

*Snipe*

BULLETIN

OCTOBER 1997

# Sobstad



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San Diego**

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## US Nationals 1,3,5,6,8,9

**Fall Discount Period October 1st - November 30th**



US National Champions George Szabo and Eric Wilcox. Photo: Jen Betts

## The Snipe Bulletin

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Editor**

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## From The Commodore

Dear Friends:

The 1997 World Championship is now history and what a great time by all! Congratulations to all participants and the two host organizations.

Competition was excellent and all the countries represented can be very proud of their sailors. Even though it was a World Championship, the racing resembled the typical SNIPE regatta: serious sailing competition on the water, serious fun off the water.

It was a complete effort by Snipe Fleet 495 and Mission Bay Yacht Club. They deserve our gratitude. It is difficult to host a championship of this magnitude, but these San Diego groups worked hard and always had a smile.

Boat charter, race management, facilities, social activities, housing, trophies, food, scoring, measurement and all others were organized with the sailors in mind. Fleet 495 and MBYC planned for three years and the results showed. THANK YOU!

Please review the minutes of the Board of Governors meeting. There are important committees being set up to prepare SCIRA for the 21<sup>st</sup> century, especially the Year 2000 Rulebook and the Bulletin Review committee. As always, we welcome your comments and ideas.

Regards and go fast in your SNIPE,

Gonzo

## From The SCIRA Office

Snipe Sailors;

Having the Snipe Worlds in your backyard is exciting. As Executive Director, part of my position is to travel to many international regattas to represent SCIRA, ensure our rules are followed and report the events, but never have I had the opportunity to help plan one on such a great scale. After 2 years of planning within my fleet and between the Yacht Club, we were able to see the fruits of our labor with 52 teams from 21 countries and many visitors as well. My fleet was given the opportunity to see, what I see through my position, that the Snipe world is really small and all of us are friends because we enjoy the same sport. I hope someday you will travel to an out-of-country regatta to see this first hand, or have the opportunity to host a major regatta.

This issue of the Snipe Bulletin has some important topics.

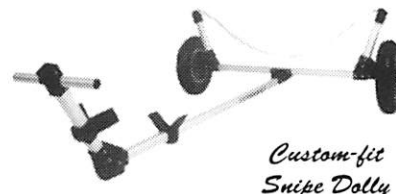
**Measurement Clinic:** SCIRA held a measurement clinic prior to the Worlds. The Clinic report, on page 12, should be read and handed to your fleet, district or national measurer to ensure they are aware of the discussions and recommendations.

The Board of Governors, made up of 22 Snipe sailing volunteers, is working hard to keep the Snipe as popular around the world as ever, as well as bringing the Class successfully into the year 2000. Likewise, each of our 27 Snipe countries are led by volunteer National Secretaries that also are dedicated to the Snipe Class growth within their own country, hemisphere, and the world. However, all of officers recognize that probably the most important element is the fleet captain, where local Snipe sailing is most important. Please thank all of these officers, next time you see them, for a unselfish job well done!

### The SCIRA Board of Governors passed several items:

- Snipe Bulletin: a reduction by 2 issues of 1998 Snipe Bulletins and a committee to look at the future Snipe Bulletin.
- Top 2 Jr. World finishers qualify for next Sr. World Championship (Spain, 1999)
- Deed of Gift change to major championships with charter boats. 2 races can now be scheduled first day.
- Board approved more widespread testing of fiberglass/carbon centerboard. See details in minutes.

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**THE COVER:** Ricardo Fabini and Juan Esterovich of Uruguay on their way to winning race 3 of the World Championships. Geri Conser photo.

**THE COUNT:** 10 numbers were issued to Argentina, 1 to Uruguay.

**NUMBERED SNIPEs:** 29346

**CHARTERED FLEETS:** 846



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# Brazilians Give a One-Two Punch to Win the World

In typical Southern California light breezes, Brazilians Mauricio Santa Cruz with Eduardo Neves as crew and Alexandre Paradede with Flavio Fernandes in front, held off the rest of the world's best Snipe sailors to win the 38th Snipe World Championship.

Santa Cruz, after winning the 1996 Western Hemisphere & Orient Championship, moved to So. California to "train for the Worlds and learn English." Slipping into the Southern California lifestyle was easy, and Mauricio admitted that he only trained for 3 months to capture the World Championship. Teammate Paradede arrived fresh from the 470 Worlds ready to sail. The two Brazilians were given a run for their money early on when new Snipe sailors Andrey and Galina Kiriliuk of Russia held a slight lead. The fluky winds off Mission Bay and the threat of Hurricane Linda from the South produced conditions that had even the locals baffled.

The first day's conditions of 8-10 knots had Paradede/Fernandes leading the entire race until the finish when Santa Cruz/Neves passed for the win. Paradede choose to cover local sailors Craig and Lisa Leweck up the last beat, letting Santa Cruz get off to the left. Paradede/Fernandes and the Lewecks ending up over standing the finish, allowing Mauricio and Eduardo enough space to get both of them. Santa Cruz had rounded the first mark in 5th and had been slowly sneaking up the entire race. Former European Champion Damain Borrás and Javier Magro from Spain had rounded the weather mark 2nd, but dropped back to 4th by the leeward mark and the finish.

In a perfect example of "Regatta Weather" the biggest hurricane recorded in the western Pacific, Hurricane Linda, lurked off the coast. Although expectations were for heavier wind and sea conditions, 8-12 knots, rain, and relatively smooth seas became the factor. This was the day for Russian sailors Andrey and Galina Kiriliuk. Finishing 1-2, they were leading by 4 points at the days end. Roberto Fabiani and Juan Esterovich of Uruguay won race 2 from start to finish. Paradede/Fernandes stayed consistent with a 6-6 and US sailors Doug Hart and Jon Rogers posted a 2-7 to keep them in touch.

On the third day, the aftermath of Hurricane Linda left little breeze and overcast skies. The light breeze caused problems for many, but Santa Cruz/Neves won both races giving them a lead 7 3/4 points going into the last day. Paradede/Fernandes kept to a 6-3 and the only other sailors to finish in the top 10 that day were Erling Nesse and Anne Hege Roed of Norway with a 2-6 and Fernando Rita and Javier Sintes from Spain with a 9-9. Everyone else seemed to have at least one bad race.

Going into the next day, the conditions were light again, but the Hurricane clouds had passed and the sun was bright. Pan American Games winners Cubans Nelido Manzo and Octavio Lorenzo, usually known for their heavy air expertise, led the 52 boat fleet around the entire course until the finish. Newlyweds Lennart Ljungren and Marit Arnkuaern of Sweden in their new



Skipper nipped the Cubans at the finish. Fellow countrymen and Skipper sailors Patrik Jonsson and Rickard Oberpichler finished 3rd followed by Eduardo Santambrogio and Martin Castrillo of Argentina and Past Commodore Jimmie Lowe and Gavin McKinney rounded out the top 5. Santa Cruz/Neves made a remarkable comeback, having rounded the weather mark in 31st., the leeward mark in 17th and finishing 11th. Paradede/Fernandes sailed a 6th and calculations were being made to determine what combination of finishes it would take to win the World Championship.

## Earl Elms Perpetual

The Mission Bay Fleet, with approval from the Board of Governors, presented a new perpetual to honor 2-time World Champion and local fleet member Earl Elms. The perpetual is awarded to the winner of the last race of the World Championship. With Earl on the course everyday using his boat for spectators, he watched as the fleet prepared to battle out for the championship and the new trophy. With the pressure off the United States team battled it out for the top 3 places in the final race. With local bragging rights on the table, Craig and Lisa Leweck led around the track. As the wind picked up during the last beat, Doug Hart

and Jon Rogers extra click of speed kicked in. A serious tacking duel ensued as the two leaders approached the finish, with Jack Franco and Mike Sturman steaming up quickly. The Lewecks were able to hang on to their lead and under Earl's eagle eye, won the Earl Elms Perpetual.

## New World Champions

Not lost in the above excitement was the problem of who would actually win the World Championship. With Paradede having the only chance of catching Santa Cruz match racing was the call during the prerace maneuvering. Alexandre buried teammate Mauricio at the boat end, but in the process found himself in heavy traffic. Although both teams had been able to sail through traffic seemingly at will during the entire regatta, today the fleet was tougher. When Paradede/Fernandes determined that the championship was out of their reach, they rounded up and headed for the bay. Seeing this, Mauricio and Eduardo did likewise. The two teams joined up and in an impressive display of sportsmanship and camaraderie, both teams took celebratory swims and exchanged teammates for the sail in. As the skippers of both boats sailed one boat in and the crews sailed the other, the Brazilian celebration began.

## Social

From the Opening Ceremonies, with 14 Past SCIRA Commodores in attendance, to the final banquet where everyone celebrated, the motto of "Serious Sailing, Serious Fun" was never in jeopardy. Local fleet members put on a party each night with sailors seen dancing to the rhythms of a steel drum band on the beach and even on the roof of the clubhouse on the layday. Mexican night and a fish fry cooked by Elms, Persson and local fleet members made a memorable and delicious night.



