

1997 SNIPE WORLD CHAMPIONSHIPS SAN DIEGO, CALIFORNIA, USA

sail #	Skipper/crew	Country	Finishes	Total
1	29112 Mauricio Santa Cruz/Eduardo Neves	Brazil	1-3-10-1-1-11-(dnf)	26.25
2	27390 Alexandre Paradedda/Flavio Fernandes	Brazil	2-6-6-6-3-6-(dnf)	29.00
3	29106 Andrey/Galina Kiriliuk	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 Arnkuaern	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 Ternøus	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/Hiromu 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 Ulvele	Norway	21-(ocs)-19-26-25-36-22	149.00
29	28955 Gilles Boisaubert/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 Celis/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/Rob 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
41	29019 Claus Carpelan/Risto Valjus	Finland	37-43-41-30-32-25-(ocs)	208.00
42	29105 Alexei Fomin/Dmitry Berezkin	Russia	(dsq)-44-27-41-48-48-9	217.00
43	28156 Jean-Martin Grisar/Yves Ratinckx	Belgium	39-39-18-(ocs)-34-(ocs)-32	220.00
44	29292 Antonio Roquette/Pedro de Campos	Portugal	40-21-42-43-(dnf)-30-dnf	227.00
45	26671 Peter Wolstenholme/Alan Williams	United Kingdom	34-30-40-(ocs)-46-43-40	233.00
46	28073 Ola Nygard/Frode KR Finnoy	Norway	41-(47)-39-38-37-47-33	235.00
47	24806 David Whyman/Chad Turner	Canada	46-35-38-42-42-37-(p20)	240.00
48	27378 Fernando/Bernardo Thode	Uruguay	43-(dnf)-37-37-45-32-dnc	246.00
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 Taviner 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 trailered 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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