

Commodore Lee Griffith asked that National Secretaries forward Measurement Data Sheets on all boats, especially newly built, to the SCIRA office. Meeting was adjourned at 11:40 a.m.

1999 North Americans

Cottage Park Yacht Club, Winthrop, Massachusetts September 17-19

Tropical Storm Floyd couldn't keep 43 hearty Snipe teams from driving to Boston, Massachusetts for this year's North American Championship, held this past weekend out of the Cottage Park Yacht Club and hosted by Fleet 77 (Winchester) and Fleet 777 (Medford). Competitors traveled from as far away as Florida and California for this event, with Canada and Bermuda also represented in the competition.

The storm flag was flying at the yacht club Thursday as competitors negotiated heavy rains and winds on the freeways and roads leading to the club. Boston traffic was at its worst, and flight delays and airport closures delayed the arrival of several of the sailors until Friday, the first scheduled day of sailing. While regatta planners had maintained hope that conditions would improve quickly enough to get in some racing on Friday, winds all day clocked in at between 30-50 mph out of the northwest as the rain ended, giving competitors an opportunity to explore Boston and experience the hospitality of the club. A party at the famous Union Oyster House in downtown Boston was great fun and attended by nearly everyone.

Saturday dawned cloudless with brisk northwest winds continuing, but at a more reasonable 18-22 mph level. The first two races were double triangles, followed by an Olympic course for the 3rd race. Major wind shifts (up to 25-30 degrees) made for common lead changes up the beats, with jet wash from landing airplanes at Logan Airport briefly enhancing some of these shifts at times. Still, it was a fantastic day of sailing on Boston Harbor. At the end of three races, the leader board showed Andrew Pimental from Rhode Island (sailing with San Diegan Carolyn Brown) with a narrow lead over defending N.A. champ and 3-time US champion George Szabo from San Diego, sailing with Carol Newman Cronin from Rhode Island. Annapolis sailors (and US Pan-Am Games representatives) Henry Filter and Lori Stout were close behind in 3rd overall. Competitors were greeted on the dock by cold, foamy beverages and, later, a great steak and shrimp dinner at CPYC with the band X-Ray Tango providing entertainment. Those not having the energy to dance found the pool tables and bowling lanes at the club to be a great outlet.

The wind finally pooped out on Sunday, but not entirely. A light, easterly sea breeze along with a strong current made for a challenging race #4, a double windward-leeward.

The breeze increased and shifted right as race #5 got underway, though competitors favoring the left side of the course upwind were often rewarded with stronger breeze and less adverse current. Despite the changing conditions in each race, Szabo/Cronin and Pimental/Brown finished 1-2 respectively in each race and, ultimately, in the series (with just 0.75 points separating them overall). Filter/Stout were able to hang on for 3rd place overall.

With Szabo having already qualified for next year's Western Hemisphere & Orient Championship by winning the US nationals in San Diego in July, Pimental and Filter take the top-2 US spots from the NA's to complete the US team for next year's regatta in Argentina. In addition, Tufts University sailors Peter Levesque and Clare Dooley qualify for next year's Western Hemisphere & Orient Championship as the top juniors from the NA's, having edged out Tufts teammates JR Maxwell and Deane Madson for the honor.

Levesque/Dooley, as the top-placing jun-

iors at the NA's, also are the first winners of the new Chuck Loomis Memorial Trophy, donated to SCIRA by fleets 77 and 777, the Cottage Park Yacht Club and other friends of Chuck Loomis. As we all know, Chuck was a beloved member of the Snipe family and the Cottage Park Yacht Club who died suddenly last summer. His love of our class and life-long support of junior sailors will be memorialized at each North American Championship through this trophy.

Berta Swanson and I thank all the competitors for coming in spite of the early bad weather. In addition, we thank all of our sponsors (listed on our web site), volunteers, the Cottage Park Yacht Club, the Winchester Boat Club and the Medford Boat Club, for all of their help in putting on such a great event. Finally, thanks go out to local Snipe sailors who graciously lended (NOT chartered) their boats to competitors without boats of their own in Boston. We hope (but do not expect) this will be the start of a trend...

