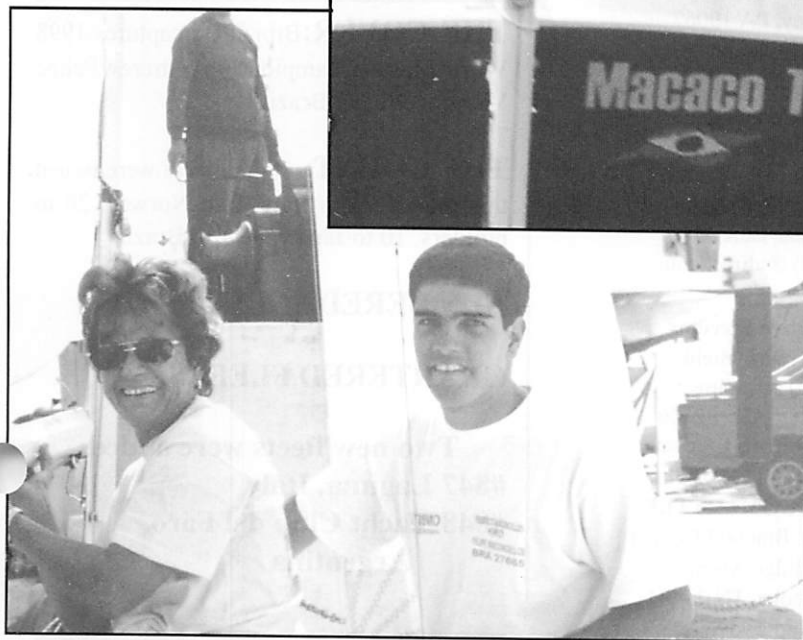


# Bibi Wins

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APRIL 1998

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## The Snipe Bulletin

*The Official Publication of the  
International Snipe Class*



**April 1998**  
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**Editor**

**Jerelyn W. Biehl**

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**THE COVER:** Bibi Juetz captures 1998  
World Master Championship with crew Felipe  
Vasconcellos of Brazil.

**THE COUNT:** 36 numbers were issued  
this month. 3 to Italy, 2 to Norway, 20 to  
builders, 10 to Japan and 1 to Brazil.

**NUMBERED SNIPES:** 29443

**CHARTERED FLEETS:** 848

**Two new fleets were added:**  
**#847 Laguna, Italy**  
**#848 Yacht Club del Faro,**  
**Argentina**

## From The Commodore

Here, I would like to mention to the current membership policy for your reference in the discussion on the membership policy. It is in the constitution section 15, 16, 17, 18, 19, and 20 as well as in the BY-LAWS section 2,3,4 and 10 that you can see the points of the SCIRA membership policy. To sum up,

1. only owners and co-owners can be the full membership of SCIRA
2. only full membership can take part in official races as a skipper, with some exceptions in the point score races.
3. Juniors also need to be an owner or co-owner while it is acceptable to be a co-owner as the whole family members.

It is also possible to gain a membership as non-boat owners, but such kind of membership cannot provide the permission to participate in official races as a skipper. The membership dues are decided in accordance with the condition in each country, from which Decal (annual registration fee) of 10 US dollars will be paid to SCIRA. For example, US dues are decided as following.

Senior	US\$ 40
Co-owner	US \$30 per co-owner
Junior	US\$20
Crew	US\$20
Family	US 55\$

These Dues include the subscription fee of \$10 for Bulletin.

Although I do not have any idea about how and when the SCIRA membership had been established, I am sure that this membership



was born as a family boat in the US and has been brought up in the fleet system with a strong family-like bond. It is the very thing like the restricted membership of your yacht club.

However, now that SCIRA is the association in the No. 1 or 2 place in the world, it is not a private yacht club any more. SCIRA is developing and expanding to train the Juniors and promote sailing as a lifelong sport.

Sometimes a private yacht club/sailing club owns boats to encourage juniors. Or in some countries, as yachting is considered to be an education method, high schools and universities own boats. We can name Florida Tech University as an example. We can also find same situations in many Japanese universities.

Now let's look at the Masters. Last month, Mr. J. Broughton called Snipe elders who can hardly forget the excitement once they enjoyed to get together. There are many Snipe

elders who do not own a boat. What should we do with them? Presently they have to be either an associate member who cannot be a skipper, or they should be a co-owner with some kind volunteer. In my opinion, the membership and the ownership should be separated. Member should join some Snipe boats which are appropriately measured and registered. I think that in many cases the owners are the members at the same time. Some people may join yacht clubs/sailing clubs, universities, or yachting federations as members. In that case the US Dues can be as follows; (This is nothing but an example to help understanding.)

Senior	US \$40 with decal.
Joint (Co-owner)	US \$30/person/one decal
Junior	US \$20 * with decal
Family	US \$55**

\*For the second or more additional members, the additional due is US \$10/person (without Bulletin).

\*\*It is assumed that this family member consists of one senior and one junior. If there are more junior members, the additional due is US \$10/person (without Bulletin).

Basically the change of membership policy would not change the dues. In this example decal due US \$10/boat is paid to the SCIRA. In some cases, according to the financial status of SCIRA, some should be paid to SCIRA from membership dues.

Next time, I would like to discuss my ideas of the changes of constitutions and by-laws when the membership policy is changed.  
Happy Sailing

Akibumi Shinoda

## Around the Snipe World

### OOPS!

We noticed a typo on the cover of the last Bulletin. What was/is the March issue has "February" on the cover. Reminder, February and one summer issue will be eliminated this year from the regularly 12 issues published.

### REGARDING SCIRA POINT SCORING

Page 9 this issue, pages 102-106 SCIRA Rulebook

The following is an excerpt from the January 1946 Jib Sheet (precursor of the Snipe Bulletin)... "The point scores listed herewith are only for those scores that have been received up to the time of going to press. There are still a lot of fleets to be heard from and the scores do not close officially until April first. If your fleet's scores are not listed here, they have not yet come to the Executive Secretary. Better get after your Fleet Captain. This year there have been several fleets which did not make out the special forms properly. The sheets must be made out in full and signed by

someone who is responsible and with whom the Exec. Secretary can get in touch if necessary. Scores should be sent in only for measured and paid up boats. All boats must have taken part in at least five point score races. Do not, under any conditions, write on the back of the score sheet. Do not put the final score on the back as was done by one benighted recorder. Be sure to put the fleet name at the top of the sheet - not just the number or its initials. If you need more sheets, say so.

For the benefit of those who are interested, these score sheets when they arrive at headquarters, are arranged in order of final points with the highest boat on top and so on down. ALL fleets are mixed in just as they appear in the list herewith. As more scores come in, they are slipped in according to point scores and all information has to be on each sheet or it will be mixed in and no one will ever know who or what it is. The scores are not checked for mathematical errors and the recorder had better be darn sure he is right. Each sheet is

checked only to see whether the boat has been measured and the owner has paid his current dues. Unmeasured boats or scores from boats whose owners have not paid dues, simply go in the waste basket.

Anyway, enough of crabbing, but we do ask that you be more careful in making out these sheets. Here they are - to date."

Wm. F. Crosby

For our readers edification, Section 12 of the SCIRA Constitution reads: "Each Fleet Captain shall be responsible for the filing with the National Secretary of complete results of at least five Point Score Races each year upon the form approved by the Association. Failure to file such reports may result in the withdrawal of the Fleet Charter and suspension of the Fleet."

Reporting is down to just 13 fleets out of the 270 fleets around the world.



# BIBI IS GOLDEN - CONTINUES BRAZILIAN DOMINATION

With Felipe Vasconcellos, the 2<sup>nd</sup> place Junior World skipper as her crew, Bibi Juetz topped the best of the Masters pulling both her category of Senior Master and Overall Champion to take the 8<sup>th</sup> Snipe World Master Championship, held in Cordoba, Argentina, March 7-14, 1998.

35 teams convened upon Lake San Roque to vie for the latest World title. Bibi was prepared, having driven by herself with her boat from São Paulo to Villa Carlos Paz, making the trip in 3 days. With her tuned boat, a tuned crew and a combined perfect weight, Bibi handily won the title, besting all the other skippers and being the only female skipper in the Championship. This win almost completes the Brazilian domination with World Champion, Junior World Champion, Western Hemisphere Champion and now Master World Champion. The Women's World title is the only remaining to clinch.

Sailed under predominately light winds under 10 knots, the lake provided shifting conditions that challenged the best of sailors. All races were completed on time as scheduled.

9 countries were represented; Argentina, Brazil, Chile, Canada, Spain, France, Japan, Finland and the United States. For some, it was their first World Masters, while other "regulars" were in attendance including former 1994 Master World champion Kazunori Shinka from Japan.

