

Snipe

BULLETIN

AUGUST 1997

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The Snipe Bulletin

*The Official Publication of the
International Snipe Class*



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THE COVER: Junior sailors Andrew Campbell and crew Horacio D'Agustino showing good form at Junior District championship.

THE COUNT: 3 numbers were issued this month, to Italy.

NUMBERED SNIPES: 29325

CHARTERED FLEETS: 846

From the Commodore

Dear Friends:

I have received questions and comments concerning SCIRA International finances (US finances are separate). Even though we showed a loss for 1996, SCIRA International finances are in very good shape. It is our objective that finances be in excellent shape. The SCIRA Finance Committee (composed of Lee Griffith, Fernando Krahe, Fred Rozelle and Donald Elliot) is carefully reviewing our finances and its effect on operations. This committee will prepare a budget and make recommendations for motions to the Board at the world Board of Governors meeting next month in September.

Our cash position is excellent. Our tax status is now defined. There are several reasons for these successes, including the budget process and the use of a modern software accounting program. The SCIRA Board of Governors has made the right decisions based on current and accurate information. Collections from international sail royalties provide an excellent cushion and will support the world measurement clinic to be held prior to the World Championship. Since 1993, your Executive Director and several volunteers performed admirably on straightening out the finances and the tax situation. The 1996 financial statement published in the March Bulletin shows a loss, but this loss is mainly due to the costs of the rulebook (this expense occurs once in four years) and rising expenses associated with the Bulletin.

If you have any questions or suggestions, do not hesitate to contact the Finance Committee or one of the Board members or me.

*Regards and go fast in your SNIPE,
Gonzo*

Around the Snipe World

COLOMBIA REJOINS SNIPE WORLD

"On May 25, 1997, Fleet 670 from Bogota, Colombia, organized a Snipe regatta with a participation of 17 boats, afterwards a meeting was held in which I was elected as the National Secretary for Colombia. Some years ago I was also in charge of the class, and it is my intention to reorganize it again."

Mariana de Isaza

Diagonal 126 A #59-42

Bogota, Colombia

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MAKE SURE YOU'RE COVERED - HIKING PANTS RULE 49.1

The new rules of sailing outlaw hiking pants, but SCIRA has approved the use of them through the circular letter printed in the March 1997 Bulletin. Now we have been notified that Class rules can still be overturned by an Appeals jury, so to cover yourself (sorry for the pun), **STATE IN YOUR SAILING INSTRUCTIONS: "RULE 49.1 IS CHANGED TO PERMIT THE USE OF HIKING PANTS"** which will serve the purpose and cover everyone's rear-ends.

Terry Whittemore - Past Commodore, Western Hemisphere Champion

The news that Terry Whittemore died on July 29, 1997, was very sad for his family, friends, members of Quassapaug Yacht Club, and the Snipe community. Terry was loyal and dedicated to all of them.

He and his family helped establish QYC in 1947. When the club was first formed, the sailors launched their sailboats off of the lawn at the Whittemore's family cottage. For the last forty years or so, the club has leased a gorgeous piece of land from the family. Without the Whittemore's, there would be no Quassapaug Yacht Club.

He served the club in many capacities. He was the Commodore from 1955 through 1959. He held a variety of other offices as well. He often told me about the Snipers from around the world who had visited our small lake. It was always my impression that these introductions to QYC were the part of sailing that made him most proud.

Of course, his sailing accomplishments were also great accomplishments. During the 1950's, Quassapaug Yacht Club was known throughout the Snipe world as a small lake where some heavy hitters had fine tuned their skills. In 1954, Terry, with his brother Bob crewing, won the Western Hemispheres in Havana Cuba. Then a year later, the Whittemore team placed second in the National Championships in Atlanta. The winner of the event was a long time friend of Terry's, Harry Allen of Quassapaug. In 1958, Terry again placed second in the National Championship, and again, it was a Quassapaug sailor who beat him, John Wolcott, this time at Chautauqua.

Terry always expressed to me his desire for the rest of us to keep QYC and the Snipe Class going. I hope we can make him proud.

This year, being the 50th Anniversary of Quassapaug Yacht Club, we want to make sure we remember our beginnings. To that end, we were going to ask Terry and Bob Whittemore, along with Tommy St. John III, to be our honorary chairmen of the regatta that was named in memory of their fathers, the WHITTEMORE/ST. JOHN Regatta.

This will be on August 23 & 24th. We were hoping Terry would have been there to join us in this celebration. Unfortunately, we will have to settle for honoring his memory, as we do the same for his father and Tom St. John, Jr. We encourage all who knew any of them to try and join us.

I know there are many in the Snipe world who were touched by Terry. Please keep him in your prayers.

*—Dave Rogers
Commodore/Fleet Captain
Quassapaug Yacht Club*



Snipes for College Racing in the US

University of Southern Florida breaks new ground!

There are always controversies when a certain class of boats are chosen over another. In our particular case, the University of South Florida has just purchased 8 snipes for its college racing team and some other schools and clubs may be interested in how we came to the decision and how we outfitted the boats.

First, for those who don't know, college racing primarily occurs in 2 person boats on short courses with at many 32 starts per regatta. Boat handling, starting tactics and mark roundings are critical. There is no official preferred boat. In some parts of the US, 420's are most popular while other regions prefer Flying Juniors. Regardless, the host schools provide the boats and Vanguard 15's, Larks, Coronado 15's and just about anything else that a school has 8 or more of would make a fleet.