# 1997 SNIPE WORLD CHAMPIONSHIPS SAN DIEGO, CALIFORNIA, USA

sal #	Skipper/Crew	Country	Finishes	Total
1	29112 Mauricio Santa Cruz/Eduardo Neves	Brazil	1-3-10-11-11-11-(dnf)	26.25
2	27390 Alexandre Paradede/Flavio Fernandes	Brazil	2-6-6-6-3-6-(dnf)	29.00
3	29106 Andrey/Galina Kirilluk	Russia	7-1-2-(16)-10-9-5	33.75
4	28687 Doug Hart/Jon Rogers	United States	10-2-7-14-2-(31)-2	37.00
5	29151 Thomas Iversen/Rhomas Rasmussen	Denmark	6-4-(cnf)-3-12-17-10	52.00
6	29197 Craig/Lisa Leweck	United States	3-8-(23)-20-16-10-1	57.75
7	26916 Nelido Manzo/Octavio Lorenzo	Cuba	(26)-9-8-5-22-2-16	62.00
8	28701 Federico Calabrese/Juan Pereira	Argentina	16-(36)-5-10-8-18-7	64.00
9	29240 Lennart Ljunggren/Marti Amkuaern	Sweden	18-(25)-20-4-18-1-4	64.75
10	29702 Jack Franco/Mike Sturman	United States	8-10-13-(23)-20-12-3	66.00
11	29294 Erling Nesse/Anne Hege Roed	Norway	13-22-4-2-6-34-(42)	81.00
12	29262 Ivan Pimental/Dante Bianchi	Brazil	9-7-(24)-11-23-13-23	86.00
13	28672 George Szabo/Eric Wilcox	United States	5-(dsq)-17-17-30-7-13	89.00
14	29113 Fernando Rita/Javier Sintes	Spain	28-12-25-9-9-(ocs)-11	94.00
15	29251 Roberto Fabini/Juan Esterovich	Uruguay	12-29-1-(34)-23-21-8	94.75
16	29073 Yuzo Morita/Masafusa Tsuda	Japan	36-18-(46)-13-5-8-15	95.00
17	27533 George Nehm/Luciano Lopez	Brazil	11-16-15-28-15-14-(dnf)	99.00
18	29091 Damian Borrás/Javier Magro	Spain	4-(dnf)-3-7-11-26-(p20)	100.00
19	28912 Enrico Michel/Giovanni Turazza	Italy	22-(34)-9-8-17-28-21	105.00
20	29016 Kristoffer Spone/Janett Krefting	Norway	24-31-11-24-4-(33)-12	106.00
21	28243 Patric Jonsson/Rickard Oberpichler	Sweden	(dsq)-33-16-33-7-3-14	106.00
22	28816 Fredrik Segerstrom/Carl Terneus	Sweden	14-24-21-25-14-15-(ocs)	113.00
23	28646 Eduardo Santambrogio/Martin Castrillo	Argentina	42-11-33-19-(dsq)-4-6	115.00
24	29150 Koji Ida/Hironu Yamasaki	Japan	30-5-(44)-12-36-16-17	116.00
25	28811 Jimmie Lowe/Gavin McKinney	Bahamas	15-(37)-36-15-31-5-26	128.00
26	28644 Johnny MacCall/Juan Merayo	Argentina	17-26-28-18-13-27-(ocs)	129.00
27	29166 Gabriele Bernardis/Stefano Pontalt	Italy	38-32-14-21-(43)-20-19	144.00
28	29250 Birger Jansen/Liv Ulveie	Norway	21-(ocs)-19-26-25-36-22	149.00
29	28955 Gilles Boisauert/Jacques Frebault	France	23-20-35-36-19-24-(37)	157.00
30	28920 Pablo/Alejandro Fresneda	Spain	19-(dnf)-dnf-22-21-38-18	159.00
31	29131 Guiliano Dematte/Giampaolo Spera	Italy	33-23-12-44-(47)-23-25	160.00
32	29248 Peter Iversen/Niels Lund	Denmark	(dnc)-19-22-39-27-29-24	160.00
33	29097 Yoshihiro Chiba/Masaru Hayakawa	Japan	35-13-29-35-29-(44)-27	168.00
34	28874 Shigeo Takamura/Koji Takeshita	Japan	20-14-31-(47)-26-46-34	171.00
35	28223 Bob Bowden/Jeff Baker	United States	27-15-26-(ocs)-40-35-30	173.00
36	24702 Jerry Thompson/Dee Schilling	United States	31-17-(43)-40-39-42-20	189.00
37	28544 Guy Cells/Dina DeBock	Belgium	(48)-41-45-27-28-22-31	194.00
38	29210 Robert Dunkley/Lori Lowe	Bahamas	25-40-(49)-32-44-19-36	196.00
39	27103 Larry Lemieux/Lori Lindley	Canada	32-27-cnf-29-38-(49)-29	198.00
40	28372 Per/Lars Jorgensen	Denmark	29-28-50-31-33-(ocs)-28	199.00
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45	26671 Peter Wolstenholme/Alan Williams	United Kingdom	34-30-40-(ocs)-46-43-40	233.00
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47	24806 David Whyman/Chad Turner	Canada	46-35-38-42-42-37-(p20)	240.00
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49	26645 Rikard Bjurstrom/Marko Dahlberg	Finland	47-45-(48)-46-35-45-35	253.00
50	19708 Ray/Nancy Pitman	Bermuda	45-38-(dnf)-48-41-40-43	255.00
51	28451 Richard/Nicky Lambert	United Kingdom	44-46-(cnf)-45-49-39-39	262.00
52	27098 John/Deborah Love	United Kingdom	49-42-(51)-49-50-41-44	275.00

## Equipment

Eight different manufacturers of hulls were seen at this year's regatta. Mast selection ranged from Cobra II models to Proctor, Sidewinder and the new Sidewinder Jr., a softer version of the Sidewinder.

**Devoti** - newest design on the block making its world debut. Built by Olympic Finn builder Tim Tavinor and Luca Devoti, this new Snipe has interesting designs including a interior shelf. Rumor has it the shelf is for stability if the boat capsizes, to keep from turtling.

**Jibe Tech** - The Jibe Techs used were charter boats, and an older design. The newest Jibe Tech sailed in the 1997 US Nationals.

**Lillia** - Micky Costa has helped re-design the new Lillia with rounded decks and full bow. Front cockpit has curved design like the Thor.

**Mueller** - Bill Buckles trailed the Mueller to

San Diego for charter, his newest creation. A wide cockpit, rounded decks and easy rigging made this Snipe, complete with paint job, "best in show."

**Persson-Denmark** - 40 of the 52 competitors were using Danish Perssons, either chartered locally or shipped in. The comfortable cockpit makes it a favorite for skippers and crews.

**Persson-Nord-Est** - The Nord-Est is a licensed Persson made in Italy. Same design as the Danish model.

**Skipper** - The new Skipper raised eyebrows, especially winning a race and several other finishes in the top 10. The design has a full bow and higher transom corners giving the boat more "V" in the back. An invisible jib car system makes for a clean cockpit.

**Individual boats:** Rikard Burjstrom flew in his Matts wood boat and Ivan Pimental modified his Persson hull with a Thor deck.

## Sails

Of the 52 competitors, a wide range of sailmakers were represented including several from non-dominant sailmakers. Most of the sailors chose to use the combination of dacron mains with mylar jibs, but 2 sets of mylar mains were seen on the race course. Obviously, mylar cloth for the jibs is a popular choice, as was evident downwind with the glare reflecting off the fleet!

## Optional Equipment

Equipment evolution seems to have tapered off. "Variations of the standard theme" was how one crew member put it. There were some nice arrangements where the jib sheets were led under the deck. Some people had "double barberhaulers"; one line is the standard barber (or Mollet) hauler and the other line connects to the block and goes into the deck just inboard of the shrouds. This used to tighten the jib leech downwind and pole reaching in breeze. Double ended jib halyards are becoming more prevalent. Rather than dead ending one end of the halyard, it is led to a cleat that the crew controls. The advantage is both crew members can get at the adjustment.

In anticipation of the typical kelp beds floating in the race course, So. California sailor Jack Franco retro-fitted his new Snipe to include a modernized version of Charlie Bustamante's "weed wacker." Franco had a tube installed through his transom deck, exiting just below the bottom gudgeon with a retracting rod with padded end that would skim the front of the rudder, removing any weeds. Jury is still out on if the concept will be standard equipment in seaweed plagued areas.

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## COMPETITORS EQUIPMENT LIST

Country	Finish	Skipper/Crew	Sail #	Boat sailed	Mast	Sails Used (1st & 2nd set)	Jib cloth	crew weight
ARGENTINA	8	Federico Calabrese/Juan Pereira	28701	Persson-Denmark	Sidewinder	North-Arg/North-Arg		130 kg
	23	Eduardo Santambrogio/Martin Castrillo	28646	Jibe-Tech	Proctor	North-Arg/North-Arg		
	26	Johnny MacCall/Juan Merayo	28644	Persson-Denmark	Sidewinder	North-Arg/North-Arg		138 kg
BAHAMAS	25	Jimmie Lowe/Gavin McKinney	28811	Persson-Denmark	Proctor	Ullman/Ullman		
	38	Robert Dunkley/Lorie Lowe	29210	Persson-Denmark	Sidewinder	North/Sobstad		139 kg
BELGIUM	37	Guy Celis/Dina DeBock	28544	Persson-Denmark	Proctor	North-Arg/North-Arg		
	47	Jean Martin Grisar/Yves Ratinckx	28156	Persson-Denmark	Sidewinder	Sobstad/Sobstad		
BERMUDA	50	Ray/Nancy Pitman	19708	Persson-Denmark	Sidewinder	North-SD/North-SD		
BRAZIL	1	Mauricio Santa Cruz/Eduardo Neves	29112	Persson-Denmark	Sidewinder-Jr.	North-SD/North-SD	mylar	132 kg
	2	Alexandre Paradede/Flavio Fernandes	27390	Persson-Denmark	Proctor	North-SD/North-SD	mylar	132 kg
	12	Ivan Pimental/Dante Bianchi	29262	Persson/homebuilt	Sidewinder	Sobstad/Sobstad	mylar	135 kg
	17	George Nehm/Luciano Lopez	27533	Persson-Denmark	Proctor	North-Arg/North-Arg		
	39	Larry Lemieux/Rob Lindley	27103	Persson-Denmark	Sidewinder	North-SD/Sobstad		
CANADA	46	David Whyman/Chad Turner	24806	Eclipse	Sidewinder	Beaton/Beaton		
	7	Nelido Manzo/Octavio Lorenzo	26916	Persson-Denmark	Sidewinder	Sobstad-Arg/North-Arg	mylar	138 kg
CUBA	5	Thomas Iversen/Thomas Rasmussen	29151	Persson-Denmark	Sidewinder-Jr.	Sailsnedkeren/Sailsnedkeren	mylar	150 kg
	32	Peter Iversen/Neils Lund	29248	Persson-Denmark	Sidewinder	Sailsnedkeren/Sailsnedkeren		
DENMARK	40	Per/Lars Jorgensen	28372	Persson-Denmark	Sidewinder	North-SD/North-SD		
	41	Claus Carpelan/Risto Valjus	29019	Skipper	Sidewinder	Sobstad/Sobstad		
FINLAND	49	Rikard Bjurstrom/Marko Dahlberg	26645	Matts	Sidewinder	NEB/NEB		
	29	Gilles Boisaubert/Jacques Frebault	28955	Persson-Denmark	Sidewinder	Star Voiles/Star Voiles	mylar	
FRANCE	19	Enrico Michel/Giovanni Turazza	28912	Persson-Nord Est	Sidewinder	Olimpic/Olimpic		
	27	Gabriele Bernardis/Stefano Pontalt	29166	Devoti	Sidewinder	Halsey/Halsey		
ITALY	31	Giuliano Dematte/Giampaolo Spera	29131	Lillia	Sidewinder	Ullman-It/Ullman-It		
	16	Yuzo Morita/Masafusa Tsuda	29073	Jibe Tech	Cobra	North/Diamond		
JAPAN	24	Koji Ida/Hiromu Yamasaki	29150	Persson-Denmark	Proctor	North/Diamond		
	33	Yoshihiro Chiba/Masaru Hayakawa	29097	Persson-Denmark	Sidewinder	North/Diamond		
	34	Shigeo Takamura/Koji Takeshita	28874	Persson-Denmark	Sidewinder	North/Diamond		
	11	Erling Nesse/Anne Hege Roed	29094	Persson-Denmark	Sidewinder	Ullman-N/North-Den	mylar	122 kg
	20	Kristoffer Spone/Janett Krefting	29016	Persson-Denmark	Proctor	Gran/Gran	mylar	
NORWAY	28	Birger Jansen/Liv Ulveie	29250	Persson-Denmark	Sidewinder	North/North		
	46	Ola Nygard/Frode KR Finnoy	28037	Persson-Denmark	Sidewinder	North/North		
PORTUGAL	44	Antonio Roquette/Pedro de Campos Vieira	29292	Persson-Denmark	Sidewinder	North-SD/North-SD		
	3	Andrey/Galina Kiriliuk	29106	Persson-Denmark	Proctor	North/Diamond		
RUSSIA	42	Alexei Fomin/Dmitry Berezkin	29105	Persson-Denmark	Sidewinder	North-Den/North-SD		
	14	Fernando Rita/Javier Sintes	29113	Persson-Denmark	Proctor	Hood-Esp/Hood-Esp	mylar	
SPAIN	18	Damian Borrás/Javier Magro	29091	Persson-Denmark	Proctor	Hood-Esp/Hood-Esp		
	30	Pablo/Alejandro Fresneda	28920	Persson-Denmark	Sidewinder	Hood-Esp/Hood-Esp		
SWEDEN	9	Lennart Ljunggren/Marit Arnkuaern	29240	Skipper	Sidewinder	KC/KC	mylar	115 kg
	21	Patric Jonsson/Rikard Oberpichler	28243	Skipper	Sidewinder	North-Arg/North-Arg		
UNITED STATES	22	Fredrik Segerstrom/Carl Terneus	28816	Persson-Denmark	Sidewinder	North/North		
	4	Doug Hart/Jon Rogers	28687	Persson-Denmark	Proctor	North-SD/North-SD	mylar	141 kg
	6	Craig/Lisa Leweck	29197	Persson-Denmark	Proctor	Sobstad-SD/Sobstad-SD	mylar	140 kg
	10	Jack Franco/Mike Sturman	29702	Persson-Denmark	Sidewinder	Ullman/Ullman	mylar	
	13	George Szabo/Eric Wilcox	28672	Persson-Denmark	Proctor	Sobstad-SD/Sobstad-SD	mylar	
UNITED KINGDOM	35	Bob Bowden/Jeff Baker	29223	Persson-Denmark	Sidewinder	Sobstad-SD/Sobstad-SD		
	36	Jerry Thompson/Dee Schilling	24702	Persson-Denmark	Sidewinder	Ullman/Ullman		
	45	Peter Wolstenholme/Alan Williams	26671	Persson-Denmark	Sidewinder	Sobstad/Sobstad		
	51	Richard/Nicky Lambert	28451	Persson-Denmark	Sidewinder	Sobstad/Sobstad		
	52	John/Deborah Love	27098	Mueller	Cobra II	Sobstad/Sobstad		
URUGUAY	15	Roberto Fabini/Juan Esterovich	29251	Persson-Denmark	Sidewinder	Sobstad-SD/Sobstad-SD	mylar	147 kg
	48	Fernando/Bernardo Thode	27378	Persson-Denmark	Sidewinder	North-Arg/North-SD		

