



*Snipe*

**BULLETIN**

**AUGUST 1994**

20247  
V4505

### Sobstad Leads The Southeast

Beginning with the Georgia State Champs (1,4,5) and continuing through the District 4 Champs (2,3), the Southern (1,2,3), the Southeastern Champs (1,3), and the Junior Districts (1,2), Sobstad sails have been used to dominate the Spring sailing circuit. These results were largely collected on some notorious inland lakes, where shifty winds are the only type available. In these conditions, boat speed can't be sought after. It must be there.

With all the major sail manufacturers residing in this region, there is a high level of professionalism that exists on the race course. The winners either work for a sailmaker, are sponsored by one or have simply put in a ton of time to seek personal excellence. In this arena, either our sails perform or they do not. We are pleased that this Spring our new designs have won all the majors: Calif. Midwinters, the District 6 Champs, both A and B division at the Mission Bay Spring Invitational and the Coronado Summer Series (site of the Pan American Trials).

### Product Updates

**SA-2 Jib-** Testing is being finalized on cloth changes to this all-purpose jib. The goal is to improve durability, with a prototype winning the District 6 Champs and showing great endurance. This new model combines both the soft and firm materials for their mutual benefits, making it an easy to use sail that can take a beating. Finally, a jib you can feel good about buying.

**Split Mainsheet-** New longer traveller tail design offers less friction in use. This design continues to be offered in either the durable Trophy Braid line or the ultra-light Spectra line.

### *Dear Snipe Sailor,*

*I am very pleased over the performance our sails have demonstrated in these two regions. One area has a high level of professionalism from every supplier and one area has hardly a trace of professional exposure. The fact that our sails have dominated in both environments tells me that we are achieving our goal - a goal of making sails that are extremely fast yet very easy to use. I hope you all take the chance to enjoy Snipe sailing with Sobstad!*

*Craig Leweck*



Sobstad  
San Diego

2832 Canon St.  
San Diego, CA  
92106

Telephone  
(619) 226-2422  
Fax Number  
(619) 226-0682

## The Snipe Bulletin

August 1994  
Volume XLIII No. 8

### EDITOR

Jerelyn W. Biehl

### EDITORIAL & BUSINESS OFFICE

Address all correspondence to:  
1833 Tustin Street, San Diego, CA  
92106 USA Phone: (619)224-6998  
Fax: (619) 224-6997

Copy deadlines the 1st of the month  
preceeding publication.

### PUBLICATION INFORMATION

SNIPES BULLETIN (ISSN 08996288) is published monthly for \$10.00 per year by Snipe Class International Racing Association, Incorporated (not for profit), 1833 Tustin Street, San Diego, CA 92106 USA. Second class postage paid at San Diego, CA.

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

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

### S.C.I.R.A. OFFICERS

#### Commodore

Horacio Garcia Pastori  
Av. Libertador 1623 P#1  
Montevideo, Uruguay

#### Vice Commodore

Jimmy Lowe  
P.O. Box 1124  
Nassau, Bahamas

#### Rear Commodore

Giorgio Brezich  
Via Negrelli 12  
34134 Trieste, Italy

#### Executive Director

Jerelyn W. Biehl  
1833 Tustin Street  
San Diego, CA 92106

#### RULES COMMITTEE

Chairman: Dan N. Williams  
1220 Maclellan Building  
Chattanooga, TN 37402 USA

### ADVERTISING

Contract rates furnished upon request

### SUBSCRIPTION

\$10.00 per year  
U.S., Canada, Caribbean  
**International:**  
\$10.00 surface  
\$20.00 airmail  
\$30.00 DHL/TNT carrier

### U.S. Dues: \$38.00

Includes Rulebook, U.S. & International  
Dues and year subscription to the Bulletin.

**THE COVER:** Blue Circle Fleet 545,  
United Kingdom. 20557 skipper Elizabeth  
Crouch, crew Michelle Bolton. 20247 skip-  
per Mick Fish, crew Emma Fish.

**THE COUNT:** 1 number was issued this  
month to Sweden.

**NUMBERED SNIPES:** 28783

**CHARTERED FLEETS:** 829

## AROUND THE SNIPE WORLD

### Belgium Salutes Victor Claessens



Victor Claessens retired from his office as commodore of the dinghy class for the KYC in November 1993 after being in office every weekend for the past 20 years, supported by his wife and friends.

He helped a lot to the class especially against the Belgian sailing federation and other instances in organising many races (4 a year) and the last 4 Belgian Championships. Without him it would have been very tough for Snipe in our country.

At last, in May 1994 he traveled with me (other years he visited his brother in the USA) and another Belgian crew to the Wibro-Cup in Denmark where he could enjoy the fantastic Snipe mentality and friendship on and off the water.

For all that he did, I am sure he belongs to our "Snipe hall of fame" which makes our class so exceptional.

—Andre Callot  
Belgium National Secretary

### Columbia Active Again

National Secretary Richard Deeb reports an active fleet in Columbia with 12 sailors and the National Championships set for August.

### New Fleet Captain for Oklahoma City

Andy Towles has taken over the reigns in Edmond, OK. He can be reached at: 1505 Pine Oak, Edmond, OK 73013. 405-330-1751.

### Snipe Festival Update

As of printing, organizers of the Snipe Festival in Japan report:

**World Masters Registrants:**

59 from 12 countries

**Junior World Registrants:**

24 from 13 countries

**Womens World Registrants:**

46 from 5 countries

## Annapolis NAs Update

Don't miss out on what the Severn Sailing Association and Eastport Yacht Club are planning for this year's NA regatta. Some of the best racing anywhere in the world will be in Annapolis, Capitol of Sailing, this September. If you want to test yourself against the top boats, experience the Annapolis Racing Scene or just have a great vacation, fill out the pre-registration form in this bulletin. There will be the famous beer truck, giveaways, massages by June Schneider, gatherings at Marmadukes Pub and EYC's Bar and a lot more. Fill out the pre-registration form and send it in before August 25!

There is also no excuse for not coming to Annapolis. USAir is offering a discounted fare so you can fly here and use one of the available charter boats. Or, tell your skipper to trailer the boat and fly here yourself. Housing and Daycare for those future Snipe sailors (FSSs) can also be arranged. Please call in advance if you need day-care facilities.

Plans are underway to make the North Americans a feeder race to the Western Hemispheres in Uruguay this December. A freighter will take Snipes from Baltimore. If you are going to Uruguay, you can leave your boat at SSA after the regatta. Contact Pete Fenner for further details.

SSA is a famous one-design racing club and home to Snipe fleet 532. Former National Secretary Phil Richmond will be the Principal Race Officer so we are assured of good courses and fair sailing. There are over 40 Snipes here at SSA.

September brings some of the finest sailing weather we have on the Chesapeake. Expect winds to be from the south at 8-10 mph in the morning, perhaps freshening in the afternoon to 14-16 mph. The water temperature will be about 70 degrees by mid September and there will be the usual choppy seas.

The sponsorship for this event is looking positive. If all goes well, ESPN-2 will bring their "Gyro" Cam in for 2 days. One day's filming will be spent with the NAs on the Bay, and one day will be spent in the Annapolis Harbor filming the Team Racing. Gary Jobson hopes to cover the North Americans and the Team Racing for his new weekly show on sailboat racing. However, ESPN coverage is sponsor dependent.

Team Racing will be on Spa Creek in the Annapolis Harbor. The format will be 6 teams with three boats per team. The specifics are subject to the sponsors approval but in any event, if you want to participate, you will not be turned away.

Trophies will be awarded for the top 10 skippers and crews, top master, top junior and top woman. Additional "other" prizes will also be awarded.

### Preliminary Schedule of Events

#### Wednesday, September 21

10-5 Registration & Measurement  
1pm Practice Race  
6pm Opening Ceremony

#### Thursday, September 22

8:30-10 Registration & Measurement  
10:15am Competitors Meeting  
10:45am Dock Start  
11:55am Race #1 & #2  
Post race activities to be announced

#### Friday, September 23

9:50am Dock Start  
11:00am Race #3, #4, #5  
Post race activities to be announced



#### Saturday, September 24

9:50am Dock Start  
11:00am Race #6 & #7  
Post Race Trophy Dinner

#### Sunday, September 25

Team Racing in Spa Creek

TOLL FREE • 24 HRS.  
**1-800-779-2251**  
**FREE CATALOG**  
CARVED GLASS SAILING AWARDS



- Quality
- Service
- Prompt Delivery
- One-Design Sail Plans

Canton Glass Studio  
1000 Irish Lane #B  
Mount Vernon, IA 52314



# "This Ain't No Club Race"

## Doug Hart and Jon Rogers Capture US Nationals Title

56 teams traveled from across the US to Lake Ray Hubbard, Dallas, Texas, July 11-15 for the 1994 Championship of the United States. Teams from as far away as Seattle, Miami, Boston and San Diego battled the summer heat and the road with single, double, triple and even a quad boat trailer (with another Snipe on the Landshark!).

Southern hospitality and weather greeted each team with Rush Creek Yacht Club rolling out the welcome mat. Fried Elliott and his band of volunteers registered sailors while the measuring team of Brainard Cooper, Dan Williams & Chuck Loomis braved the Texas heat and occasional thunderstorm to make sure the boats were equal.

### Seniors

On Monday morning the seniors gathered for the competitors meeting, anxious to get on the water. Regatta Chairman Fried Elliott, outlined the laws for the week, and was quoted as saying "This ain't no club race". The thunderstorm from the previous day had left the weather unsettled and a bit overcast, but served up a day of 8-12 knot breezes for the single start Crosby elimination series. Race 1 found Rick & Carol Merriman leading the pack with the top ten trading places before the finish. Race 2 had the Lewecks leading wire to wire with the Merrimans on their tail and Henry Filter and Carol Newman finishing third. The third race of the day started after 2 recalls and the Z flag, but Jeff and Becky Lenhart established a nice lead ahead of Jerry Thompson/Dee Schilling and Filter/Newman in third.

Back at the club, the fleet retired to the pool for relief from the Texas heat. Pitchers from the "slurpee" machine kept appearing as the charge cards issued on bow numbers made it easy to relax and enjoy Rush Creek's hospitality (until the bill came due!).

Day 2 of the Crosby gave 8-10 knots with Doug Hart and Jon Rogers posting their first and only bullet for this series. Bryan Fishback and Lorie Stout scored second with Peter and Connie Commette earning their first of two thirds for the day. The last race of the Crosby showed the final top 10 Crosby winners placing in the top 10, except for Lenhart who was deep.