The sailing was close and tight, spreading first place finishes among 5 different competitors from all three age brackets; Grand Master (65 and older), Senior Master (55-64) and Junior Master (45-54). Only a few races found the leaders leading from start to finish, with the other races finding the exchange of positions.

Day one was a single race in sun and light wind. The second day held 2 races in a constant drizzle and chilly wind, several mark changes to coordinate with the ever shifting wind and the end of the fleet finishing at approximately 7:30 pm. The rest of the races would be sailed in partly cloudy skies and light breezes, providing nice conditions for the Master sailors.

National Secretary Pancho Agusti provided great racing conditions and facilities, Primex provided new Chilean built boats for charter and the hospitality of the Argentine people rounded out the entire regatta experience. Almost all the competitors stayed in the same hotel which provided a friendly atmosphere and a convenient gathering for several dinners. Great Argentinian meat was served with plenty of beer to wash it down.



Villa Carlos Paz, the town at the lake, is a short drive from Cordoba, the 2<sup>nd</sup> largest city in Argentina. Villa Carlos Paz is situated between 3 mountain ranges that aren't as tall as but older than, the Andes. This magnificent setting was made even more apparent when the group was transported by bus to the mountains on the lay day. The day began with overcast skies and rain, but after lunch at a hotel in the mountains, Le Poste, the clouds lifted and many intrepid sailors took off for a 3 hour hike through the surroundings to view a waterfall while the others remained in the hotel for relaxation. On the return trip by bus, the clouds lifted and everyone was able to view both Cordoba and Villa Carlos Paz with the sun setting.

The final race found Bibi and Felipe with a 5<sup>th</sup> place, but clinching the title by 1 point. Héctor Rudoy and Christian Noe followed Bibi/Felipe in 2<sup>nd</sup> overall and 2<sup>nd</sup> in the Master Senior division. 3<sup>rd</sup> overall and winning the Master Junior division were the husband and wife team of Raúl and S. Colombres Fiori. Senior Master Oscar Gonzalez and Ramiro Iglesias won their division and also took 4<sup>th</sup> overall.

At the end of the regatta, the prize giving was celebrated by all with promises to return to the next Masters Worlds to be held in Horsens, Denmark in 2000.

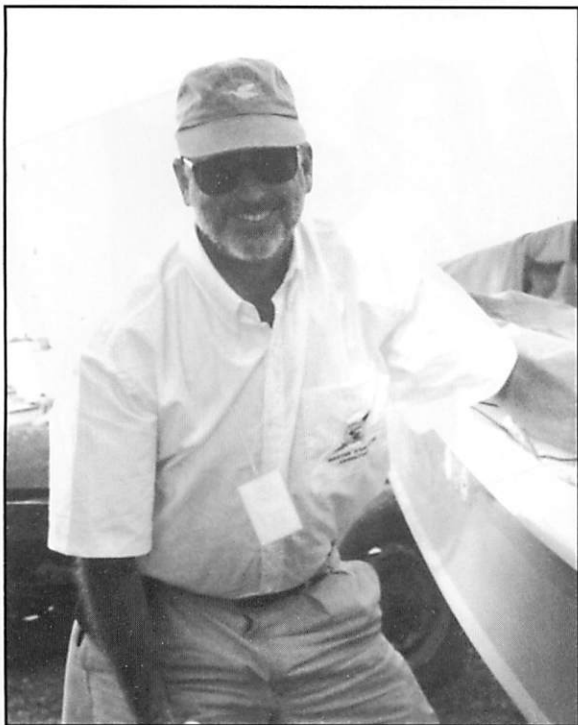
## Overall Results:

*finish skipper/crew category*

1. Bibi Juetz/Felipe Vasconcellos	BRA
2. Hector Rudoy/Cristian Noe	ARG
3. Faul/S. Colombres Fiori	ARG
4. Oscar Gonzalez/Ramiro Iglesias	ARG
5. Mario/Eduardo Fumagallo	ARG
6. Eduardo Rawson/Hector Longarela	ARG
7. Julio Labanderia/Verena Zagni	ARG
8. Francisco Agusti/Mirta Arce	ARG
9. Roberto Isern/Gaston Guassoni	ARG
10. Woody Norwood/Carlos Wybert, Jr.	USA
11. Hayashi Masakazu/Kumagae Teruo	JPN
12. Flavio Caiuby/Juliana Azevedo	BRA
13. Rafael De Austria/Edgardo Pierson	ARG
14. Marques del alle/Mario Arroyo	ESP
15. Carlos/R. Bermudez	ESP
16. Horacio Navarro/Pedro Kochmann	ARG
17. Bent Poulsen/Id Crook	CAN
18. Jerry Thompson/Jerelyn Biehl	USA
19. Claus Carpelan/Freddy Wegelius	FIN
20. Akibumi Shinoda/Masato Hiratzuka	JPN
21. Daniel/Tomas Elton	CHI
22. Kazunori Shinka/Tokika Nioka	JPN
23. Aldo Sanchez/Ricardo Desumbilla	ARG
24. Francisco Bardossi/Ricardo Bisso	ARG
25. F. Jakes Taubner/Esteban Giassone	BRA
26. Michel/Marion Beaudouin	FRA
27. Roberto Giassone/Carlos Wibert, Sr.	ARG
28. Nobuo Fujiwara/Hirotohi Oharu	JPN

*country finishes*

country	finishes	total
BRA	1-5-1-3-5-3-(5)	17.50 senior
ARG	4-4-5-1-(9)-4-1	18.50 senior
ARG	2-2-(12)-5-2-8-8	27.00 junior
ARG	8-3-(9)-8-1-5-4	28.75 grand
ARG	3-8-4-4-4-1-(dnf)	29.75 junior
ARG	7-6-(8)-2-6-6-3	30.00 junior
ARG	(11)-9-10-6-3-2-6	36.00 junior
ARG	6-7-2-9-10-(ret)-2	42.00 junior
ARG	5-(14)-6-10-7-10-9	47.00 junior
USA	13-12-7-7-11-(17)-11	61.00 senior
JPN	12-1-14-(20)-15-7-13	61.75 junior
BRA	15-15-3-(17)-8-12-17	70.00 grand
ARG	17-10-11-11-12-(19)-10	71.00 junior
ESP	9-13-13-13-13-11-(15)	72.00 grand
ESP	14-11-(16)-12-14-16-14	87.00 grand
ARG	18-18-17-14-(20)-9-18	96.00 senior
CAN	10-(dnc)-dnc-15-16-15-12	96.00 grand
USA	21-21-18-16-18-(dnc)-7	107.00 senior
FIN	22-17-15-18-19-(ocs)-16	107.00 junior
JPN	16-22-(23)-22-17-14-24	116.00 senior
CHI	26-19-21-21-(27)-20-20	127.00 junior
JPN	19-16-19-(27)-22-18-22	128.00 junior
ARG	20-23-20-(24)-21-22-21	128.00 senior
ARG	23-20-22-23-(25)-24-19	128.00 junior
BRA	(dnf)-24-dnf-19-26-21-dnf	148.00 grand
FRA	25-25-dnf-26-23-(ocs)-23	149.00 grand
ARG	24-dnd-24-25-24-23-25	157.00 senior
JPN	27-27-(dnf)-dnc-dnc-dnc-dnc	166.00 grand



Woody preparing for the regatta.

US sailor Woody Norwood suffered medical problems during the World Masters requiring hospitalization and an extended stay in Argentina. The support by all the Argentine people and other fellow competitors was overwhelming and actually highlighted the camaraderie of our Class. Woody prepared a speech that was read at the prize giving that was greeted with applause by all who were in attendance. Following are excerpts from his speech that summed up the general camaraderie of all in attendance.

"I wish I could be there with you tonight to offer congratulations to the victors and to enjoy the company and fellowship of my many friends.

I am grateful and deeply touched by your concerns for my health.

The great spirit of the Snipe Class comes from our genuine caring for each other.

I am okay and recovering quickly, thanks to the skill and judgment of Pancho's family friend and physician, Dr. Foco, and the excellent medical staff in the hospitals in both Carlos Paz and Cordoba. I felt as safe in their hands as I would have been in the USA.

Thanks also, and especially, to Pancho Agusti, Jerelyn Biehl, Jerry Thompson, Mario and Eduardo Fumagallo for their friendly care and sacrifices in my behalf. And you, Ricardo Desuvida, for coming to visit me in Cordoba, and thanks to Carlitos Wyber for his excellent crewing and personal support.

