



Snipe BulletinTM

Official newsletter of the Snipe Class International Racing Association

Volume 26, Spring 2008

Is your jib pulling
its own weight?

PS-5

Referred to as 'Old Faithful' by some, the Quantum PS-5 Dacron Jib has won the last three World Championships. Designed in 1997 to be powerful in the lighter winds and bigger waves of San Diego, the PS-5 design has persevered by winning regattas in a variety of conditions. In a World where change is the norm, it is good to know that you can always count on Old Faithful.

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Snipe Bulletin

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The Count: 32 numbers have been issued since the last issue; Brazil 16; Japan 8, Poland 2; USA 3; Norway 1, Germany 1 builder: 1
Numbered Snipes: 30671
Chartered Fleets: 883

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Cover photo: Brazilians Bruno Bethlem and Dante Bianchi during a sail testing session. Photo: Gustavo Pachaco

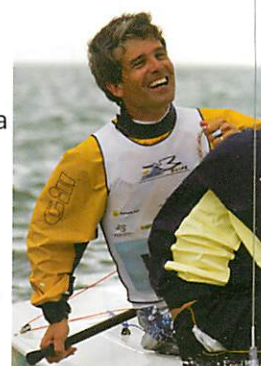
Next Issue:

**Snipe 75th Anniversary
edition**

**Fall deadline:
September 1**

Dear Snipe Sailors,

It will be a great honour and responsibility to be your Commodore during the next two years. I am the head of a new and restructured Board of Governors. This restructure, aimed for a lift in focus and dedication, will surely result in more value for our members. I would like to thank the previous Board and, especially, Past Commodore Robert Dunkley for leaving this legacy to our Snipe Class.



Many of you know that, at 39, I am an active Snipe sailor. I started sailing Snipes crewing for my father when I was only 13 years old. I was since so captivated by our Class that decided to take a big chunk of family, business and sailing time to work first at the national level and now internationally. It is thus my objective that this time results in an effective contribution to our Class.

I will dedicate this my first column, to an issue in which I think that we've been somewhat remiss: communication. This communication will be about SCIRA's structure, who we are at the Board, why and what are we here for.

Sailors need to know where their money goes. We need to acknowledge that, if communication is not properly managed, people usually have second thoughts and risk missing the whole picture.

Our Snipe Class is a truly an International one. Our shine is based on the fact that we are strong and popular in many countries and that international regattas rotate smoothly between them. The role of SCIRA is to take care of this, through actions related to promotion, venue selection, respecting and discussing rules, administration of membership, relationship with ISAF and many, many others. SCIRA's role is what makes "the whole to be more than the sum of its parts".

But SCIRA's structure is minimal. We pay for less than half of Jerelyn Biehl's plus Sherri Campbell's time (who are partners in a company named One Design Management). All the members of the Board and Committees are honorary, they pay their travel expenses themselves and only the Commodore is entitled to one air ticket per year to assist to World events. Not even the drinks go to the class!

Our Board is integrated by Luis Pessanha (Vice Commodore, POR), Jiro Yamamoto (Secretary, JPN), David Odell (Treasurer, USA), Giorgio Brezich (Chairman of Rules Committee, ITA), Hal Gilreath (Secretary WH&O, USA) and Stefano Longhi (Secretary Europe, ITA) and me. We have a great passion for our Class, this helping us to work long hours on top of our curricular activities and family time. We feel that we are here to make a difference, and that we will be able to do it, with your help.

Happy sailing!

From the International Rules Committee

SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

Giorgio Brezich
Chairman
International Rules Committee
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December 31, 2007

To All Snipe Sailors,

During the recent months, several widely used boat brands have been measured by various people using modern tools and more accurate procedures using CAD software. The results have been that some boats have been found not complying with the current rules.

As has always been done in the past in similar situations by the Rules Committee, the boat builders have been informed of the problems found on their hulls and warned to modify the molds. As a result, all the irregular moulds have been modified to fully comply with the rules and all boats delivered after January 1st, 2008 must be in compliance. Any boat found to infringe any rule after that date shall not race in any regatta. Boat builders have been requested to send to the Chief Measurer the exact measurement values of the new molds and of the hulls that shall be modified in the future, before production begins.

The Rules Committee has decided to allow older models, now found to be irregular, to race at any level for two reasons:

- the boats have been found regular in any previous measurement with the tools and the procedure in use at that time
- the discrepancies found in the latest measurements are minor and, in the opinion of the RC, do not give any advantage to those boats.

The areas that have been found out of the measurement tolerances are:

- stem radius
- chine radius
- single chine and keel heights on boats of different builders
- centerboard trunk height
- rudder parallelism to transom

Because Snipe measurers worldwide are volunteers provided with transportable and affordable measurement tools, and although the CAD measurements are extremely accurate, we must all use **only** the currently provided measurement tools to determine the measurement of Snipes.

Decision of the Rules Committee

Founded 1932
Member – ISAF

Marge Lamb

It has been difficult to think or speak of them separately. It was always "Buzzy and Marge," or "Margie and Buzz." For the last three years, since Buzz's death in February of 2005, speaking of Marge Lamb in the singular was just a little off-center, like a half-spoken word or sentence.

So, Marge's death February 6 from the effects of the stroke she suffered just over a week before, in a very real way, heals the breach created by Buzz's death. While during the intervening three years she has sometimes struggled to re-order what she had considered her "perfect life," those around her always missed the spontaneous joy that seemed to attend her waking hours back when it was "Buzz and Marge."

When the Snipe Class engaged Buzz, already an active and accomplished Snipe sailor, to be its second Executive Secretary it truly got "two for the price of one" as Marge enthusiastically embraced Buzz's new endeavor, Marge most visibly publishing the *Snipe Bulletin* each month in addition to crewing for Buzz on the weekends, either in local point score races or traveling to regattas around the southeast, plus their annual trips to the US Nationals and numerous international events.

On the occasion of their retirement she told one friend, "We've put out more than 200 *Bulletins*, and I don't know any more ways to write up a regatta. I think we've used them all."



Yes, they were a team. Buzz's obituary, composed only three years ago, included this paragraph written as much about her as it was about him: *Establishing the SCIRA Office on the ground floor of their home at Privateer Yacht Club, he and Marge traveled widely, both in the US and internationally to put a "face" on the SCIRA organization and bring it closer to its members. He and Marge published the Snipe Bulletin monthly for 17 years. This in addition to all the travel, the keeping of Class records and finances and handling the voluminous correspondence necessary to run an organization spread out over 30 countries. And almost all was before the advent of e-mail and computers. The "data bases" they used were filing cabinets of 3 by 5 inch note cards.*

Marge never lost her love of Snipes and Snipe sailors, and they responded to her as well. When any member of Privateer returned from a regatta, she would always

want to know who was there and who had done what at the regatta. During the time she lay in the hospital, her sons found recent *Snipe Bulletins* on a table by her reading lamp.