After the line was drawn for the Heinzerling/Wells series, the two fleets were off. On shore in the morning, the breeze was up around 15 knots, and everyone was decid-



*Regatta Chairman Fried Elliott helps congratulate Jon Rogers and Doug Hart, US National Champions*

ing on gear and rig changes, but the voices in the back of their minds were whispering that it may die. Decisions. The first race began in about 10-12, with the next race hovering around 10 knots. At the end of the first day, Doug Hart and Jon Rogers had a 7 point lead over 2nd place Doug Clark and Alex Stout. The Merrimans followed and local boy Jim Bowers and Sarah Robertson were in 4th. The three F's, Fishback, Filter and Franco were all within a point of each other, and the racing was tight.

Thursday morning dawned, and the crowd was gathered around the YC TV, watching constant radar weather updates, showing a band of thunderstorms located around Dallas. The Race Committee flew the postponement flag, and everyone waited. Talk was of Tom Nute's 1977 Championship, held at the same site, won on 3 races. Doug Hart was anxious. The crowd busied themselves, and finally at 4pm, the races were cancelled. That evening, a majority of the fleet boarded buses and headed to the Rangers vs. Bluejays Baseball game at Dallas' new stadium. The Diaz family changed sports for a couple of hours and cheered along with the other sailors for their favorite teams.

Friday found the fleet on the water early, and 5-8 knots of breeze. The last day would

be no picnic as the sky was clear and the heat was on (in more ways than one!). The Heinzerling fleet was entertainment for the Wells, with numerous recalls, postponements and general recalls with the Z flag! Hart and Rogers posted a bullet on the first race, solidifying their place. Race two, in 3-5 knots, was a bit more....entertaining. After a shifty weather leg, the wind shut off and the fleet coasted to the jibe and leeward mark. Doug Hart and company went low and looked golden for a while until it really shut off and shifted. After the bugs cleared, the entire fleet had rounded with Hart/Rogers in 2nd to last with the Wells fleet not 10 boat lengths behind. At the finish, Texan Bill Draheim and Jake Scott won with Clark/Stout pushing for the trophy, Bob Little and Tom Purdy in 3rd, Fishback/Stout in 4th and another local, Greg Gust and Ryan Glaze in 5th. Hart and Rogers posted a 29, with a couple of Wells finishes crossing before them. (Is this a first?)

A postponement followed, with the majority of the fleet swimming off their boats to cool off, and water being generously handed out off the committee boat to keep everyone hydrated. With the "sea breeze" filling in to about 5 knots, the last race started and found the Lewecks posting their second bullet

### 1994 Perpetual Trophy Winners List

Heinzerling - Champion of the United States  
Portage Lakes - Champion Crew of the United States  
Slauson - 2nd Place Skipper & Crew of the Heinzerling series  
Wells - Champions not sailing in the Heinzerling fleet  
Crosby - Winner of the qualifying series  
Griffith - High Point of combined Crosby and Heinzerling  
Carolyn Nute - Top placing married couple  
Eleanor Williams - Top placing female in Heinzerling  
Masters Endurance - Oldest skipper entered in Championship  
Owen E. Duffy - Junior Championship of the United States  
Gilreath - Champion crew of the U.S. Junior Championship

Doug Hart, Jon Rogers, Mission Bay  
Jon Rogers, Mission Bay  
Doug Clark, Alex Stout, Annapolis  
Peter & Laura Fenner, White Rock, Dallas  
Craig & Lisa Leweck, Mission Bay  
Rick & Carol Merriman, Mission Bay  
Rick & Carol Merriman, Mission Bay  
Lorie Stout, Annapolis  
Bob Sanders, Seattle  
Yano Casalaina, San Francisco  
Miriam Casalaina, San Francisco

of the series. Commette, Fishback, Filter and Merriman followed, but it was Hart/Rogers that clinched the Championship.

The Wells world found close competition between Pete and Laura Fenner, Martin Bebb and Rita Goppert and newlyweds Jon and Susan Christensen. The newlyweds led after day one and posted a first on the first race on the final day, but the light breeze moved National Secretary Pete Fenner with daughter Laura crewing, into the top spot.

The Championship dinner had everyone outside under a canopy with Chairman Fried Elliott as Master of Ceremonies. Perpetual and national trophies designed by fleet member Jerry Sams, drawings of the original Snipe beautifully framed, were handed out to the trophy winners.

Fried Elliott's final comments reflected upon personal contacts with Hub Issacs and a local fleet member, both of whom have since passed away. Fried reminded us that the most important aspect of Snipe sailing is the friends that we make and will always have, not just the competitive aspect. "Remember to ask "How are you?" rather than "How did you do?"

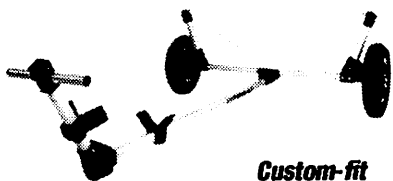
## U.S. Snipe Nationals Heinzerling Series

| Skipper/Crew                      | Boat  | Fleet          | Places                | Points |
|-----------------------------------|-------|----------------|-----------------------|--------|
| 1. Doug Hart/Jon Rogers           | 28687 | Mission Bay    | .75-2-8-.75-(29)-8    | 19.50  |
| 2. Doug Clark/Alex Stout          | 28050 | Annapolis      | 4-3-(10)-4-2-7        | 20     |
| 3. Bryan Fishback/Lorie Stout     | 28575 | Annapolis      | 3-5-(14)-6-4-3        | 21     |
| 4. Henry Filter/Carol Newman      | 28094 | Annapolis      | (16)-6-.75-5-12-4     | 27.75  |
| 5. Rick/Carol Merriman            | 27077 | Mission Bay    | 6-8-4-(17)-6-5        | 29     |
| 6. Peter/Connie Commette          | 28714 | Miami          | 8-13-5-2-(25)-2       | 30     |
| 7. Craig/Lisa Leweck              | 28672 | Mission Bay    | (22)-.75-3-7-20-.75   | 31.50  |
| 8. Jack Franco/Lisa Griffith      | 28702 | Alamitos Bay   | 7-4-12-10-9-(13)      | 42.    |
| 9. Bill Draheim/Jake Scott        | 24638 | L. Ray Hubbard | (21)-21-11-8-.75-6    | 46.75  |
| 10. Jim Bowers/Sarah Robertson    | 25710 | L. Ray Hubbard | 5-12-2-15-15-(16)     | 49     |
| 11. Don Bedford/Grace Fang        | 25521 | Mission Bay    | (23)-18-6-11-8-14     | 57     |
| 12. Jerry Thompson/Dee Schilling  | 24702 | Alamitos Bay   | 2-10-25-3-(26)-19     | 59     |
| 13. Lee Griffith/Kerry Tyson      | 27054 | Barneгат Bay   | 9-11-13-9-18-(27)     | 60     |
| 14. Bob Little/Tom Purdy          | 27568 | Alamitos Bay   | 13-(29)-9-29-3-10     | 64     |
| 15. Gavin O'Hare/Aimee Hess       | 23591 | Mission Bay    | 12-(32)-15-12-11-15   | 65     |
| 16. Lucas/Augie Diaz              | 26457 | Miami          | (29)-7-17-23-17-9     | 73     |
| 17. John MacRae/Melitta King      | 26451 | Winchester     | 18-25-7-(27)-7-17     | 74     |
| 18. Greg Gust/Ryan Glaze          | 26078 | L. Ray Hubbard | 11-9-(28)-28-5-21     | 74     |
| 19. Steve Stewart/Jeff Baker      | 22815 | Mission Bay    | 10-16-16-(24)-22-12   | 76     |
| 20. Jeff/Becky Lenhart            | 25715 | Mission Bay    | (31)-14-19-16-10-20   | 79     |
| 21. Watt Duffy/Priscilla Albright | 25048 | Mission Bay    | (28)-27-24-13-13-11   | 88     |
| 22. Bill Hall/Ray Schmidt         | 28199 | Winchester     | 15-19-(26)-18-16-23   | 91     |
| 23. Mike Lenkei/C. Raferty        | 28686 | Mission Bay    | 24-15-20-14-19-(25)   | 92     |
| 24. Bob/Sandy Rowland             | 26747 | Cowan Lake     | (33)-24-30-20-14-18   | 106    |
| 25. Stephan Irgens/Monica Bigard  | 28470 | Carlyle Lake   | 19-17-21-30-(31)-22   | 109    |
| 26. Gonzalo Diaz/Aaron Haller     | 26395 | Miami          | 14-26-18-(32)-27-28   | 113    |
| 27. Doug/James Goppert            | 28383 | Missouri Lake  | 25-22-(32)-25-21-24   | 117    |
| 28. Sean/Jerelyn Bichl            | 26104 | Mission Bay    | 26-(30)-23-19-28-26   | 122    |
| 29. Robert Dull/Leigh Morgan      | 27788 | Annapolis      | 17-31-22-21-(dnf)-dnc | 124    |
| 30. David/Susan Odell             | 27521 | San Francisco  | (32)-23-31-22-24-31   | 131    |
| 31. Yano/Miriam Casalaina         | 28445 | San Francisco  | 27-20-33-26-32-(dnf)  | 138    |
| 32. Scott Self/Robyn Holt         | 26077 | L. Ray Hubbard | 20-28-29-(33)-30-32   | 139    |
| 33. Jerome Fournier/Kim Noe       | 28679 | Mission Bay    | 30-(33)-27-31-23-30   | 141.   |