\*crew weight on top 15 only, jib cloth on top 15 only

Thanks to Ezio Braga &amp; Tom Fisher for data compilation

## World Champion Mauricio Santa Cruz Tuning Tips

**Mast:** Sidewinder Junior model  
**Rake:** aft 6.57 meters; forward 6.63 meters.

**Spreaders:** Length: 15 1/2 inches, tip to tip to 27 1/2 inches (when fully aft)

**Jib Fairlead:** 2'3" apart and 7' 3 1/2 inches from forestay at attachment. Small Harken ratchet block was used to achieve 2'3" distance from side to side. Shrouds in forward chain plate hole on Persson boat.

### Light air settings:

- same rake
- move lever forward in very, very light winds
- trim main to make tell tale work all the time

### Medium air settings

- same rake
- pull lever aft one centimeter, start using vang. Pull vang until helm feel neutral
- jib lead 7'3 1/2 from forestay attachment
- with increased waves, lever is pulled aft and mainsail made more powerful

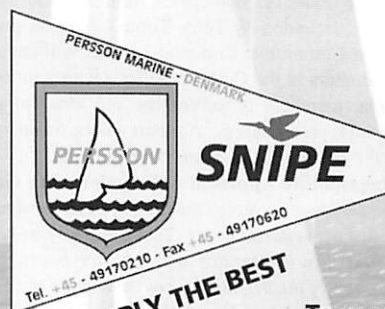
### Heavy air settings

- same rake, but move shrouds down one full hole (centimeter) for more tension
- Vang should be pulled to the point where the mainsail starts to turn inside out, and eased from this point slightly, so mainsail is still working.

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- **New 98 version - still improving.**
- **Complete snipes or bare hull options.**

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- Proctor "Miracle" Euro (2,3,4 and 6 W.C.)
- New Proctor "Vectis" (March 98)
- Sidewinder "Cobra"
- Sidewinder "Junior" (1 and 5 W.C.)

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# Board of Governors Meeting

September 16 & 18, 1997, San Diego, CA

The meeting was called to order by Commodore Gonzalo Diaz, Jr., at 7:10 am at Mission Bay Yacht Club. The following Board members were in attendance: Commodore Diaz, Vice Commodore Shinoda, Rear Commodore Lee Griffith, Past Commodore and Vice Rules Chairman Giorgio Brezich, Rules Chairman Brainard Cooper, European GS Antonio Roquette, European VS Birger Jansen, Southern Europe Secretary Francisco Gines Perez Lopez, Northern European Secretary Ola Nygard, Western Hemisphere & Orient GS Don Hackbarth, Treasurer Fred Rozelle, Members at Large: Jiro Yamamoto, Bertel Bojlesen, Terry Timm, Bob Bowden, Legal Counsel Leigh Savage, ISAF Representative Per Ole Holm Chief Measurer Hisanao Kato, European Eastern Secretary Alexei Fomin and Executive Director Jerelyn Biehl.

A motion to approve the minutes as printed in the Bulletin of the prior Board of Governors meeting in Rimini, Italy in 1995 was presented and passed by the Board.

Terry Timm, US National Secretary, reported on the National Secretaries meeting two days prior. The NS have asked the Board to look into approving Category B events for SCIRA Sanctioned events. They also are interested in ways to lower the cost of Snipes for the general sailing populace.

## Reports

**Western Hemisphere & Orient General Secretary** Don Hackbarth reported that the membership is growing moderately, with marginally stable or losing numbers. The US is losing 10% a year. There are some dormant countries. Canada will host the 1999 Pan American Games, which are still very popular and the Snipe is one of the classes involved. We hope to recruit sailors for the Pan Ams for non-Snipe countries. We hope to sell charter boats from the Games to increase the Class. 1996 WH & O championships were good and Japan will host them in 1998. Don suggests a shift to continent vs. the WH representative.

**European General Secretary** Antonio Roquette reported Europe is in good standing. Fleets are the most important basis for the Class. Most European countries finish their calendars in December and SCIRA Europe will approve in January. Antonio encourages the information from the Measurement Clinic to be passed around. He encourages a drop in the price of a new boat. We must have the regatta bids to follow SCIRA rules. Europe is changing their European Championship to allow more boats. Currently, 6 Federations in Europe support the Snipe Class. They hope to add 3 new countries in the next Europeans: Germany, Holland, Turkey and Angola are possibilities. Antonio proposed the following motion, seconded by Ola Nygard: To change the European Championship Deed of Gift to allow: 1998 Championship: top 2 boats from the European Cup, top 2 boats from the Junior European Championship. Motion passed. Roquette made a motion, seconded by Giorgio Brezich to change: 2000 Championship: top 2 boats from 1999 Scandinavian Championship; top 2 from 1999 South European Championship; top 2 from 1999 Junior Europeans; and top 2 from 2000 European Cup. Motion passed.

**Finance Report** - Lee Griffith, Don Elliott and Fred Rozelle reported the following: in 1996, a deficit of \$9-7,000 expected to exceed income. 1997, \$1-7,000 and 1998 \$3,000. The two areas that need attention are: **Membership:** dues must be collected by each country and forwarded to the SCIRA office. **Bulletin:** accounts for 40% of our annual income. The subscriptions exceed income by 12,000. 3,000 pay decals and 1,300 are mailed *Bulletins*. 300 are mailed outside the US, 1,000 are mailed inside the US. Other international classes policies are: 1 dues membership which includes annual magazine.

**Recommendations:** Proposal: Reduce 1998 Bulletin by

2 issues, savings of \$4,200 in costs. The 2 months eliminated to be decided by the Executive Director. Create a Bulletin committee. Motion made by Lee Griffith, seconded by Terry Timm. Motion passed. **Bulletin Committee:** Commodore Diaz will announce the members in the October Bulletin with a timetable, agenda, members of committee and ideas to go to regional representatives. A report will be made in May of 1998 to incoming Commodore Shinoda.

**Regatta Site Approval & Selection:** Lee Griffith made a motion to change the deed of gift amendment of regattas with charter boats. Two races may be held on the first day in regattas with charter boats, at the discretion of the organizing committee and the SCIRA Representative to either schedule or cancel. Don Hackbarth seconded. Motion passed. Motion will be effective immediately.

1999 World Championship - Santiago de la Ribera, Spain - approved

2001 World Championship - Argentina placed a preliminary bid

### Europeans

1998 - Portugal - approved

2000 - Norway - approved

### Western Hemisphere & Orient

1998 - Japan - approved

2000 - no bid placed

### World Masters

1998 - Argentina - approved by National Secretaries

2000 - NS currently voting on Denmark or Italy

### Womens Worlds

1998 - Annapolis, Maryland - approved

2000 - Italy - approved

### Junior Worlds

1999 - no bid placed

2001 - Argentina placed bid

**Centerboard Committee:** Peter Fenner reported that Italy has used the carbon board successfully. Antonio Roquette presented a new board at the meeting made of 50% fiberglass and included some carbon fiber to keep stiffness. Molded with 1,000 tons, at 150° Celsius. Roquette has personally invested \$30,000 in tooling. The cost if approximately \$50 to make and takes 1 minute, 40 seconds. The board he presented weighs 5 kilos less than the current centerboard and is 17.2 mm thick. He suggests that the boards be supplied only from SCIRA with a percentage of the sale of each board to go toward a junior fund. There is no weight reduction added to the concept of this centerboard. This board is hard to design, but easy to manufacture. In a comparison to aluminum, there is small deflection (sideways). Roquette distributed twist/deflection information to Kato, Cooper and Brezich. Safety must be our top concern. The top 3 recommendations from the committee are:

Committee continue testing

Rules committee asks for a motion to use on a temporary basis;

do nothing.

Comments from Board members: It would give the Snipe a new image for Juniors and women; price reduction in cost of boat/equipment; safety and deflection concerns; SCIRA would have all rights of a new board; proceed as soon as possible.