I look forward to seeing you all at the next Snipe World Masters Championship in Denmark in the year 2000. Hasta luego,"

Woody Norwood

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# *Shots from the World Masters in Argentina*



Top left: Japanese & Canadians enjoying "breakfast"  
 top right: Raúl & S. Colombres de Fiori of Argentina. 1st. place Master Juniors.  
 center: Rafael De Austria & Edgardo Pierson between races  
 lower left: Pancho Agusti & Mirta Arce of Argentina  
 lower right: Club Nautico Cordoba



# Report From SCIRA Europe

SCIRA Europe enters the spring racing season with high hopes for a progressive and active 1998. A welcome extended to the new French National Secretary, Phillip Roy, who has been both a stalwart of the Paris fleet and contributed much to SCIRA France. Appreciation to retiring Secretary Gilles Boissaubert who over ten years in office gave so much to our Class.

During the winter months much work has been quietly carried out to increase the European number of SCIRA countries. The Polish Post office Sailing Club is looking to replace their old wood boats with fiberglass. Already a builder, near Poznan, has shown interest in building Snipes which has prompted internal movement to enlist Poland into SCIRA. Snipes in Germany now total five. Work is being done to arrange the administration so that they can meet the Class criteria to be adopted as a country. Turkey, under the leadership of past Snipe sailor Nur Okten, is building a new club (with a government assisted grant) to accommodate Snipe and reactive Fleet 422. New Snipes, for the fleet, will be built at Istanbul.

With Russia moulding Snipes in St. Petersburg and both Poland and Turkey showing interest in building, the European strength

of boat builders will top ten, which should result in a price competitive market. Now that Russia has their own builder, a market economy will surely result in placing Snipe on the strength of other Russian clubs.

We are considering to reactivate in Angola/Luanda, fleet 482 from Club Nun Álvares together with Angola Sailing Federation and according to the signed protocol between the aforementioned Federation and the Portuguese Sailing Federation.

The European race calendar shows a health packed programme. Encouraging to note that Russia now has a promising regatta schedule which one anticipates will grow over the immediate future. Whilst Belgium's Secretary André Callot has worked close with the Netherlands to get more Belgium Snipe races in that country, including Belgium selection races for the European Championship. We congratulate André for his endeavor to establish Snipe once again in Holland by International invitation. To date, Denmark, France and England will support regattas in the Netherlands to assist Belgium in their advertising campaign.

At this moment are being concluded 30 centerboards - in composite material - that will be distributed according to instructions that will be supplied by Brainard Cooper.

The close working relationship built between our countries continue. It is this close bond of friendship and mutual help that is Europe's strength.

With my best regards,

**Antonio Roquette**  
European General Secretary

## Snipe Merchandise

Great  
Trophy  
Ideas!

Watches with SCIRA logo: (M) \$35.00  
SCIRA Shirts: t-shirts: \$10.00; polo shirts: \$20.00  
Snipe belts:

D-ring style; bird or SCIRA logo: \$15.00  
SCIRA logo with leather tabs: \$20.00  
All leather with bird stamp: \$25.00

Best of Snipe Bulletin: \$20.00

Blazer patches: \$3.00

Window decals (inside or outside) \$1.50

Blueprints to build your own Snipe: \$20.00

Kevlar merchandise with the Snipe logo or bird belt tape

Kevlar duffle bags; \$45.00, \$60 & \$70  
(with your sail number embroidered!)

Kevlar bathroom "dopp" kits: \$20.00

Kevlar wallets: \$15.00

Kevlar checkbook covers: \$10.00

Contact the SCIRA office 619-224-6998

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## Chilean National Championship

**Higuerillas, Chile**

**January 16-18**

22 crews from Papudo, Higuerillas, Algarrobo, Talcahuana and Frutillar arrived to compete. On Thursday, January 15, a practice race was scheduled, but had to be canceled due to strong winds from the south. On Friday the 16<sup>th</sup>, the first race had winds up to 22 knots and close to the Class limit, but preferable for Sebastián Larraín. The second race in the afternoon had winds of 15 knots and more to the liking of Jorge González.

On Saturday 3 races were scheduled, the first starting at 11 am with south winds in 7 knots, again to the liking of Jorge González. The running the the next races were in winds from the north of 13-15 knots with big seas, with Sebastián Larraín and Jorge González finishing respectively.

On Sunday, we didn't have enough wind, so we had to reduce the regatta to 5 races without a throw-out according to the Regatta Instructions. We would like to note the great camaraderie observed throughout all the participants with no protests filed.

### Skipper/crew

1. Sebastián Larraín/Juan Enripue Gaete
2. Victor Lobos/Jorge Rojas
3. Jorge González/Tomás De Polo
4. Cristián Herman/Luis Felipe Herman
5. Pablo Herman/Luis Herman
6. Felipe Robles/Diego Estevez
7. Matías Seguel/Andrés Guevara
8. Rodrigo Galilea/Francisco Donoso
9. Mauricio Zulueta/Aurelia Zulueta
10. Daniel Elton/Daniel Elton - hijo
11. Ignacio Seguel/Francisco Sánchez
12. Sebastián Bejide/Rodrigo Sánchez
13. Pablo Agusti/Carlos Wyber
14. Millaray Palma/Rodolfo González
15. Miguel de Polo/Miguel de Polo - hijo
16. Laura Heiss/Eduardo Varas
17. Felipe Galilea/Fernando Cabezas
18. Juan Lyon/Stephan Maldovanyi
19. Herman Serrano/Diego Bravo
20. Jorge Talbot/Jorge Talbot - hijo
21. Pablo Cisterna/Choyse Pullen
22. Galo Paredes/Tomas

Club	Finishes	Total
Higuerillas	1-5-2-1-6	14.5
Talcahuano	2-2-7-2-8	21
Algarrobo	23-1-1-6-1	31.25
Higuerillas	3-4-10-11-4	32
Cofradía	5-6-8-8-5	32
Algarrobo	8-11-5-10-2	36
Cofradía	6-12-4-7-7	36
Frutillar	23-9-6-3-3	44
Higuerillas	11-10-14-9-12	56
Higuerillas	4-3-3-23-23	56
Algarrobo	7-14-23-4-9	57
Algarrobo	9-23-17-5-11	65
Córdoba	10-13-12-16-14	65
Algarrobo	23-7-19-12-10	71
Algarrobo	13-16-16-13-15	73
Santiago	14-8-11-17-23	73
Santiago	15-23-15-14-16	83
Papudo	12-15-13-23-23	86
Papudo	23-23-9-23-13	91
Algarrobo	16-23-18-15-23	95
Algarrobo	23-23-23-19-17	105
Santiago	23-23-23-18-18	105

# Wooden Boats Forever!

by Cristian Noe

The principle problem facing the majority of today's sailors is when does sailing become monotonous? This happens when the way to have a highly competitive boat is that you must buy one available on the current market.

Observing this trend, we understand really why there's a need for wood Snipes, radically changing our form of thinking and sailing.

When I started sailing Snipes years ago here in Argentina the boats that dominated the majority of regattas were constructed of wood because the boats built nationally of fiberglass were distant from those that were competitive.

For these reasons I bought a wooden boat, it being made of the same construction and type of wood of those that had been constantly winning. The boat needed many changes to be competitive and I had many questions, commencing with the remodeling, to obtain a winning machine.

Before beginning to work on the boat, I spent a lot of time talking with my brother, paper in hand, in order to fine tune the things we wanted to change: deck, interior, air tanks, reinforcements, form of the hull, etc.

I'll clarify that the total time I spent to make the modifications took approximately 45 days, working on my free time and during the weekends.

The principle changes made in our boat were the following:

## How to Bring an Older Snipe to Modern Specs



photo above: layout of boat, showing wider "Fabini" deck.

### Deck

The form of the deck was taken from those designed by Ricardo Fabini of Uruguay, a very good shape, with the difference that in the stern, our deck was continuing flat while Fabini's was rounded. The deck was built of a Brazilian wood, "Kiri", 10mm in thickness, which is very light. The Kiri is lined on one of the sides by a "cedro" cap, which gives it a beautiful finish. In the curve of the deck, we proceeded to reduce it because with this kind of boat, it would have been overdoing it, and we wanted to obtain a meaningful weight reduction in the bow of the boat.

At the mast partner hole, just before the mast step, coinciding with a internal support of the deck, we put a framework that accompanied the interior form of the hull, a wall of the plywood, increasing the stiffness of the joint and avoiding movement that could happen when the boat capsizes and the cockpit fills with water. Again, we used the Kiri plywood, lined with Cedro, but this time 6mm of thickness.

On the original hull, the cockpit floor was high because it gave reinforcement to the hull. We decided to

leave this as it was, adding some cradles in order to align horizontally with the future floor of the cockpit. With this we achieved a very functional boat, especially sailing in high winds, giving the boat a cockpit about the same depth of a Laser. This was influenced by sailing in high winds, permitting us to heel and hike more quickly than other boats with deeper cockpits.

In the stern, the reinforcement of the deck became flat, instead of curved and we also reduced the weight. The stern air tank was really big which reduced the length of the cockpit. We again used Kiri plywood lined with Cedro.