When our team went to buy a fleet of boats, we already owned 4 420's and 5 FJ's along with an example of just about everything, so the fighting started. A committee of team members, faculty, and waterfront staff were asked to list criteria for a fleet boat and they basically concluded:

1. Must be very durable.
2. Self-rescuing during a race.
3. Suitable for a wide range of crew weight.
4. Racing activity outside of college races.
5. Suitable for Tampa Bay (shallow, choppy, medium winds).

Our funding was delayed which gave the us time to actually sail races in almost every boat possible in this size range including 420's, FJ's, V-15's, JY 15's, Capri 14.2's, Laser II's, and Snipes. In every category, the Snipe was one of the top picks - even by those who had never been in the boats before. Believe it or not, crews reported the Snipe as comfortable (have you ever stepped over the centerboard well and traveler in 420's or FJ's), less weight sensitive and better built than all the others. In fact, 13 of 15 votes had the Snipe as first choice.

Some critical experiences solidified the choice. One was that we practiced regularly in 420's and FJ's and were really tired of swamped boats and bailing with jugs. Our team did not like the "complexity" of local Snipes, but experimented with simple versions with little loss of boat speed (there's a lesson there somewhere). Our insurance regulations require boats to come in during small craft warnings because Tampa Bay can get very rough quickly, so light planning



hulls were not an advantage. It was interesting to us that 420's weigh about 140 pounds less than Snipes, but when both types of boats sailed practice together, the fleets stayed mixed to the finish in most conditions.

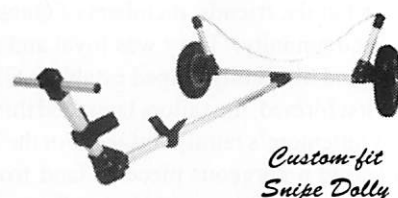
Finally, we decided on Snipes with untapered masts, simple running rigging and rolled tanks. Our biggest problem was that Snipe builder's are not set up to deal with college purchasing. Even though Vanguard and Johnson sell fleets of boats to schools and clubs regularly - and they advertise heavily - many Snipes are built a boat at a time and builders expect all or some money up front. Most college's bid a fleet at a time and only write a check when the boats are delivered. After phone calls and letters we worked things out with Bill Buckles at Mueller Marine (thanks also to Andy Pimental at Jibetech) so that a purchase could work.

Our new boats have been delivered and we have started practicing this summer. The team members here for summer school have gotten very valuable experience sailing against St. Petersburg's Fleet 801 in the 50 race summer series. We will host the first points regatta in the fall of 1997 for the South Atlantic division on Sept. 13th.

It is interesting to me the number of ex-college sailors and coaches who sail Snipes now, but their team sails something else. Aggressive builder's and going with the boat that is popular or cheapest is still the norm. I suspect that other universities in areas where local Snipe fleets are active might find the possibility of fleet purchases feasible depending on conditions.

—Steve Lang,
University of South Florida
and Snipe fleet 801 member

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"EXTRAORDINARY"

Italian Women's and Masters National Championship

As the song goes: "...after the sun comes rain, after the rain comes sun..." This year's 15-boat Master and Women's championship certainly was sunny, in every sense of the word. After one of the wettest months of June for 230 years, at last the sun shone for two consecutive (weekend) days on Lake Garda this 12/13 July.

Cremona Sailing Club once again hosted this year's Championships - four for the price of 1 - at Castelletto di Brenzone Sailing Club on Lake Garda. There were indeed seven participants from Cremona in the championships - surely a record number, yet still a way to go before outnumbering the "Trentini".

The wind on each of the two days was quite remarkable. Saturday saw the usual northerly morning wind hold right throughout the afternoon, just long enough to allow for 3 exciting races to be run. Predictably, Brezich, Bernardis (F) dominated as leaders with Bensa, and De Matté close on their heels. Meanwhile, two of the women's boats battled it out for second position amongst the tail-enders. Sunday was predicted to be "back-to-normal" as far as the wind was concerned, and everyone expected the good southerly afternoon wind "ora" as usual. Once the northerly wind did drop the "ora" gently rose. The race started but the wind faded and died leaving only just enough time to complete one race, with De Matté winning this time, Bensa a close second, Bernardis third and Brezich fourth, giving him enough advantage to clinch first place overall. The scorching sun and airless lake sent everyone back to shore to pack up and head back for prize-giving.

Saturday night's dinner, or rather "feast", proved to be the richest, most abundant and most appreciated of all social club regattas. Laid on by Cremona Sailing Club, importing various helpers flown in directly from Cremona especially for that evening, Emilio Babbini (28190) had spent an entire week preparing the delicious slap-up meal.

An extraordinary two days was had by all, and as Sartori said on the last day "this was a regatta filled with quality, quantity and tastiness (Whether he was referring to the food or the ladies with that last adjective is entirely open to interpretation!)