Don Hackbarth presented the following motion: To allow usage of 50 prototype boards, to be used up to but not in a World championship, and recipients to be determined by the Rules Committee, and as built by Antonio Roquette's factory, in actual racing effective immediately. The Rules Committee shall come up with rules modification by January 1, 1998 for vote by the Board of Governors February 1, 1998. Motion seconded by Fred Rozelle. Motion passed. The finance committee will also study methods of distribution.

**ISAF Report:** Per Ole Holm, SCIRA ISAF representative outlined the 1993 Tønsberg meeting where the Board elected to have the ISAF (then IYRU) representative attend ISAF meetings and the term of office to coincide with Olympic years. Holm explained he is part of the International Classes committee of ISAF and that much of the lobbying is done in private conferences. The recent Brighton meeting's main agenda was the Rules changes and selection of Olympic classes. The building fees for new boats built by each international class has decreased over the last 5 years in ISAF. ISAF approved the payment of a annual fee to be charged for each International class, which the IC's accepted. The building fees are 10% of the budget of ISAF, yet the IC fees are higher than those of National Authorities. SCIRA was recognized as a International class in 1958.

**Paul Henderson, President of ISAF,** spoke about the last time building fees were addressed with SCIRA, at a meeting he attended in Lake Carlyle. He discussed the 1970 discussion of the Snipe as a Olympic class 2 person dinghy. He feels the designation as a Olympic class kills rather than helps classes. ISAF provides a structure so people can go sailing. The current builders fee policy was created by Ding Schoonmaker. The ISAF constitution says that an annual fee must be paid for membership. ISAF proposed \$250. (which is 50% of what the smallest nation pays to ISAF). A policy was proposed for each class to pay .5% of the price of a new boat. There would be no rebate on membership fee. Then it was set at .4%. 56% of the ISAF income comes from the Olympic Games (\$1.5 million from Barcelona; \$2.67 Atlanta; anticipating \$4.5 from Sydney) The cost of the Games for ISAF is 25% of the income, National Authorities produce 26% and classes pay 9% of the total income. The money is meant to set up an equitable position, and they will decide the new boat fee. The Snipe will be put in the same category as the Fireball rather than the .4%. He expects new boat fees to be \$25-30 per new boat, maybe \$20-25. Another thought is for mature classes to level at 15% over 4 years or 2% a year. The meeting this November in Gothenburg will decide the annual fee of \$250 and for a band of classes to pay the same fee. Henderson explained that ISAF provides each class with judges, race committee, measurement, and rules and that 30% goes toward administration. National Authorities pay and receive training of juries, etc. In return, classes received rules, Olympics (they subsidize ISAF), judges, youth champs, administration of class rules, racing rules, internet, measurement manuals, annual meetings, international hearings. They need to move the International classes more into the system. A question of should IC have a token vote in the general assembly (currently ICs hold 5 votes) is to be discussed. A question was asked to Henderson about promotion of SCIRA in ISAF. He replied that promotion of the sport-trapeze boat is not good. The Optimists want to be the only official boat for kids under 12. In a Snipe, it doesn't matter what size or shape, you can sail. We need a transition from the Optimist up. The Snipe should be a transition boat. You need to politic the National Authority groups to support - Japanese, Brazil, USA, Argentina, Portugal, Spain and Italy. The National Secretaries need to support the National Authorities. Snipes can promote as a junior and womens boat. In 1999 Pan Am Games, get on the regional games committee, the Caribbean or Pan Am or Asian games are very important.

**Executive Director Review:** minutes taken by Commodore Diaz. Past Commodore Jimmie Lowe spoke for the committee that evaluated Jerelyn Biehl. The committee feels that Jerelyn is doing a great job. Jimmie spoke on some of the area discussed. The committed used the original job description for its evaluation. Several Board members expressed admiration for her dedication and pointed to the fact that she



# Board of Governors Meeting

September 16 & 18, 1997, San Diego, CA

has not received a raise or bonus since 1993. A motion was made to increase the 1997 International salary by 10% retroactive to January 1, 1997 and to increase another 10% for the 1998 year and that the same committee (Lowe, Nygard and Rozelle) evaluate her in 1999. Seconded and passed, twelve in favor. The increase will be paid on a monthly basis as the salary is paid now and the amount for the month of January to September 1997 will be paid as a bonus. This applies only to the portion of her salary paid by SCIRA International.

**Promotion:** Don Hackbarth reported that the raffle of #30,000 was a moderate success. 756 of 1,000 tickets were sold. \$18,900 was raised with portions being sent to countries/fleets and SCIRA. \$11,400 total was raised. 30,000 was won by an Atlanta family. Participation was not as expected due to communication, distribution of tickets and the exchange of money. Another fund-raiser should be considered again. Video: the new video is complete. We will show it this afternoon. Erling Olsen spent 2-3 years of work on this project. SCIRA will pay to have the audio converted to different languages and tapes may be requested, free of charge, from the SCIRA office. Posters: we have many left over, please contact the SCIRA office for additional free copies. Brochure: Skipper Snipe has offered the use of their brochure (graphics, etc.) for promotion of the Class. The committee will decide how best to use this donation. Junior boat for ISAF. Some of the committee may travel to the ISAF meeting in Gothenburg to pursue ISAF considering the Snipe as the transition junior boat. The committee has also discussed the promotion of the Snipe in community sailing programs. World Wide Web: Alex Pline and Steve Keckler have transferred the server from MIT to a private domain. We have asked Alex Pline for suggestions to help upgrade our page. Hackbarth will provide additional motions with numbers for ballot by the Board.

**Rules Committee:** Brainard Cooper introduced Rules Committee members Giorgio Brezich and Hisanao Kato and commented that the committee is working well, thanks to the internet and fax. The entire committee communicates twice a month. In the past 2 years the committee has handled such topics as:

- lack of flatness
- gooseneck assembly
- approval of hiking pants
- circular letters

The Snipe Bulletin and the WWW page includes discussion and graphics of these subjects. MOI Springs: we have a new inventory. The SCIRA office will keep track if the NS or builders wish to purchase, SCIRA will sell at \$75 per set.

**Rules Changes:** Mylar worked well. **2000 Rulebook.** A list of 19 changes, mostly housekeeping rules, are already on files. We will try to get a standard size centerboard trunk and mast step height. We are working toward this and talking to builders.

**Measurement Clinic:** The main goal was to standardize hull and sail measurement. Tools will be supplied to all measurers. There have been some changes, and it was a very successful 3 days. Thanks for Giorgio and Brainard for the clinic and to the committee.

**Rulebook 2000 committee:** Giorgio Brezich, Brainard Cooper, Hisanao Kato, Bertel Bojlesen, Erling Olsen, Lee Griffith, Phil Richmond. We will internationalize the Rulebook and may change the format. Objectives and timetable will be published in the Bulletin.

**Long Range Planning:** Means Davis, Fujiya Matsumoto and Ola Nygard presented the following topics: **1999 World Championship: Proposal to increase participation to at least 80 boats. The following formula shall be used. The number of Registered Boats of a country shall be based upon the number of actively racing, dues-paid Snipes for the year prior to the Championship.**

## Registered Boats

5-124  
125-174  
174-224  
225-499  
500 and up

## Entries

3  
4  
5  
6  
8

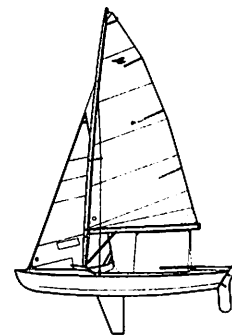
plus: World Champion, European Champion, Western Hemisphere & Orient Champion, World Junior Champion. One additional skipper from the host country, providing that it does not have among its other representatives the World, European or Western Hemisphere and Orient Champion. One additional skipper from the host fleet (approved at 1991 World meeting). Motion made by Bertel Bojlesen, seconded by Antonio Roquette. Motion not passed. Commodore suggested that Shinoda and Griffith create a committee to study matter and create ballot for future.

Commodore asked for a written guarantee of 30 A class charter boats from Spain to be used in 1999 Worlds.

**SCIRA membership:** Motion was made by Don Hackbarth and seconded by Ola Nygard to change the Constitution to read: *Section 5, Eligibility, page 21. Membership is open to owners, co-owners, and regularly recognized crews of Snipe Class sailboats which have been properly measured and are currently registered and in compliance with the requirements of the Snipe Class. "Owner" shall be defined as that person who holds legal title to a Snipe Class sailboat. "Co-owner" shall be defined as that person or persons who share ownership interest in a Snipe Class sailboat or is a permissive co-owner of such a Snipe Class sailboat; and "co-owner" shall include a member of an organization which owns a Snipe.* After much discussion, Don Hackbarth withdrew the motion.

**Juniors:** Antonio Roquette said the juniors are the future of the Class. He encouraged a decrease in the price of a new boat. A cheap, competitive boat is needed to show juniors. Juniors must be in our most important championships. In Portugal, they are attempting to purchase 20 boats with basic fittings for \$3,000 a boat. They offer these boats to juniors to pay over 36 months without interest. Roquette called for SCIRA funds to help the promotion of juniors. The new centerboard is important; juniors should not pay for housing at regattas, and we need to create objectives and goals to promote juniors. Roquette proposed the following motion, seconded by Lee Griffith: *Top 2 juniors in the Junior Worlds will qualify for the Senior Worlds.* Motion passed.

Meeting adjourned at 10:00 am.



## The Tradition Continues...



Sails

1st 1997 Gamblin Series/Winter Circuit



Covers

2nd 1997 U.S. National Championships



Masts

3rd 1997 District 6 Championships



Booms

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## Bowers Continues Mastery of D1 Lakes

Jimmy Bowers, with crew Myrna Fong, eked out fellow WBC fleet team of Bill Hall and Celia King to take the 1997 Winchester Invitation title. By topping the 22 competitors in the A-fleet, Jim is undefeated to date on the District 1 lake regattas, having dominated the District Championships in Quassapaug, CT a few weeks previous. The Bowers/Hall dual lasted the entire event, with only as much as 2 points separating the two from each other throughout. Peter Oman with crew (and dad) Chuck bested the five B-fleeters with nothing but bullets.

Conditions were classic lake: light-to-moderate and "quite" shifty. Patience was the key virtue (as is usually the case at Mystic Lake events!). For those who remained frustrated by on-the water activities, bocce over beer was a source of frustration reduction and the killer pancakes on Sunday morning also relieved the pressure for those high strung sailors.