—John MacRae

	<i>Skipper/Crew</i>	<i>Country/Sail</i>	<i>Finishes</i>	<i>Total</i>
1.	George Szabo/Carol N. Cronin	USA 29672	1-4-7-1-1	13.25
2.	Andrew Pimental/Carolyn Brown	USA 29499	3-5-2-2-2	14
3.	Henry Filter/Lori Stout	USA 28702	2-1-12-4-6	24.75
4.	Bryan/Kerri Fishback	USA 27054	4-3-8-8-4	27
5.	Alex Pline/Sherry Eldridge	USA 29147	9-2-9-6-9	35
6.	Jim Bowers/Myrna Chan MacRae	USA 28440	17-9-6-3-5	40
7.	Lee Griffith/Lisa Griffith	USA 29204	6-10-16-7-7	46
8.	Kevin/Mike Funsch	USA 26743	5-12-4-13-15	49
9.	Carr Moody/Rick Jarchov	USA 29442	13-7-3-15-16	54
10.	Bill Kelley/Monique Gaylor	USA 28050	10-17-1-14-13	54.75
11.	John/Maggie Manderson	USA 28065	8-15-5-17-12	57
12.	**Lee/Tod Sackett	USA 28575	14-11-10-21-3	59
13.	John MacRae/Barb Evans	USA 29999	12-13-23-5-10	63
14.	Michael Kaim/Jamie Lipp	USA 29369	7-14-14-32-11	78
15.	Mike/Maggie Delaney	USA 29536	15-16-18-11-21	81
16.	Greg Fisher/Jerelyn Biehl	USA 29109	11-8-15-9-dnc	86
17.	Art/Jennifer Rousmaniere	USA 25412	22-6-26-20-14	88
18.	*Peter Levesque/Clare Dooley	USA 2854	19-21-21-16-19	96
19.	*JR Maxwell/Dean Madson	USA 2844	28-18-17-22-17	102
20.	Steve Keckler/Susie Bowers	USA 27238	24-23-29-10-22	108
21.	David/Melissa Nelson	USA 25679	20-24-22-26-18	110
22.	John Lally/Kerry O'Brien	USA 28542	25-22-11-30-24	112
23.	Nigel Mendez/Patricia Schmidt	USA 26488	29-20-19-25-20	113
24.	Dave Fosletter/marnie Appleton	CAN 28045	16-28-31-19-25	119
25.	Bob Coyle/Chuck D'Antonio	USA 24695	18-25-20-36-23	122
26.	Joel Zackin/Celeste Suggs	USA 29777	23-19-24-29-27	122
27.	Brad Dunn/Ken Delpapa	USA 28680	21-27-25-24-26	123
28.	Steve Braverman/Jessica Costa	USA 26451	26-26-13-37-35	137
29.	**Robbie/Rob Gorman	USA 26810	27-30-27-18-36	138
30.	John Mullane/Liz Brooks	USA 27591	34-34-34-12-30	144
31.	David Whyman/Alex Nelson	CAN 27103	32-29-32-31-32	156
32.	Martin Fraser/Annie Gaffey	USA 24999	30-35-35-27-33	160
33.	James/Carol Tomassetti	USA 26132	dnc-31-30-28-28	160
34.	David Lence/Jiim Bruer	USA 27101	dnc-32-dnc-35-8	164
35.	Joe Dugan/Susan Kennedy	USA 28443	33-33-33-34-31	164
36.	Bill/Sarah Baldwin	USA 27999	35-36-28-41-39	179
37.	Kevin/Vivan Heatherington-Young	USA 25090	31-cnd-cnd-33-29	179
38.	Neal/Laura Snebold	USA 27099	37-37-dnc-39-34	190
39.	Eugene Sartori/martin Bechthold	USA 26999	dnc-dnf-dnc-23-dnc	195
40.	David/Adele Hayward	USA 27393	36-dnc-dnc-40-38	200
41.	Ernie Hardy/Chris Aiello	USA 8300	dnc-dnc-dnc-38-37	204
42.	Ray/Nancy Pitman	BER 19708	dnf-dnc-dnc-dnc-dnc	215

**junior/senior competitors

* junior competitors

The Snipe Worlds, an Olympic Regatta!