—Christina Cattaneo
fleet # 609 Cremona

Results

1.	Brezich-Michel	1-5-1-4	Master Champions
2.	De Matté-La Rossa	3-6-2-1	
3.	Bernardis F-Bernardis	6-1-3-3	
4.	Bensa-Bari	4-2-6-2	Junior Master Champions
5.	Solerio-Alessi	2-7-4-6	
6.	Calliari-Calliari	5-4-5-5	
7.	Bragantini-Bragantini	8-3-11-10	Senior Master Champions
8.	Zuanelli-Andreata	7-10-8-7	
9.	Reis-Zago	pms-9-7-9	Women's Champions
10.	Bruni-Bruni	10-8-9-8	
11.	Ferrario-Cattaneo	11-12-10-11	(W)
12.	Pallaoro-Guerra	9-14-12-12	
13.	Babbini-Vescovi	13-13-13-14	
14.	Cigalotti-Favero	12-11-pms-dnc	
15.	Stefanini-Bottini	14-15-pms-13	(W)

(W) = all-female crew

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Bowers Captures District 1 Championship

On the weekend of June 28th & 29th, Quassapaug Yacht Club hosted the District 1 Championship. Thirty-five boats competed in winds that varied from nothing, to a few legs of heavy hiking for the lighter crews.

Saturday morning started with bright sunshine and 10-12 mph breeze out of the north. While the sun lasted the duration of the regatta, the wind did not. The first race was postponed. During that time, the sailors were treated to a lunch of dogs & burgers, as well as District meeting chaired by District Governor Ray Schmit.

Shortly after lunch, the fleet was called out to the course. The first two races were held in very tricky, and variable winds. The third race of the day was perhaps the best of the weekend as the wind finally made its swing to the south and stayed there for the entire small Olympic course.

At the end of the day, Jim Bowers and Scott Tarpley had a commanding lead with three firsts. They were followed by Rear SCIRA Commodore Lee Griffith and Melitta King, who were just a few points ahead of the father son team, Art & Adam Rousmaniere.

That night the skippers, crews and many family members in attendance were treated to a chicken and rib dinner. Of course that was accompanied by all the beer and wine they could drink, ice cream from our own Charlie White, and music that played until early in the morning.

Sunday morning was absolutely beautiful.... for water skiers! The lake was glass. But, at around 11, a few breaths of air started to solidify, and again the race committee dared to call the participants to the starting line. The wind got better and better throughout the day (when you start with nothing, it is easier to get better and better), until the third race was started in a nice 12 mph breeze.

The freshening breeze did nothing to slow down the Bowers/Tarpley team, as they cruised to a 12 point margin of victory. The Griffith/King boat held on to second, and John and Maggie Mandersen captured third place.

Competition in the B fleet was very tight. Shane Erickson & his daughter Jennifer just beat the father and fiance of the A fleet champion, James Bowers and Susannah Decker, 10.25 points to 10.5 points. And just behind them was a hard charging son/father team of Peter & Chuck Oman.

We hope everyone had a great time. We at Quassapaug sure did. We hope to see everyone again at our annual August regatta.

—Dave Rogers

Fleet Captain Quassapaug Yacht Club

A FLEET

PL	Boat	SKIPPER/CREW	CLUB	RACES	PTS
1	28440	Jim Bowers/Scott Tarpley	Winchester	1-1-1-3-1-dns	6
2	29204	Lee Griffith/Melitta King	Surf City	11-3-3-5-4-3	18
3	28065	John & Maggie Mandersen		3-6-13-1-5-12	26.75
4	28199	Bill Hall/Julie	Winchester	4-18-4-6-13-2	29
5	27101	Dave Lence/Alex Egeler	Winchester	16-5-7-7-2-9	30
6	25867	Gavin O'hare/Holly Wolford	OBYC	7-4-12-2-19-6	31
7	27591	John Mullane/Liz Brooks	Winchester	10-2-14-48-8	32
8	25412	Art & Adam Rousmaniere	Winchester	6-7-6-9-14-4	32
9	29111	Joel Zackin/Celeste Suggs	Quassapaug	5-11-15-11-3-5	35
10	28044	Pedro Lorson/Susan Cushman	Manhasset	8-16-9-17-6-1	39.75
11	25460	Fred Abels/Katherine Spindler	Quassapaug	2-15-10-10-10-31	47
12	29147	Alex Pline/Dawn Mergenthaler	Annapolis	14-8-2-15-17-10	49
13	28656	Peter & Kerri Wolcott	Quassapaug	20-9-8-8-11-14	50
14	25659	Ray Schmit/Sandy Rodgers		17-22-20-12-7-7	63
15	26894	Harry & Sarah Levison	Medford	15-10-5-19-15-19	64
16	26452	Joe Donis/Marg Read	Winchester	9-13-16-13-21-18	69
17	28466	Mark Beaton/Lindsay Griffith		12-17-11-31-9-dns	80
18	24695	Bob Coyle/Chuck D'Antonio	Medford	23-14-18-21-16-11	80
19	28542	John & Colleen Lally	Medford	18-19-17-14-12-31	80
20	28442	Sue Lodico/Jan Tabor	Winchester	25-12-21-16-20-13	82
21	25729	Ian Prim/Beth VanWagenen		13-25-23-22-24-17	99
22	27734	Darryl Waskow/Delion Vayansky	Surf City	22-21-22-20-22-15	100
23	28443	David Ryan/Shoko Hirao		27-24-24-24-18-20	110
24	26743	Mike & Erin Elser	Quassapaug	19-20-19-23-ds-ds	112
25	25736	Mike Benchimol/Kristin Werner	Sea Cliff	26-ds-ds-18-23-16	114
26	25838	Eric & Jen Gabrielson		21-26-26-25-25-21	118
27	28999	Ralph Swanson/Danielle Greene	Winchester	24-23-25-ds-ds-ds	134