## Wells Series

| Skipper/Crew                    | Boat  | Fleet          | Places                  | Points |
|---------------------------------|-------|----------------|-------------------------|--------|
| 1. Pete/Laura Fenner            | 25515 | Dallas         | (10)-.75-2-2-4-.75      | 9.50   |
| 2. Martin Bebb/Rita Goppert     | 25517 | Missouri Lake  | 3-5-.75-(21)-.75-2      | 11.5   |
| 3. Jon/Susan Christensen        | 24042 | Lincoln        | .75-3-5-.75-(6)-3       | 12.50  |
| 4. John/Mary Buckley            | 28444 | Lincoln        | 11-2-3-3-5-(12)         | 24     |
| 5. John Sepanski/Mark Aljets    | 25049 | Carlyle Lake   | 2-(12)-12-5-2-4         | 25     |
| 6. Dave Tillson/Kristen Lawton  | 23966 | Mission Bay    | 5-6-(10)-8-3-8          | 30     |
| 7. Bob Hyland/Suzanne Stephan   | 27904 | Kansas City    | 4-(14)-8-4-9-11         | 36     |
| 8. Darryl Waskow/Ros Corper     | 27734 | Barneгат Bay   | 9-9-4-9-7-(15)          | 38     |
| 9. David Reeves/John Hill       | 25421 | Atlanta        | 8-8-6-12-(20)-6         | 40     |
| 10. Ed/Pat Olson                | 26666 | Dallas         | (13)-13-9-7-13-5        | 47     |
| 11. Fried Elliott/A. Korkosz    | 25375 | L. Ray Hubbard | 6-11-7-(15)14-9         | 47     |
| 12. John/Vickie Gilmour         | 26752 | San Francisco  | 7-10-(20)-6-8-19        | 50     |
| 13. Andrea Sepanski/C. Irgens   | 27094 | Carlyle Lake   | 12-4-17-(19)-15-7       | 55     |
| 14. Charles/Kimberly Quade      | 25060 | L. Ray Hubbard | 15-(21)-15-13-12-10     | 65     |
| 15. Pat Keane/Alan Ebner        | 24321 | Lincoln        | 14-15-13-10-(19)-17     | 69     |
| 16. Bob Ewold/Chuck Wahl        | 25552 | Lincoln        | (22)-7-11-17-17-18      | 70     |
| 17. James/Ken Rix               | 27405 | Wichita        | 17-16-(19)-18-11-13     | 75     |
| 18. Steve/Mary Snider           | 17159 | Sequoyah       | 20-(22)-16-14-10-16     | 76     |
| 19. Mary Ann Rix/Iam Olson      | 25787 | Wichita        | 16-19-(21)-11-16-21     | 83     |
| 20. Bob Sanders/Cliff Wright    | 25044 | Seattle        | (23)-18-22-16-18-22     | 96     |
| 21. Gary Derrick/Russell Cole   | 23277 |                | 18-20-18-20-21-(25)     | 97     |
| 22. Vince Casalaina/Joe Caruana | 26112 | San Francisco  | 21-17-14-(dnc)-dnc-dnc  | 98     |
| 23. Scott Worrall/M. Harrison   | 25488 | L. Ray Hubbard | 19-(dnc)-dnc-dnc-dnc-14 | 102    |

## SEITECH Launching Dollies



Custom-fit  
Snipe Dolly

**Ideal for launching, retrieving, moving, and storing.** Light, strong, corrosion-proof, maintenance-free. Aluminum frame, engineered plastic joint components, stainless steel fasteners, 3" wide sling, and large pneumatic wheels with plastic hub and plastic roller bearings make the SEITECH dolly. Rolls easily over sandy and rocky beaches. UPS shippable. Comes as a kit. Easy to assemble and dismantle. Fits in car trunk. 1 yr warranty. Call your local dealer or manufacturer.

**We've got a dolly  
for any dinghy.**



**SEITECH**  
Marine Products  
P.O. Box 514

Official Supplier

Portsmouth, RI 02871  
Tel: 401-683-6898  
Fax: 401-683-6897

## Juniors

Four Jr/Sr. teams and 2 Jr/Jr teams completed the 2 day Junior National Championships.

Saturday provided 5-10 knots with a Texas shower driving the fleet into the harbor for a lunch break. After the rain abated, the fleet was back out for a late afternoon race. Leading after day 1 was Adrian and Augie Diaz in the Jr/Sr division and Yano and Miriam Casalaina in the Jr/Jr division. Sunday was more breezy with a thunderstorm waiting until the Jrs. were done before driving the practice race senior participants in. The general rule was "when the Texans are heading for the barn, better join in the round-up."

The Junior leaders in both divisions were also the winners of their respective divisions after the races on Sunday, with Lucas Diaz in second for the Junior/Junior division, James Goppert second in the Junior/Senior division with Mark Aljets and Cecile Irgens rounding out the fleet.

The trophy dinner in the clubhouse rounded out the Junior Nationals with a trophy presentation by National Secretary, Peter Fenner.

# #1 Snipe Stop



- \*Light Go- fast Jib sheets
- \*Custom Jib cars & plates
- \*Pole Launcher Kits
- \*Split Traveler Mainsheets
- \*SeaSure gudgeons/pintles
- \*Aigle & Douglas Gill hiking boots
- \*Trophy, Harken & Douglas Gill sailing gloves
- \*Henri Lloyd & Douglas Gill Foul Weather gear
- \*Complete Hardware Stock
- \*Full Service Rigging Shop
- \*Snipe Experienced Staff

## Sailing Supply

2822 Canon St  
San Diego, CA 92106  
1-800-532-3831

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

## U.S. Junior Championships

### Junior/Junior Division

| Skipper/Crew              | Boat  | Fleet         | Places          | Points |
|---------------------------|-------|---------------|-----------------|--------|
| 1. Vince/Miriam Casalaina | 28445 | San Francisco | .75-2-.75-.75-2 | 6.25   |
| 2. Lucas Diaz/DeCardenas  | 26457 | Miami         | 2-.75-2-2-.5    | 7.50   |

### Junior/Senior Division

| Skipper/Crew                 | Boat  | Fleet         | Places              | Points |
|------------------------------|-------|---------------|---------------------|--------|
| 1. Adrian/Augie Diaz         | 26395 | Miami         | .75-.75-.75-.75-.75 | 3.75   |
| 2. James/Doug Goppert        | 28383 | Missouri Lake | 4-2-2-3-2           | 13     |
| 3. Mark Aljets/John Sepanski | 25049 | Carlyle Lake  | 2-3-3-2-4           | 14     |
| 4. Cecile/Stephan Irgens     | 28470 | Carlyle Lake  | 3-4-4-4-3           | 18     |

## Crosby Series

### qualification for the Heinzerling

top 15 of 56

| Skipper/Crew                     | Boat  | Fleet          | Places         | Points |
|----------------------------------|-------|----------------|----------------|--------|
| 1. Craig/Lisa Leweck             | 28672 | Mission Bay    | 9-.75-9-4-2    | 24.75  |
| 2. Rick/Carol Merriman           | 27077 | Mission Bay    | .75-2-12-6-5   | 25.75  |
| 3. Jerry Thompson/Dee Schilling  | 24702 | Alamitos Bay   | 7-5-2-14-4     | 32.    |
| 4. Jack Franco/Lisa Griffith     | 28702 | Alamitos Bay   | 2-6-8-8-9      | 33     |
| 5. Bryan Fishback/Lorie Stout    | 28575 | Annapolis      | 3-11-10-2-10   | 36     |
| 6. Doug Hart/Jon Rogers          | 28687 | Mission Bay    | 15-17-5-.75-8  | 45.75  |
| 7. Peter/Connie Commette         | 28714 | Miami          | 11-12-19-3-3   | 48     |
| 8. Lucas/Augie Diaz              | 26457 | Miami          | 8-15-26-5-.75  | 54.75  |
| 9. Doug Clark/Alex Stout         | 28050 | Annapolis      | 23-10-11-9-7   | 60     |
| 10. Jeff/Becky Lenhart           | 25715 | Mission Bay    | 4-34-.75-7-23  | 68.75  |
| 11. Mike Lenkeit/C. Raferty      | 28686 | Mission Bay    | 14-16-27-20-6  | 83     |
| 12. Jim Bowers/Sara Robertson    | 25710 | L. Ray Hubbard | 33-4-17-22-11  | 87     |
| 13. Henry Filter/Carol Newman    | 28094 | Annapolis      | 19-3-3-12-ret  | 93     |
| 14. Don Bedford/Grace Fang       | 25521 | Mission Bay    | 26-8-29-18-12  | 97     |
| 15. Stephan Irgens/Monica Bigard | 28470 | Carlyle Lake   | 13-13-31-17-19 | 97     |



Junior/Junior trophy winners: Yano & Miriam Casalaina, Lucas Diaz (crew not pictured)



Junior/Senior trophy winners: Stephan & Cecile Irgens, Mark Aljets, John Sepanski, Doug & James Goppert, Augie & Adrian Diaz.



## Mission Bay Hosts Snipe Juniors

MBYC hosts one of the world's premiere Snipe fleets, but it hasn't gone unnoticed that its members are getting a little long-of-tooth. Kids, new homes, careers, etc. seem to be taking the toll on time and energy, and so it was that the local flock went to work on a plan to introduce So. California Juniors to the Snipe class.

June 25-26 were selected as the dates to host the Snipe Jr. District VI Championships and the Western US Jr. Worlds Qualifier. The regatta was an important one with many goals. First and foremost was to promote the Snipe Class and introduce young sailors to the boat we love to sail in hopes they will join us (if not now, maybe in the future). Second, was to determine the top Junior team from So. California and, third, to determine the West Coast Jr. Team to represent the United States at the Snipe Jr. Worlds in Japan this August. An East Coast team had already been selected, and US Sailing is funding the winners, so stakes were high!

To prepare for this, the fleet held a series of clinics which started in April. Teams were assigned boats to sail, if they didn't have one of their own. It was clear right from the start that these young sailors were good ones, so the emphasis was on the Snipe itself and "time in the boat" as opposed to tactics, etc.

On regatta day, 12 teams arrived to compete. Most teams were from So. California, representing 6 yacht clubs. The lone out-of-district team was from San Francisco to compete for the Jr. Worlds spot. Saturday's three heats saw Mark Ivey, with crew Danny Zimbaldi, take races 1 & 3 for the regatta lead. The dark horse team from San Francisco of Yano Casalaina & JP Cling showed they were a threat with a pair of 2nd's in races 2 & 3, but would need a solid breeze on Sunday if they were to win. The surprise of the regatta was Steve Hochart & Bridget Shear. These two had been the most committed as far as practicing and attending clinics, and it showed as they took the lead on the first reach of race #1. (Note: Bridget is the daughter of World Champion crew, Mike Shear. Her grandfather was Herb Shear, the originator of the Chubasco Snipe and "founding father" of the MBYC Snipe fleet).

Saturday's breezes were in the 8-12 knot range, but settled mostly in the upper range making it tough on the lighter teams, who were simply overpowered. Things got worse



West Coast Junior winners: backrow, Danny Zimbaldi, Steve Hochart, Brian Camet, (Sr.) Martin Von Wolfswinkle. Front: Mark Ivey, Bridget Shear, Lissa Springstead, Trevor DiMarco.

Sunday as the breeze for race #4 piped in at 15 knots plus. The "Frisco" boys were salivating at the chance to get to Ivey in their favorite conditions, but Mark proved equal to the task with a bullet, while the San Francisco team settled for another 2nd.

The final races on Sunday were sailed in light and shifty Mission Bay conditions as the breeze died and slowly backed. Many of the teams were much better than they showed, but were simply over-powered by the breeze and perhaps a bit overwhelmed by the competition on the front end.

All participants showed much promise and would do better with more time in the boat. I want to commend all the participants for sticking it out through a long, tough 6-race regatta. We were all impressed by their talent and fortitude! We hope to see all these

young people join the Class with their own boats some day.