I have had the privilege of participating in 3 Snipe World Championships in a scope of 40 years: 1959, 1975 and 1999. In that period of time things have changed a lot!!

One of them is the number of boats and nations participating: In 1959, 16 boats and 16 countries. In 1975, 30 boats and 16 countries. In 1999, 57 boats and 21 countries.

But the most important change that in a way makes me feel proud of the Snipe Class is the different approach from the sailors and the countries towards our World Championship: Many Snipe sailors train for a long period of time, take off from work or studies for as long as 6 to 12 months or for years (that is all they do!!) supported by their countries, or their sailing federations or their families as if

our Snipe World Championship were the OLYMPICS!! Any of these Snipe sailors is a **FORMIDABLE COMPETITOR** in our Worlds!!

I had come to realize this after reading in a 1992 Snipe Bulletin how Santiago Lange dedicated a whole year to prepare himself for the 1991 Worlds in Porto Alegre, Brasil. A careful examination of the 1997 and the 1999 Worlds will reveal that the top places are mostly in the hands of those well prepared, well supported and dedicated Snipe sailors!

So, the Snipe is not in the OLYMPICS, but our World Championship is our **OLYMPIC REGATTA!!** If you qualify to compete in our Worlds, be ready for the **FORMIDABLE COMPETITORS!**

—**GONZALO DIAZ, SR.**

New Entry System for World Championship

The Board of Governors recently passed the following change to the Deed of Gift for the Hub. E. Isaacs World Championship;

- The following formula shall be used. Registered Boats means number of properly registered boat owners submitted to the SCIRA office by each National Secretary on the dues paid members for that year. Information must include: name, address, fleet number and hull number to which the member has paid dues upon.

Average Number of Registered Boats for the past 2 years	Entries
5-60	2
61-110	3
111-180	4
181-250	5
251-300	6
301 and up	8

World Champion
European Champion
Western Hemisphere & Orient Champion
First and second place in the Junior World Championship will qualify for the senior worlds in a succeeding year.

- One additional skipper from the host country, providing that it does not have among its other representatives the Junior or Senior World, European or Western Hemisphere & Orient Champion
- One additional skipper from the host fleet.



WINTER RACING CIRCUIT



SCIRA Mid-Winter Championship

March 12-14, 2000, 5 races
Gulf of Mexico, Clearwater YC, Clearwater, FL
Contact: **Bob Foster**, 2031 Otter Way, Palm Harbor, FL 34685. phone: 727-771-8744, fosterbob@juno.com

DON Q Rum Keg

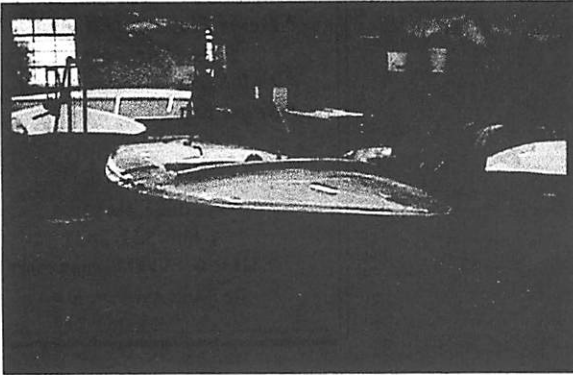
March 17-19, 2000, 5 races
Biscayne Bay, Coconut Grove, SC, Miami, FL
contact: **Gonzalo Diaz, Sr.**, 5520 SW 72nd Ave., Miami, FL 33155
phone: 305-667-0492, gcdiaz@accesspro.net