B FLEET

PL	Boat	SKIPPER/CREW	CLUB	RACES	PTS
1	26202	Shane & Jennifer Erickson	Quassapaug	1-4-1-1-4-4	10.25
2	25710	James Bowers/Susannah Decker	Winchester	4-3-5-2-1-1	10.5
3	25708	Peter & Chuck Oman	Winchester	2-1-3-3-5-2	10.75
4	19707	Ken & Jan Frink	Quassapaug	3-2-2-4-2-3	12
5	25714	Bob & Joe Panza	Quassapaug	6-7-6-5-3-5	25
6	26663	Chuck & Charles/Paul Steinke	Quassapaug	7-5-4-6-6-7	28
7	21459	Liz Crutcher/Jake White	Quassapaug	5-6-7-7-7-6	31



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p.s. We would especially like some stories from recent sailors, i.e. the past 25 years.

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SNIPESAILORS around the WORLD made 1996 a FANTASTIC year for PERSSON-snipes. After a very successful 1995, with the outstanding result: 1-2-3-4-5-7-8-9-10-11 at the WORLD CHAMPIONSHIP in Rimini, we could not hope for more, -but you did it again!



Some major results 1996
(Top five only)

Argentinian Champ 1-2-3-5
Belgium Champ 1-3-5
Danish Champ 2-5
French Champ 1-2-4-5
Norwegian Champ 1-2-3-4-5
Italian Champ 1-3
Spanish Champ 1-2-3-4-5
Swedish Champ 1-3-5
US-Nationals 1-2-3-4

Womens World 1-2-3-4-5
Junior World 1-2-3-4-5
Master World 1-2-3-4-5

European Champ 1-2-3-4-5
Western Hemisphere 1-2-3-4
North American 1-2-3-4-5
Scandinavian 1-2-3-4-5
Midwinters, Florida 1-2-4-5 1-2-3-4
Pacific Coast 1-2-3-4-5 1-2-3-4-5
Maj Snipe, Göteborg 1-2-4-5 1-2-3-4
Wiibroe Cup Esperg. 1-2-3 1-2-4
San Remo, Italy 1-3-5 1-2-4-5
Prinsessa Sophia 1-2-3-5 1-3
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District 2 Championship

Wichita Fleet #93 (also known as the Rix fleet) hosted the Districts this year with their standard excellent hospitality. The regatta started with a reception at the Wichita Boat-house (home of Bill Koch's IACC Jayhawk and a replica of the America's Cup built by the original jeweler). There the District Governor embarrassed himself by performing a violin solo of Vivaldi's 4 seasons with a narration modified for Snipe sailors.

Saturday after the races we had a wild happy hour, a great spaghetti dinner, and a brief district meeting. Andy Towles accepted the nomination to be the next District 2 Governor. It's a good thing we had happy hour before the meeting. Then we built boats out of miscellaneous items in kits. Imaginations went wild as each boat was completely different. These were then raced in round robins around a wading pool. The only rule was that you couldn't touch the boats. Some competitors got soaked as they jockeyed for position during the race. I've never seen such fierce competition out on the real race course as I saw here!

Oh yea! The races; there was not much wind for the junior race, but we got a good one in anyway. Clayton Camozzi showed us that Colorado sailors know this light air sailing. For the seniors, Race 1 was a drifter that took almost the full two hour limit. Amazingly all the boats stayed relatively close to each other. Steve Tautz reiterated that Colorado sailors are good in light air. Race 2 was thrown out due to improper course shortening. So far, it was not a promising regatta for racing.

On Sunday, we had a great breeze for races 3, 4 & 5. After a few general recalls, we still had time to make up for one of the missed races on Saturday. These were ideal conditions for strategic racing. Congratulations to Andy Towles on a regatta well sailed even though he almost blew it in the last race. Steve Tautz just couldn't quite get enough boats between them to overcome the point spread.

—James Rix
District 2 Governor



District 2 A Fleet winners: left to right top row: Andy Towles, Steve Tautz, Doug Day, Jason Lowrie, John Briggs, crews: Clay Towles, Clayton Camozzi, Jennifer Day, Player Driscoll, Joseph Briggs.