The deck bands (top of the deck) were broad, which, when capsized, did not allow the water to enter the boat. It was easy to right it and to sail again. Again, this was built of Cedro plywood, which was actually heavier, but much stronger, able to hold our weight when sailing and tacking. The increase in weight in that area did not affect the moment of inertia.

The deck and all the accessories were glued with epoxy, which eliminated screws from the previous construction, representing approximately 8 kgs of badly distributed weight.

We reinforced the centerboard case, eliminating any possible movement, and shortened it's length to give more space in the cockpit.

Meanwhile, as the days passed, it seemed this project was converting me into a real boat builder, and all the time I was thinking of details of how to gain more speed.

What I have learned and the things we shouldn't forget are:

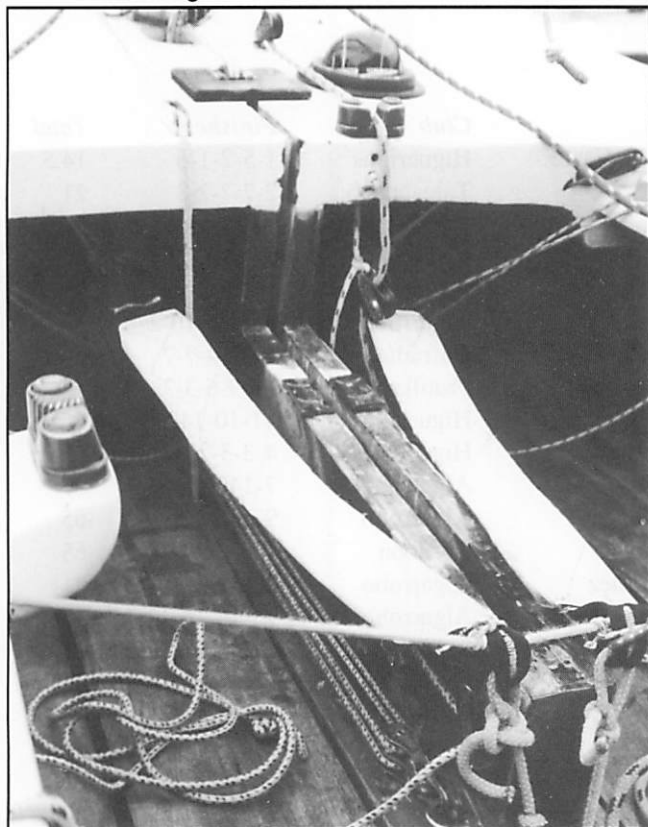


photo left: interior of cockpit showing lowered & shortened centerboard trunk.



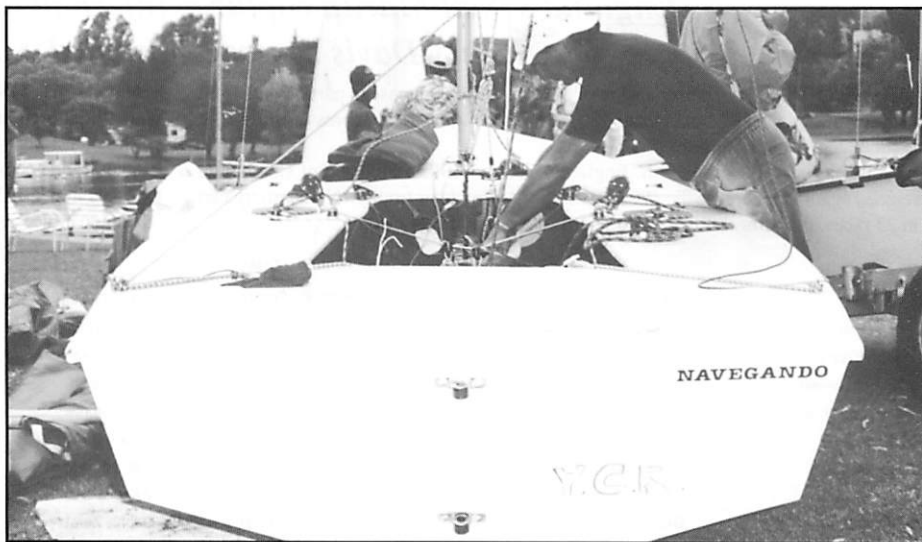
# Wooden Boats Forever!

The fundamental advantage of a wood boat is that they are actually more rigid than fiberglass boats and we are able to play with weight distribution which allows us to distribute the weight better. With this we will achieve:

1. better moment of inertia
2. decrease center of gravity of the boat
3. design a more comfortable deck especially for the skipper & crew
4. customize the level of the cockpit floor for the stature of the crew

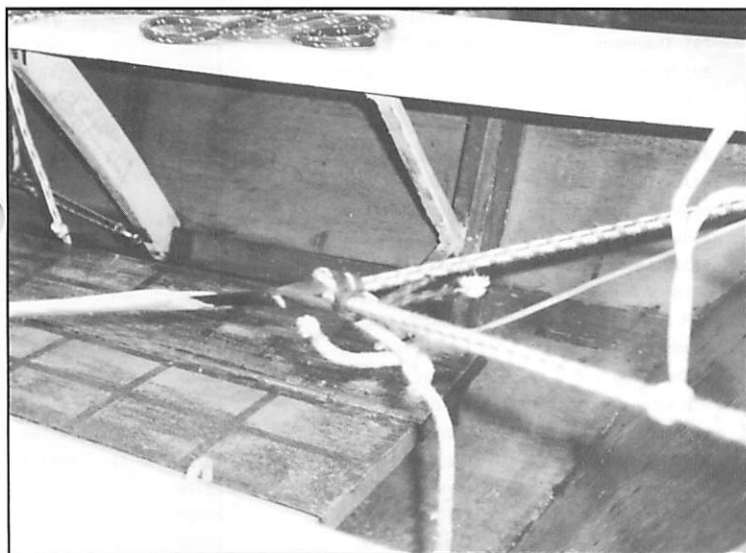
When our project was completed, we had created a rigid boat that was comfortable, agile and fast, and best of all we had saved 25 kgs, below minimum weight. Of those 25 kgs., we were able to re-use 15kg to reinforce certain areas and the other 10 kgs were able to be distributed to achieve the proper moment of inertia in the first measurement after re-construction.

With our new boat, her debut sail allowed



*photo above: transom view of "Navegando".*

*photo right: with cockpit floor-board raised, they hinged floor-boards to enable to bail water if needed.*

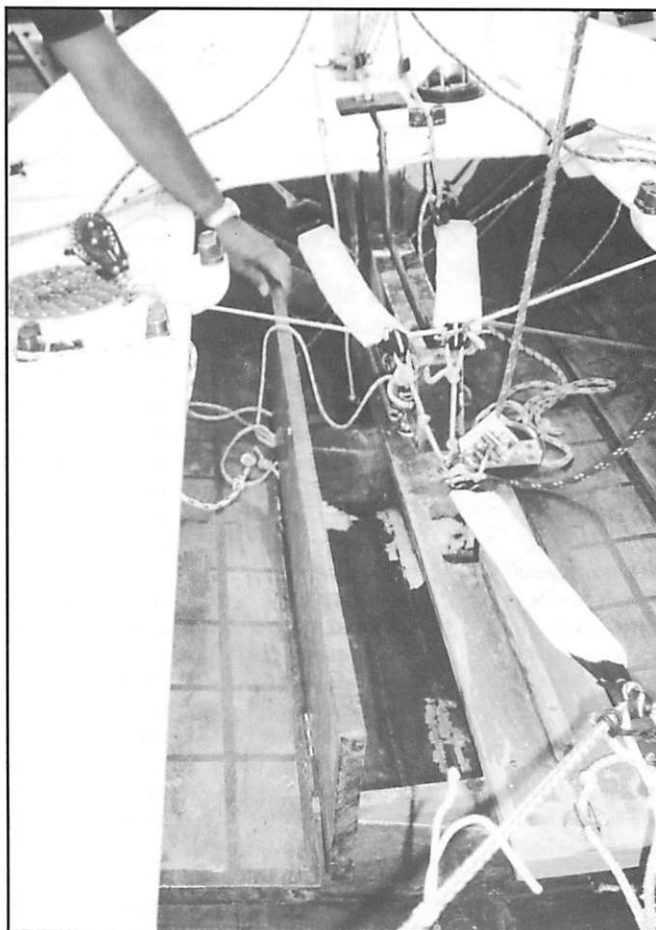


*photo above: close-up of interior deck structure struts.*

us to qualify to represent Argentina in the 1992 Western Hemispheres. I was unable to sail for the next 4 years, but when I returned, I finished 1<sup>st</sup> in the South American Championships in 1997 in this boat, with a total of 78 competitors. This is the reason why I still support that wooden boats, well prepared, can win in the end.