Bacardi & Gamblin Memorial Series

March 21-24, 2000, 2 series of 3 & 5 races
Royal Nassau SC, Nassau, Bahamas
Contact: **Peter Christie**, PO Box N-1628, Nassau, Bahamas Fax: 242-326-5642,
bswestbrook@hgchristie.com
local housing available

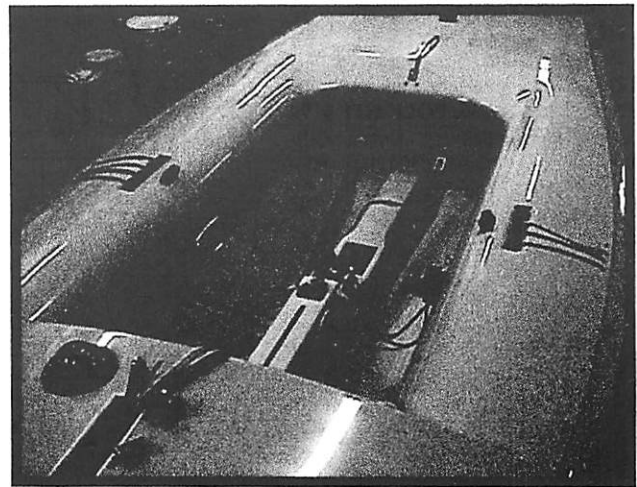
The Zimmerman Perpetual Trophy, emblematic of the Winter Circuit Championship, will be awarded at the conclusion of the Circuit in Nassau.

Nickels Boat Works 1999 Snipe



High Quality Construction
Unique Nickels hull shape, very full forward with maximum roundness all the way to the transom

A NBW Snipe has an extremely deep cockpit giving the crew more room keeping their knees out of their chests



Nickels Boat Works Snipes are ready to sail when delivered.

Order now and avoid the November 1st price increase

Contact

Nickels Boat Works

2426 South Long Lake Road

Fenton, MI 48430

810 750-1855

810 750-0501 (Fax)

E-Mail Nickelsboatworks@juno.com

Classified

Classified ad rates: Minimum charge is \$10.00 per month. Ads are accepted on a cash basis only. Ads accepted by mail only. The deadline is the first of the month preceding publication.

ACRYLIC SNIPE DRY SAIL COVERS: Acrylic will not rot, mildew, shrink or become brittle. Best cover material available with outstanding workmanship including velcro stay enclosures and main zipper made of Delrin, fully enclosed with velcroed zipper flap. A flat type cover with halyard cockpit lifting bridle made for the boat with the mast up or down and boom off. No. 1 has a 6" skirt, \$239 in white or \$249 in blue. No. 2 has full sides to chine @ \$302 in white or \$312 in blue. No. 2 same as No. 1, but has custom looking tapered full skirt for ultimate protection with zipper at bow for glove-like fit. Rudder covers \$42 shipped UPS ppd, for orders with payment in full. Visa, MC, or COD available. Special colors upon request. Contact Chris Rooke (901)744-8500. ROOKE SAILS, 1744 Prescott So., Memphis, TN 38111. Web site: <http://www.rookesails.com>

TOP COVER - White UV stable top cover with 6" skirt, velcro closures, tie straps, mast up or down applications, 100% waterproof and durable. \$219. Super Padded, top quality **CENTERBOARD COVER** \$49. **RUDDER COVER** \$59. Freight included on canvas products. **SIDEWINDER MAST Standard and Light** complete to your spec. \$950. **BOOM** \$230. **POLE KIT** \$199 includes instructions. 48 hour delivery. Contact Gill-RWO USA David or Lynn 800-822-6504, Fax: 800-368-4445. E-mail gillsls@compuserve.com.