--Brainard Cooper

Leo Meyvis

It is with deep regret that we have to announce that Leo Meyvis passed away on Sunday, the 20th of January, 2008, aged 64 from skin cancer.

Leo was committed to our Snipe Class throughout his life. Starting at the age of 16 as an active successful Snipe sailor, Leo was Belgian National Champion in 1973 and 1976 and National Secretary in 1970. Due to him the venue of the Snipe Cup changed from Ostend to Brouwershaven where today we still hold our National Championship.

35 years ago he pushed the Class up again after some decline and thanks to him, we survived.

Although not sailing in the Snipe any more due to circumstances, he remained an active member of our Class with Snipe 20635.

Professionally, Leo was an active civil engineer, but went back to the University at age 50 to get a masters degree in nautical science combined with a masters degree in business management to become head director of the service "Seescheldt" the mainstream of Belgium and the port of Antwerp.

Leo is survived by his wife Rita and son Jan. He will be missed.

—Andre Callot
NS Belgium



Freddy Remembers.....

as a lead-in for the 75th Anniversary issue, we thought we'd give you a glimpse of a few stories that gave us insight into the early days of the Snipe. Here, 1940 World Champion crew Freddy Schenck recalls how his boat helped win the 1939 World Championship....

1939 Snipe Worlds and Grey Goose

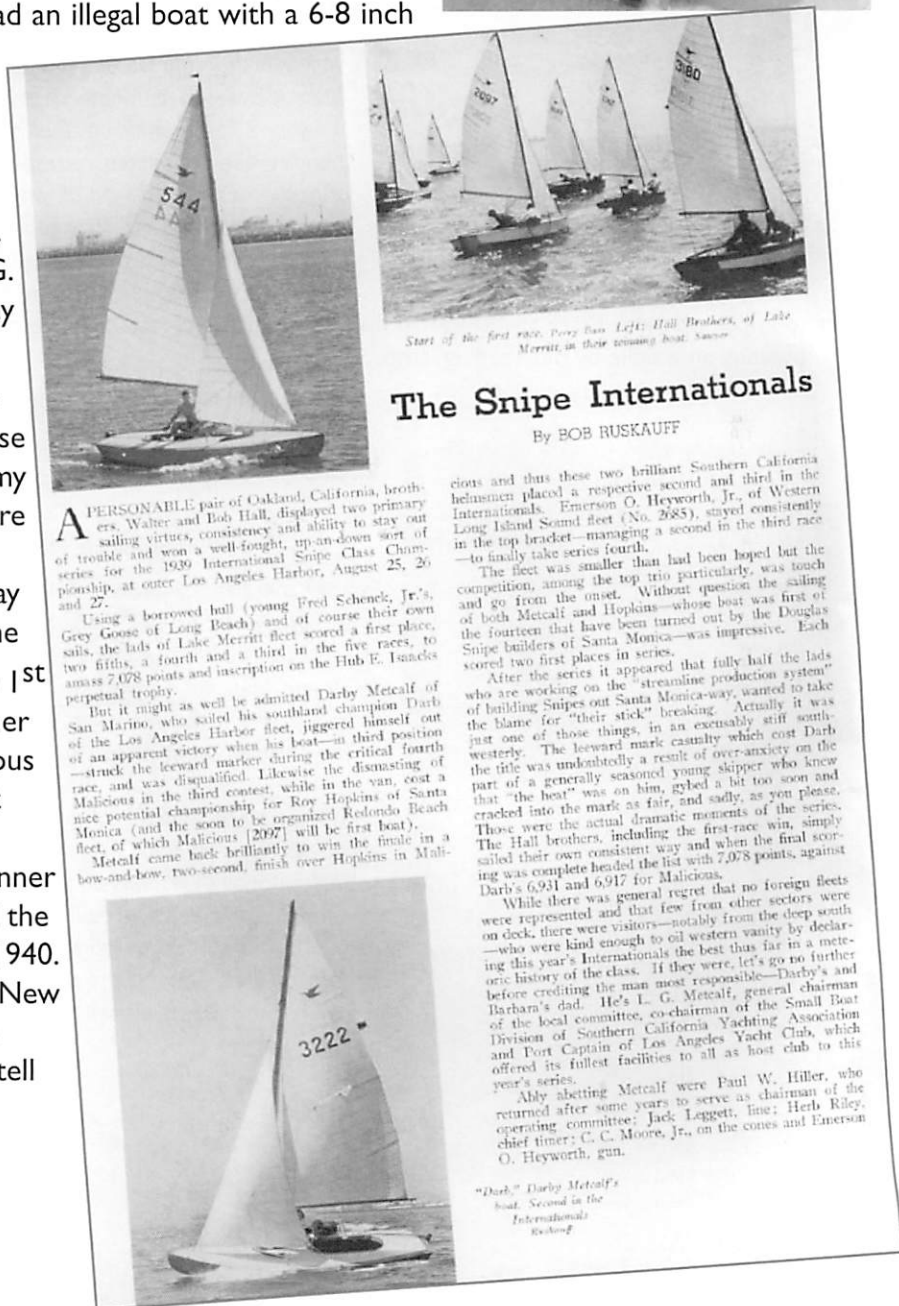
Bob and Walt Hall sailed my 1st "Grey Goose" and won the event in 1939 at Los Angeles Yacht Club.

In those days we had Point Scores. Darby (Metcalf) had won. My new Varalyay #3456 arrived and I was beating Darby. He was a better skipper then, in most races. My father spoke to Mr. L.G. Metcalf, Vice President of Union Oil-Transportation Division, and we decided we would sail 4 more races. We figured it out and I would have to place 5 - 1sts; Buster Salmond 5 - 2nds and Darby 5 - 3rds. I got my 5 - 1sts, Buster with 4 - 2nds and Darby took a flyer the last race and placed 2nd. He won the right to represent the LA Snipe Fleet in the Worlds. Buster had an illegal boat with a 6-8 inch bow. They still let him race however, we had the Juniors. Buster 1st, I was 2nd and Darby 3rd, The Halls were 4th. I then went to the Halls and informed them that they could sail 3456 using their Watts sails #544. Two days later I received a call from Mr. L.G. Metcalf suggesting that I not let them sail my boat. The Halls won the 1939 Worlds!!!

On Sunday, Nov. 19th the LA Harbor was hit by a Chubasco wind; 70mph. Grey Goose went over the mole. Darby came over to my house Monday with the starboard side where I had painted "Grey Goose" on the boat. "This is all that is left Fred." We had Varalyay build another boat. As far as I know it is the only Snipe built using the same #3456. The 1st 3456 & Bill Stewart's Snipe were put together by the owner's skipper (Biff Vic) of the famous 1967 yawl "Chubasco." He named the boat Goose/Biff.