—Art Rousmaniere  
Winchester Boat Club

### A-fleet (top 10 of 22)

pos	boat#	skipper/crew	club	finishes	total
1	28440	Jim Bowers/Myrna Fong	Winchester	4 1 3 4 4	15.75
2	28199	Bill Hall/Celia King	Winchester	2 5 1 6 3	16.75
3	26451	John MacRae/Melitta King	Winchester	7 7 2 7 5	28
4	29111	Joel Zackin/Celest Suggs	Quassapaug	1 11 5 9 7	32.75
5	25659	Ray Schmidt/Rachel Schmidt	-	3 15 9 8 1	35.75
6	25412	Jennifer Rousmaniere/B. Evans	Winchester	15 4 7 2 8	36
7	26894	Harry/Sarah Levinson	Winchester	16 2 4 1 14	36.75
8	27101	Dave Lence/Alex Eleger	Winchester	9 6 13 5 9	42
9	28542	John Lally/Kerry O'Brien	Medford	8 3 11 10 13	45
10	26917	Bill/Laura Healy	-	10 18 15 3 2	48

### B-fleet

1	25708	Peter/Chuck Oman	Winchester	1 1 1 1 1	3.75
2	27999	Bill/Sarah Baldwin	Winchester	4 3 3 2 2	14
3	25709	Pam/Carl Boerner	Winchester	2 2 2 DNF DNF	16
4	22285	Chuck/Brendan Koeniger	Winchester	3 4 4 3 3	17
5	28998	Beth/Tim Locke	Winchester	5 5 5 5 4	24

## Grand Lake Snipe Championship

August 16-17, 1997

The 1997 Rocky Mountain Snipe Fleet's Invitational at Grand Lake, Colorado opened with 17 boats from Nebraska, Oklahoma, Kansas, Missouri, Illinois and Colorado. Each year it seems that the Snipes get newer and the crew get faster. This year with two new Perssons, two Jibe-Techs and two McLaughlins, it was fun to compare the new boats against each other. But personally, I'd give points to Carl Mattson's old No. 9, competing for the first time in years, for sheer looks and personality. And bottom-line, it was the crew that played the shifts that won.

Saturday races started at 11 am under bright blue skies relatively steady velocity but extremely shifts 11-16 mph winds. Following a clean start, the fleet was off on a five leg windward-leeward course. It was a classic study in tacking duels, shadowing, pole handling and positioning at the marks, and perhaps the vest race of the weekend. John Sepanski grabbed the lead at the first mark, kept to the center and won handily. After a break for lunch, a double triangle windward course was set. Doug Swenson, at the time in third, wrapped his jib sheets under his boat at the final jibe mark, fell of a good 300' while he recovered and then got a personal puff to pass five boats on that final leg to win by 10 boat lengths. The wind strengthened and shifted 90 degrees before the third race and another double triangle course. John Sepanski and Steve Tautz moved out to lead the fleet with Sepanski holding on to win the shortened course, while the rest of the fleet shuffled position on the final legs in light showers. Races were abandoned about 3:40 as the wind built and become even more shifty. Everyone was docked and off the water when the skies opened up at 4:30 with heavy rain.

After hot showers and cocktails, dinner Saturday was at the Daven Haven Lodge on linen with candlelight. The Bow Mar fleet representatives won "best song" for their rendition of Pull the Magic Sea Breeze accompanied by Jim Lowrie on guitar. The world famous von-Brush Family singers were notable entries with their sound of music.

Sunday the wind refused to rise before 11 am and then remained light and stubbornly restricted to the right side of the course. Two three-leg windward-leeward courses were run back-to-back and the fold like me on the left side were left watching the finishes from far away. Steve Tautz excelled in staying in the wind and placed

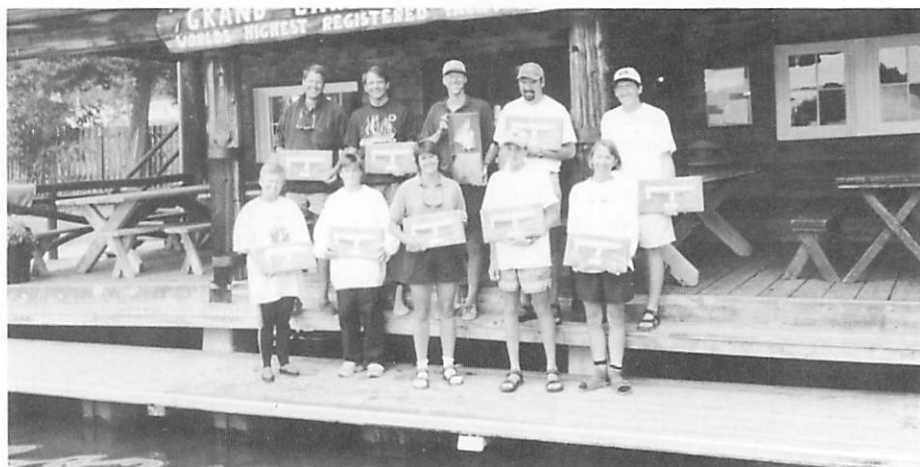
first and second respectively. Blaine McCleskey, a new Rocky Mountain member just in from Charleston, won the final race and demonstrated the skill he'd been showing at our point matches all summer long.

When all was scored, Steve Tautz held the Ed Keuck Traveling Trophy for the second year in a row. John Sepanski was a safe second followed by Jim Lowrie,

Doug Swenson and Blaine McCleskey all closely packed within points of each other for third through fifth. Our thanks to Don and Donna McCammon with US Sailing for their excellent efforts in running the races, and to the Denver Sailing Association for the use of their race equipment and committee boat. For a summer-time break from humidity, heat and the everyday - put Grand Lake on your schedule for 1998.

—Doug Swenson  
Fleet #210, Rocky Mountain

Skipper/Crew	Boat #	Fleet	Finishes	Total
1. Steve/Katie Tautz	25730	Bow Mar	2-3-2-1-2	10
2. John Sepanski/Chris Stahl	29017	Carlyle	1-4-1-3-5	14
3. Jim Lowrie/Elliot Wright	28450	Bow Mar	3-8-5-8-3	27
4. Doug/Karen Swenson	28900	Rocky Mtn.	4-1-3-7-14	29
5. Blaine/Adrienne McCleskey	26917	Rocky Mtn.	6-6-11-5-1	29
6. Jason Lowrie/Player Driscoll	23396	Bow Mar	7-2-6-11-10	36
7. Bruce Hurst/Correne Walmer	21508	Tulsa	10-7-17-2-4	40
8. John/Mary Buckley	28444	Lincoln	8-5-4-14-13	44
9. Bob/Tracey Bischoff	20403	Rocky Mtn.	5-13-7-12-8	45
10. Jim/Rita MacKenzie	26460	Rocky Mtn.	9-14-11-9-6	49
11. Bill/Mac Brush	27523	Omaha	13-9-11-10-7	50
12. Carl Lundstrom/Beth Wahl	24809	Rocky Mtn.	12-11-8-13-9	53
13. Jack/Betty Clodfelter	25869	Rocky Mtn.	11-10-17-6-12	56
14. Jack Wagener/A. Anderson	28882	Lincoln	17-12-17-4-11	61
15. Harry/Greg Livingston	19832	Wichita	14-15-10-15-15	69
16. Joe Bridges/Matt Morris	29266	Kansas City	15-16-17-16-16	80
17. Carl Mattson/Beth Schlimm	9	Rocky Mtn.	16-17-17-17-19	86



# National Secretaries Meeting

Saturday, September 17, 1997

San Diego, CA

US National Secretary Terry Timm opened the meeting at 7:10 am at Mission Bay Yacht Club. He welcomed all in attendance, which included: Commodore Gonzalo Diaz, Jr., Vice Commodore Lee Griffith, Rear Commodore Akibumi Shinoda, European General Secretary Antonio Roquette, Vice Secretary and Norwegian NS Birger Jansen, Northern ES Ola Nygard, Southern ES Francisco Gines Perez Lopez, ISAF Representative and Past Commodore Per Ole Holm, Past Commodore Harold Gilreath, National Secretaries Jiro Yamamoto, Japan; Bertel Bojlesen, Brazil; John Love, United Kingdom; Karin Pettersen, representing Sweden; Andre Callot, Belgium; Gilles Boisaubert, France; Bjarne Iversen, Denmark; Ezio Braga, Italy; Alexei Fomin, Russia; Id Crook, Canada; Vincente de la Guardia, Cuba; Peter Christie, Bahamas; Pancho Agusti, Argentina; and Executive Director Jerelyn Biehl.

Commodore Gonzalo Diaz welcomed all in attendance.

John Love made a motion to accept the 1995 National Secretaries minutes as published in the Bulletin. Ola Nygard seconded. Motion passed.

## National Secretary Reports

**Japan** - We are gradually decreasing in Snipes and new boats built. This year we have 850 members which is down 15%, and 85 new boats built. Sailing in dinghy boats is also decreasing in Japan. The Snipe is no longer the high school boat. The price of the Snipe is too high; they chose the Flying Junior. We still hold the Japan National Sports Festival which is popular. The Snipe remains only sailed for women, but the 470 may be selected instead. We are trying to promote the Snipe. We will hold the 1998 Western Hemisphere & Orient Championship in Enoshima, November 8-14. We are holding our 50<sup>th</sup> anniversary of our Nationals. We would encourage promoting the Snipe as the junior boat to ISAF.

**Brazil** - We are holding the Junior Worlds in November in São Paulo. We sold 126 decals and are promoting the class with juniors. We are making new Snipes available to junior Snipe sailors.

**United Kingdom** - We currently have six active fleets, losing one this past year. However, there are six other boats sailing in other areas which are helping to promote. We currently have 101 actively paid members. Our National Championship, which is open, had 31 boats. 21 from the UK, 6 from France and 5 from Belgium. Our sailors travel throughout Belgium and France quite a bit. Our juniors are active and sailing well. We are excited to have the new builder of the Devoti in the UK, one which is sailing here. We continue to excel in publicity, having articles printed in *Yachts and Yachting* and a stand at Sailboat '97.

**Sweden** - We have 108 dues paying members. We print a newsletter 4 times a year and have a home page on the web. We hold 2 meetings; one in November and at our Nationals. Our Board meets 4 times, in Spring at our measuring day and at 3 qualifying regattas. The qualifying regattas attracted 40, 56 and 32 competitors. We held a match racing regatta in Gothenburg in late September. The southern part of Sweden has 5 strong fleets, and 3 not so strong. The Skipper Snipe is fast and well built. It placed 1st and 2<sup>nd</sup> at our Nationals. We are the largest 2 man dinghy in Sweden and 4<sup>th</sup> class overall behind the Optimist and Laser. We are holding our 50<sup>th</sup> national championship next year. Our Federation has previously focused on Olympic classes, but now are seeing the Snipe. Our junior sailing is not so strong.

**Belgium** - We are attracting more young sailors, ages 25-30 years. We need good second hand boats. We travel through Europe a lot. We need a calendar of all European regattas for our traveling sailors. We held our Nationals in Holland this year. We have one fleet of 63 boats, and our racing numbers are increasing. Germany

has 3 new Snipes. Andre Callot bought boats, made calls and sold these boats to help increase fleet.