FOR SALE - Cruising and Racing Snipe sails, Dacron and Polyant, starting at \$25.00. Whiskerpoles. Write for details to: Gonzalo Diaz, Sr., 5520 SW 72nd Avenue, Miami, FL 33155 or call (305)667-0492 evenings.

WANTED - USED SNIPEs - MCLAUGHLIN 23000 TO 25000 - Starting new fleet on Hood Canal. Contact Gene Patrick, 90 E. Wildwood Lane, Brinnon, Washington. 98320. 360-796-3475

CHUBASCO 17016 - Mike McLaughlin's masterpiece. One of the most beautiful Snipes ever built and still competitive. Dark blue, fiberglass hull with wood deck. Stiff and dry. Cobra II mast, Bryant boom w/t pole launcher, Carolina One-Design anodized daggerboard, glass rudder. Sobstad main and Ullman mylar jib, used on 3/4 of a season. Trailer and dolly. Lots of go-fast goodies and spare parts. A competitive classic. \$2,000 obo. Located in Seattle. Call Mark (425)747-7840, wilsonaccounting@uswest.net.



Your #1 Bird House!

**Go-Fast Main & Jib Sheets!
*Pole Launcher Kits
* Custom Jib cars & plates
featuring RONSTAN's
Compact SMART RATCHET
for 5/16" line. Small & Light!*



** Sea Sure gudgeons & pintles
*Aigle & Douglas Gill boots
* Henri Lloyd & Gill dinghy
sailing suits
* Full Service Rigging Shop
* Snipe Experienced Staff!*

Sailing Supply

2822 Canon St

San Diego, Ca. 92106






1-800-532-3831

SAILING_SUPPLY@msn.com

*We'll Ship Anywhere in the
U.S.A., Next Day Service.*

National Secretaries
and
US District Governors
Please send all
Regatta 2000
calendar dates
to the SCIRA office
as soon as possible

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



1999 XLII Annual Florida State Snipe Junior Championship

Coconut Grove Sailing Club

September 11-12, 1999

Junior/Senior crews and a Junior/Junior crew (Scott Lang and April Franklin of St. Petersburg) sailed for the 1999 FLORIDA STATE SNIPE JUNIOR CHAMPIONSHIP at Coconut Grove Sailing club on September 11 and 12.

The first race had 5 NM winds and Pavel Naranjo was able to win in a close race with Nick Voss (9 year old). With just slightly more wind, Nick Voss (his mother crewing for him) showed the way for the next race with Ben Bolz doing a great job and capturing second. The last race of the day was shortened with the threat of a thunderstorm in the West and Ben Bolz was able to win with Pavel in second over Tin Lanz in a close finish.

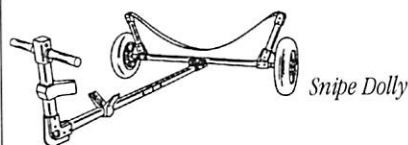
There was no wind on Sunday morning, but a determined Race Committee towed the competitors to the course and within minutes of the last boat arriving, a beautiful 10 NM breeze from the ENE came up and it was Biscayne Bay at its best!! Tin Lanz won both races going away. In the last race Ben Bolz got second to secure overall second place in the Regatta and third went to Scott Lang doing a much better job with Biscayne Bay chop.

Race Committee Chairman Will Bourne Jr., ran 5 excellent races with the help of his crew including: Dugan Patchett, Vicki Rosenbloom, Jeanne Bunten, Bill Page, Al Chapin, Denise Baker, Linda Will, Art Auwaerter, Iggy Monsalve, Bruce Schneider and Dave Tompkins.

—Gonzalo Diaz, Sr.