In 1940, Darby and I made a deal. The winner of the point scores races took his boat and the crew. Darby won and I crewed for him in 1940. The races were held on Lake Canandaigua, New York. We won. Wind at the first mark was blowing 50mps. A great story here....Will tell later

Fred



The Snipe Internationals

By BOB RUSKAUFF

And thus these two brilliant Southern California helmsmen placed a respective second and third in the Western Internationals. Emerson O. Heyworth, Jr., of Western Long Island Sound fleet (No. 2685), stayed consistently in the top bracket—managing a second in the third race in the top bracket—series fourth.

The fleet was smaller than had been hoped but the competition, among the top trio particularly, was tough and go from the onset. Without question the sailing of both Metcalf and Hopkins—whose boat was first of the fourteen that have been turned out by the Douglas Snipe builders of Santa Monica—was impressive. Each scored two first places in series.

After the series it appeared that fully half the lads who are working on the "streamline production system" of building Snipes out Santa Monica-way, wanted to take the blame for "their stick" breaking. Actually it was just one of those things, in an excruciatingly stiff southerly. The leeward mark casualty which cost Darby westerly. The title was undoubtedly a result of over-anxiety on the title was a generally seasoned young skipper who knew part of a generally seasoned young skipper who knew that "the heat" was on him, gybed a bit too soon and cracked into the mark as fair, and sadly, as you please, those were the actual dramatic moments of the series. The Hall brothers, including the first race win, simply sailed their own consistent way and when the final scoring was complete headed the list with 7,078 points, against Darby's 6,931 and 6,917 for Malicious.

While there was general regret that no foreign fleets were represented and that few from other sectors were on deck, there were visitors—notably from the deep south—who were kind enough to oil western vanity by declaring this year's Internationals the best thus far in a nautical history of the class. If they were, let's go no further before crediting the man most responsible—Darby's and Barbara's dad. He's L. G. Metcalf, general chairman of the local committee, co-chairman of the Small Boat Division of Southern California Yachting Association and Port Captain of Los Angeles Yacht Club, which offered its fullest facilities to all as host club to this year's series.

Ably abetting Metcalf were Paul W. Hiller, who returned after some years to serve as chairman of the operating committee; Jack Leggett, line; Herb Riley, chief timer; C. C. Moore, Jr., on the cones and Emerson O. Heyworth, gun.

"Darby" Darby Metcalf's boat. Second in the Internationals Regatta.

Interview with Bruno Bethlem

5 time Brazilian National Champion

How is to win 5 times the Brazilian Nationals in this so competitive Class?

Bruno: I think that after we won the first one the witchcraft was finished. Before we won the first title I had already raced 7 or 8 nationals and my best finish was 3rd. The experience and the maturity we received during this period helped with this result.

Ok, Let's go to what really matters! Talk about your boat set up.

Bruno: The Snipe set-up is like a cake recipe. We did not change much during these years. We keep using 6.56m mast rake and 21 of tension (using the black tension gauge – 3mm shroud) up to 12 knots. With strong winds, we use 6.51m with same tension. We use the spreaders 74cm (tip to tip) in light winds and we open it to 76 with more wind. The mast step is one hole in front of the 60 inches mark.

I noticed that you have changed your sails. What is the difference in the sails?

Bruno: We ran a sail test here one month before the worlds. We know that our sails were very fast after 12 knots, but we use to have some problems in light winds because it was too full. So we tried some designs available and we decided to use the Argentinean mainsail design called AP-4. This design is more versatile making us faster in light wind without hurting our heavy air performance. We are only using this mainsail in all conditions.

What are your future plans? More Snipe sailing? Olympics?

Bruno: The plan for now is to keep sailing Snipes. Actually, I will sail a Snipe for my whole life. I made a joke in Santos saying that I want to race the 100th Snipe Nationals when I'm 71 years old! I quit the Olympics classes for while.

What is your opinion about the rule proposal that may reduce the class weight limit?

Bruno: Reducing 10kg will not make the boat any better. It will still be very heavy. On the other hand, this rule will kill all the current boats built under the current rule. This will make a big problem to the class, because a lot of boats will not be competitive anymore because most of the boats don't have 10kg of ballast. Even the ones who have all this ballast may find problems with MOI. In order to make some effect, it would be necessary to reduce 30kg-40kg. I think it very complicated issue. There is no reason to do so. There are already many lights boats in the market. There is one dinghy that can even fly. But when you are looking for a tactical boat and big fleets, you only have the Snipe and Star.

But Star is very expensive and you need a heavy crew.

Talk about your new job. You are working in the sailing department of the late Clube do Rio de Janeiro.

Bruno: I have just started it. I think we can improve a lot in the technical aspect. We can train better the race officials and the coaches. We can create a database with information that is now being lost. I think this can be a start.

How do you see the Snipe Class renovation? The new boys are coming. The Snipe Class is not only you, Xandi, Ricky, Ivan and Paulo Santos anymore... What is about the new teams?

Bruno: The renovation is very important for the class. It was possible to watch in Santos a competition between the newcomers, with less experience but more trained and self-sacrificing, against the old boys who sometimes can take some advantage. Rafael is a big example for the other new sailors. He work hard in the last 4 years and the results are now appearing.

—Ricardo Lobato "Blu"



Snipe Sailors in the Olympics

The Snipe Class has a long history of its sailors in the Olympic Games and 2008 is no exception. To help you cheer for your fellow Snipe sailors in Qingdao this summer, here is a list as forwarded by our National Secretaries:

Star:	Robert Scheidt	BRA
Finn:	Eduardo Cuoto	BRA
Yngling:	Chiara Calligaris	ITA
Laser:	Andrew Campbell	USA
49er:	Andre Fonseca	BRA
	Rodrigo Duarte	BRA
470:	Fabio Pilar	BRA
	Andrea Trani	ITA
	Graham Biehl	USA

Bruno Bethlem and Dante Bianchi AGAIN!

Brazilian National Championship 2008

Santos, São Paulo

January 18-26, 2008

As usual, the Brazilian National Championship was very competitive up to the last race. It was a competition between the old guys against the new generation. The full range of wind conditions during the regatta provided a good challenge for the 57 boat fleet representing fleets from Sergipe, Bahia, Brasília, Rio de Janeiro, São Paulo, Paraná, Florianópolis, Porto Alegre and Montevideo.