**France** - After 10 years, Gilles Boisaubert is moving out at National Secretary. Our numbers are increasing for participation in regattas. In 1996 we had 43 regattas with 5 fleets sailing in foreign regattas. We expect to have 51 regattas for 1997 including promotion regattas and regattas for wooden boats. 21 boats participated in our 50<sup>th</sup> National anniversary regatta. Nine boats sailed in the Uthralit Challenge for juniors. We have 50 paying members of SCIRA with an average age of 30. We continue to participate in the Paris Boat Show and we will produce a new brochure next year.

**Portugal** - The Class has a new National Secretary, Miguel Graça. We have 110 members and 40 boats. We had 27 at our Nationals. We will hold the Europeans in 1998 which we hope will encourage Snipe sailing in our country. Our Federation supports the Class. Our fleets and clubs are working together to attract young people.

**Spain** - We have 300-350 Snipes in Spain. We produced approximately 25 new boats per year. This year the Canary Islands returned as a strong fleet, holding the Spanish Cup, and they are interested in holding the Europeans. The cost of the boat is a concern, we need better control. Our Federation allows appendix B regattas, but SCIRA only allows Appendix A. SCIRA should allow advertising. (Sweden, Russia Argentina and the Nordic Championship also support Appendix B) We had 70 boats at our Nationals, and 30 juniors regularly compete. Juniors race by regional areas. Our emphasis is to provide help and support to juniors for growth of the Class. One of our builders makes a good boat for \$4,500. We invite everyone to Spain for the next World Championship in 1999.

**Bahamas** - We have 11 registered boats and 6 compete regularly. Our juniors sail Optimists and Sunfish. The Midwinters for 1998 are April 1-4

**Denmark** - We have 4 fleets with a total of over 100 boats. There are 30 racing actively. Our Federation decreased the number of competitors in Nationals from 20 to 15. All classes are having problems. The Federation is now supporting non-Olympic classes for the first time. Our relationship with our Federation is good. SCIRA Denmark is well organized and we are working on attracting young people into the Class. We are looking to young people as new fleet captains, as the FC must sail and talk to other sailors ages 18-25. We encourage junior sailing. The European economy is rising, but parents are buying bigger boats. Hopefully they will buy Optimists to introduce sailing to their children, but the Opti is having problems.

**Norway** - Our numbers are stable. We are attracting more young people. We have sailing schools in 3 fleets in the spring, 6-7 times. Some buy Snipes. We have 35 and 60 boats in our fleets, with new boats coming from Denmark & Sweden. We had 58 in our Nationals and our sailors travel a lot.

**Italy** - We have 20 new boats this year with 180 boats and 500 members. Competition was strong this year. 130 boats competed in our ranking list with 8 regattas total. We had 58 at our Nationals and 40 at other national regattas. 30 boats competed from 6 countries at San Remo. SCIRA Italy owns 3 boats that are for juniors to use. SCIRA Italy has good finances, we bought 2 new boats to ship to this world. We produce the Snipe News 3 times a year. We have translated the SCIRA rulebook. We have a good relationship with our Federation.

**Russia** - We are concerned that they chose a acrobatic boat for the Olympic boat. We think the combination of physical and mental abilities are a good choice. We see the Snipe as the best boat for Russia. There are no

dinghy classes, but the Snipe is growing. We are looking to the future, as a Snipe can have one experienced and one novice person sailing. We can invite more people into sailing through the Snipe. The Federation only promotes Olympic boats. We have 9 boats but hope to have 15 next year. We want to invite sailors to Moscow. We have brought sailors from the 470 and Laser class to this worlds. Our country will look at how these sailors did to evaluate the Snipe Class.

**Canada** - We are still sailing.

**Cuba** - We have a small fleet in Cuba. 5-10 boats. The juniors sail Cadets and Optimists. Snipe sailors also sail 470s, and Cuba supports Olympic classes. We have 2 junior and 2 senior championships, and we practice all year. 7 junior teams compete and 9 senior teams compete.

**Argentina** - We have 105 active boats in which 30% are juniors. We are the strongest class in Argentina along with the 470 and windsurfer. The price of the 470 is too expensive, so the Snipe is strong. We hold one Nationals and a series of regattas in 4 locations. The Class is importing boats from Chile. Clinics are held to introduce and tune-up sailors. Argentine sailors travel as much as possible and are now helping Chile to go to the juniors as well. Regattas should be held under Appendix B for sponsorship. We would like to see more modernized and standard fittings. We will make our junior program available to the Snipe world to encourage world growth.

**Finland** - For the past 10 years we have had 26 boats. In 1996 we had 21 boats. Our nearest builder is Skipper in Sweden. We haven't had any new boats in 4-5 years, but new boats will increase shortly. We don't think our strength is to standardize the boats. In the 60 years of the Snipe Class, development has helped the Class grow. Finnish sailors like to change and work on boats, we feel racing is to experiment. We do not think it would be good for the Class in Finland to standardize.

**United States** - Our numbers are declining. Juniors have other activities and more boats to chose from. We have one new builder, but our established builders aren't building because they can't make a living producing boats. We had 53 at our Nationals. We are promoting junior races to be held before senior races at regattas. We held our 1st. women's championship. We hope to emphasize wood/older boat regattas. The fleet captains are our most important positions in the United States.

**Switzerland** - report submitted - The Swiss fleet is located on Lake Lemman, 10 minutes from Geneva. The club has the capacity to hold international championships, but we are afraid the Swiss cost level would affect participation. If we could keep the costs low, it would boost the fleet. We have 20-30 older Snipes that have been modernized with equipment from other classes, but only 3 would currently measure in. We have re-entered the Snipe in the Federal register.

**European Report** - We will produce a new calendar. SCIRA rules need to be more clear for the European Championships. To introduce the Snipe, it is very important for a standardized Snipe and to lower the price of the boat. We will hold the European Cup 2 days prior to the Europeans with good sailors sailing in standardized boats. Our juniors are our most important. We want to add 7 more teams to the Europeans, qualifying 2 from the north, 2 from the south, 2 from the European Cup and 2 from the Euro. Juniors. There will be 70 boats at the Europeans. We are writing a constitution for the Europeans classes for rules. There are 11 countries and hope to add 3 more at next Worlds. We are helping revive Angola with the Optimist, Laser and Snipe; Germany, Turkey and Poland are also growth areas. Our Federations support the Class in Portugal, Spain, Italy, Denmark Finland and Russia.

*continued pg. 13*

# SCIRA 1997 Measurement Clinic Report

September 11, 1997

## Day One

Participants were welcomed by Commodore Gonzalo Diaz, Brainard Cooper and Giorgio Brezich.

The clinic met at a separate building at Mission Bay Yacht Club. Notebooks were distributed to all participants containing the subjects to be covered. The clinic and the notebooks were prepared by Jerelyn Biehl, our Executive Director, and Sean Biehl.

Brainard explained the philosophy of measurement for SCIRA in that measurers need to help the competitors, not to oppose the competitors. Innovation and simplification cannot be stopped. Communication is better now and we can adopt new ideas, but we all must have the same starting point.

Giorgio explained the contents of the notebooks and repeated the objectives of the clinic. He stressed the need for all measurers to do all measurements the same way.

The clinic lasted three days and there was lively and spirited discussion as participants presented ideas and asked questions. Most of the time was spent at the meeting room, but there were periods of observation at the measurement site. This is a summary of the discussion.

**HULL:** All measurements from centerline and from point zero at the bow. Olsen pointed out two measurements from aft. This will be reviewed for the next Rulebook.

The official SCIRA method to measure the hull is with the standard jig approved in the 70's. This method measures the hull upside down. We need to use this jig because it is less labor intensive, less physical, easy to use and there is no pressure on the hull to cause deflection during measurement. There is 5 jigs in the US, 2 in South America, 3 in Japan and 5 in Europe. The standard hull measurement method with review of the tools and suggestions on technique was discussed at length. It was clear that if there is not a physical point zero, the hull measurement cannot be done. Transom measurements must be from the center

**MOI:** Everyone is using the same MOI jig. Springs will now be made available to all countries and to all builders.

**CENTERBOARD:** Discussion of how to insure perpendicular position. Security method problems and ideas.

**RUDDER:** Methods and ideas on the shape, width, position in boat and weight. No tiller can make the boat longer by extending beyond the aft portion of the rudder.

In the afternoon, a hull measurement was performed and there was a lot of excellent information exchanged, but in respect to the competitors, no further clinic measurements will be done on the competitors' boats

## Day Two

Giorgio opened the second day by summarizing some of the points of the previous day. A result of the measurement committee was that a boat was being repaired to conform with our rules. The builder was not sure of how it had occurred but the builder will investigate fully. This hull measurement situation is a good indication of the need to always measure from the centerline.

**MAST LOCATION:** This was discussed as to the method and also as a rule change to require builders to mark the important 60" position at the step. There were different ideas discussed, but no consensus was achieved. This could be part of the measurement data form, such as used in Spain. It was suggested that along with the centerboard and the rudder, the mast should be interchangeable from Snipe to Snipe and that this would require our rules to specify the height of the mast step.

**UNIVERSAL MDS:** We will try to implement a universal MDS form for use by all countries containing more information for regatta organizers.

There was discussion of measuring sheer.

The tools for measurement should be simple and easy to transport.

No additional mechanism between the boom and mast is allowed. No eyestraps or other device in front of the mast.

A compass on a mast must be removed for weighing of the mast.

**BOOM:** Length, location, sail stop and length of whiskerpole must be done.

**WEIGHT of the BOAT:** There should be no confusion; it is very clearly stated in the Rulebook.

**CENTERBOARD:** There was lengthy discussion on the safety line and the method for keeping the board up. Some feel that we need to specify the length of the safety line. There are suggestions to specify the acceptable methods and parts to use to keep the board up in a legal position.

**SAILS:** The mainsail headboard was discussed. Material thickness measurement, as done by ISAF, could be a better way to specify cloth than the present. The jib leech was discussed and there was agreement that jib leech rules are not really necessary.

In the afternoon, the clinic divided into three groups and observed and participated in the measurement process of SAILS, RUDDER and CENTERBOARD.

When we returned to the meeting room, we discussed the methods installed and use. There was a discussion of the method to measure the mainsail leech and it was agreed that there will be a folding of the mainsail, not necessarily to a crease, to properly measure the leech. Also, the template for the rudder was discussed and review by the Rules Committee is necessary.

## Day Three

George Szabo of Sobstad San Diego and Chris Snow and Greg Fisher of North One Design joined us for discussion of the sails.

Giorgio opened the third day with a review of the measurement on the leech and the method of folding for measurement.

The head of the mains was discussed. A template may be devised to check the compatibility to the rules. Also, the tack of the mainsail was discussed and there is some confusion. While it is impossible to duplicate the picture of the Rulebook, we cannot allow the grommet position to move up, so the measurer must use judgment. Another template may be needed for the tack.

A participant commented that Rule 66 needs numbers for better application.