1.- Tin Lanz	Miami Fleet	3-3-3-1-1	10.5
2.- Ben Bolz	C.R.Y.C.	4-2-1-3-2	11.75
3.- Pavel Naranjo	Miami Fleet	1-4-2-2-5	13.75
4.- Nick Voss	Coconut Grove S.C.	2-1-4-5-4	15.75
5.- Scott Lang/April Franklin.	St. Petersburg Fleet	5-5-5-4-3	22

SEITECH Launching Dolly



Ideal for launching, moving, and storing your boat. Light, strong, corrosion-proof, maintenance-free. Aluminum frame, engineered plastic joint components, stainless steel fasteners, 3"-wide sling, and pneumatic ATV wheels with plastic rim & Delrin needle bearings. Rolls easily over sandy and rocky beaches.

Comes as a kit. Easy to assemble, no-tool breakdown into 3 pieces. UPS shippable. One year warranty.



Choose our 16 x 6, 9.5 x 19, or 11 x 22 ATV Wheels.

We've got a dolly for any dinghy!

SEITECH Marine Products, Inc.

PO Box 514, Portsmouth, RI 02871

Tel: 401-683-6898, Fax: -6897

seitech@seitech.com

www.seitech.com



Our Covers Are Expensive ...so they can cost less!

Sure our covers may cost more, but they last longer! So your cost per year of use is actually less than cheap imitations.

3 in 1 Cover

Polyester Army Duck \$278 ppd
Acrylic - White \$274 ppd
Acrylic - Colors \$289 ppd
(Also available in Skirted Style.)

Bottom Cover \$267 ppd
Flannel lined waterproof grey canvas with drain hole.

Football Cockpit Bag \$18 ppd
Hangs in cockpit and zips closed.

Daggerboard Cover \$47 ppd
Flannel lined canvas.

Specify size and shape.

Rudder Cover

Flannel lined canvas \$38 ppd
Nylon shell, foam lined \$53 ppd

Visa/MC orders call Sandy Rowland: (937) 862-7781
OR see Bob, Sandy or Scott in Snipes 26746 & 26303

- Fabrics finished to our specifications
- Strongest possible flat-felled (Levi) seams
- More reinforcements than other brands
- 5/16" shock cord in hem & tie down points
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Snipe covers since 1972

INVEST IN THE BEST... Covers by The Sailors' Tailor

Send check or Money order to :

The Sailors' Tailor

191-SN Bellecrest, Bellbrook, OH 45305

Snipe Merchandise Put these on your holiday list!

SCIRA Shirts: t-shirts: \$10.00; polo shirts: \$20.00; sweatshirts \$20

Snipe belts: D-ring style: bird logo or

— SCIRA logo: \$15

— SCIRA logo with leather tabs: \$20

— All leather with bird stamp: \$25

Best of Snipe Bulletin: \$20.00

Snipe Tales: \$20.00

Blazer patches: \$3.00

Window decals (inside) \$1.50

Blueprints to build your own; \$20.00

Snipe silk ties: \$40.00

Snipe Sandals: \$20.00 whole & half sizes

see the Snipe web page for details and photos or to order! www.snipe.org

Rocky Mountain Snipe Championship

August 13th, 14th, 15th

The 1999 Ed Kueck Invitational got off to a wonderful start Friday night with an all you can eat Bar-B-Q at the Grand Lake Yacht Club facility. The night air was cool and crisp, the food was hot and the beer was cold. Skippers and crews from Oklahoma, Nebraska, Illinois, Texas, Kansas and Colorado were treated to a special home brewed beer thanks to Blaine and Adrienne McCleskey. It was the talk of the regatta.

Saturday dawned with a beautiful sunrise, according to Faye Sabata from Lincoln, and all 17 boats were being rigged and launched as a light breeze started to fill in, bringing a few clouds with it. Gene Soltero, last years winner, took the first race followed by Martin Bebb and Bob Ewoldt. The wind continued to stay light, so lunch was called to give it a little time to build. A few clouds moved in as the wind came up enough to race and the competitors launched again. John Sepanski won the second race in his beautifully restored wooden boat ANTIKI II, prov-

ing even older boats of this class are competitive. Martin Bebb came in second again followed by the McCleskeys. The wind stayed light before the third race, but a minute before the starting gun it shifted 90 degrees around and the race had to be thrown out.