In the first day the race was cancelled due to lack of wind. The second day, Alexandre "Xandi" Paradada (gold in Rio 2007) now sailing with Victor Martins (well know as "Cauhi") took the early lead after the first two races with light winds (8-10 knots) from the east. In the third day, the wind was blowing really nice (+20knots) and Bruno "Bebum" Benthlem and Dante Bianchi won the third race and took the lead on the scoreboard. The wind then dropped to 10-14 knots and international race officer Claudio Buckup called for two more races. Alexandre Tinoco and Matheus Golçalves won the fourth race and Rafael Gagliotti and Henrique Wisniewski the fifth. The wind shifted to the south on the fourth day. Paulo Santos and João Hackerott won race six. Rafael Gagliotti and Henrique Wisniewski used their local knowledge to win race seven.

After 7 races the regatta was very close with five teams with real chances to win. 3 races were scheduled for the last day and the wind was blowing 10-12 knots from the east. Bruno and Dante showed talent to win race 8. They finish second in race 9 to win the Brazilian Nationals for the fifth time (03, 05, 06, 07 and 2008). The last race was to define second place. Alexandre and Victor slipped finishing 7th in that race. They were passed in the score board by Rafael and Henrique (2nd overall) and Wanderley and Ricardo (3rd overall) who won the last race. Wanderley and Ricardo were already qualified for the Western Hemisphere and Orient championship because Wanderley won the 2007 South Americans. So, Alexandre Paradada/Victor Martins, Paulo Santos/João Hackerott, Alexedre Tinoco ("little friend") and Matheus Goncalves Will complete the Brazilian team in Uruguay at the Western Hemisphere and Orient champi-

onship. The youth champion was Yuri Mendes Martins and Raphael Chalub. Bruno Nani and Otavio Birmamn was second and Marcelo de Oliveira Lopes and Thiago de Liz Arcari third. The Master fleet was dominated by the Aracaju fleet. Carlos Ubiratã ("Bira") and Eduardo Sampaio were the champions with their fellows Carlos Traversa and Walter Dias second.

Snipe Girls

Looking toward the Snipe Women's Worlds in Spain, 5 women's teams came to Santos. The winners were the Foglia sisters from Uruguay. The current Women's World Champions came to Brasil to train in a strong fleet, but they did not find many boats in front finishing 9th overall. The second place and first Brazilian team was Juliana Motta and Carolina Sacconi. Juliana is the 420 South American Champion and she moved recently to the Snipe to find better competition. Another young talented sister team, Priscila and Sabrina Castro, finished third.

Marina Bocciarelli, crewing for his father Fabio Bocciarelli, finished first in the mixed category. Mario Eugenio and Valéria Haddad were second with Martim Neto and Renata Silveira third.

The 2009 Brazilian National Championship will be in Salvador, Bahia during 24-30 January.

— Ricardo Lobato

Pictures, videos at www.snipebr.org

Full Results Brazilian Nationals <http://www.snipebr.org>



Photo
below
Bitten





Ricky Wanderley & Richard Zietmann - 3rd overall.



Rafael Gagliotti & Henrique Wisniewski - 2nd overall.
Photo: fleet 483



Juliana Motta and Carolina Sacconi.
Photo: Blu

Top 10 - Brazilian Nationals

1.	Bruno Bethlem/Dante Bianchi	22
2.	Rafael Gagliotti/Henrique Wisniewski	27
3.	Ricky Wanderley/Richard Zietmann	29
4.	Alexandre Paradedda/Victor Martins	31
5.	Paulo Santos/Joao Hackerott	33
6.	Alexandre Tinoco/Matheus Goncalves	40
7.	Henrique Haddad/Victor Demaison	56
8.	Melrio Urban/Daniel Seixas	60
9.	Andrea/Mariana Foglia - URU	70
10.	Ricardo Barbosa/Christian Vostropal	72

Junior Fleet

24.	Yuri Mendes Martina/Raphael Chalub
28.	Bruno Nanni/Otavio Birmann
31.	Marcelo de Oliveira Lops/Thiago Arcari
38.	Gaston Barba Latsi/Gabriel Juliano Racy
50.	Alexandre Pavelski/Rodrigo Olvo

Girls Fleet

173	9.	Andrea/Mariana Foglia - URU	70
191	26.	Juliana Motta/Carolina Sacconi	177
216	37.	Sabrina/Priscila VDB de Castro	288
290	39.	Mariana Peccicacco/Maria Hackerott	291
382	40.	Renata Ballotti/Larisa Juk	297



bove from the archives: start of 1973 Brazilian Nationals.
rt of 2008 Brazilian Nationals taken by Rosanne
t.



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La nuova Randa, più potente nella parte alta, è ancora più facile da usare e più performante. Ha già dato prova di sé vincendo sia il Pre-Panamericano che il Sudamericano. Restate sintonizzati sulle nostre frequenze!

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The 60th Japan National Championship

The 2008 Japan National of the 60th Memorial Championship was held at Wakayama Sailing Center which was selected as the National Sailing Training Center during October 17 through 21, under participation of 64 boats which were qualified at their fleet championships. The young team of Takesue/Itoh got the position of winner of around 600 boats officially registered in 2007 as the results of serious competition. It was such an exciting regatta by serious competition between experienced skippers in their thirties to forties and developing young skippers in their twenties. The regatta was conducted under perfect weather of 8 to 20 knots. In the first half of the regatta we had medium winds, the regatta was led by young teams of Takesue/Itoh, Takahashi/ Katoh, Yoshioka/Saitoh and experienced teams of Takamura/Fujita, and Matsuzaki/ Tanaka, 2nd at 2005 World. At the latter half of the regatta, Ida/Yamasaki, 3 time National Champions and Abe/Yamachika, 2nd at the 2007 Worlds, were strongly gaining under heavy wind conditions of around 20 knots. However, Takesue/Itoh competed & beat Ida / Yamasaki to get their first win. The Takesue/Itoh team are the same age of 25. Skipper Takesue actively sailed at Zushi Kaisei High School Sailing Team and Nippon University Sailing Team while crew Itoh was the Inter High School Sailing Champion at Hekinan High School Sailing Team. The second was Ida/Yamasaki pair. The third was very young team of Takahashi/Katoh. Their ages are 23 and 19 respectively. The Japan Snipe fleets are now having a serious battle between the experienced skippers and developing younger skipper. So, we expect that Japanese Snipe World Champion will be born in not so far future!

Serious Sailing, Serious Fun

Frankly speaking, our Japan Nationals had the tendency of "Serious Sailing" and lack of "Serious Fun." However, recently it was changed to emphasize the social aspects of the regatta, not just serious sailing. So I would like to introduce some unique skippers who are practicing "Serious Sailing, Serious Fun." believe that these unique members will be supporting "Serious Sailing, Serious Fun" of the Japanese Snipe culture in the future;

Kazunori Kawakami (59 years old, 44th place at 2007 National): He is pairing with his son and is our strongest Japan Masters sailor of 7 time masters winner.