See you on the water.

**Cristian Noe**  
**Rosario, Argentina**



*Cristian Noe is a Snipe sailor from Rosario, Argentina. He has been sailing Snipes for many years, and recently remodeled an old Linnenberger Snipe #10868, bringing her to modern standards on the interior while keeping the original hull shape.*

*Cristian is a believer that older wooden Snipes can still be competitive in the modern world and has even proved it by winning the 1997 South American Championships held on Lake San Roque with 78 competitors. Together with his crew, they finished 1st with a 6.25 margin over the 2nd place boat, as 28,000 series fiberglass Snipe. Navegando finished 9th overall at the recent World Masters sailed by a different crew.*



# 1997 SCIRA High Point Championship Trophies

## England's Neil Martin captures International Reichner Trophy

### Henry Davis scores again for US Minneford

The 1997 High Point Championship of SCIRA saw an increase in participants from the previous year. 151 boats from 13 fleets sent in their fleet scores of those who participated in the minimum of 5 races.

Neil Martin of the Budworth, England fleet and 1995's High Point Champion, reigned again to recapture the 1997 international Reichner trophy. Neil participated in 23 races, finishing 1st in 19 and 2nd in the remaining 4 races.

Henry Davis of INSA is the US Minneford trophy champion, with a total of 16 races with 1726.06 points.

The oldest boats competing were D. Alexander in boat #10325 from Budworth England, and Lee Bradley of Atlanta in #12021. 8 boats under #20,000 competed with 64 boats under #25,000.

The most races competed in was R. Ross of Budworth, England with 53 starts.

<i>Skipper</i>	<i>Fleet</i>	<i>Boat #</i>	<i>Total # Races</i>	<i>Total Points</i>
1Neil Martin	Budworth, England	27106	23	1736
2Henry Davis	INSA	28700	16	1726.06
3Bill Fehsenfeld	Grand Rapids, MI	28388	27	1706.63
4Jim Bowers, Jr.	Winchester, Mass.	28840	12	1687.25
5Ethan Bixby	St. Petersburg, FL	25948	24	1677
6Joe Norton	Green Lake, WI	28182	13	1677
7Jay Carey	Cowan Lake, Ohio	25420		1676
8Steve Grant	Grand Rapids, MI	22725	27	1672.26
9Chris Klotz	St. Petersburg, FL	27270	18	1672
10P. Hackney	Budworth, England	26734	43	1656
11Bill Worster	Cowan Lake, Ohio	25727		1652
12James Russell	Lincoln, Nebraska	28881	19	1651.47
13Bob Rowland	Cowan Lake, Ohio	26747		1650
14Steve Tautz	Bow Mar, CO	25730	5	1650
15Charles Courtsal	Newport YC, New York	28781	12	1648.75
16Carter Weitz	INSA	25486	25	1647.44
17M. Compton	Budworth, England	26996	30	1643
18Scott Cline	Atlanta, GA	24093	25	1638.96
19Jack Wagener	Lincoln, Nebraska	28882	14	1635.5
20Norm Dahl	Newport YC, New York	25730	13	1628.85
21Pat Flood	INSA	25488	24	1627.25
22Dustin Kays	Atlanta, GA	25751	23	1627.17
23Larry Briggs	Lincoln, Nebraska	27372	20	1623.15
24John Muhlhausen	Atlanta, GA	24442	25	1622.16
25Robert Ewoldt	Lincoln, Nebraska	25552	13	1617
26Tom Koppang	Willamette, Oregon	24011	11	1610.7
27Art & Jennifer Rousman	Winchester, Mass.	25412	21	1607.95
28Dave Lence	Winchester, Mass.	27101	24	1607.79
29Don Hackbarth	Atlanta, GA	29014	19	1602.79
30Chris Schneider	Grand Rapids, MI	26299	23	1600.87
31M. Antonelli	Budworth, England	20323	30	1599
32Gordon Hackstaff	St. Petersburg, FL	25172	19	1598
33Frank Pontious	Atlanta, GA	26100	22	1597
34Ted Horvath	Newport YC, New York	26897	13	1592.54
35Mary Jane Bumby	Green Lake, WI	26911	12	1591
36Bruce Kitchen	Cowan Lake, Ohio	27004		1588
37Ken Kinas	Green Lake, WI	24690	15	1586
38Jim Lowrie	Bow Mar, CO	28450	6	1581
39John Hagman	St. Petersburg, FL	27027	27	1580
40Harry Levinson	Winchester, Mass.	26894	14	1577.42
41John O'Donnell	Atlanta, GA	26666	18	1576.5
42Dee Lockwood	Willamette, Oregon	27730	11	1570.1
43John Mullane	Winchester, Mass.	27591	16	1569
44Matt Bryant	St. Petersburg, FL	25128	15	1568
45Peter Festersen	INSA	25052	18	1562.22
46J. Love	Budworth, England	27098	23	1560
47Bill Hooper	Atlanta, GA	28500	16	1558.3
48P. Fraser	Budworth, England	22779	17	1556
49M. Andrews	Budworth, England	20023	21	1553
50John Lally	Medford, Mass.	28542	21	1548.76
51Mike Recker	INSA	26076	15	1538.67
52Pat Keane	Lincoln, Nebraska	24321	8	1537.13
53Per & Jane Huffeldt	INSA	24095	20	1535.25
54James Lampros	Willamette, Oregon	24106	11	1528.3
55Bill Hall	Winchester, Mass.	28199	10	1521.1
56Elizabeth Zeratsky	Green Lake, WI	28911	7	1515
57Al Vorel	Grand Rapids, MI	18428	15	1514.13
58Ron Sandstrom	Winchester, Mass.	26648	11	1513.9
59Dave Patterson	Willamette, Oregon	20354	11	1510.5
60Mike Toohey	INSA	24100	21	1507.9

<i>Skipper</i>	<i>Fleet</i>	<i>Boat #</i>	<i>Total # Races</i>	<i>Total Points</i>
61Rob Fewkas	Newport YC, New York	17735	10	1507.7
62Bob Whitman	Cowan Lake, Ohio	27379		1504
63S. Kelham	Budworth, England	20350	26	1500
64Bill Welch	St. Petersburg, FL	27772	23	1499
65Phil Morse	Newport YC, New York	21789	12	1496.42
66Mark Brown	Willamette, Oregon	23291	11	1488.1
67W. Hardman	Budworth, England	19894	12	1486
68Andrw Ozaki	Lincoln, Nebraska	24242	5	1481
69John Zeratsky	Green Lake, WI	25432	5	1479
70Sue Iodico	Winchester, Mass.	28442	12	1474.08
71Bill Brush	INSA	27523	22	1469.73
72Ed Weitz	INSA	28482	25	1465.4
73Bill Flack	Cowan Lake, Ohio	27379		1455
74Glenn Russ	INSA	27391	26	1452.38
75A. Sampson	Budworth, England	24704	19	1450
76Tom Bevington	Bow Mar, CO	24811	5	1449
77Guy Crossley	Cowan Lake, Ohio	21777		1447
78Joe Donis	Winchester, Mass.	26452	19	1444.42
79T. Thompson	Budworth, England	20330	15	1437
80J. McMullon	Budworth, England	20373	23	1433
81Mike O'Toole	Cowan Lake, Ohio	25410		1430
82Bob Coyle	Medford, Mass.	24695	14	1423.64
83Titu Doctor	Atlanta, GA	26116	20	1422.35
84John Bohling	Lincoln, Nebraska	20197	5	1421
85John MacRae	Winchester, Mass.	26451	6	1419.5
86Steve Brasse	Medford, Mass.	27393	6	1419.16
87John Leach	Lincoln, Nebraska	25652	8	1415
88Tom Volbrecht	St. Petersburg, FL	25428	24	1415
89R. Ross	Budworth, England	20349	53	1414
90John Layman	Lincoln, Nebraska	21913	7	1410.57
91Chris Pope	Lincoln, Nebraska	23757	13	1408.31
92Brendon Koeinger	Winchester, Mass.	22285	9	1404.44
93Knapp	Grand Rapids, MI	28352	8	1403.88
94Peter Oman	Winchester, Mass.	25708	11	1399.09
95D. Elliott	Budworth, England	22778	12	1399
96Buddy Byington	St. Petersburg, FL	27523	17	1397
97Kirk Rogers	Green Lake, WI	21312	9	1396
98Kathy Bronaugh	Atlanta, GA	25373	5	1395.4
99McGovern	Grand Rapids, MI	22776	6	1393.5
100R. Barnes	Budworth, England	27330	14	1392
101D. Smith	Budworth, England	20184	13	1388
102Jerry Kimble	Atlanta, GA	25627	7	1379.29
103Andy Trewyn	Green Lake, WI	21047	7	1378
104Bob Recker	INSA	27005	23	1377.74
105Bob Foster	St. Petersburg, FL	26397	21	1374
106George Rood	INSA	25954	23	1372.17
107Chris Stang	Atlanta, GA	22870	8	1370.38
108William Gustafson	Lincoln, Nebraska	24111	12	1364.42
109Jim Bowers, Sr.	Winchester, Mass.	25710	19	1364.21
110Dave Forquer	Atlanta, GA	25065	5	1363.8
111Howard Parker	Lincoln, Nebraska	21604	17	1362.65
112John Hill	Atlanta, GA	28628	27	1360.11
113Euguen Sartori	Winchester, Mass.	26999	13	1359.23
114Sherry Welch	St. Petersburg, FL	27772	31	1355
115M. Thorpe	Budworth, England	20690	12	1352
116Doug Cleveland	Atlanta, GA	24265	19	1351.79
117Steve Lang	St. Petersburg, FL	28045	42	1330
118G. Edwards	Budworth, England	23268	29	1330
119Gunter Hofmann	Lincoln, Nebraska	24330	6	1325.83
120Scot Lang	St. Petersburg, FL	28045	32	1325
121Scofield Jetton	INSA	27731	19	1324.58