Special thanks to all the boat donors. The regatta wouldn't have been possible without this supreme sacrifice and show of support. Thanks to everyone who helped at the clinics, registration, race committee, and rigging.

Best of luck to Mark Ivey and Danny Zimbaldi in their pursuit of the Jr. World Championship!

—Bob Bowden  
District 6 Governor

### Results

#### District 6 Junior Championships

##### Junior/Junior

Mark Ivey/Danny Zimbaldi  
Steve Hochart/Bridget Shear  
Brian Camet/Lissa Springstead  
Ben Lakin/Keith Magnussen  
Marc Barra/Steve Moore

##### Junior/Senior

Trevor DiMarco/Martin Von Wolf.

##### Junior World Qualifier

Mark Ivey/Danny Zimbaldi  
Steve Hochart/Bridget Shear  
Brian Camet/Lissa Springstead  
Yano Casalaina/J.P. Cling  
Ben Lakin/Keith Magnussen

**McLAUGHLIN SNIPES**  
We Also Build the  
Most Durable  
International Optimist  
Dinghies  
in the World.



Call us for lasting value in your  
Snipe or Optimist.

**New rigging/stronger hull.**

**McLAUGHLIN  
BOAT WORKS**

STEVE  
SHERMAN  
4737 Adams Road  
Hixson, TN 37343  
(615) 875-4040

## Suffrage Movement Takes Hold

I would like to say thanks to Bill Martin for his letter in the July issue of the Snipe Bulletin. I think it is time for the nominating committee and the Class to get more creative and push to include women on the Board of Directors, there are lots out there that would do a great job for the Class. You may have to approach 50 women to get the right 2, but they are there! I do have to disagree with his comment about Lorena Bobbitt though, the women in our Class would be more subtle but definitely lethal.

—Gweneth Crook  
North Vancouver, BC  
Canada

## Class Helps PAL Program

*ed note: I found a letter in the files regarding the PAL Program and wrote for an update on its progress. jwb*

Thanks for your letter and your concern about our PAL Program. Yes, I am happy to say we are still going along with our Snipe building project, although it has had some rough going.

Let me bring you up to date on the project. Since I first contacted your association, we have been overwhelmed with your support and the support of your membership. I did not realize that my letter to the association had been published in your magazine until I started receiving calls and letters from your membership making reference to "my letter." I received, almost at once, the plans, lofting lines, books and general information from the Snipe Association through Mr. Tom Payne. Very shortly thereafter, we were contacted by the US Sailing Association with offers of help in the instructional phase of our program and great information on schools with sailing programs. North Sails of San Diego donated two suits of sails for the project and a gentleman from Valencia, CA., called to donate a Snipe with a trailer to the program. I feel really bad about this as at the time of his call, we were in a period of civil unrest due to a civil rights trial which was drawing national attention and were unable to accept the boat. At that time, I promised to get back to him when things had died down. You guessed it, I lost his name and phone number. I am sure he has lost all faith in us due to my carelessness. Nevertheless, we were able to get the jib built and the frames in place before the next disaster. Our project space was given over to Parks and Recreation as they had more children to work with. Nice things always happen, through, Judy Barker at the Santa Monica Airport has now donated the use of some hangar space so we can now continue. The jig is back in place, frames set, and we are ready to fit the keel batten. More kids are with us now than at the beginning. We have support from the parents of some and we are really looking forward to launching boat #1.

I will be taking some pictures in the very near future and you will most certainly be getting copies.

I thank you once again for your support for our program to keep kids off the street and give them a real chance at life.

Respectfully,  
Bo Clampitt  
Santa Monica Police Department

## ...More Simplified Snipe

When I first read Joel Zackin's letter I did agree with the theme that the Snipe was too complicated and we should simplify the boat. However, after thinking about the issues involved, I do not think we should make significant changes to the way we manage the Class.

A big problem with the concept of a simple boat is just the advances of technology that comes with time. A modern Snipe or Lightning is a very different boat when compared to the original design from the 1930's. Many of the other classes that stayed simple did so by not changing with the times. How many one designs can you think of

that used to be around, but have been replaced by the Laser or J-24? I think one factor that has kept the Snipe and Lightning strong is that we have changed and updated with the times.

The unrestricted aspects of our one design rules that contribute to making the boats more complex also allows people to try the things that make the boat better. A manufacturer's class that specifies everything does provide equality, but in the long term it also builds obsolescence because you can't modernize the design. Without the gradual refinements that changed the original Snipe into the boat we know today, the Snipe would be an anachronism.

The issue becomes how to manage the Class rules. If you allow too little experimentation then eventually a design will become obsolete when compared to new designs. If you allow too much, then new versions of the same design obsolete existing boats. I do not know how to control complexity without creating a climate that stifles modernization.

In the long run I think continually modernizing the Snipe is very important and if this results in complexity then that is an issue we need to accept. Rule changes that outlaw experimentation will also outlaw the development that has kept the Snipe competitive for sixty years.

—Darryl Waskow  
Princeton, NJ

I am writing regarding the now famous letter by Joel Zackin that appeared in the April Bulletin. Let me start out by saying that I have had my own Snipe since 1972, and I knew Joel even before that when we crewed on our fathers' Snipes at Lake Quassapaug. Let me finish this paragraph by saying that those who oppose his view should realize that his feelings are not brought on because he does not understand the controls that he has proposed doing away with or simplifying. Joel has won a variety of fleet events, sanctioned regattas, and done well on a national level. He has a very clear grasp of what the purpose and implication of every adjustment that can be made on a Snipe. His comments are intended to benefit the Snipe Class, not to improve his own racing rules.

Also, Joel has done a lot to build up our fleet. For those who do not know it, Lake Quassapaug is the home of Snipe fleet #231. For over 45 years, we have had one of the strongest Snipe fleets anywhere. While our numbers are down from a few years ago when we averaged fifteen boats each Sunday for club racing, we still get nine or ten boats out, week in and week out. To me, the most amazing part of our strength is that we are a small lake in the middle of nowhere, and 99% of the population has never been on a sailboat in their lives. Obviously we know how to recruit.

The question then is why did Joel make those suggestions? I will not try to speak for him, but my opinion is that we have become more concerned with attracting the best sailors, instead of the masses. THAT MIGHT NOT BE BAD! But, I am confused by some of the conversations I have had, and opinions I have read.

People are always complaining that participation at regattas is down. Well, what do you expect? We appeal to a narrow segment of the population. As I said, that might not be bad, but let's face reality; unless we appeal to the masses, we are not going to have massive regattas! As Alex Pline's letter (Bulletin, June 1994) stated, "While the Snipe may have originally been a simple daysailor intended for casual racing or a junior type boat, as well as an adult racing one design, it has evolved into a sophisticated, yet quite easily handled, technical and tactical one design". When it was simple, our numbers were up. Now that it is sophisticated, our numbers are down. I know, they are down everywhere, and no one can prove whether it is because of the changes in the boat or the culture, but we do know the changes in the boat have not served to attract more beginners.

To me the issue is simple: we either strive to have a boat

that appeals to the masses, or one that is a challenge to the super sophisticated sailor. It would be nice if we could be both, but I really do not think we can have our cake and eat it too. The average person can not be expected to get excited about being a boat that is bursting with lines and adjustments that will take years to fully comprehend. That same person may someday develop into a more sophisticated sailor who will appreciate the intricacies of a complex sailing vessel. But, do we want to take the chance that when that time arrives the Snipe may not be the boat of choice? Will that person stay in the class he decided to learn in? Will they choose a different class all together? Do we want to consciously exclude a large number of people getting into the sport for the first time?

Unlike some Snipe class members who voiced their opinion in the June Bulletin, I will be sailing a Snipe for a long time, no matter which tack that class takes. My vote is to appeal to the masses, because that's when the boat was the most fun for me. But my love of the boat and the people I have met over the years will keep me in it whichever way you all decide to go! But let us make a conscious decision to go one way or the other. And keep in mind, once we plot our course, it will be hard to turn the ship around.

—Dave Rogers, Jr.  
Fleet Captain, Quassapaug Yacht Club

On reading Joel Zackin's letter my first impression was that he was right. But, after giving it more thought I decided that simplicity was not as important as "true fairness". I am willing to try anything to increase our numbers, as long as we do not rule out the competitiveness of any weight group. Deep down however, I feel simplifying will make sailing unfair for some groups, and we may lose those groups entirely.

Alright, let's assume newcomers will always purchase the simplest boat. Let's suppose we made the Snipe with only a mainsheet and a jib sheet, real simple, not even a whisker pole. Great, we won the bid, we have a new Snipe sailor. Did we really solve anything? This poor newcomer has to go up against some of the best modern sailors in the world, and a barrage of people not too far behind them. The newcomer is not going to make it unless s/he is a very special person. What we have learned in the Miami fleet over many years is that people can only take hopelessness for so long. This is the real problem. To remedy this, we in Miami have instigated a second fleet for people who have less experience. This blue fleet is now the stronger of our two fleets—great competition, it's really fun to watch.

Let us all keep in mind that yacht racing is a very complex sport. The Snipe as it is today is trivially simple in comparison to the factors and interrelationships that serious yacht racing entails. If a person is in it for the long haul, that challenge is embraced not shunned. The Snipe is trivially simple compared to yacht racing in general.

Simplicity only gives the illusion of fair play. I once sat and listened in awe to a top sailor of another class, a strict one-design. He explained all the little tricks that can be done to go fast. I thought I was creative until I heard some of this stuff. We are talking here of hidden boat reconstruction to get just the right tweak, etc. With the Snipe you just ease your shrouds to get the same effect. My point is, there is creative energy in all sailing. In the Snipe class, all this is out in the open. This is what I refer to as "true fairness", the open legal right to make the boat you own go as fast as it can possibly go for your weight.

Numbers are one way to measure the success of a class. There are other ways to measure the success of a class. How about numbers of good sailors a class can retain? Using this measure how are we doing?