Motoharu Nishii (42 years old, 9th place): His first participation in the Snipe Nationals was his 3rd year in high school. After that, he has continuously participated (25 years) in the Japan Nationals with the same crew, Tatsushi Hashimoto and has finished in all positions: 2nd through 10th.

Shinichi Uchida (36 years old, 15 place): His crew is his wife Michiko who was a very strong 470 sailor having been competed in the Olympics. They have experienced World and Western Hemisphere & Orient Championships. Now he is the coach of



Zushi Kaisei High School Sailing Club. So, Winning skipper Takesue is his pupil in sailing.

Women's pair of Ayako Yamaguchi/Motoko Ibaragi (34th place): They were second in the 2006 Women's World. Although their total weight will be less than 100 kg, they got the middle place at this Nationals conducted in rather heavy wind conditions. It shows that they have a really high sailing technique and they are the top women's Snipe team in Japan..

Results :Top 15 teams in 64 participants

Place	Sail No.	Skipper / Crew	Score
1.	30561	Takesue / Itoh	18.50
2.	30466	Ida / Yamasaki	34.75
3.	28758	Takahashi / Katoh	36.00
4.	30328	Abe / Yamachika	39.75
5.	29003	Yoshioka / Saitoh	48.00
6.	30553	Takamura / Fujita	51.75
7.	30597	Kondoh / Murahama	53.00
8.	28328	Ohi / Moriya	54.00
9.	30305	Nishii / Hashimoto	58.00
10.	28763	Ohyabu / Mizuno	70.00
11.	30249	Mutaguchi / Fukuyama	72.00
12.	29743	Furuya / Shiojiri	74.00
13.	30216	Matsuzaki / Tanaka	74.00
14.	30563	Sasai / Katoh	83.00
15.	30634	Uchida / Uchida	89.00



SCIRA Merchandise -

Kevlar is back by popular demand!

Large Kevlar/Mylar Duffle Bags

Large duffle bag of kevlar/mylar sail cloth. Can choose ribbon strip of Snipe birds or the SCIRA crest. Custom embroidery of your club or sail number on the pocket is also available for \$15.00.

Price: \$80.00

Custom Embroidery: \$15.00

SCIRA patch on the pocket: No Charge!



Bathroom Travel Kit

Similar material as the wallets. Can choose ribbon strip of Snipe birds or the SCIRA crest.

Price: \$35.00

Snipe Wallet

A two fold wallet made of mylar scrim sailcloth with pockets for credit cards and cash, and a plastic picture holder. Velco closure. Can choose ribbon strip of Snipe birds or the SCIRA crest.

Price: \$20.00

Order yours now through www.snipe.org!!

Patagonia Silk Weight T-shirt

These are great to wear on the water or in the bar!

Available in short and long sleeve

Sizes available: S, M, L, XL

Color: white only

Price: short sleeve: \$45.00; long sleeve: \$50.00



Technolite Reversible Regatta Vest

Fleece on one side, nylon shell on the other!

Sizes available: S, M, L, XL

Colors: red, navy, green, stone, black

Price: \$60.00



Low Profile Hat

One size fits most!

Colors: white, navy, khaki, red

Price: \$15.00



Competitor Jacket

Warmth for pre and post rigging!

Sizes available: S, M, L, XL

Colors: navy, hunter, red

Price: \$70.00



Floppy Hat

Keeps the sun out!

One side fits most!

Color: natural only

Price: \$20.00



Glacier Soft Shell Jacket

The ultimate in warmth & water shedding!

This is a great jacket!

Sizes available: S, M, L, XL

Colors: black only

Price: \$80.00



Easy care Buttondown Shirt

Great for after racing!

Available in short and long sleeve

Sizes available: S, M, L, XL

Colors: white, navy, red, light blue, stone

Others colors available – ask!

Price: short sleeve: \$35.00; long sleeve:

\$40.00



BUILDING A NEW WOODEN SNIPE IN ARGENTINA

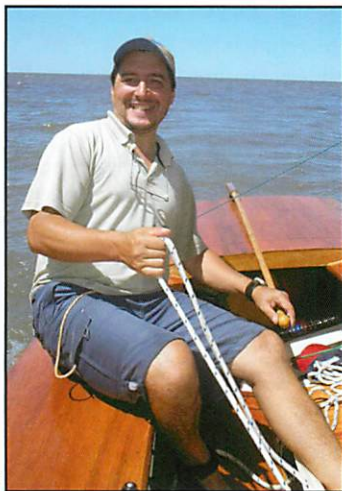
Claudio Seijo reports on the construction of a new wooden Snipe which he recently completed in Buenos Aires, Argentina. Claudio had prior experience in building several other wooden boats for himself and with others, but decided to build the Snipe as a "father-son" educational project for himself and his teenage son, working together and learning to sail as a goal, which he will remember always as an incredible experience.

A friend asked Claudio why he would consider building a wooden boat. The answer was it was a special, more meaningful and emotional undertaking because of the personal work involved, and the personal value generated by building a boat yourself, rather than buying one that was already completed. Also, a completed wooden boat has character derived from the beauty and aroma of the wood itself. Claudio decided on a Snipe because it was an excellent sailboat, easy to navigate as well as being competitive and tactical for racing.

Plans for building a wooden Snipe were obtained from the SCIRA headquarters in San Diego. He enlisted the advice of a friend, a professional sailor formerly from Sardinia, who had experience with epoxy systems and high-tech finishing systems for mega-yachts while working for a major yacht finishing company in Palma de Mallorca, Spain. Together, they discussed the techniques for building wooden boats with epoxy resins and fiberglass, using temporary clamping to eliminate the use of mechanical fasteners such as screws or nails for fabricating and joining the various parts of the boat. Manufacturer's instructions were closely followed in formulating the epoxy resins and fillers for various bonding projects for fabricating the hull and deck. Conventional wood shop tools, including hand tools and good quality electrical power tools, such as a drill, circular saw and jigsaw, and sanders were used in the boat construction project.

Shop-made clamps of various lengths, consisting of two wood pieces joined by threaded rods and nuts, were used for temporary clamping. In some locations where the use of clamps was not convenient, parts were joined by screws until the epoxy cured, then later removed and the screw holes were filled. Thus, the entire hull and deck were constructed with epoxy-bonded joints without fasteners, which resulted in a considerable saving in weight and cost.

Local woods similar to cedar and pine were used for the hull and framing members. Construction was undertaken in a small boat shop, and started in 2003. Working when they had free time, the plywood hull (10mm, 3/8 inch thick) and deck and floorboards (6mm, 1/4 inch thick) were completed in 2004, and the epoxy-fiberglass coating was applied to the



exterior of the hull.

For floatation, a sealed water-tight bulkhead was built for the forward (bow) section, and clear plastic PVC inflatable buoyancy (floatation) bags were installed under the side and aft decks. The transom has cutout holes for allowing water to escape in the event of a capsize, and the bottom in the cockpit area is fitted with a medium size bailer for water drainage while sailing.