Rule 65 and cloth weight and the difficulty of checking the material were discussed at length. The sailmakers present indicated that measurement of the thickness (as done by ISAF) may not be the answer. We could specify the materials that can be used. However, the present rule is working well and we do not stop research. If a measurer sees a foreign material, the situation must be assessed for the short term at the regatta and for the long term by sending a sample of the material to the Rules Committee.

## Question and Answer Period:

Rule 14 and flatness of the hull was briefly discussed as a question. There are some misunderstandings and measurers must be clear in their explanations.

Mast weight includes the fittings such as the stay masters.

The template for the rudder must be reviewed carefully for appropriate tolerance.

After lunch, we discussed Sailing Instructions and Class Rules for Race Management. Discussion on this matter is important, even though not usually a matter for measurers. But, measurers are leaders and can help a race manager.

There are differences between ISAF rules and Snipe Class rules. Some of our rules are better and

should be used. In the future, efforts should be made to bring these rules closer together. We need to be as close to ISAF as possible while maintaining our good points, such as the Z-flag that is easier on the competitors. There are some countries where the weather is so cold that the black flag is the only way to control, so we need to leave some options for special conditions.

We had discussion of:

SCIRA Representative: duties are clearly defined in the Rulebook

\*The SCIRA rep must be involved from the very beginning. Notice of Race and Sailing Instructions, during regatta: skippers meeting, as an observer, and a protector of the Class Rules

\*minimum and maximum wind direction, fair sailing, change of course in direction and distance

\*blackflag vs. Zulu: Japan and Nordic; no Zulu flag

\*courses: the flags, shortened only for sanctioned regattas not for National or International Championship

\*starting sequence: go from 10 minutes to a starting sequence of 6 minutes, such as 6-3-start or 6-5-start

\*increase the number of races, decrease to 1.25 hours, scoring: computer program, differences, alternative DNF, etc.

\*scoring program has YMP with a wrong formula Rules for Conducting National and International Championship Regattas must be followed.

SCIRA now provides a packet with the Sailing Instructions and scoring disc. A sample of the Notice of Race is provided.

It will help the competitors if the Sailing Instructions are always the same for all Regattas, so that when they go to the Worlds, there is familiarity with the format and content.

There are local issues such as cold water that force race managers to use Black Flag and the six minute sequence.

In many areas, it is important for sponsorship to be available and SCIRA needs to consider allowing Category "B" events.

In the afternoon, Jose "Pepe" Perez demonstrated his equipment, which is excellent and precise. However, because of simplicity and speed, the methods used at the 1997 World Championship will be recommended to the Board for the Rulebook.

The Rules Committee has received contributions from builders and sailmakers and a summary of their written suggestions will be published after review by the Rules Committee. We should request written suggestions from as many builders and sailmakers as possible.

We need to simplify and standardize measurement so that the ratio of sailing days to measuring days is increased. Perhaps, one day of measurement for four days of racing.

Someday, we may need to certify builders and establish criteria.

The present MDS form and the use of the owners' certificate were discussed. Again, we want to standardize and include as many details as possible.

Weighing the boat in the open is not a problem.

The MOI procedure is standard. The purpose of the MOI was discussed and manufacturers are building the boats in a manner that is well within the rules. With the mast and the 300 pound crew, the difference between MOI of 215 and 200 is not relevant. Springs will be available for all competitors.

Sail royalties are not for regulation, but for revenue

*continued pg. 13*



# SANCTIONED SNIPE REGATTAS



**OCTOBER 4-5; OKLAHOMA CITY BOAT CLUB FALL REGATTA.** Oklahoma City Boat Club, Snipe fleet #14. Andy Towles. 405-359-0128.

**OCTOBER 4,5,11,12; COPA YCO.** YCO Olivos. Pancho Agusti. Fax: +54-541-32-220..

**OCTOBER 11-12; GRAN PRIX DEL INTERRIOR.** 400 YCC, Córdoba, Argentina. Pancho Agusti. Fax: +54-541-32-220..

**OCTOBER 18-19; CAMPEONATO ARGENTINO POR EQUIPOS.** YCA Dársena Norte, Argentina. Pancho Agusti. Fax: +54-541-32-220.

**OCTOBER 18-19; FRIGID DIGIT.** Annapolis, Maryland. Alex Pline. 1104 Hoover St., Annapolis, MD 21403. Fax: 410-263-5246. E mail: pline@en.com

**OCTOBER 25-26; HALLOWEEN REGATTA.** Atlanta Yacht Club. Atlanta, GA Lee & Courtney Bradley. Home: 770-442-0821, work:770-436-1596, fax: 770-438-8143.

**NOVEMBER 1-2; CAROLYN NUTE MEMORIAL REGATTA.** Mission Bay Yacht Club. San Diego, CA. Tom O'Neill. 619-277-8970.

**NOVEMBER 29-30; SEMANA de BUENOS AIRES.** YCA Dársena Norte, Argentina. Pancho Agusti. Fax: +54-541-32-220..

**DECEMBER 6-8; SEMANA de BUENOS AIRES.** YCA Dársena Norte, Argentina Pancho Agusti. Fax: +54-541-32-220.

## 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 DRYSALE 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, \$225 in white or \$235 in blue. No. 2 has full sides to chine @ \$287 in white or \$298 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 \$38 shipped UPS ppd, for orders with payment in full. Visa, MC, AmEx or COD available. Special colors upon request. Contact Chris Rooke (901)744-8500. ROOKE SAILS, 1744 Prescott So., Memphis, TN 38111.

## SCIRA Measurement Clinic *continued*

production. Sailmakers must cooperate. If a sailmaker does not cooperate, the Rules Committee will write a letter.

Brainard and Giorgio closed the clinic, thanking all for the participation. Brainard stressed the idea that measurement was for the competitors, not against the competitors. Giorgio thanked all the participants. The measurers were thankful to the SCIRA Board of Governors for approving and sponsoring the clinic.

### Recommendations:

That the methods and detailed instructions to measure be incorporated into the 2000 Rulebook

That a detailed description of approved measurement tools be published as soon as possible and included in the 2000 Rulebook

That a standard MDS and certificate be used by all countries

That the Rulebook be clarified in several parts

That procedures be established for boat builders and sailmakers to be certified

That the suggestions by boat builders and sailmakers be reviewed by the Rules Committee and publicized

The following have been awarded a SCIRA Clinic Participation Certificate:

Fernando Garrafa

Celia Garrafa

Jose Perez

Erling Olsen

Tommy Svensson

Emil Svensson

*Respectively submitted:*

*Brainard Cooper, Giorgio Brezich, Hisanao Kato*

**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** complete to your spec. \$950. boom \$230. Pole kit \$199 includes instructions. 48 hour delivery. Contact Weather Mark Sailing Center David or Lynn 800-992-6281, Fax: 800-368-4445

**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

**MCLAUGHLIN 25059** - North main, jib, Cobra mast, trailer. All covers, race ready. \$3,000. David Powell (512)-795-8056. Texas. (son)

**MUELLER 28677** - White hull with 2 green waterlines and white deck. Top and bottom covers. New jib sheets, compass and comfortable hiking straps. Sidewinder mast with cover. Boat is rigged to race and is in excellent condition. Sails: 2 mains, 3 jibs. One set purchased last year and includes a mylar jib (used 4 times). Boat and trailer built in 1993. \$5,200. Cleveland. Call Gregg, 216-331-4961. (so)

**PHOENIX 26740** - White hull with black deck stripes. Shoreline trailer. Sobstad sails. \$2500. So. Calif. Jon: 714-737-0413 (o)

## National Secretaries Meeting *continued*

**Western Hemisphere & Orient** - report submitted - WH countries membership, other than Japan which is maintaining and adding moderately, are moderately declining. There are some signs of new life and activity in Colombia and Chile. Canada continues to be "officially" alive. The US is active in terms of regattas, but fleet racing and membership is down. The 1996 WH&O were held in Larchmont. Participation was reasonably good but a few countries couldn't fill their quota. 1998 WH&O to be held in Japan with good supply of charter boats. 1999 Pan Ams will be held in Winnipeg, Canada. We hope to recruit sailors from other countries and possibly pre-sell new boats. The WH&O vs. Europe - Asia, NA and SA are disconnected and communications are a problem. It is probably better to have NA, SA and Asia representative to coordinate activity in such areas. It is also appropriate that Japan have a permanent Board position based on membership size in SCIRA. We need SA to be "officially" in charge of SA.

**ISAF Representative** - Most of Brighton meeting was on the Olympics. Finances and fees will be discussed at the SCIRA Board meeting. For ISAF budget, 30% is spent on salaries; 24% on administration, 21% on Olympic. Income comes from: 56% Olympic revenues, 21% National Authorities; 10% building fees on new boats. Per Ole Holm encourages feedback on the new Racing Rules to ISAF.

Bids: Denmark and Italy bidding for World Masters in 2000. Bids and ballot distributed. Ballot to amend Deed of Gift for World Masters distributed. Meeting adjourned 10:20 am.

**MCLAUGHLIN 24060** - Two masts (light air rocket Cobra II, Proctor), top & bottom covers, adjustable spreaders, sails/sails/sails., trailer, pole launcher, sacred Reynolds rudder, incredible race history - in great condition. \$2,275. Delivery considered. Call Chuck Sinks: 619-453-8700 (w) 619-223-6872 (h). So. Calif. (on)

**MCLAUGHLIN 26449** - Maroon with light grey deck. Cobra II mast. Almost new Norths. Cox trailer. Top & bottom covers. Located in Larchmont, NY. 914-834-4660. \$2,850. (on)

**VARALYAY 5851** - Wood hull, needs refinishing - good winter project. Aluminum mast. Both sails perfect. Trailer has new tires. \$500 obo. Omaha (402)558-4616. (on)

**MCLAUGHLIN 27103** - trailer, deck & hull cover. Pole launcher, hard anodized centerboard. Custom McLaughlin rudder, Cobra II spar. Superlight needle spar boom, 1 suit of sails. \$3,800. Dirk Kneulman. Oakville, Ontario, Canada. (905) 845-1153. (o)

**LILLIA 29323** - Built in July 1997, used only at World Championship. Harken fittings, Sidewinder mast, Proctor boom, pole launcher, beach trolley. \$6,500. Located in San Diego. Contact: Ezio Braga, fax: +39-33-1-620-422, e-mail: BRAGA@cdc.it, or contact the SCIRA office.

**PERSSON 29324** - Nord-est, built in July 1997, used on at World Championship. Sidewinder mast, Proctor boom, pole launcher, beach trolley. \$6,500. Located in San Diego. Contact: Ezio Braga, fax: +39-33-1-620-422, e-mail: BRAGA@cdc.it, or contact the SCIRA office.