—Charlie Bustamante  
Boca Raton, FL

The discussions initiated by Joel Zackin's letter in the April Bulletin reflect a great deal of concern over the





USAir begins with you

MEETINGS & CONVENTIONS

1994 Snipe North American Championship  
September 21-25, 1994

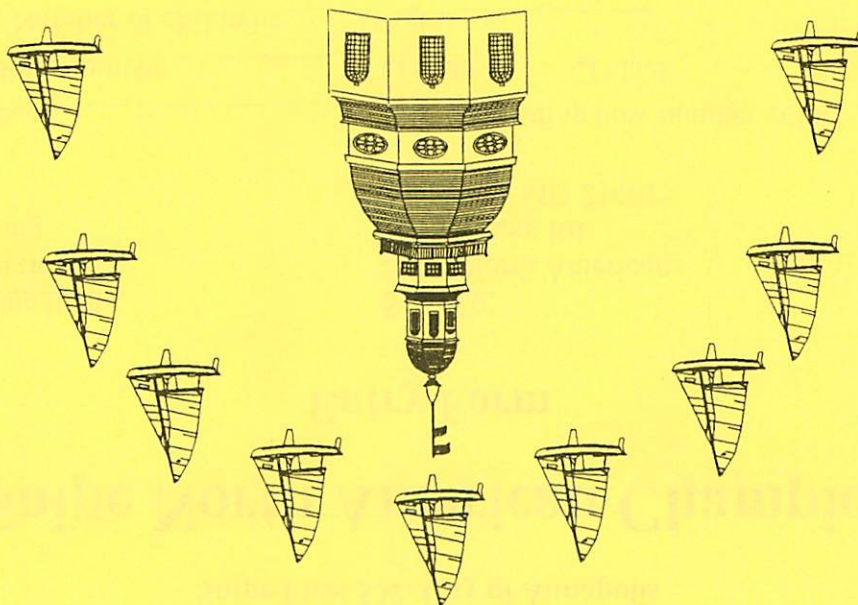
Annapolis, Maryland

5% OFF FIRST CLASS AND THE LOWEST APPLICABLE OR 10% OFF  
UNRESTRICTED COACH FARES

CALL 800-334-8644 - REFER TO GOLD FILE 25970147

Restrictions May Apply

SNIPES NORTH AMERICAN  
CHAMPIONSHIP<sup>TM</sup>



1994



Snipe Fleet 532, City of Annapolis

# 1994 Snipe North American Championship

## Entry Form

Check appropriate items:

- North Americans  
 Team Racing

Send To:

Snipe North Americans  
1636 Ridout Rd  
Annapolis MD 21401

Sail Number: \_\_\_\_\_

Best contrasting bow number color:

Existing Bow Number \_\_\_\_\_

white       black

Day Care: Number of children: \_\_      Ages: \_\_\_\_\_

Please make check payable to: Snipe North Americans

\$90 pre-registration       \$105 If postmarked after August 25, 1994

\_\_\_\_\_  
Skipper

\_\_\_\_\_  
Crew

\_\_\_\_\_  
Address

\_\_\_\_\_  
Address

\_\_\_\_\_  
City

\_\_\_\_\_  
State

\_\_\_\_\_  
City

\_\_\_\_\_  
State

\_\_\_\_\_  
Zip Code

\_\_\_\_\_  
Country

\_\_\_\_\_  
Zip Code

\_\_\_\_\_  
Country

\_\_\_\_\_  
Work phone/Fax

\_\_\_\_\_  
Home phone

\_\_\_\_\_  
Work phone/Fax

\_\_\_\_\_  
Home phone

\_\_\_\_\_  
Age:

Male  Female

\_\_\_\_\_  
Age:

Male  Female

\_\_\_\_\_  
Shirt Size

\_\_\_\_\_  
Shoe Size

\_\_\_\_\_  
Shirt Size

\_\_\_\_\_  
Shoe Size

\_\_\_\_\_  
Yacht Club/Snipe Fleet

\_\_\_\_\_  
Yacht Club/Snipe Fleet

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

current health and future of the Snipe class. Joel's letter and several concurring opinions focus upon the cost and complexity of the Snipe as a leading factor in class decline. While this is a valid concern, this is a misplacement of priorities.

The variation in hull design and rigging are factors that broaden the range of Snipe sailors. The Snipe itself is a boat that emphasizes tactical sailing over boatspeed. It is a fairly complex boat that allows an individual crew to rig their boat to their requirements. The technical aspect of the Snipe allows it to evolve to maintain pace with the natural progression of technology. Additionally, this permits builders to produce new boats to meet advancements and thereby remain a viable and solvent manufacturer. Witness the evolution of the JY-15, JY-15 Turbo and the Laser and the Grand Prix Laser. Only through the application of product improvement - i.e. technology - are these builders able to remain viable.

Snipe sailing is not an inexpensive sport; as sailing itself is inherently expensive. However, the initial cost of the boat is relatively cheap when amortized over the service life of a Snipe. Major championships are won by boats over ten years old. Several more simply rigged classes require the purchase of a new boat on an annual basis to achieve results on a National basis. Rigging simplicity, while possibly a contributing factor, is not an answer unto itself to the stagnation in class growth. Cost control - through technological development (centerboard study), expensive/exotic materials restriction (carbon fiber/kevlar) and sails limitations - is being addressed and should continue as a class priority. Class approval and/or the restriction of certain costly modifications remain requirements to prevent the need to have the latest and greatest in order to achieve results. Technological development has led to many improvements over the life of the Snipe (aluminum masts, self rescuing hulls) that have

allowed the class to maintain pace with current technology. Regardless of the level of rigging complexity it is rare for anyone to be credited with a victory solely on the basis of the crew's boats. Even at the elite level of international competition the emphasis is on the sailors and not on the boat.

The flexibility in rigging and design allows for a broad range of sailors in size and age. A more simple boat reduces the range in optimum crew weight and thus reduces its potential sailing population. Witness the epitome of the simple boat - intercollegiate dinghies. The top teams attend regattas with several crews for different wind strengths. The second tier teams, who have only one crew, are able to compete at only one wind strength and can't compete across all levels of winds.

Another strength in the complexity and technical aspects of the snipe is that the builders depend on the class rather than the class depending on the builder. The Snipe class is able to dictate rigging standards from its membership rather than the builders dictating the boat. Sailors are brought into the class through its members rather than through a hard sell marketing approach. Mr. Forrest Kenney's letter exemplified this as his introduction in the Snipe was accomplished through its members while his JY-15 sailing was done solely through the builder.

The strength of the Snipe class is its members, relationships between sailmakers, builder and sailors, and an easily sailed boat. The Snipe class has had recent growth slowed due to a lack of an organized growth/promotion effort. Until recently there was not an organized effort to recruit prospective sailors. Without the effort focused upon expounding the enjoyment available in Snipe sailing the class faltered. There are many classes (Windmill, Rebel, Comet) of easily sailed boats that have declined due to a lack of marketing. Even the Laser was in the decline until the current builder took over and restructured

the marketing strategy. The JY-15 and Vanguard 15 are not new sailing concepts but they do offer a class built around a strong marketing effort. The current effort in marketing in national magazines, Sail Expo, etc. is correctly addressing the problem

The Snipe offers an enjoyable boat to sail for a large variety of people of various sailing skills. It offers unsurpassed social enjoyment. The class will require a concerted effort of all members to ensure that this information is circulated to all potential sailors. We have a great class that is "Serious sailing, serious fun". Spread the word.

—Hal Gilreath  
Lake Lanier Sailing Club



### AVAILABLE FROM THE SNIPE OFFICE

|                           |         |
|---------------------------|---------|
| BUILDING A PLYWOOD SNIPE: | \$20.00 |
| BLAZER PATCHES:           | \$3.00  |
| SNIPE BLUEPRINT PLANS:    | \$20.00 |
| WINDOW DECALS:            | \$1.50  |
| MEASUREMENT DATE SHEETS:  | \$2.50  |
| RULEBOOK:                 | \$8.00  |
| SNIPE SCORING DISC:       | \$15.00 |
| DISTRICT LABELS:          | \$10.00 |

**SUPPORT YOUR CLASS,  
ORDER NOW**

## U. S. MASTERS Championships NOTICE of RACE

OCTOBER 4 -7, 1994 ST. PETERSBURG, Florida

ORGANIZING AUTHORITY: ST. PETERSBURG YACHT CLUB AND FLEET #801

Regatta Headquarters, including registration, will be at the St. Petersburg Sailing Center, 250 Second Avenue SE. The racing area will be in Tampa Bay, east of the St. Petersburg Pier.

The regatta will be governed by the International Yacht Racing Rules, the Rules for Conducting SCIRA Sanctioned Regattas and this Notice of Race except as any of these are altered by the Sailing Instructions and by properly posted amendments on the Official Notice Board.

The regatta is open to current members of the Snipe Class who have achieved the age of 45. The combined ages of skipper and crew shall total at least 80.

#### SCHEDULE OF EVENTS

|                   |           |                                                    |
|-------------------|-----------|----------------------------------------------------|
| Tue., October 4   | 1000-1700 | Registration                                       |
|                   | 1400      | Practice Race                                      |
| Wed., October 5   | 0900-1100 | Registration                                       |
|                   | 1100      | Competitors' Meeting                               |
|                   | 1300      | Warning Signal Race #1, subsequent races to follow |
| Thurs., October 6 | 1300      | Racing Continues                                   |
| Fri., October 7   | 1300      | Racing Continues                                   |

Yachts may pre-register by submitting names, ages, sail number, addresses and telephone numbers, along with the entry fee of \$175, to:

Snipe Fleet #801 P. O. Box 2154 St. Petersburg, FL 33731

The entry fee includes dinner for skipper and crew Tuesday, Wednesday and Thursday, the Awards Banquet on Friday and full breakfast for skipper and crew Wednesday, Thursday and Friday. Extra tickets for these events will be available at registration.

The Sailing Instructions will be available at registration.

SCIRA Olympic, Windward-Leeward and/or Triangular courses will be used.

SCIRA Low Point Scoring will be used.

The 720° Turns penalty, Appendix B1.1 of the IYRR, will apply.

Prizes will be awarded to Skippers and crews finishing first, second and third in the Apprentice Masters, Masters and Grand Masters categories. The United States Masters Championship Trophy will be awarded to the overall winner.

\* \* \* \* \*

A limited number of Snipes are available for charter on a first-come, first-serve basis. Fees and insurance requirements will be determined individually.

Some in-home housing is available. Several hotels are nearby.

For further information contact:

Sherry Welch 813-321-2080 (W) 813-821-0900 (H)  
813-327-7470 (Fax)



# Fleet News

## Stone International Open

With the visiting European flags, alongside the Union Jack, hanging limp the Race Committee delayed the start of race one owing to a severe gale warning. Following consultation with the Coast Guards and Life boat service it was concluded that the race area was in the "eye" of the depression and start with caution.

In very light wind the fleet of 26 spread out over the Olympic course, some with success, others frustration, in looking for the signs on the sea for the slightest zephyr. Race one went to GRB 20246 Gary Lewis/J. Simpson with GRB 28398 Chris and Sue Surridge awarded second.

With a slight delay, allowing the Race Committee to get the latest weather print out, race two got underway. The light wind began to drop off and with only minutes left the time limit was just about beaten; to give a fist to GRB 24154 National Secretary John Love/Debbie Love, Gary Lewis/J. Simpson too second and GRB 20255 Nick McGonigle/Keith Butler claimed third.