Every one hit the docks looking forward to some cold beer and hot showers. Around 7pm a nice buffet dinner of prime rib and backed chicken was served in the Yacht Club's main area, along with plenty of good cheer and accounts of the days racing. After dinner, Beth Wahl and Jim Lowrie gave a fascinating talk on the Mars lander and orbiter missions. They had maps and a video to show and many questions were asked afterwards. Then after a brief comic interlude the main event of the evening took place, which was the Grand Lake Youth Sailing Program Charity Raffle. Donations were received from Annapolis Performance Sailing, Harken, North Sails, Sailing Supply and West Marine. Over 20 items were raffled, ranging from ball caps to a one piece foul weather suit. The big

winner of the night was Jim MacKenzie who hauled in four prizes, including the top two, but then he did buy ten tickets.

Sunday the winds were determined to stay light. Blaine and Adrienne McClesky, who placed 20th at the Nationals this year, won the race, while John Sepanski came in second and Jim Russell sailing with his daughter Rachel took third. The McCleskys took the next race, as well, with Bob Ewoldt second and Bill Brush and his son Tom in third.

The wind came up some for the last race with the top three finishers being Jim Lowrie, John Sepanski and Martin Bebb.

After the scores were tabulated Martin Bebb and Carole Vier took the Ed Kueck Memorial Trophy back to Oklahoma with them. Of course Martin will have to come back and defend his title next year. Be Sure to put Grand Lake on your travel plans for next year. The regatta is tentatively scheduled for August 18th, 19th, and 20th and we look forward to seeing you there.

—Bob Bischoff
Regatta Chairman.

Skipper\Crew

Martin Bebb\Carole Vier
 Jim Russell\Rachel Russell
 Blaine McCleskey\Adrienne McCleskey
 John Sepanski\Chris Stahl
 Bob Ewoldt\Faye Sabata
 Jim Lowrie\Beth Wahl
 Gene Soltero\Kathy Soltero
 Bill Bruch\Tom Brush
 Jack Wagener\Adrienne Anderson
 Carl Lundstrom\Danielle Smith
 John Buckley\Mary Buckley
 Patrick Flood\Dan Wilson
 Jim MacKenzie\Rita MacKenzie
 Doug Swenson\Karen Swenson
 Jack Clodfelter\Betty Clodfelter
 Harry Livingston\Laura Livingston
 Carl Mattson\Rowe Hegman

Sail #Fleet

25517 Sequoyah #068
 28881 Lincoln #567
 28361 Rocky Mtn #210
 4196 Carlyle #705
 16948 Linclon #567
 28450 Rocky Mtn #210
 27777 Dallas #001
 27523 Iowa\Nebraska #309
 28882 Lincoln #567
 24809 Rocky Mtn #210
 28444 Lincoln #567
 25488 Iowa\Nebraska #309
 26406 Rocky Mtn #210
 28900 Rocky Mtn #210
 25869 Rocky Mtn #210
 19832 Wichita #093
 19263 Bow Mar #640

Finishes

2-2-11-10-3
 12-4-3-5-4
 PMS-3-1-1-5
 14-1-2-12-2
 3-7-10-2-9
 4-9-12-11-1
 1-6-16-6-10
 5-11-15-3-7
 6-5-9-4-DNS
 7-10-7-9-8
 11-8-8-13-6
 10-PMS-6-15-DNS
 9-12-13-14-13
 13-PMS-4-7-DNS
 8-PMS-6-15-DNS
 15-13-14-16-11
 16-14-17-17-DNS