# RULINGS

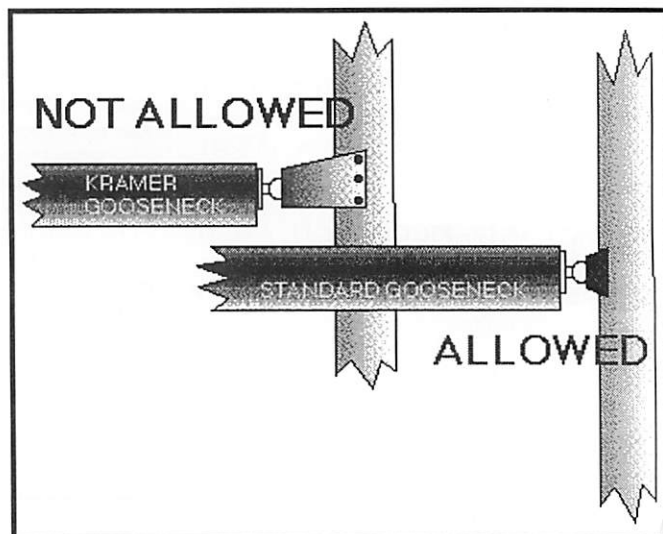
from the Rules Committee

Members of the SCIRA Rules Committee are called upon for rules interpretation and rulings on SCIRA rules. Committee members communicate twice a month via fax and the internet. Committee member Antonio Bari of Italy keeps the SCIRA Rules page current with committee rulings. Below are examples of recent rulings. To keep abreast, access the snipe web page, Rules section, at: [www.snipe.org](http://www.snipe.org).

## Kramer Gooseneck

- Action by Rules Committee, January 1997

The Kramer gooseneck is a sort of riveted extension commonly used on FDs to increase the angle of the mainsail before the boom hits the shrouds when sailing downwind. There has been a question about its use on the Snipe. As nothing regarding it is written in the Rulebook, but looking at paragraph 8, there has been a ballot among the Rules Committee, and the vote has been NO. For this reason, any sort of Kramer gooseneck or similar extensions will not be used on a Snipe.



## Rule 14 - Lack of Flatness

- Action by Rules Committee, March 1996

Due to a question regarding the interpretation and enforcement of Rule 14, the following equation will be used to determine the compliance of boats with the limits set forth by Rule 14; Where "LOF" represents allowed lack of flatness at any point on the Snipe hull,  $LOF = 1/8" \times \text{length (in feet) of the section being measured}$  or  $3.2\text{mm} \times \text{length (mm)} / 304.8 \text{ mm of the section being measured}$ .

Note that in measuring the lack of flatness of the transom, the length of the section being measured must be used, not the overall length of the boat.

### Rules Committee members:

Chairman: Brainard Cooper

Vice Chairman: Giorgio Brezich

Chief Measurer: Hisanao Kato

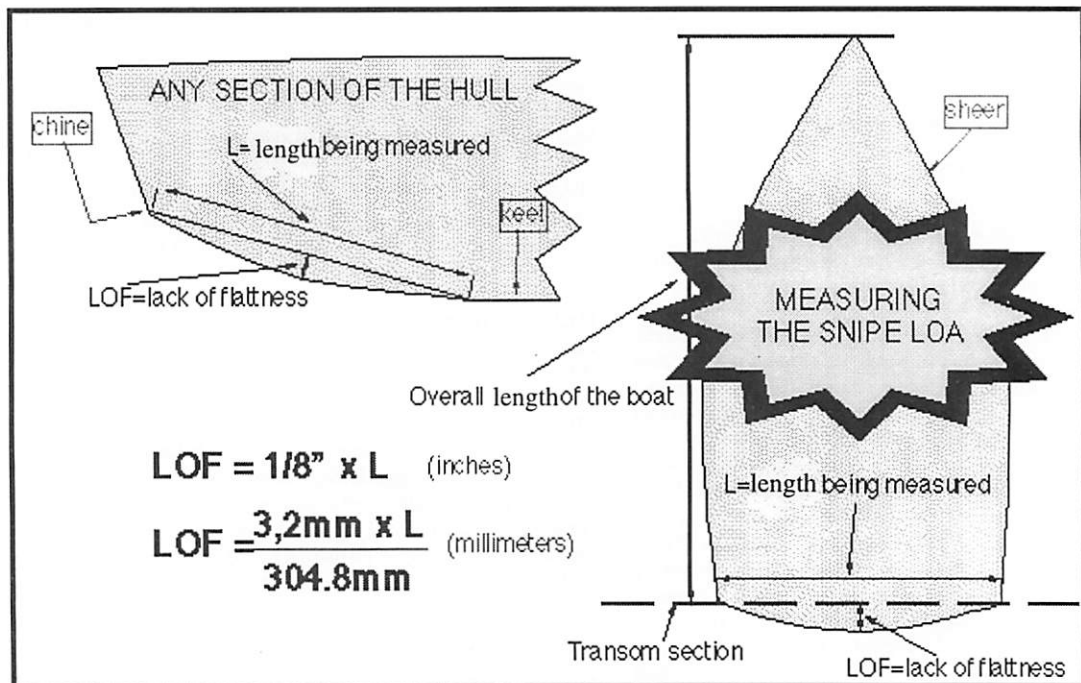
### Members:

Antonio Bari

Dina Kowalyszyn

Ron Rox

Johnny MacCall



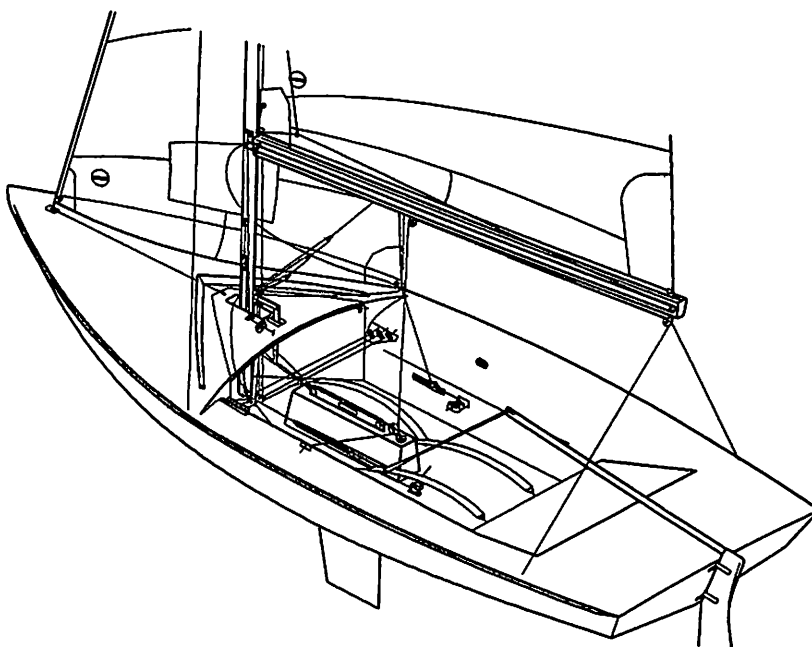
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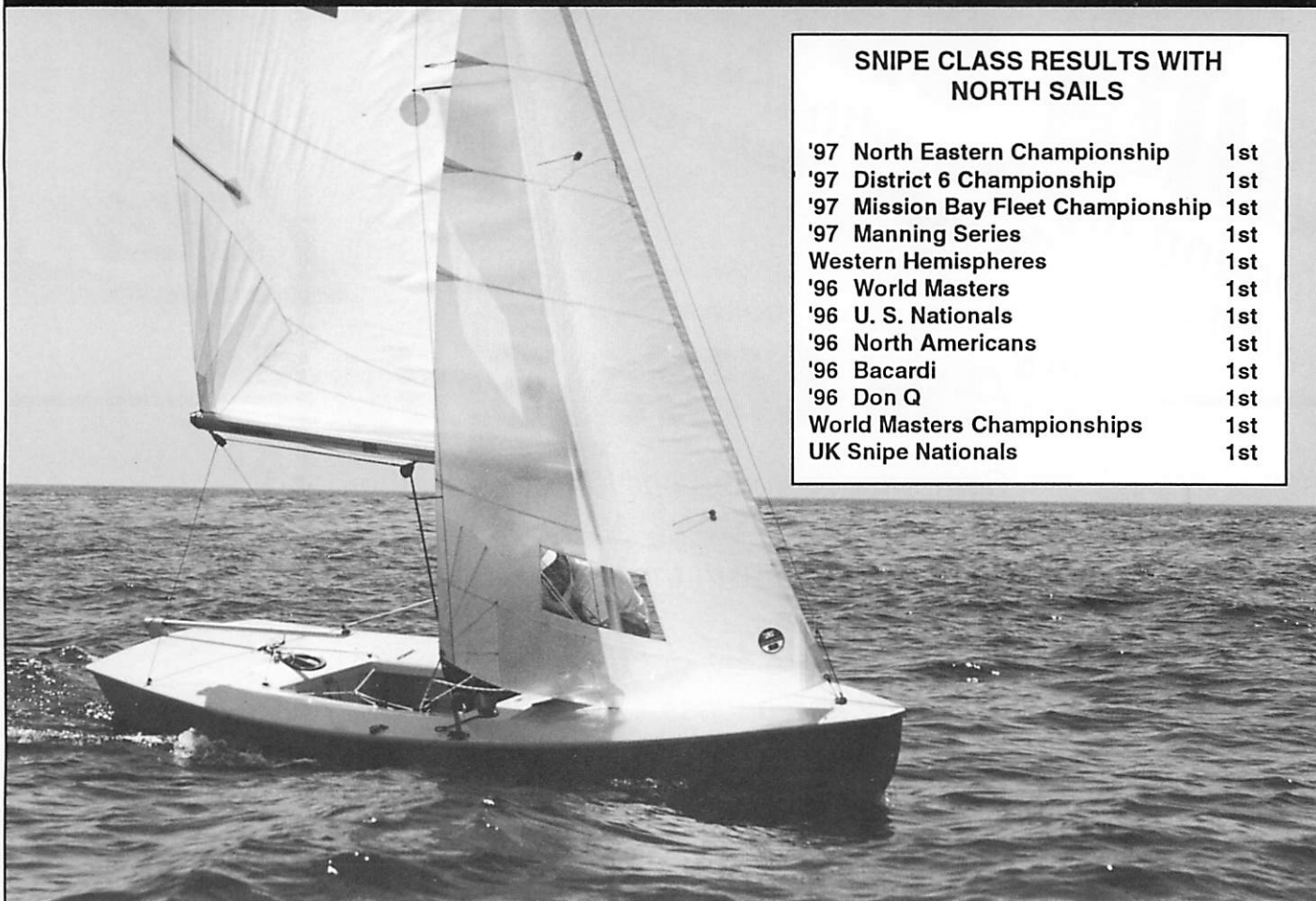
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'97 Manning Series	1st
Western Hemispheres	1st
'96 World Masters	1st
'96 U. S. Nationals	1st
'96 North Americans	1st
'96 Bacardi	1st
'96 Don Q	1st
World Masters Championships	1st
UK Snipe Nationals	1st

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**Southern California** *Doug Hart* (619) 421-2745