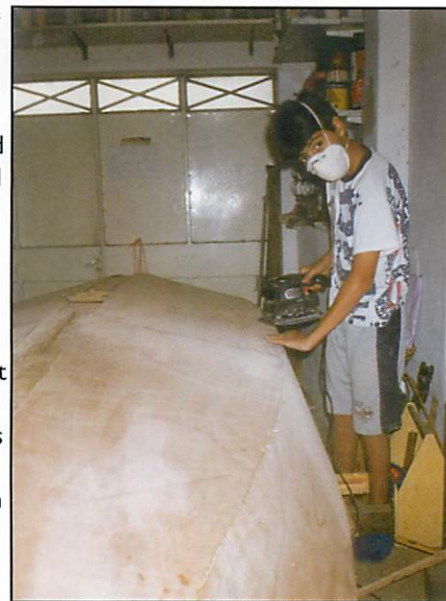
The hull and deck were finished with two-part polyurethane finishes to highlight the natural appearance of the wood, and protect the epoxy resin from deteriorating from UV exposure. The finished surface was sanded with fine grit sandpaper and polished to give a lustrous, shiny finish.

During the next two years (2005-2006), the mast, boom, rudder, daggerboard and fittings were completed and finished. The aluminum mast was made from 6061-T6 aluminum tubing to which a prefabricated stainless steel slot was attached. The daggerboard also was made from 10 mm (3/8 inch) thick 6061-T6 aluminum, and edges were rounded and tapered as recommended in the Snipe plans, which required a great deal of hand work according to Claudio. The plywood rudder was fabricated from 18 mm (0.71 inch) plywood which was epoxy-fiberglassed, but Claudio reports that it was too bendy at the top, so a new rudder was built using laminated wood having thicknesses of 34 mm (1-5/16 inch) above the waterline and 20 mm (25/32 inch) below the waterline, and epoxy-fiberglassed also.

Claudio bought good used sails locally from another Snipe sailor, and launched the boat in Buenos Aires in 2007, complete with an official champagne launching ceremony witnessed by family and friends.

He has had difficulty getting the boat measured locally. It seems that local officials do not have the necessary measuring setup and experience for checking measurements (and Moment of Inertia) for a wooden Snipe. Most local Snipes are fiberglass which come from builders already measured.

Further, Snipe activity in the several Buenos Aires Snipe fleets has declined





in recent years due to changes in personnel as they move into other sailing or recreation or business interests. To regenerate interest, Claudio has been active in promoting the consolidation of the local Snipe fleets into one area-wide fleet. This consolidation has the advantage of increasing the number of participants in Snipe activities by communicating through an internet website to coordinate schedules and foster camaraderie.

As seen in the accompanying photos, Claudio and his son are proud of their accomplishment in building this naturally-finished Snipe, which shows the beauty of wood and the enjoyment gained in completing this "father-son" building project.

— Claudio Seijo, edited by John Rose, volunteer author for *Classic Wooden Snipes* on SCIRA USA web site.



It's A Family Affair....Sanchez Duo win First Spanish Qualifier

Malaga, Spain

February 28-March 2



Top 50 of 65

Sail #Skipper/Crew

			Category	Finishes	Total
1.	29724	Francisco Sanchez/Marina Sanchez	M	1-2-1	3.5
2.	29698	Jordi Triay/Borja Llopies	A	7-7-2	16
3.	28622	Francisco Palacio/Carmen Palacio	M	8-6-7	21
4.	30147	Alfredo Gonzalez/Cristian Sanchez	A	2-10-10	22
5.	29719	Gustavo del Castillo/Felipe Llinares	A	3-16-3	22
6.	29930	Raul de Valenzuela/Jose Latorre	A	5-12-11	28
7.	23230	Soledad Requena/Ester Requena	F	9-1-19	28.75
8.	30507	Juan Castaneda/Eloy Ruiloba	A	12-5-15	32
9.	29924	Javier Lopez/Carlos marin	A	16-15-5	36
10.	29520	Matias Ros/Fulgencio Ortega	A	14-9-13	36
11.	29854	Rayco Tabares/Gonzalo Morales	A	13-3-24	40
12.	29984	martin Bermudez/Gonzalo Concejo	A	10-26-4	40
13.	29908	Mariano Sarmiento/Beatriz Penas	M	15-14-12	41
14.	29145	Aureliano Negrin/Oliver Herera	A	24-4-17	45
15.	30476	Alejandro Fresneda/Jasus Salvador	A	21-23-8	52
16.	29795	Carlos Hernandez/hector Gonzalez	J	19-28-16	63
17.	30616	Guillermo Altadill/Guillermo Altadill	A	28-8-29	65
18.	30245	Fernando Tajuelo/Marta Perez	M	26-13-26	65
19.	29928	Manuel Bermudez/Fernando Valderrama	A	27-17-22	66
20.	30238	Alberto Parron/Angel Parron	A	6-dnf-9	68
21.	FRA28541	Jean Jacques Frebault/Eric Berron	A	18-29-dnf	68
22.	28987	Francisco Oses/Felipe Cantero	A	20-18-31	69
23.	28278	Jose Palacio/Maria Palacio	M	11-42-18	71
24.	30174	Ignacio Castaneda/Carlos Morata	A	17-25-30	72
25.	30149	David Blanco/Pablo Alcina	A	29-19-27	75
26.	29321	Victor Perez/Angela Pumariega	M	31-39-6	76
27.	28920	Oliver Bravo/Ignacio Mendez	A	30-37-14	81
28.	29580	Jesus Vilar/Alejandro Fernandez	A	33-27-21	81
29.	29920	Adrian Dupuy/Yausi Gonzalez	M	22-31-28	81
30.	30411	Santiago Flethes/Eduardo Lacave	A	25-30-36	91
31.	29585	Alfonzo Cabezudo/Jaime Fernandez	A	dnf-21-23	94
32.	30140	Miguel Correa/Francisco Prados	A	42-20-33	95
33.	30512	Juan Manuel Perez/Miguel Gomez	A	36-34-25	95
34.	29718	Fernando Mdenia/Ramon Sosa	A	38-24-37	99
35.	30148	Jose Benitez/maria Vazquez	M	43-22-39	104
36.	GER30666	Miguel Bunte da Graca/Ana Marin	M	23-11-dnc	106
37.	29326	Alfredo Morales/Alfredo Morales Jr.	A	34-dnf-20	107
38.	30582	Enrique Nogueira/Diego Castro	A	37-36-34	107
39.	29334	Pedro Mateo/Jose Miguel Salazar	A	44-33-32	109
40.	29925	Alberto Prado/Cristina Osset	M	4-40-dnc	116
41.	29998	Javier Contreras/Alejandro Contreras	A	48-41-35	124
42.	29574	Miguel Cid/Alfonso Ilade	J	46-35-45	126
43.	2969	Carlos Diaz/Juan Segui	A	40-46-40	126
44.	28481	Blanca Espinosa/Guillermo Serranno	M	39-dnf-38	130
45.	29544	Martin Tejera/Juan Garcia	A	35-32-dnc	139
46.	30285	Javier Tapia/Araceli Alarcon	M	dnf-45-43	139
47.	29591	Alberto Parra/German Valdes	M	dnf-50-41	142
48.	30408	Alvaro Guerrero/Pablo Moya	J	dnf-dnf-44	148
49.	30399	Javier Arenas/J. Miguel Fortes	A	45-47-dsq	151
50.	28994	Carlos Corral/Carlos Lopez	A	32-48-dnc	152

A= Absolute; M= mixed; F=Female; J=Junior





Photos:

Upper left: mark rounding in Malaga.