# 1998 XXIX Annual Commodore Rasco Snipe Regatta Report

Past 505 World Champion Ethan Bixby with wife Trudy sailing a 1984 McLaughlin showed the way to the rest of the fleet, in a light and heavy air series, with 4 bullets! In the Aicardi Fleet, Bergie and Beto Montarroyos won the Gold while Robin Baker and Michele Royal got the silver. We had a record of 8 boats from out of town.

We sailed one race Saturday under heavy weather conditions and sailed 3 races on Sunday under perfect weather conditions with North West winds 10-15 knots.

The Race Committee did an excellent job setting great courses in spite of continuous wind shifts. We sailed triangular and windward leeward courses. We thank Race committee Chairman Jack King and the dedicated Club members and friends that helped, among them: Bruce Schneider, Will Bourne, Jr., Jeanny Davis, Bill Yany, Jim Rodwell, Bill Braddon, Jeanne Bunten, Sharon Terencio and Marvin Schenker.

Saturday night Lasagna dinner by Carmen Diaz is a established tradition and enjoyed by the competitors.

Our Coconut Grove Sailing Club Commodore Carl Straw, presented trophies for the first and second (skippers and crews) overall winners and for the first and second of the Aicardi Fleet (blue fleet).

And then the regatta was closed with the also traditional La Bomba! All winners including crews drank from La Bomba while we sang La Bomba Va!! and they drank it all!!

—Gonzalo Diaz, Sr.  
Miami Fleet 007 fleet captain



photoleft to right: Gonzo Diaz, Ethan Bixby, Trudy Bixby, Robin Baker, Michele Royal. Kneeling: Bergie & Beto Montarroyos.

## Results

Skipper/Crew	Sail #	Fleet	Finishes	Total
1. Ethan/Trudy Bixby	25498	St. Petersburg	1-1-1-1	3.75
2. Gonzo Diaz/C. Guevara	28812	Miami	3-2-4-4	13
3. E. Rodriguez/P. Naranjo	27363	Miami	2-4-3-7	16
4. G. Diaz, Sr./Greg Saldana	28814	Miami	dnc-3-2-2	23
5. D. Hackbarth/J. Janda	29014	Atlanta	4-6-8-8	26
6. Carr Moody/R. Jarchow	27364	Miami	dnc-5-5-5	31
7. R. Lizano/I. Infante	26457	Miami	6-7-9-11	33
8. Bill/Sherry Welch	27772	St. Pete	dnf-8-10-10	35
9. Jim Richter/Scott Lang	24500	Indianapolis	dnc-9-7-6	38
10. Steve/Julie Carr	27276	Miami	dnc-dnc-6-3	41
11. Bergie/Beto Montarroyos	24995	Miami	dnc-10-12-9	47A
12. Robin Baker/Michele Royal	25058	Miami	dnc-11-11-12	50A
12. Kevin Downey/C. Stroud	24776	Miami	5-dnc-dnc-dnc	53A
14. Tom/Bonnie Parks	24020	St Pete	dnc-12-13-dnc	57A

## High P oint Scores continued

Skipper	Fleet	Boat #	Total # Races	Total Points
122Lee Bradley	Atlanta, GA	12021	28	1305.36
123Ken Haney	Atlanta, GA	26745	9	1304.78
124Ralph Swanson	Winchester, Mass.	28999	6	1304
125Steve Keckler	Winchester, Mass.	27238	12	1287.58
126Clayton Dixon	Atlanta, GA	24994	12	1279.75
127Dan Stoney	INSA	25431	30	1271.6
128D. Alexander	Budworth, England	10325	6	1264
129Carolyn Price	Lincoln, Nebraska	24099	5	1263.6
130Charles Wahl	Lincoln, Nebraska	23822	5	1249.8
131Erik Bengtsson	Lincoln, Nebraska	22810	10	1239.5
132M. Philpot	Budworth, England	23627	7	1237
133G. Siddell	Budworth, England	23233	9	1221
134Sandy Strathie	St. Petersburg, FL	19888	19	1209
135Brook Seacrest	Lincoln, Nebraska	21913	5	1197.4
136Mike Brazao	Winchester, Mass.	28399	9	1194.44
137Tom Parks	St. Petersburg, FL	24024	33	1188
138Simon/Davis	INSA	24101	16	1186.31
139Don Jones	Lincoln, Nebraska	20630	6	1179
140Harvey Griffith	Atlanta, GA	24627	5	1167.2
141I. Conway	Budworth, England	24145	9	1160
142John Gondring	INSA	27272	18	1154.61
143Tom Davis	Lincoln, Nebraska	15301	7	1151.71
144Bob Hoffmann	INSA	27570	17	1151.35
145Ray & Carol	INSA	24089	7	1143.29
46Jim Fraser	Medford, Mass.	25999	7	1119.84
147Scott Ruff	INSA	24090	11	1114.64
148Crock/O'Brien/Schwid	INSA	19357	21	1103.05
149Dennis Coburn	Atlanta, GA	22511	5	1050.4
150Peter Guile	INSA	25487	15	1031.4
151Newell Decker	Lincoln, Nebraska	22366	5	1002.4

## Guelph Lake Regatta

May 9-10

**Guelph Community Boating Club is located on Guelph Lake, which is a small inland lake that is part of the Grand River Conservation**

**Area. With no motorboats other than the club crash boats allowed on the lake, it offers wonderful sailing in a rural and very private setting while still only minutes from historic downtown Guelph. Guelph is one hour from Toronto, two hours from Buffalo and four hours from Detroit. Regatta will be five races with three on Saturday and two on Sunday. Entry fee is \$40.00 CDN which includes lunches, dinner and a party on Saturday which will feature a LIVE BAND! Our own Sleeman Breweries of Guelph is one of our sponsors. Billeting or hotel reservations can be arranged, or for those so inclined the spacious and very private club grounds can easily accommodate tents or trailers. Anyone needing more info can contact me,**

**Harri Palm (519)836-5808**

**e-mail: motone@sentex.net**

**187 Alice Street**

**Guelph, Ontario, Canada N1E 3A3**





**1998 Commodore Juby Wynne  
Memorial Day One-Design Regatta**  
May 23-24  
Southern Yacht Club, New Orleans, LA  
**'98 Juby Wynne One Design Regatta**



**Classes:** Optimists, Club 420s Lasers/Laser Radials, Sunfish, Snipes, 5.5s, Lightnings, Flying Scots, Stars, L-16s Rhodes 19s, J-22, J-80s, Level 30 & Easterly 30s

**Qualifications:** Must have four boats to constitute a Class. contact Bill Dickey at 504-288-4221 for more information.

**Registration Fee:** \$30 for USSA members, \$5 late fee if registered after May 17. \$10 off all entry fees for participants under 18 years. Registration fee includes 1 ticket for Saturday Night Seafood Boil. Additional tickets will be \$20.

**Awards:** Trophies will be presented to the top three finishers in each class, the Commissioner General's trophy going to the winner of the class with the most participation.