A Fleet					
	Skipper/Crew	Sail #	Home town	Finishes	Total
1.	Andy/Clay Towles	26808	Ok City	2-1-1-7	10.75
2.	Steve Tautz/Clayton Camozzi	25730	Bow Mar, CO	1-2-6-3	11.75
3.	Doug/Jennifer Day	25950	Lotawana, MO	4-5-3-4	16
4.	Jason Lowrie/Player Driscoll	23396	Bow Mar, CO	6-7-5-1	18.75
5.	John/Joseph Briggs	25731	Jacomo, MO	3-6-2-8	19
6.	Gene Soltero/Carolyn Barber	27777	Dallas, TX	5-4-17-2	28
7.	Martin Bebb/Katie Towles	25517	Muskogee, OK	9-3-13-10	35
8.	Bruce Hurst/Correne Walmer	21508	Tulsa, OK	7-13-10-6	36
9.	Bob Hyland/Suzanne Steffen	27904	Jacomo, MO	8-12-4-12	36
10.	Pat Keane/Jeff Moody	24321	Omaha, NE	14-8-9-9	40
11.	James Rix/Dave Clothier	25825	Wichita, KS	10-9-11-14	44
12.	Steve/Mary Snider	17159	Bartlesville, OK	12-16-8-13	49
13.	Bob Ewoldt/Faye Sabata	25552	Lincoln, NE	15-10-7-18	50
14.	Jim Lowrie/Matt Laustin	28540	Bow Mar, CO	13-17-18-5	53
15.	John/Mary Buckley	28444	Lincoln, NE	16-11-19-11	57
16.	Larry Briggs/Vicki Albert	27372	Lincoln, NE	11-18-14-15	58
17.	Mary Ann Rix/Bill Loyd	25785	Wichita, KS	18-15-16-16	65
18.	Ken Rix/Deborah Fusco	27405	Wichita, KS	19-14-15-17	65
19.	Bob/Tracey Bischoff	20403	Bow Mar, CO	17-18-12-19	66
B Fleet					
1.	Shaun Dawson/Pagett Ramson	17755	Dallas, TX	2-2-2-2	8
2.	Gordon sabo/Christopher Holladay	27936	Manhattan, KS	3-3-3-3	12
3.	Harry Livingston/Wayne Hemmen	19832	Wichita, KS	withdrew regatta	
Juniors					
1.	Clayton Camozzi/Steve Tautz	25730	Bow Mar, CO	1	1
2.	Joseph/John Biggs	25731	Jacomo, MO	2	2
3.	Jason/Lowrie/Player Driscoll	23396	Bow Mar, CO	3	3
4.	Clay/Andy Towles	26808	Ok City, OK	4	4

Notes from the UK

SNIPES AT MALDON

Seventeen Snipes crews gathered for a wet and windy South Eastern Championship over the weekend of 21-22 June. History was made too as sixteen-year old Phil Marshall, the 'boy wonder' baby brother of the Marshall dynasty served up a sailing lesson for his more experienced peers, posting back-to-back bullets on Sunday.

The forecast had not been promising and so it proved as a black cloud enveloped the fleet during the starting sequence. Race Officer David Sewell controversially continued the count down as a nasty squall swept over the River Blackwater. No damage was done as the fleet blasted off on a broad reach, vindicating his decision.

Iain Marshall was very late getting on the water due to a hasty re-rig on his new Proctor Miracle mast. However he and brother Richard managed to overtake the entire fleet and win in front of fellow Maldonians Jon Simpson/Ian Sinclair. Budworth SC fleet captain Mark Antonelli came in third with Blue Circle SC's own promising junior Luke Tharp crewing.

The second race was started from a committee boat in mid-river. The intention of this is to provide longer races as the tide at Maldon only offers about 2 and a half hours sailing time. It also makes the setting of a windward first leg more likely - although with course setting done at the club there are no guarantees.

The second race actually provided a fetch to the first mark as the wind swung round. Alan Hoy and Richard Foulds blasted off and were in a winning position before another, and more severe squall hit the fleet. Everyone capsized and there were several retirements including Richard and Nicky Lambert whose mast came up bent after planting it in the mud. Simpson and Sinclair recovered quickest and won in front of Iain Marshall. Younger me in third. The final race saw Brian Gregory - the Mr Consistency of the Snipe fleet get away well and lead round every mark but again young Philip caught and passed to pip him at the line. Ian Varney and Paul Neal were third.

Maldon fleet Captain John White, supported by an army of devoted helpers, mas-termined another brilliant weekend highlighted by the evening meal during which those at the top table provided a variety of entertainment including flower eating and Trivial Pursuit. Thanks to cheerleaders Antonelli, Marshall (I & R), and Jerry Desmond who led the responses. A good time was had by all!

Overall results

1st	23626	Phil Marshall & Kay Tavinor	MYC
2nd	20558	Iain & Richard Marshall	MYC
3rd	27871	Jonathan Simpson & Ian Sinclair	MYC
4th	20641	Brian Gregory & Patrick Biddulph	EYC
5th	27098	John & Debbie Love	BuSC
6th	20323	Mark Antonelli & Luke Tharp	BuSC
7th	19328	Alan Hoy & Richard Foulds	MYC
8th	21909	James & Ian Harding	BrSC
9th	23003	Ian Varney & Paul Neal	MYC
10th	21910	Eddie Wetherell & Ian Slatterley	MYC
11th	27329	John White & Giovannoi Sacchi	MYC
12th	10071	Graham Campbell & J Desmond	EYC
13th	20265	Robin Desmond & Steve Scott	EYC
14th	28451	Richard & Nicky Lambert	BCSC
15th	29163	Paul Tavoinor & Bob Rowbotham	MYC

SNIPES AT FISHERS GREEN

For the second year, Peter Seager, the lone Sniper at Fishers Green Sailing Club in Waltham Abbey, north east Essex, staged a

one day Open meeting in which 12 Snipes competed. The fleet was graced with a rare appearance away from Budworth Mere by 1992 National Champion and former Reichner Trophy winner Neil Martin who brought his daughter Jenny as crew.

Martin demonstrated why he won the Reichner Trophy with an easy victory in the first race. For many who had never seen him, his performance was quite majestic, launching and setting the jib on pole reaches himself and winning by a huge margin for such a small lake. Peter Wolstenholme and Alan Williams were second and John And Debbie Love took third. John was borrowing Peter Seager's boat and raced with the skill we have come to take for granted in his Magnus days. It was nice to see the Gregorys do so well in fourth. This was Anne's first race since the Le Havre debacle.

A similar pattern followed in the second race as Martin shot off early on to win easily. Iain and Richard Marshall were second for

most of the race but Wolstenholme and Love both passed late on.