Overnight the gale came through which left Sunday racing in doubt. The Race Committee and Euro General Secretary Broughton went into discussion on the prospects. Again, close contact with the weather authority it became apparent that the front, though slow, was passing, winds would abate whilst the tide change would calm the high seas.

With shouts of glee, the young lions launched, the older teams and juniors deciding between yes & no!

The course set the gun fired and off into the rolling seas went the fleet. At times with Snipes lost in the troughs it was difficult to keep track of the changing positions. Despite the conditions there was minimal capsize or equipment breakage, reflecting the high standard of competition and boat maintenance. Exhausted crews were grateful to the gun as clocked in first was GRB N. McGonigle, second GRB 20246 G. Lewis/J. Simpson and

third GRB 26159 E. Broughton/M. Broughton.

Following lunch, the crews rested and refreshed, took to the water for the fourth and final race. The wind was still strong but the sea had calmed making for exciting conditions. Race four went to Gary Lewis, Chris and Sue Surridge in 28398, GRB 26996 Don Smith/A. Smith took third and ESP 28385 P. Biddulph/J. Kirk finished fourth.

The annual Stone Invitation had been a success

under the organization of fleet captain Eric Broughton. A selection of winds from "just about to almost too much", gave a selection to all crews. The regatta barbecue had been over catered for allowing for a second healthy serving. The Lounge bar entertained a disco, with the downstairs bar serving the less energetic whom undertook the serious side of drinking. A warm welcome was extended to the French National secretary Gilles Boisaubert, the UK lady teams had tough competition from the famed French helm Sylvie Le Bour and the young helm Anne Romain; whilst the English junior teams had continental challenge.



Eric Broughton, Stone International organizing officer and Fleet Captain, with younger brother Mark. J. Leeder photo.

—Jon Leeder  
Public Relations Officer  
SCIRA UK

## Results

|    |           |                             |
|----|-----------|-----------------------------|
| 1. | GRB 20246 | Gary Lewis/John Simpson     |
| 2. | GRB 20255 | Nick McGonigle/Keith Butler |
| 3. | GRB 24154 | John/Debbie Love            |
| 4. | GRB28398  | Chris/Sue Surridge          |
| 5. | ESP 28385 | Patrick Biddulph/Jose Kirk  |
| 6. | GRB 26996 | Donald Smith/Malcolm Smith  |

Marlow Ropes Trophy- 1st Lady Helm  
FRA 22444 Anne Romain/S. Bunnel

Man at the Wheel Trophy - 1st Foreign Helm  
FRA 28631 Maxim Romain/S. Colonna

The Young Sailor - 1st Junior  
FRA 28631 Maxim Romain/S. Colonna

## Spone and Krefting win Norwegian Nationals

1994 Norwegian Nationals were held in Bergen June 22-26 with 48 boats. Six races were held in winds from 6-12 knots.

The next big event is the Viking Snipe, set for August 20-21. With 69 boats attending last years regatta, we hope to have delegates from Sweden, Denmark, Argentina and more. This will be considered one of the "tune-up" regattas for the Europeans in Menorca in September.

Trials were held in Norway for the Europeans, with Birger Jansen and Carine Juliussen winning, ahead of Spone/Krefting and 6 more teams, all heading for Menorca in September.

—Janett Krefting

| Skipper/Crew                        | Fleet      | Places           | Points |
|-------------------------------------|------------|------------------|--------|
| 1. Kristoffer Spone/Janett Krefting | KNS        | 1-1-1-2-1-1      | 0      |
| 2. Seir Svendsen/Jan Pett Gamborg   | Olso       | 2-7-7-1-4-3      | 29.70  |
| 3. Birger Jansen/Carine Juliussen   | Vestfjorde | 5-29-2-7-3-2     | 34.70  |
| 4. Thomas/Hanne guttormsen          | Soon.S.F.  | 3-3-12-3-2-49p   | 38.10  |
| 5. Erling Nesse/Anne Hese Roes      | Hjellestad | 12-2-8-4-6-15    | 54.70  |
| 6. Karl Otto Book/Jostein Groden    | Asgardstra | 6-4-10-6-5-49p   | 57.40  |
| 7. Espen Guttormsen/Gro Kristiansen | Soon.S.F.  | 10-12-6-11-18-6  | 74.40  |
| 8. Reidar Berthelsen/Jannicke Haug  | Vestfjorde | 4-9-4-19-13-49p  | 75     |
| 9. Simen Lofterod/Ander Ombustvedt  | Soon S.F.  | 18-20-3-12-17-12 | 88.70  |
| 10. Larsen/Sinding                  | Berum S.F. | 22-6-9-31-14-8   | 88.70  |
| 11. Ola Johannessen/Ivar Jacobsen   | Berum S.F. | 9-5-18-49f-19-10 | 90     |
| 12. Carl Johannessen/Sigrud Nonas   | Berum S.F. | 29-11-5-8-10-49p | 92.    |
| 13. Kristia Sandtorv/Sturla Sletten | Hjellestad | 8-8-17-29-49q-5  | 96     |
| 14. Steffen/Eivind Nysether         | Svelvik    | 20-15-25-13-9-9  | 96     |
| 15. Njaa Torbjomsen/Are Nordahl     | Hjellestad | 7-27-20-5-23-13  | 97     |
| 16. Otto Book/Cecilie Irgens        | Asgardstra | 15-33-19-18-11-7 | 100    |
| 17. Ola Nygard/S. Christophersen    | Hjellestad | 24-19-15-9-12-16 | 101    |

## 1994 Snipe Hunt & District 3 Championships Indianapolis Sailing Club, June 11-12

| Skipper/Crew                   | Boat  | Places    | Points |
|--------------------------------|-------|-----------|--------|
| 1. Rick Wood/Danielle Smith    | 26110 | 9-.75-3   | 12.75  |
| 2. Bob/Sandy Rowland           | 26747 | 8-3-5     | 16     |
| 3. Buzz Levinson/Bob Allen     | 26673 | 3-2-12    | 17     |
| 4. Chad Coberly/Peter Woodruff | 26736 | 5-7-6     | 18     |
| 5. Matt Heywood/Mark Spicknall | 26612 | 2-5-17    | 24     |
| 6. Clay/Becky Sanborn          | 26613 | 4-13-8    | 25     |
| 7. Scott Rowland/Kevin Bucklew | 26303 | 11-17-.75 | 28.75  |
| 8. Fred/Jan Rozelle            | 28989 | .75-12-19 | 31.75  |
| 9. Jim/Julie Richter           | 24500 | 14-8-11   | 33     |
| 10. Cliff/Minde Browning       | 28370 | 17-15-2   | 34     |



District 3 Champs: standing: Peter Woodruff, Chad Coberly, Buzz Levinson, Jno Disch, Rick Wood, Karen Lorenz, Bob Rowland, Matt Heywood. kneeling: Bob Allen, Danielle Smith, Sandy Rowland, Mark Spicknall.

## Fleet News

### Zackin/VanWagenen Capture Whittemore/ St. John Regatta

On June 11th & 12th, Quassapaug Yacht Club hosted its annual Whittemore St. John Regatta. Once again, the theme for the weekend was future Snipers and campers! Of the twenty one boats that participated, nine had children in attendance. As usual, the club lawn was full of tents for the weekend.

Saturday's racing started at 11:15, with a south south-east breeze clocking in a 10-18 knots. At the windward mark of the first race, Dave Rogers and Tom Scully rounded first, followed closely by Fred Abels/Chris Pease, Joel Zackin/Beth Van Wagenen, and Dick Davidson/John Beshbory. There was some jockeying for position the whole race, but at the last tack Davidson got the best shift and crossed first, followed by Rogers, Abels and Zackin.

In the second race, Peter Wolcott with Joe Scully took the lead at the first mark, and was able to stretch it to what looked like a sure bullet. However, just as they rounded the leeward mark to start heading for home, the jib halyard shackle came undone sending the jib crashing to the deck, along with their hopes for a first place finish. Zackin/VanWagenen were able to capitalize, beating a hard charging Sandra Brown/Greg Pease and Davidson/Beshbory.

After two races, the competitors were treated to some well deserved sandwiches. As usual, some of the Club's land-lovers were there to make sure all the needs of the sailors were met.

The wind for the remaining two races had dropped off a litt, now at 8-12 knots. In the third race, Rob/Robby Gorman and Dave Lance/Scott Topolie rounded one, two, three around the first mark. They were never challenged finishing first, second, followed by Ray Schmidt and Teresa Alexander.

The final race of the day saw the Gormans repeat

around the first mark, followed by a host of other boats (sorry but the author was too far behind in this race to see anything but a cluster of boats). At the second mark, Abels/Pease came out of the pack first. They went on to an unchallenged victory, followed by Lence/Topolie, and Brown/Pease.

At the end of the day, the regatta was wide open, particularly if two more races were sailed on Sunday which would allow for a throw out. Races were scheduled to start at 10:00 am, so there was little doubt in anyone's mind that all the raced would be held.

Saturday night saw another delicious meal served. Regatta chairwoman Jan Frink did a great job of organizing the dinner, and the whole event. Nothing spectacular happened that night, just a lot of socializing as this was the first regatta that many of the participants had seen each other since last sailing season. There was a lot of catching up to do on whose family had grown, and whose was about to, and who was contemplating same.

One note of interest was Rob Gorman's mysterious disappearance from the evenings festivities. Rob was fatherly enough to bring the children down to the tent and get them settled for the night. As it worked out, he laid down for a few minutes and did not wake up until 6 am, missing most of the party. My, how old some of these Snipers have gotten.

Also quite notable was the age of some of the crews who were participating in the racing. Robby Gorman, age 9, is sailing in what is probably his third Whittemore St. John regatta with his father Rob. making his debut as a participant here at age 6 was Adam Rousmaniere also sailing with his father, Art. Definitely a couple of future super Snipers in the making.

Just as the sun started to rise the next morning, a loud

clap of thunder made sure none of the campers over slept. From 6 am until 12:15 pm when the races were canceled, we had constant thunder, lightning, and torrential down-pours. Therefore, Saturday's results were final: Zackin/VanWagenen, Lence/Topolie, Davidson/Beshbory, Abels/Pease, Brown/Pease.

The members of Quassapaug Yacht Club would like to once again thank those people who traveled to the Club to participate in our regatta. We hope all of you will join us again for our August regatta, as well as next Spring as we do this regatta all over again.