**Schedule of Events**

**Friday, May 22**

7-9 early registration, free keg of beer on front lawn

**Saturday, May 23**

9-11 registration  
11 Skippers meeting  
11:30 harbor start  
12:30 1st. race- others to follow Seafood Boil & entertainment following races

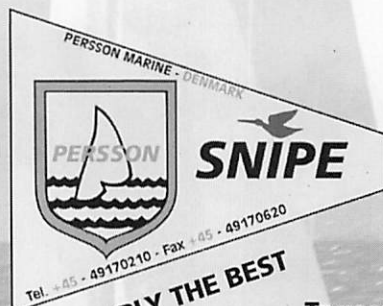
**Sunday, May 24**

9:15 harbor start  
10 1st. race - others to follow  
3:30 trophy presentation

For a registration form,  
call: 504-288-4221 or  
fax: 504-283-0621



# CONGRATULATIONS!




**WORLD CHAMPIONSHIP 97**  
You did it again, again and again!!

Bra	29112	Rus	29106
Bra	27390	1	3
	2		

**Topsailors using Persson Snipe placed:**

**1, 2, 3, 4, 5, 6, 7, 8, 10, 11,  
13, 14, 15, 16, 17, 18, 19, 20.....**

- **No computer - just experience.**
- **New 98 version - still improving.**
- **Complete snipes or bare hull options.**
- **Masts and equipment:**
  - Proctor "Miracle" Euro (2,3,4 and 6 W.C.)
  - New Proctor "Vectis" (March 98)
  - Sidewinder "Cobra"
  - Sidewinder "Junior" (1 and 5 W.C.)
- **Worldwide distribution and sale.**

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<b>Jack Franco</b> Phone: +1 - 310 767 1032 Fax: +1 - 310 767 1034 USA	<b>Birger Jansen</b> Phone: +47 - 66 84 95 09 Fax: +47 - 66 84 82 62 NORWAY	<b>Gilles Boisauert</b> Phone: +33 - 1 48 86 68 75 Fax: +33 - 1 48 86 68 75 FRANCE
 <b>DESIGN AND PRODUCTION PERSSON MARINE</b> Strandvejen 352 C, DK-3060 Espergærde DENMARK Phone: +45 - 49 17 02 10 Fax: +45 - 49 17 06 20		<b>LICENSE BUILDER</b> <b>Claudio Barbieri</b> <b>CANTIERI NORDEST</b> Phone: +39 - (0) 444 350 667 Fax: +39 - (0) 444 350 667 ITALY

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

**TOP COVER** - White UV stable top cover with 6" skirt, velcro closures, tie straps, mast up or down applications, 100% waterproof and durable. \$219. Super Padded, top quality **CENTERBOARD COVER** \$49. **RUDDER COVER** \$59. Freight included on canvas products.

**SIDEWINDER MAST** Standard and Light complete to your spec. \$950. **BOOM** \$230. **POLE KIT** \$199 includes instructions. 48 hour delivery. Contact Weather Mark Sailing Center David or Lynn 800-992-6281, Fax: 800-368-4445. E-mail [103330.1427@compuserve.com](mailto:103330.1427@compuserve.com).

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

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

**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. \$4,700. Cleveland. Call Gregg, 440-331-4961. (jm)

**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: [ezio.braga@galactica.it](mailto:ezio.braga@galactica.it), or contact the SCIRA office.

**ECLIPSE 28443** - 1993 white hull with gray deck. Cobra II mast, Sidewinder boom with pole launcher. Bottom, top and blade covers. Tennessee trailer, Ritchie compass. Barely used 2 sets of fanned panel main and split jibs by North. '97 North mylar jib, '96 Hobstad main & jib. \$5,000. Located in Boston area. (81)826-6275. (am)

**MCLAUGHLIN 26162** - 1994 faired, white hull, light blue deck. Proctor mast. Two poles with pole launcher. Tennessee trailer. Top & bottom covers. \$3,000 obo. 313-483-4490. Michigan (mam)

## AVISO DE REGATA

### XX CAMPEONATO SUDAMERICANO DE CLASE SNIPE IX CAMPEONATO SUDAMERICANO CATEGORIA JUNIOR YACHT CLUB PUNTA DEL ESTE 08 AL 12 DE ABRIL DE 1998

#### 1- ORGANIZACIÓN:

El Campeonato será organizado por el Yacht Club Punta del Este y la Asociación Uruguaya de la clase Snipe entre los días 8 - 12 de abril de 1998 en Punta del Este.

#### 2- REGLAS

Las regatas serán corridas de acuerdo al Reglamento de Regatas a Vela de la I.S.A.F (1997-2000), las prescripciones de la Autoridad Nacional cuando sean de aplicación, las reglas de la SCIRA y las Instrucciones de regata.

#### 3- INSCRIPCIÓN

Las inscripciones se recibirán en la Secretaría del Yacht Club Punta del Este (598 42 4 4031, 4 18 81, 40220, Fax 598 42 45858, E-mail [ycpe@adinet.com.uy](mailto:ycpe@adinet.com.uy)) en el horario de 09:00 a 17:00 horas hasta el jueves 9 de Abril a las 10:00 horas.

El derecho de la inscripción será de U\$S 50. La Oficina del Campeonato funcionará en el Edificio Yate del YCPE (calle 13 esquina 10) frente al Puerto, teléfono 44031.

#### 4- CRITERIO DEL CAMPEONATO

Se disputarán 6 regatas y el Campeonato será válido con tres regatas. Habrá un descarte a partir de la 5ª regata. Se aplicará el sistema de Puntaje Bajo (Low Point) de la SCIRA.

#### 5- PROGRAMA

Las regatas se disputarán en la Bahía de Maldonado en las fechas y horas que se indican a continuación:

<i>Miércoles</i>	<i>08/04</i>	<i>10:00hs</i>	<i>Inscripción y Medición</i>
<i>Jueves</i>	<i>09/04</i>	<i>08:00hs</i>	<i>Inscripción y Medición</i>
		<i>14:00hs</i>	<i>1ª regata y 2ª a continuación</i>
<i>Viernes</i>	<i>10/04</i>	<i>10:00hs</i>	<i>3ª regata y 4ª a continuación</i>
<i>Sábado</i>	<i>11/04</i>	<i>10:00hs</i>	<i>5ª regata y 6ª continuación.</i>
		<i>20:00hs</i>	<i>Entrega de Premios</i>
<i>Domingo</i>	<i>12/04</i>	<i>10:00hs</i>	<i>Atrasadas</i>

#### 5- ELEGIBILIDAD

El Campeonato será abierto a todo timonel y tripulante que cumpla con el Apéndice K del R.R.V de la I.S.A.F (1997-2000) y que este al día con la anualidad de la SCIRA. Se correrá en categorías Junior, Femenina, Master y Senior.

#### 6- CATEGORIA DEL EVENTO: "A"

#### 7- CERTIFICADO DE MEDICIÓN

Los barcos deberán tener certificado de Medición válido.

#### 8- RECORRIDO

Serán usados los de la SCIRA.

#### 9- ALOJAMIENTO

En el Edificio Yate se ofrece alojamiento marinerio a U\$S 10 por día, hay lugar para las primeras 15 tripulaciones del exterior.

**MCLAUGHLIN 26306** - Light grey hull with dark blue deck and waterline stripes. Sidewinder mast, boom & pole launcher system. Custom McLaughlin wooden rudder. Galvanized Tennessee doubledeck trailer. Excellent condition. Clay Hudgins 770-287-8408. \$2950. Georgia. (ma)

**MCLAUGHLIN 25900** - Dark blue with white deck. Galvanized Tennessee trailer. Covers for everything. Top, bottom, rudder, centerboard, etc. Always stored inside. Cobra II mast, three sets of sails. Has pole launcher installed. Located in South Bend, IN. \$2,000 FIRM. Moving to Europe, need to sell. Contact Ann Mullett at 219-273-4912 or by e-mail: [fulljib@aol.com](mailto:fulljib@aol.com). (m)

**MCLAUGHLIN 26456** - Pole launcher, top & bottom covers, 2 sets of sails, and trailer. Excellent condition and ready to race, the boat was sailed in the Annapolis fleet for 3 years and is now located on Chautauqua Lake in Western New York State. \$2,500. Must sell this spring. Call Marc Turner evenings @ 716-763-2222. (mam)

**MCLAUGHLIN 26914** (1986) - White hull & deck with blue stripe. Always stored in heated garage. Exceptionally nice. Customized trailer, also very nice. Kansas City, MO area. \$4500 or best offer. [Hbags@sound.net](mailto:Hbags@sound.net) (816)478-7082. (a)

**JIBE TECH 28141** - white with light grey deck, Euro Proctor spar, full covers, galvanized trailer, North and Sobstad sails. Very fast and clean boat located in Santa Barbara, CA \$5,000 obo. Call Arthur at (805)898-2043. (am)

**ECLIPSE 28377** - White with gray deck and blue stripe. Race ready with Cobra II mast, North sails, top and bottom covers, XL tactical compass plus other racing extras. Has not seen the water in over four years. Still has that new boat smell! Call Jim Bowers in Winchester, MA at (781)729-3835 for details. \$5,200. (am)

**MUELLER 26760** - Two sets of sails, top, bottom & mast covers, Cobra Mast, galvanized trailer. All excellent condition. Best offer. (212)289-8919, New York. (am)

# SANCTIONED SNIPE REGATTAS



**APRIL 1-4; BACARDI/GAMBLIN SERIES.** Royal Nassau SC, Nassau, Bahamas. Peter Christie. Fax: +242-326-5642.

**APRIL 8-12; SOUTH AMERICAN CHAMPIONSHIP.** Punta del Este, Uruguay. Pedro Garra, pgarra@chasque.apc.org.

**APRIL 25-26; JAZZ FEST REGATTA.** Southern Yacht Club, New Orleans, LA. Watt Duffy, +504-482-3178

**MAY 16-17, BLUE/GREY REGATTA.** Island Heights Yacht Club, Barnegat Bay, NJ. Dave Applegate, 732-840-1700(w), e-mail: dapplega@schoordepalma.com.