Total

28
 28
 29
 31
 31
 37
 39
 41
 41
 41
 46
 54
 57
 60
 65
 69
 81



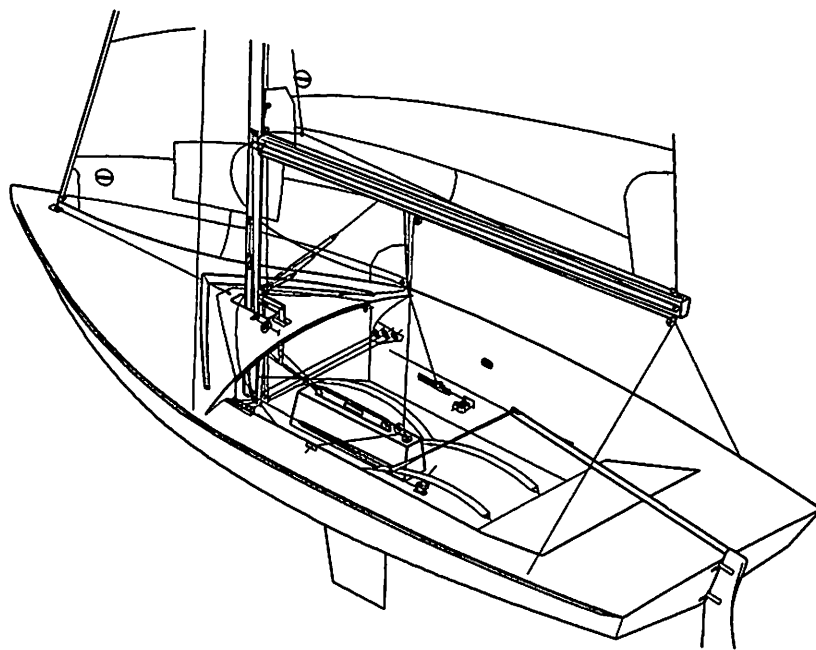
Lillia Snipe

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!

LILLIA BOATYARD - 22010 Musso - Como - Italy - Phone 0039-344-81223 Fax 0039-344-81568

LILLIA SOUTH AMERICA
Niterói - RJ
Phone - Fax 0055-21-616-2550

LILLIA NORTH AMERICA
190 Hagman Rd. - Winthrop, MA 02152
d- 617-539-0992 e-617-846-1772
Fax 617-539-0614

1,2,3 Pan Am Games!

What a Week!

Pan Am Games	1,2,3
US Nationals	2
US Nat'l's Qualifying	1,2
US Women's Nat'l's	1
US Junior/Senior Nat'l's	1



Receive the latest information on the North One Design world by e-mail!

FREE subscription available at www.northsailsod.com



2nd place US Nationals finishers (by .75 of a point) Randy Lake and Jennifer Warnock cruising upwind on Mission Bay with their AP-3 main and BR-IS jib. Photo: Frank Grundman

The last week of July was the biggest week of sailing the North American Snipe class has seen in a long time. The Snipe U.S. Nationals and the Pan Am Games were both raced at the same time. North Sails' customers completely dominated the Pan Am Games and were a very close second (by .75 of a point) at the U.S. Nationals!

Whether your goal is the fleet Championships or the World Championships, North Snipe sails can take you there. We have improved our designs... They are even faster and more durable than ever. Give us a call.

North Sails

One Design West

Chris Snow - Vince Brun
(619) 226-1415
F: (619) 224-7018
chris@od.northsails.com

North Sails

One Design Central

Greg Fisher - Amy Clawson
(614) 418-9410
F: (614) 418-9411
greg@od.northsails.com

East Coast Circuit

Henry Filter
(410) 643-1486

West Coast Circuit

Doug Hart
(619) 421-7245



**Fast Sails...
Quality Service.**

For more information on our Snipe sails visit our website at: www.northsailsod.com

*****5-DIGIT 92106
SEAN BIEHL

SNIFE Bulletin
1833 Tustin Street
San Diego, CA 92106

1833 TUSTIN ST
SAN DIEGO CA 92106-1735

Entered as second class matter
at San Diego, California