—Dave Rogers  
Fleet Captain

Quassapaug Yacht Club

### Results

|                                  |            |       |
|----------------------------------|------------|-------|
| 1. Joel Zackin/Beth VanWagenen   | Quassapaug | 15.75 |
| 2. Dave Lence/Scott Topolie      | Winchester | 18.   |
| 3. Dick Davidson/John Beshbory   | Quassapaug | 21.75 |
| 4. Fred Abels/Chris Pease        | Sea Cliff  | 23.75 |
| 5. Sandra Brown/Greg Pease       | Quassapaug | 26    |
| 6. Dave Rogers/Tom Scully        | Quassapaug | 26    |
| 7. Peter Wolcott/Joe Scully      | Quassapaug | 28    |
| 8. Rob/Robby Gorman              | Marblehead | 31.75 |
| 9. John/Donna Lally              | Winchester | 34    |
| 10. Ray Schmidt/Teresa Alexander | Newport    | 36    |
| 11. Bill Hall/Steve Keckler      | Winchester | 39    |
| 12. Art/Adam Rousmaniere         | Winchester | 42    |
| 13. Mike Elser/Jane Welch        | Quassapaug | 43    |
| 14. Jim/Carol Tomassetti         |            | 49    |
| 15. Sue Lodico/Jan Tabor         | Winchester | 57    |
| 16. Bob/Melanie Coyle            | Medford    | 57    |
| 17. Peter/Leslie Zackin          | Quassapaug | 67    |
| 18. Peter Festersen/Pat O'Neil   |            | 75    |
| 19. Ken/Jan Frink                | Quassapaug | 76    |
| 20. Mike/elena Langlois          | Winchester | 76    |
| 21. Eric Gabrielson/Liz Crutcher | Quassapaug | 81    |

# Sidewinder

masts, booms & whisker poles



# Snipe

**Unbeatable Service- 48-hour delivery anywhere within the US!**

- ✓ All rigging is performed to exact customer specifications.
- ✓ Full line of accessories and specialty items is available.

#### Highest Quality

- ✓ Sidewinder specializes only in Snipes.
- ✓ Consistent performance characteristics mast to mast.
- ✓ Proven reliability under the most severe sailing conditions.
- ✓ Materials conform to European System 9000 Quality Standards.

#### Proven Performance

- ✓ Masts require minimal adjustments under variable conditions.
- ✓ Masts are flexible where needed to optimize sail shapes.
- ✓ Proven results at major international regattas:

1991 Worlds- 9 out of the top 13 finishers

1993 US Nationals- 1, 3, 4, 5, 6, 7, 8, 9

1993 US Midwinters- 1, 2, 3, 5

1993 Don Q- 1, 4, 8, 10

1993 Bacardi Cup- 1, 2, 4, 5

1993 Gamblin Trophy- 1, 2, 4, 5

1993 North Americans- 2, 3, 4, 6, 7, 9



**Sidewinder International**  
Bybjergvej 19, 3060 Espergaerde,  
Denmark. Fax: 011-45-42-232650  
in the US:

**WEATHER MARK SAILING CENTER**  
6087 Holiday Rd, Buford, GA 30518  
(404) 945-0788, Fax: (404) 932-0622

Masts  
& Booms  
Whisker poles:  
(Launcher system  
or standard pole)  
Pole end fittings  
Stay adjusters  
Accessories  
Mast flies  
Rope  
Blocks  
Shock cord  
Hardware kits

## CLASSIFIED

Classified ad rates: ten cents per word. Minimum charge is \$3.00 per month. Ads are accepted on a cash basis only. Ads accepted by mail only. We cannot accept ads over the telephone. The deadline is the first of the month preceding publication.

**ACRYLIC SNIPE DRYSAIL COVERS.** Acrylic will not rot, mildew, shrink or become brittle. Best cover material available with outstanding workmanship including velcro stay enclosures and main zipper made of Delrin, fully enclosed with velcroed zipper flap. A flat type cover with halyard cockpit lifting bridle made for the boat with the mast up or down and boom off. No. 1 has a 6" skirt, \$225 in white or \$235 in blue. No. 2 has full sides to the chine @ \$287 in white or \$298 in blue. No. 2 same as No. 1, but has custom looking tapered full skirt for ultimate protection with zipper at bow for glove-like fit. Rudder covers \$38 shipped UPS ppd, for orders with payment in full. Visa, MC, AmEx or COD available. Special colors upon request. Contact Chris Rooke (901)744-8500. ROOKE SAILS, 1744 Prescott So, Memphis TN 38111

**WEATHERMARK: TOP COVER:** Full deck and topside cover including PVC/Polyester construction, drawstring skirt, velcro closures, tie down straps, main halyard support, fully reinforced contact areas \$160 (white only). **SUPER-PADDED CENTERBOARD COVER** with carry handle \$49. **SUPER-PADDED RUDDER COVER** \$35 (both blue). CONTACT: WEATHERMARK, INC. Dave Pritchard, 6087 Holiday Road, Buford, Georgia 30518. (404)945-0788. FAX (404)932-0622

New York area Fleet reforming on Great South Bay at inexpensive Yacht Club complete with dry storage, two hoists, docks, deep water and active racing program. Call Burt Eaton (516) 594-9342. (a-95)

**CHUBASCO 21365** - White/red, 2 sets of boards, Shore sails (new), Cobra mast. In good condition, but needs cosmetic work. Must sell possible delivery \$1,000. P. DeCausemaker, 15 Penny Lane, Chicago Heights, IL 60411 (219)942-1887 (w) (708)758-3114 (h), Fax (219) 947-2537. (amjjas)

**JIBE TECH 28361** - White hull; Cobra mast, pole launcher, 2 suits of North sails; Full covers; trailer; race ready w/ little use. Transportation negotiable - Grosse Pointe Farms, MI (h) (313)881-5945, (w) (313)876-2545. (amjja)

**MCLAUGHLIN - 25168** - White deck & interior, navy hull; superb condition, newly rigged; Cobra II; new sheets; covers, trailer, virtually never sailed. \$3,500. Boat located in Annapolis. Call John Brigden (213) 892-1865 Los Angeles. (mjjasondjf)

**WOODEN SNIPE 8096** - Perfect shape. Kept stored inside under cover. Few cat tracks thrown in for character. \$1,095. Vernon Byer (219)758-3471 Indiana. (jas)

**CHUBASCO 21633** - Blue Hull, white deck with stripe, Cobra II, Harken blocks. Holsclaw trailer. Good racing background. \$1,500. Call Jack Murphy, (603)924-7482 eve., (603)924-6770 days. New Hampshire (jas)

**CHUBASCO 19740** - Ready to race, 3 sets of sails, new main, extras, trailer. \$750 obo. Call (919) 554-0390. North Carolina. (jas)

**CHUBASCO 19441** - Dark blue hull, white deck. Very good condition. Trailer, new Bryant mast & centerboard, 2 sets of sails. Call Frank Bonner, Charleston, SC (803)722-4398. (as)

**MCLAUGHLIN 25730** - Light grey over white. Excellent condition, very competitive. Ullman main and two jibs. One jib never used, main & jib used on regatta. Covers: 2 top, one bottom, rudder. Southern trailer, absolutely best available. Boat at Rush Creek Yacht Club - Dallas, pick-up and sail your new boat at the Nationals! \$2,990. (214)369-3422 days (jaso)

**PHOENIX 26202** - Grey on grey, Cobra II, Sobstads, stored indoors, launcher, covers, all the toys, no trailer. \$2800/offer, delivery east coast? Greg (203)723-2964. Connecticut. (aso)

**MCLAUGHLIN 24044** - Race ready, black hull, white deck, 2 sets of sails, trailer, new rudder, new mast, covers. Edward Huntley (813)934-5874. Florida. \$1,800 A winner! (as)

**CLASSIC MAHOGANY SNIPE #172** - Great shape. Main, jib, trailer, top cover, extras. \$1600. Call Mike (317)255-1238. Indianapolis. Photos available. (aso)

**PHOENIX 26758** - Hardly ever sailed; looks like new. for sale over 1 year; Get it now, cheap! Make offer! Full covers, trailer, extras. Olof (310)453-2109 (h) California. (aso)

**MCLAUGHLIN 26307** - Fast boat. Optimized with many extras. Two masts, adjustable spreaders, dyform rigging, three suits of sails, Jibe Tech rudder, compass, covers. Tennessee trailer. \$4,000. Dick Cordell (614)638-2501 Ohio (aso)

**MCLAUGHLIN 26489** - Sails, covers, custom rudder, double deck trailer. \$3,700 or will consider trade for bungee jumping lessons. Annapolis (410)268-0908. (aso)



## NEW! The Official SCIRA Shirt

as seen at the US Nationals

Outer Banks Polo \$16.00  
T Shirt \$7.00

sizes s-m-l-xl

Make your check payable to  
SCIRA, add \$1.50 postage

Fleet orders welcome! We can  
imprint your fleet name on the front!  
Extra postage will be charged for  
large orders.

Get Yours Today!



1994 US National Champ Doug Hart  
modeling the newest in SCIRA wear!



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

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

### 3 in 1 cover

Polyester Army Duck .....\$220.ppd.

Acrylic - White .....\$218.ppd.

Acrylic - Colors .....\$230.ppd.

(Also Available in Skirted Style)

Bottom Cover .....\$211.ppd.

Flannel lined waterproof grey

canvas with drain hole.

Football Cockpit Bag .....\$15.ppd.

Hangs in cockpit and zips closed.

Daggerboard Cover .....\$38.ppd.

Flannel lined canvas - specify size

and shape.

### Rudder Covers

Flannel lined canvas .....\$27.ppd.

Nylon shell foam lined .....\$42.ppd.

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

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

**The Sailors' Tailor**

Send check or Money order to :

Visa/MC orders call Sandy Rowland: (513) 862-7781  
OR see Bob, Sandy or Scott in Snipes 26747 & 26303

191-SN Bellecrest, Bellbrook, OH 45305





## SANCTIONED SNIPE REGATTAS



AUGUST 6-7; PACIFIC COAST CHAMPIONSHIPS: Willamette, Oregon. Gene Patrick, P.O. Box 2212, Milwaukie, OR. 97269. (503)659-6898.

AUGUST 6-7; GULL LAKE REGATTA: Gull Lake, MI. Tom VanderMolen, 9529 Sterling Rd, Richland, MI 49083. (616)629-4551.

AUGUST 13-14; BIRD BATH: Muscle Shoals fleet 784. Bill Parkhurst, 108 Burton Hills Dr. Sheffield, AL 35660 (205)383-8971

AUGUST 13-14; CRESCENT OPEN: Detroit River, MI. Paul & Stasia Revere, 921 Berkshire, Grosse Pointe Pare, MI 48230. (313)256-7557 (w), (313)331-7198 (h).

AUGUST 13-14; FINNISH NATIONAL TEAM RACING CHAMPIONSHIP: Mikkeli. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

AUGUST 13-14; CAMPIONATO DEL TIRRENO: Rosignano Solvay, Tyrenian Sea. SCIRA Italy. Giorgio Brezich. Fax +39-40-307-955.