**MAY 9-10; 47<sup>TH</sup> SNIPE SOUTHERNS.** Privateer Yacht Club, Hixson, TN. Scott Cline, Privateer Rd., Hixson, TN 37343. +423-870-1791 e-mail: 24093@aol.com

**MAY 30-31; COLONIAL CUP.** Severn Sailing Assn. Annapolis, MD. Alex Pline +410-263-8457 or pline@en.com.

**JUNE 6-7; DISTRICT 2 CHAMPIONSHIP.** Oklahoma City Boat Club, Andy Towles, 405-359-0128

**JUNE 13-14; GOVERNOR'S CUP.** Island Bay Yacht Club, Springfield, IL. Lou Dixon, 217-793-3359 or ldixon@cmtengr.com

**JUNE 20-21; NEW ENGLAND CHAMPIONSHIP.** Cottage Park YC, Winthrop, MA. John Lally, 617-846-8972.

**JUNE 27-28; WHITTEMORE/St. JOHN.** Quassapaug Yacht Club, Quassapaug, CT. Shane Erickson, 203-729-1258 or serickson@sjassoc.com

**JULY 4-5; 48<sup>TH</sup> MISSOURI VALLEY AND INSA CHAMPIONSHIPS.** INSA, Lake Manawa, Council Bluffs, IA. Carter Weitz, 2831 Fox Hollow Rd, Lincoln, NE 68506. 402-489-1174.

**JULY 11-12; DISTRICT 5 CHAMPIONSHIP.** Chautauqua Lake Yacht Club. Chautauqua, NY. Mick Yates. 716-763-6865 or doordoc@netsync.net.

**JULY 11-12; WINCHESTER INVITATIONAL.** Winchester Boat Club, Winchester, MA. Jennifer Rousmaniere 978-474-9207.

**JULY 18-19; DISTRICT 1 CHAMPIONSHIP.** Surf City Yacht Club, Barnegat Bay, NJ. Darryl Waskow, 609-683-1198

**JULY 18-19; BRIODY REGATTA & LAKE ONTARIO REGION CHAMPS.** Newport Yacht Club, Rochester, NY. Norm Dahl, 716-872-5485 or NormDahl@juno.com

**JULY 27-AUGUST 2; EUROPEAN CHAMPIONSHIP.** Porto, Portugal. Antonio Roquette. Fax: +35-12-941-2885

**AUGUST 1-2; NEW YORK STATE OPEN.** Cuba Lake Yacht Club, Cuba Lake, NY. Leo Murphy, 716-968-3723.

**AUGUST 8-9; US JUNIOR & WOMEN'S NATIONALS.** Gull Lake Country Club, Kalamazoo, MI. Tom VanderMolen. 616-629-0820.

**AUGUST 10-14 US NATIONAL CHAMPIONSHIP.** Gull Lake Country Club, Kalamazoo, MI. Tom VanderMolen. 616-629-0820.

**AUGUST 15-16; AL MORRIS REGATTA, NORTH-WEST SNIPE CHAMPIONSHIP.** Willamette Sailing Club, Willamette, Oregon. James Lampros. 503-364-3982.

**AUGUST 22-23; BOARD OF GOVERNORS.** Quassapaug Yacht Club, Quassapaug, CT. Shane Erickson, 203-729-1258 or serickson@sjassoc.com

**AUGUST 29-30; ONTARIO OPEN & CANADIAN CHAMPIONSHIP.** Oakville Yacht Squadron. Oakville, Ontario, Canada. Id Crook, 6 John Street, Apt. 1002, Oakville, Ontario, Canada L6K 3T1. 905-842-7949.

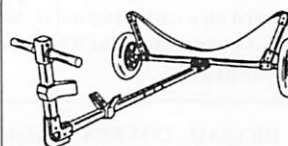
**SEPTEMBER 12-13; NEW JERSEY STATE CHAMPIONSHIP.** Surf City Yacht Club, Barnegat Bay, NJ. Darryl Waskow 609-683-1198

**SEPTEMBER 19-20; MYSTIC LAKE OPEN.** Medford Boat Club. Medford, Massachusetts. Martin Fraser 617-395-3116

**SEPTEMBER 23-26; NORTH AMERICAN CHAMPIONSHIP.** Carlyle Sailing Assoc. Ray Sepanski, 8 Ginger Ridge Ct. Glen Carbon, IL 62034. 618-656-3428.

**OCTOBER 3-7; WOMEN'S WORLD CHAMPIONSHIP.** Severn Sailing Assoc. Severn Sailing Assoc. Annapolis, MD. Alex Pline 410-263-8457 or pline@en.com

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**OCTOBER 17-18; FRIGID DIGIT,** Severn Sailing Assoc. Annapolis, MD. Alex Pline 410-263-8457 or pline@en.com

**OCTOBER 19-22; US MASTERS CHAMPIONSHIP.** Atlanta Yacht Club. Atlanta, GA. Don Hackbarth, 2350 Willeo Rill Rd., Marietta, GA 30062. 770-587-3653 or snipesgwh@aol.com

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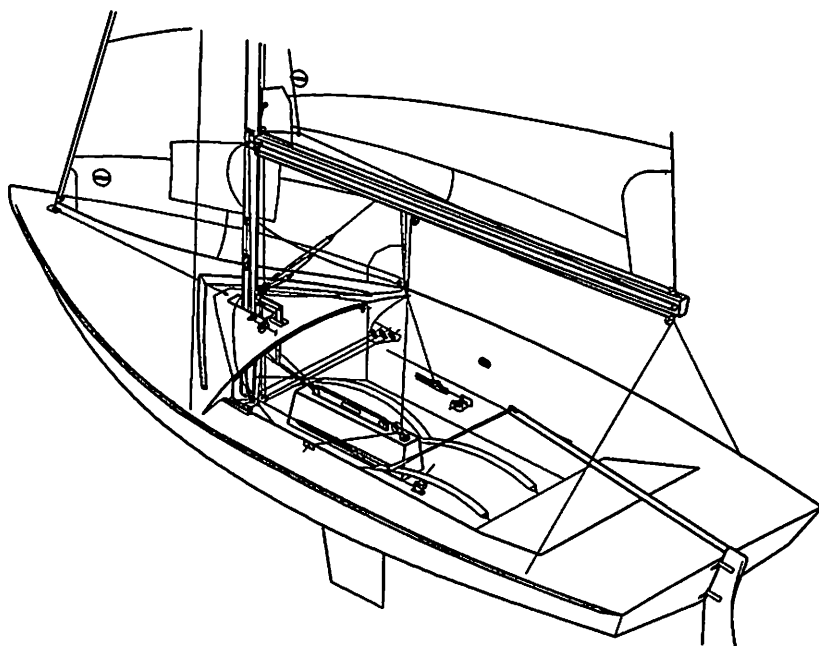
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# ON TOP OF THE WORLDS!

## 1997 WORLDS RESULTS

- |                        |               |
|------------------------|---------------|
| 1. Mauricio Santa Cruz | North         |
| 2. Alexandre Paradede  | North         |
| 3. Andrey Kiriliuk     | North         |
| 4. Doug Hart           | North         |
| 5. Thomas Iversen      | Sejlsnedkeren |
| 6. Craig Lewack        | Sobstad       |
| 7. Nelido Manzo        | Sobstad/North |
| 8. Frederico Calabrese | North         |
| 9. Lennart Ljunggren   | KC Sails      |
| 10. Jack Franco        | Ullman        |

*1997 World Champions Mauricio Santa Cruz and Eduardo Neves show their winning form and their North Sails.*

This September, 56 of the worlds top Snipe sailors hit the line in San Diego to determine the World Champion. When the smoke cleared, sailors using North Sails **took the top 4 places and 6 of the top ten**. Congratulations to Mauricio Santa Cruz and Eduardo Neves for their great performance! North Sails also won the Pre-World regatta to totally dominate the World Events.

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