The wind built to a good breeze for the back-to-back final race and this time the Loves led most of the way round. Wolstenholme overtook late on, and Martin, with the trophy already in the bag, sailed conservatively to place third. Richard Lambert had Henryk Sadzik crewing as Nicky was supposed to be donning her Woody Owl Guider hat that weekend - except the weather put paid to Guide Camp. Richard and Henryk who were using Rumpus, had the Marshalls all over their transom for two laps and at the finish it looked like Richard and the Marshalls crossed together. The race officer gave fourth to Richard which proved decisive in the overall results.

Peter Seager is manfully trying to promote the Snipe Class at Fishers Green and he is doing an excellent job. The numbers were disappointingly down from the previous year by four. If he can persuade his committee to stage a third Fishers Green Snipe Open, lets make a bigger effort next year to sail at this fine venue. If we can get twelve to Le Havre, we should be able to get 20 to Waltham Abbey.

Overall results

1st	27106	Neil & Jenny Martin	BuSC
2nd	26671	Peter W'holme & Alan Williams	BVSC
3rd	28276	John & Debbie Love	BuSC
4th	23626	Richard Lambert & Henryk Sadzik	BCSC
5th	20558	Iain & Richard Marshall	MYC
6th	20641	Brian & Ann Gregory	EYC
7th	20557	Liz & David Crouch	BCSC
8th	24152	Ricky Sadzik & Matt Silver	BCSC
9th	19328	Alan & Janet Hoy	MYC
10th	10070	Graham Campbell & Pretty Girl	EYC
11th	27871	Jonathan Simpson & Ian Sinclair	MYC
12th	20559	Ian Varney & Bob Rowbotham	MYC

1997 Norm Tanner Memorial Regatta

The fourth annual Norm Tanner Memorial Regatta was held on July 12 and 13 at the Bow Mar Yacht Club in Littleton, Colorado. This regatta has been dedicated to remember Norm Tanner who passed away seven years ago at the age of 52.

Norm learned to sail as a teenager on Lake Macatowa in Holland, Michigan and purchased his first Snipe there in 1954. He sailed with the Sequoia Yacht Club in Tulsa, Oklahoma through his college years. During this time he sailed in regattas in Oklahoma, Kansas and Texas. Norm moved to Colorado in 1961 and sailed for several years with the Denver Sailing Association on Sloans Lake. The regattas on Bowles Lake led to a move to the Bow Mar community in 1968 where he became a member of the Bow Mar Yacht Club. He held the Club Snipe Championship for many consecutive years. His wife Janet crewed for him for over twenty years and they competed in several Snipe National Championships. He was always one of the top finishers in the annual points score.

This years Norm Tanner Regatta had good racing in puffy medium winds that yielded 4 races on Saturday. The perfect Colorado weather was host to a fun filled Saturday evening. Cocktails and a fabulous lasagna dinner with an assortment fresh green salads

was served at 6:00, then an ice cream social at 7:00. The bar was then moved to the center of the lake on a flotilla of party barges. Music and cocktails were mixed to produce some interesting dancing on the floating dance floor.

Racing continued on Sunday and two light and shifty races where completed. The conditions were tough for the race committee but they timed puffs with precision. The racing was very close and mark roundings were always interesting. Last years winner, Steve Tautz could not hold back the constant pressure of boats in pursuit. Jim Lowrie was victorious with the lowest score by $\frac{3}{4}$ point and did not win a race. The traveling trophy will stay in Colorado but Andy Towles, who sailed well, now knows about the Bow Mar sea-weed. Doug & Karen Swenson will have nightmares thinking about that down wind puff that blew their chances to win overall.

Janet Tanner presented the trophies to this years winners as follows:

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Norm Tanner Results

Place	Skipper/Crew	Club	Boat #	Finishes	Total
1.	Jim Lowrie / Elliot Wright	BMYC	28450	4-3-3-5-6-3	24
2.	Steve Tautz / Perry Wright	BMYC	19262	6-1-5-6-5-2	24.75
3.	Doug Swenson / Karen Swenson	DSA	28900	1-7-4-2-4-9	26.75
4.	Blaine McClesky / Adriene McClesky	DSA	26917	7-4-1-4-7-4	26.75
5.	Tom Castle / Clayton Camozzi	BMYC	25730	3-2-10-7-2-6	30
6.	Andy Towles / Suzie Towles	OCBC	26808	2-6-DNF-1-3-1	30.5
7.	Jason Lowrie / Player Driscoll	BMYC	23396	5-5-2-8-8-5	33
8.	Terry Britton / Amy Britton	DSA	27400	18-10-6-3-1-7	44.75
9.	Jim MacKenzie / Andrea Anderson	DSA	26460	8-8-9-10-9-8	52
10.	Carl Lundstrom / Beth Wahl	DSA	24809	10-11-11-9-10-11	62
11.	Bob Bischoff / Tracy Bischoff	DSA	20403	11-9-7-14-12-12	65
12.	Tom Bevington / Susan Bevington	BMYC	24811	12-12-8-13-13-DSQ	77
13.	Jim Barr / Karen Barr	DSA	21500	9-17-DNS-DNS-11-10	84
14.	Bob Souther / Megan Souther	BMYC	19263	15-13-12-DNS-15-16	89
15.	Mark Goldberg / Chris Markley	BMYC	24812	13-14-DNS-11-16-19	92
16.	Clyde Castle / Bob Perry	BMYC	19891	16-DSQ-16-15-14-13	94
17.	Steve Kurtz / Dave Komatz	BMYC	20812	17-16-15-16-17-14	95
18.	Mike Casey / Leslie Casey	DSA	22324	DNF-DNS-14-12-18-15	99
19.	Sasha Jacobs / Matt Jacobs	BMYC	25044	14-17-13-DNS-DNS-DNS	99

SANCTIONED SNIPE REGATTAS



AUGUST 2-3; ATLANTIC COAST CHAMPIONSHIP. Annapolis, Maryland. Alex Pline. 1104 Hoover St., Annapolis, MD 21403. Fax: 410-263-5246. E mail: pline@en.com.