AUGUST 13-14; SNIPE GOLD CUP. Royal Danish Yacht Club, Rungsted, Denmark. SCIRA Denmark, Bjame Iversen. RDYC fax: +45-33938788.

AUGUST 13-21; 'BASSIN' SAILING WEEK: Claouey, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733.

AUGUST 20-23; CORK. Kingston Yacht Club, Kingston, Ontario, Canada. Canadian Nationals, Northeasterns, Ontario Open, Team Racing. Fax: 613-548-3752

AUGUST 20-21; UK SOUTHEASTERNs: Maldon Yacht Club: Essex, England. John White, "Taeping" Manse Chase, Maldon Essex CM9 7EA England.

AUGUST 20-21; VIKING SNIPE: Kval. SCIRA Norway. Birger Jansen. Fax +47-66-848-262.

AUGUST 26-28; NORDIC CHAMPIONSHIPS: Turku. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248

AUGUST 27-28; BOARD OF GOVENORS REGATTA: Quassapaug YC. Dave Rogers, 385 Park Ave., Naugatuck, CT 06770. (203)729-9617.

AUGUST 27-28; ROCKY MOUNTAIN CHAMPIONSHIPS: Denver. Fred Hagel, 6861 E. Baker Place. Denver, CO 80224. 303-753-9251.

SEPTEMBER 10-14; EUROPEAN CHAMPIONSHIPS: Mahon, Menorca, Spain. SCIRA Spain Fax:+968-343002.

SEPTEMBER 10-12; RON PRIME MEMORIAL, 20th Year: North Cove YC, Island Pond Dairy, NH. Dot Prime, 37 Tewksbury Rd. Hampstad, NH 03841. 603-329-6686.

SEPTEMBER 10-11; INDIANA OPEN: Indianapolis, IN. Cliff Browning, 5315 N. Capitol Ave., Indianapolis, IN 46208. (317)251-3467.

SEPTEMBER 10-11; NEW JERSEY STATE CHAMPS: Surf City Yacht Club. Jack Elfman, 310 15th Street, Surf City, NJ 08008. 609-494-3460.

SEPTEMBER 10-11; NOR-CAL OPEN. San Francisco Bay. Vince Casalaina, 2418 Stuart, Berkeley, CA 94705. 510-841-8524.

SEPTEMBER 17-18; JOE RAMEL MEMORIAL: Lake Lotawana, MO. Louis Joline, L-22 Lake Lotawana, MO 64063. h(816)578-4565.

SEPTEMBER 17-18; COLUMBUS OPEN: Hoover Lake, OH. Steve Callison, 251 Orchard Lane, Columbus, OH 43214. 614-784-0926

SEPTEMBER 17-18; MYSTIC LAKE OPEN: Medford Boat Club. John Lally, 241 Washington Avenue, Winthrop, MA 02152. 617-846-8972

SEPTEMBER 18; ANTWERP/SODIPA REGATTA: SCIRA Belgium. Andre Callot. Fax +32-32-39-7730.

SEPTEMBER 21-25; NORTH AMERICAN CHAMPIONSHIPS: Eastport Yacht Club & Severn Sailing Association. Doug Heussler, 1636 Ridout Rd., Annapolis, MD 21401. 410-757-5173

SEPTEMBER 24-25; SNIPE SILVER CUP: Carlyle Lake, IL. Ray Sepanski, 8 Ginger Ridge Ct., Edwardsville, IL. 62025. (618)656-3428.

# Snipe North American Championships

Thursday, Friday, Saturday, September 22, 23, 24th, 1994

## Annapolis Maryland

Team Racing Event on Sunday September 25th




Hosted By:  
Eastport Yacht Club  
Severn Sailing Association  
Snipe fleet 532

- Charter boats: Brian Fishback (410) 268-1001
- Housing: Peter Salmon-Cox (410) 987-0281
- Regatta Chair: Doug Heussler (410) 757-5173

A Pre-registration form will appear in the August 'Bulletin'  
US Prescriptions to IYRR will be in effect  
USCG approved PFDs are required

Another Hard Party Event



**WITH  
STAR  
CLASS  
TECHNOLOGY**

**LILLIA'S  
SNIPE**

Project design by Torben Grael

Fittings by Harken

Construction using vacuum sandwich mould

Three versions:

- hull completely fitted out
- hull completely fitted out with mast, boom, reaching pole
- complete with full options



Lillia Boatyard - 22010 Musso (CO) - Italy  
Phone 0039 /344/81223 - Fax 0039/344/81568



## NORTH SAILS

### The Sail Designs Winning Around the World

Whatever conditions you sail in, North has the ideal sail for you. Whether you normally sail in 26 mph breeze with 8 foot seas or in a 2mph zephyr on flat water, not only can you pick the perfect sail, but you get a tuning guide aimed at helping you set up each and every one of these sails for top speed! Of course, if you have any questions we hope you'll feel free to contact any of your North Team. We're here to help.

**AP-2 main** - This is a fuller mainsail, especially up top, and definitely provides the extra punch that the Snipe needs to slug it out in those tough conditions where steering is a critical factor.

*1 - 1993 North Americans, 1 - 1993 US Nationals, 1,2,3,4,5 - 1993 Worlds*

**Fanned Panel main** - A slightly flatter mainsail with a more open leech. It is ideally suited for lighter weight crews and inland lake, flat water sailing.

*1 - 1993 Midwinter, 1 - 1992 North Americans*

**Wave Jib** - This is a powerful jib, now built out of durable 100 Polyant square material. It is the perfect match to the AP-2 main. It's fuller entry makes it an especially easy sail to steer.

*1 - 1993 Nationals*

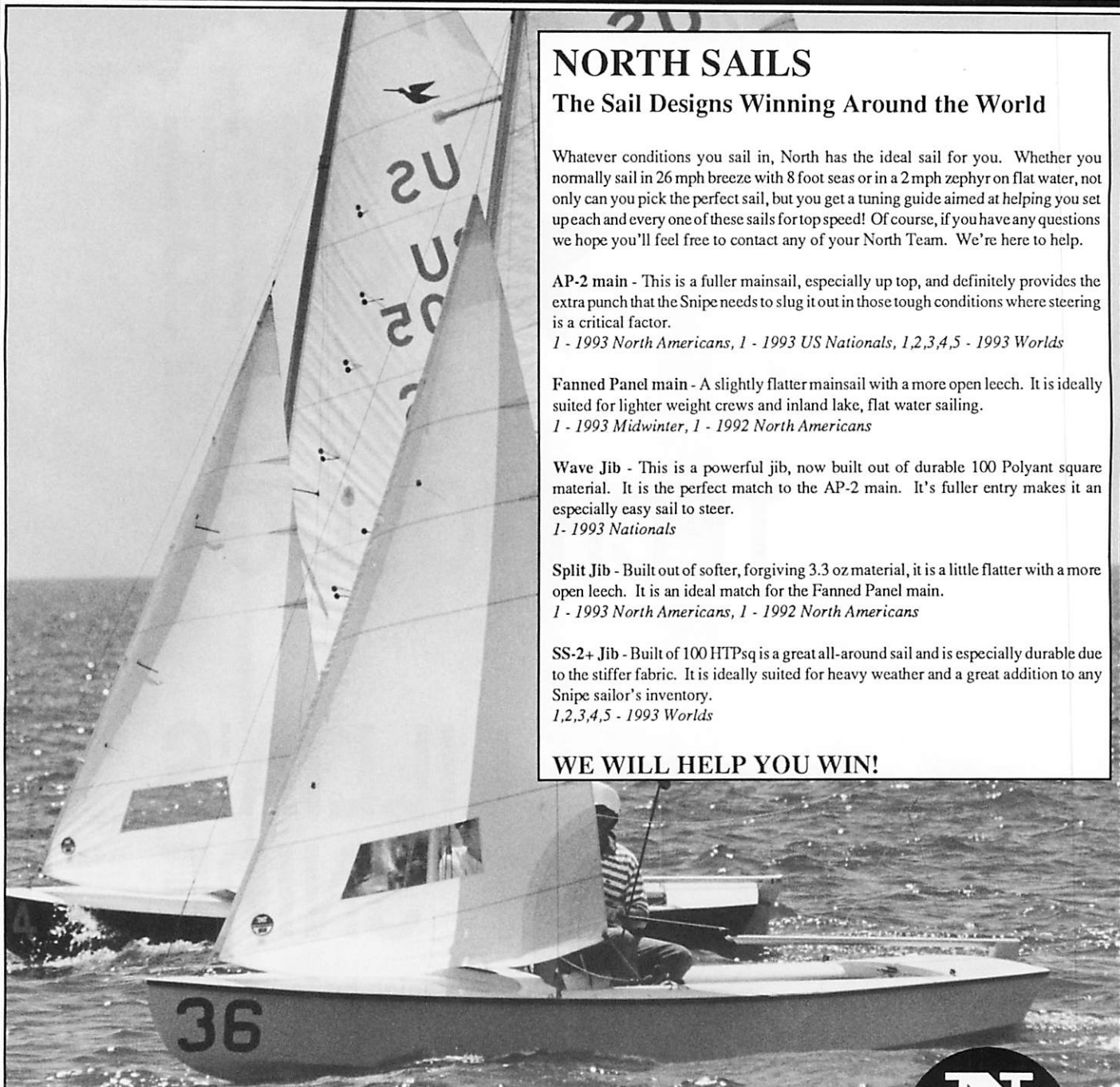
**Split Jib** - Built out of softer, forgiving 3.3 oz material, it is a little flatter with a more open leech. It is an ideal match for the Fanned Panel main.

*1 - 1993 North Americans, 1 - 1992 North Americans*

**SS-2+ Jib** - Built of 100 HTPsq is a great all-around sail and is especially durable due to the stiffer fabric. It is ideally suited for heavy weather and a great addition to any Snipe sailor's inventory.

*1,2,3,4,5 - 1993 Worlds*

**WE WILL HELP YOU WIN!**



### The Winning Edge in One-Design.



#### North Sails One-Design Central

*Greg Fisher*  
330 West Spring Street  
Columbus, OH 43215  
(614) 221-2410  
FAX (614) 221-1228

#### North Sails One-Design West

*Vince Brun, Chris Snow*  
1111 Anchorage Lane  
San Diego, CA 92106  
(619) 226-1415  
FAX (619) 224-7018

#### North Sails Japan

*Masamichi Kawashima*  
12-9 Nagai, Yokosuka  
Kanagawa-ken, JAPAN  
81-468-57-1262  
FAX 81-468-57-0370