Upper right: Jury observes.

Lower left: top female team Soledad Requena and Ester Requena relax between races.

Lower right: moments before the start.



Quality in details!

For results and info check our website

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Sweden*

www.sidewindermast.com

**Skipper
Snipe**

www.skippersnipe.com



*Sidewinder
Sweden*

www.sidewindermast.com

Treasurer's Report

Executive Summary

SCIRA International continues to be in good financial condition. We have \$25K in cash balances, and a clean balance sheet with normal prepaid assets and accrued liabilities. Operations were very well managed in 2007, with revenues exceeding operating expenses by \$3K.

This annual report on the 2007 financial results of SCIRA International includes a Balance Sheet, which summarizes our assets and liabilities, and an Income Statement which reflects our results of operations. The Income Statement shows operating expenses broken out between Program expenses and Support expenses. Program expenses are those items that advance the goals and objectives of the organization, whereas Support expenses are those items that are administrative in nature and do not directly benefit member programs. Our actual results for 2007 reflect a ratio of 79% Program and 21% Support. This is a very positive allocation of costs, and is comparable to the 79% Program and 21% Support in 2006.

Operating Results

Total revenues of \$87K in 2007 decreased \$2K or 3% compared to 2006 revenues of \$89K.

Revenue from annual dues is our largest income source and totaled \$62K, which is equal to dues revenue in 2006. A positive item is the \$1K or 35% increase in Junior dues, offset by a \$1K or 3% decrease in Senior dues. Our Dues income is very stable and is an indicator of the health of the Class.

Merchandise sales were \$5K this year, a decline of \$2K from 2006. This decrease is due to the fact that we sold a significant amount of 75th Anniversary merchandise in 2006. Hull revenues declined by \$2K; however, this was offset by increases in Advertising and Regatta Sponsorship revenues.

Looking at our operating expenses, they totaled \$83K which is a decrease of \$6K or 7% from 2006.

The largest operating expense is the Management Fee paid to One Design Management (ODM), as this entity employs our Executive Director Jerelyn Biehl and her staff Sherri Campbell. The total fee paid to ODM was \$39K in 2007 and \$45K in 2006.

Snipe Bulletin expenses (printing and postage) totaled \$16K, a decrease of \$4K or 19% from the 2006 expense of \$20K. The lower costs in 2007 result from only three Bulletin's being published, compared to four in 2006. We are however seeing an increase in the cost of each issue due to higher postage and printing costs.

Travel expense totaled \$7K in 2007, an increase of \$4K from 2006 resulting from Commodore and Executive Director travel to the World Championships in Portugal

Balance Sheets

December 31, 2007 and 2006
(Unaudited, in US\$)

	Dec 31, 07	Dec 31, 06
ASSETS		
Current Assets		
Cash	24,766	29,951
Accounts Receivable	820	1,342
Other Current Assets		
Prepaid decals	0	1,120
Prepaid Expenses	1,804	2,198
Prepaid rulebook	1,213	2,427
Other Current Assets	3,017	5,744
Total Current Assets	28,603	37,037
Fixed Assets		
Software Update	5,135	0
Accumulated depreciation	-6,514	-5,349
Measurement Equipment	3,009	3,009
Office equipment	2,478	2,478
Total Fixed Assets	4,108	138
TOTAL ASSETS	32,711	37,175
LIABILITIES & EQUITY		
Liabilities		
Current Liabilities		
Accounts Payable	4,878	12,787
Other Current Liabilities	600	600
Total Current Liabilities	5,478	13,387
Total Liabilities	5,478	13,387
Equity		
Retained Earnings	23,788	24,199
Net Income	3,445	-411
Total Equity	27,233	23,788
TOTAL LIABILITIES & EQUITY	32,711	37,175

and increased reimbursement of our ISAF representative's travel expenses.

We made a number of investments in the Measurement area in 2007, spending a total of \$4K on a new Measurement Handbook for each country, a Measurer's Clinic at the World Championships, and various measurement supplies. We also sent two representatives to an ISAF Measurers Clinic.

Promotion expense was \$0 in 2007 compared to \$3K in 2006 when we purchased a new stock of SCIRA window stickers for promotional purposes.

As a result of strong revenue growth and well managed expenses, revenues exceeded operating expense by \$3K.

Financial Position

Looking at the Balance Sheet, we finished 2007 with cash balances of \$25K, no long term liabilities and equity of \$27K.

The Accounts Receivable balance is reflected as \$1K. All amounts are deemed collectible and no reserve for bad debts is required. Prepaid items totaling \$3K arise in the normal course of operations. We invested \$5K in a new On Line Database system in 2007 which will allow each country to have web access to their registered member data files. Accounts Payable consists primarily of the Management Bonus payable to ODM.

As we are a member based organization, it is my belief that SCIRA's financial condition should be fully transparent to every Snipe sailor. I hope that this financial report is informative, and that you will feel free to contact me at david.wanderer@gmail.com if you have any comments or questions. Respectfully Submitted,

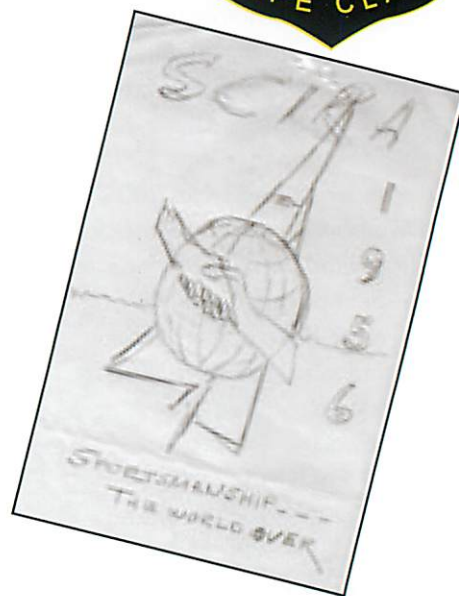
David Odell
SCIRA International Treasurer