AUGUST 2-3; GULL LAKE OPEN. Gull Lake Yacht Club. Tom VanderMolen. Kalamazoo, MI. 616-629-0820

AUGUST 9; UK JUNIOR NATIONAL CHAMPIONSHIP. Blue Circle SC, Essex. SCIRA UK John Love, fax: +44-1925-764-156.

AUGUST 8-10; US JUNIOR NATIONAL CHAMPIONSHIP. Tom's River Yacht Club. Tom's River, New Jersey. Darryl Waskow. Fax: 609-258-2230

AUGUST 11-15; US SENIOR NATIONAL CHAMPIONSHIP. Tom's River Yacht Club. Tom's River, New Jersey. Darryl Waskow. Fax: 609-258-2230

AUGUST 9-10; OPEN BELGIAN CHAMPIONSHIP. RYCB, Brouwershaven, Holland. Andre Callot, Lege Veldkantlaan 30, 2540 Hove, Belgium. Fax: +32-3-457-8120.

AUGUST 9,10,16,17,23,24; CAMPEONATO CVB. CVB, San Isidro Pancho Agusti. Fax: +54-541-32-220.

AUGUST 16-17; SNIPE TEAM RACING CHAMPS. BSF, Pori, Finland. Sampo Valjus. Koskitie 47 B8, FIN 90500, Oulu, Finland. Fax: +358-81-311-22-19. E mail: sampov@asava.pp.fi.

AUGUST 16-17; NORTHWEST SNIPE CHAMPS/AL MORRIS MEMORIAL REGATTA. Willamette Sailing Club, Portland, Oregon. James Lampros, 503-364-3982.

AUGUST 16-17; ED KUECK INVITATIONAL. Grand Lake Yacht Club. Rocky Mountain fleet #210, Colorado. Doug Swenson

AUGUST 23-24; BOARD OF GOVERNORS REGATTA. Quassapaug Yacht Club, Connecticut. Nora Basher, 860-274-7656.

AUGUST 29-31; NORTH AMERICAN CHAMPIONSHIPS. Oakville, Ontario, Canada. Id Crook, 6 John Street, Apt. 1002. Oakville, Ontario, Canada L6K 2T1. Telephone: 905-842-7949.

SEPTEMBER 6-7; RGRANDEFINALE. LP Lohja, Finland. Sampo Valjus. Koskitie 47 B8, FIN 90500, Oulu, Finland. Fax: +358-81-311-22-19. E mail: sampov@asava.pp.fi

SEPTEMBER 6-7; INDIANAPOLIS OPEN. Geist Reservoir, Indianapolis, IN. Buzz Levinson. 800-844-4801.

SEPTEMBER 6,7,13,14,20,21,27,28; GRAN PRIX. YCO Olivos. Pancho Agusti. Fax: +54-541-32-220.

SEPTEMBER 14; SODIPA, Antwerp, Belgium. Andre Callot, Lege Veldkantlaan 30, 2540 Hove, Belgium. Fax: +32-3-457-8120.

SEPTEMBER 20-21; RAMEL/WILLIAMS MEMORIAL REGATTA. Missouri Yacht Club. Lake Lotawana Snipe Fleet #49. Doug Day. 816-746-4899.

SEPTEMBER 20-21; UK NORTH WESTERN CHAMPIONSHIP. Budworth, SC. Cheshire. SCIRA UK, John Love. Fax: +44-1925-764-156.

SEPTEMBER 20-21; MYSTIC LAKE OPEN. Medford Boat Club, Medford, MA.. Martin Fraser. 30 Ronacle Rd., W. Medford, MA 02155. 617-395-3116

SEPTEMBER 26-28; GRAN PRIX DEL INTERIOR. CNSE Santiago del Estero Pancho Agusti. Fax: +54-541-32-220..

SEPTEMBER 13-19; 38TH SNIPE WORLD CHAMPIONSHIP. Mission Bay Yacht Club, San Diego, California, USA. Doug DeSouza or Jerome Fournier. MBYC, 1215 El Carmel Place, San Diego, CA 92109. Fax: +619-224-6997.

SEPTEMBER 27 & 28; SNIPE SILVER CUP. Carlyle Sailing Association. John Sepanski, 8 Ginger Ridge Ct., Glen Carbon, IL 62034. 618-656-3428.