Income Statement - Year over Year Comparison Years Ended December 31, 2007 adn 2006 (Unaudited, in US\$'s)

	2007	2006
Revenues		
Dues		
Senior	45,560	46,845
Junior	3,540	2,620
decal	11,665	11,325
fleet	975	1,005
Total Dues Revenue	61,740	61,795
Sail Royalties	8,580	8,395
Hull Numbers	3,850	5,850
Merchandise	5,458	7,482
Advertising		
Snipe Bulletin	3,550	2,975
Rulebook	900	930
Total Advertising Revenue	4,450	3,905
Regatta sponsorship	1,500	750
Shipping	967	979
Other	311	68
Total Revenues	86,856	89,224
Expense		
Management fees	39,025	45,000
Bank service charges	1,341	1,214
Boat decals	722	624
Dues & Subs	100	359
Insurance	0	0
ISAF Fees	2,857	2,738
Accounting	625	650
Measurement clinics	1,593	0
Measurement general expense	340	0
Measurement handbook	2,150	0
Measurement stickers	461	461
Merchandise costs	2,854	4,478
Office supplies	285	0
Postage & Delivery	1,127	1,216
Promotion	0	2,787
Printing & Reproduction	235	119
Rulebook	2,188	2,301
Shipping	2,335	2,308
Snipe Bulletin	16,438	20,260
Software upgrade	244	1,901
Travel & Meals		
Executive Director	3,017	2,426
Commodore	1,640	0
ISAF Rep	1,854	500
Trophies	156	16
Web site hosting	259	0
Depreciation	1,165	277
Bad Debt Write Off	400	0
Total Expenses	83,411	89,635
Net Income	3,445	(411)

From the Archives.....

50 years ago when SCIRA was celebrating our 25th Anniversary, Executive Director Birney Mills asked for submissions for the SCIRA logo. Here are several found in the archives:



Logos: above left submitted by Bengt Johnson. Middle: submitted by T.G. Heron of Kapuskasink, Ontario, Canada. Left: Charles Morgan of Florida submitted this with the words: "Sportsmanship the World Over." The winning design upper left as architecturally corrected by Brazil in 2008.

PERSSON SNIPE
the original one

NEW Cockpit!!

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info@dbmarine.it • www.dbmarine.it

2008 Dues Paid as of February 29, 2008

Country	Boats Paid	Members
Argentina	0	0
Bahamas	5	2
Belarus	0	0
Belgium	5	7
Bermuda	0	0
Brazil	2	3
Canada	1	1
Chile	6	11
Colombia	0	0
Croatia	0	0
Cuba	0	0
Denmark	0	0
Finland	0	1
France	0	0
Germany	1	1
Italy	1	1
Japan	2	3
Mexico	0	0
Norway	0	1
Paraguay	0	0
Poland	0	0
Portugal	0	0
Puerto Rico	0	0
Russia	0	0
Spain	1	2
Sweden	0	1
Ukraine	0	0
United Kingdom	0	0
United States	214	241
Uruguay	1	2
Total	239	277

2008 Snipe Racing Calendar 2008

Midwinters	March 30-April 1	Clearwater, Florida, USA
Don Q	April 4-6	Miami, Florida, USA
Bacardi/Gamblin/Kelly	April 9-12	Nassau, Bahamas
Spring Cup	April 26-27	Vestfjordens, Oslo, NOR
Majsnipen*	May 3-4	Gothenburg, Sweden
Wiibroe Cup*	May 10-12	Espergærde, Denmark
Iberian Championship	May 17-19	Oporto, Portugal
Musto Cup	May 24-25	Oslo, Norway
Bergen Cup	May 31-June 1	Bergen, Norway
Aker Brygge Cup	June 7-8	Oslo, Norway
Vaetternsnipen	July 4-6	Sweden
Piada Trophy	June 20-22	Cervia, Italy
Blue Circle Open	June 21-22	Blue Circle, UK
Risor Cup	June 21-22	Risor, Norway
Broadstairs Regatta	June 28-29	Broadstairs, UK
Hangø*	July	Hangø, Finland
Stone Open	July 19-20	Stone SC, UK
Nordic Championship	August 1-3	Denmark
Maldon Open	August 2-3	Maldon, UK
Benelux Cup	August 16-17	Scharendijke, Netherlands
The Kings Races	August 19-21	Oslo, Norway
Vikingsnipen*	August 23-24	Oslo, Norway
World Masters	Sept. 1-7	Malmo, Sweden
North American Championship	Sept. 12-14	Boston, Mass, USA
Vestlands	Sept. 13-14	Stavanger, Norway
NW UK Championships	Sept. 20-21	Budworth, UK
Women's Worlds	September 24-28	Roquetas del Mar, Spain
Bærum Hostcup	October 11-12	Bærum, Norway
WH&O	Nov. 22-30	Punta del Este, Uruguay
Europeans	Dec. 1-7	Las Palmas, Spain
Copa di Lucia	December 6	Djursholm, Sweden

*Nordic Cup

National Championships

USA-Women's	May 9-11	Seattle, Washington
Germany	May 16-18	Lake Caldonazzo, Italy
United Kingdom-Ladies & Jr	May 26	Budworth
Colombia-Junior	May 31-June 2	Lake Tomine
United Kingdom	May 10-June 1	Abersoch
USA - Women's	May 9-11	Seattle, Washington
Uruguay	May 10-11	Montevideo
Germany	May 16-18	Caldonazzo, Italy
Portugal	June 7-10	Oporto
Norway	June 26-29	Stavanger
Italy - Women's & Masters	June 28-29	Verbania-Intra
Japan - Junior	July 19-20	Enoshima
Sweden	July 23-27	Marstrand
Poland	July 25-27	Poznan
USA - Junior	August 2-3	San Francisco, California
USA - Senior	August 4-8	San Francisco, California
Norwegian Ladies	August 8-10	Vestfjordens, Oslo
Japan Masters & Women's	August 9-10	Gamagori
Finland	August 15-17	Hanko
Italy	August 19-23	Sanremo
Belgium	August 23-24	Scharendijke, Netherlands
USA - Masters	Sept. 4-6	Gull Lake, Michigan
Colombia-Senior	Sept. 20, 22, 27, 28	Lake Tomine
Argentina	October 18-19, 25-26	Buenos Aires
Japan	Nov. 5-9	Enoshima

FAST

...the power to perform

Jorge Murrieta and Andres Akle, powered by North's new **AP-4** main and **BR1D+** jib, winners of the 2007 Bacardi/Gamblin Series in Nassau.



Faster by Design

www.northsails.com

Photo: Fried Elliot

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