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

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

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

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

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

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

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

1997 Spanish Junior National Championship

Club Marítimo de Melilla

July 9-13, 1997

- 1.- ANTONIO PONS/OSCAR CASAS
- 2.- GABRIEL ORFILA/ARTURO BALANCA
- 3.- MANUEL MADRID/JOSE GARCIA
- 4.- TONI CAVALLER/LUIS VILA
- 5.- PABLO FRESNEDA/GUILLERMO CERVANTES
- 6.- ENRIQUE MIR/LUIS CARDONA
- 7.- MIGUEL SANCHEZ/PABLO DIAZ
- 8.- JOSE BALLESTER/ANDRES MANRESA
- 9.- MIGUEL BARBA/JAVIER GUTIERREZ
- 10.- ALFONSO CARMONA/PABLO RODRIGUEZ
- 11.- MARIANO SARMIENTO/JOSE LUIS MARTINEZ
- 12.- FULGENCIO ORTEGA/LUIS CLAVEL
- 13.- NURIA PEREZ/ALICIA CASTAÑO
- 14.- CARLOS RIVAS/AGUSTIN JATIVA
- 15.- JUAN GARCIA/IGNACIO HERRERA
- 16.- AGUSTIN LINARES/CARLOS CARMONA
- 17.- MARIA ALARCON/DOLORES ALARCON
- 18.- MATIAS ROS/JOSE PELEGRIN
- 19.- PABLO RIVAS/LUISA NIETO
- 20.- FABIOLA LEON/ANA LEON
- 21.- DAVIS FERNANDEZ/VICTOR RICONDO
- 22.- MARIO ARIAS/IGNACIO ARIAS

- C. NAUTICO CIUDADELA
- C MARITIMO MAHON
- CLUB NAUTICO DE LOS NIETOS
- C NAUTICO CIUDADELA
- C MAR ALMERIA
- CLUB MARITIMO DE MAHON
- REAL CLUB NAUTICO DE MADRID
- R.C.NAUTICO DE TORREVIEJA
- R.C. MEDITERRANEO MALAGA
- RC NAUTICO TORREVIEJA
- RCN CADIZ
- RCR SANTIAGO LA RIBERA
- C MARITIMO MELILLA
- C MARITIMO DE MELILLA
- C. MARITIMO MELILLA
- C. MAR ALMERIA
- CR MAR MENOR LOS URRUTIAS
- RCR SANTIAGO LA RIBERA
- C MARITIMO DE MELILLA
- C MARITIMO DE MELILLA
- RCM SANTANDER
- RC MEDITERRANEO MALAGA

Missouri Valley Championship

On the weekend of July 4-6, the 47th annual Missouri Valley Championship regatta attracted twenty Snipes from Iowa, Nebraska, Missouri, Kansas and Oklahoma. The even was marked by medium winds, moderate temperatures, a skilled race committee, and delightful food.

A series of three junior races kicked off the weekend of sailing with James Goppert mastering the course by winning every race. Not too far behind were Katie Flood, Emily Brush, and Mac Brush. This next generation of Snipe sailors exhibited their abilities with splendor.

The first race was affected by a forty-five degree wind shift that occurred thirty seconds before the start that was followed by a sudden rain shower. Consequently, the first few boats rounded the weather mark without having to tack. Upon seeing this, and understanding the SCIRA rules about such things, the race committee was forced into abandonment signal and the fleet sailed back to try it again. After some course adjustments, the starting gun blasted as the red flag arose under now sunny skies with the rain clouds well on their way. Race one, the sequel, was won by Martin Bebb who correctly chose the right side of the course after rounding the leeward mark on the final beat in fifth. Doug and Jennifer Day, who lead most of the race, ended up second with the father/son team of John and Joseph Briggs in third. The second and third races were dominated by the Days, whose masterful starts and unmatched boat speed made it look easy. In the second race, the team of Weitz/Baker were second, followed by John and Joseph Briggs. The second place finisher's in the third race were another father/son team of James and Ken Rix, followed by Lou and Sonja Joline.

Saturday night, after showers, a change of clothes and a few cold beers, the racers were treated to a tasty buffet featuring Midwestern cuisine traditionally found on picnic tables this time of year. Eric Skoog and Cronk's Café laid out broasted chicken, ham, beans, and watermelon, creating the perfect capper on a days worth of sailing.

Sunday morning arrived brining with it virtually the same perfect sailing conditions as the day before. The first race began with the Days once again leading the pack. However, trouble at a crowded jibing mark dropped them back and



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top 10 of 20 boats

	Skipper/Crew	Sail #	Finishes	Total
1.	Doug/Jennifer Day	25950	2-1-1-9-1	13.25
2.	Carter Weitz/Greg Baker	25486	4-2-10-4-3	23
3.	James/Ken Rix	27405	11-4-2-1-6	23.75
4.	John/Joseph Briggs	25731	3-3-5-7-9	27
5.	Martin Bebb/Emily Brush	25517	1-10-11-3-10	34.75
6.	James/Doug Goppert	28383	5-12-15-2-2	36
7.	Lou/Sonja Joline	26471	17-5-3-10-4	39
8.	Bill/Mac Brush	27523	7-7-4-17-5	40
9.	George Rood/Jan Churchill	25954	6-6-13-11-12	48
10.	Pete/Sigrid Festersen	25052	10-8-9-8-13	48

James and Ken Rix claimed the lead and never looked back, winning easily. Junior sensation James Goppert, along with his father as crew, finished second with Bebb/Brush third. IN the final race, the Days edged a charging Goppert team at the finish to claim the top spot overall for the second straight year. Third place in the final race was claimed by Carter Weitz and Tami Weitz, finishing just behind the transom of the Days.

The event concluded with the handling out of trophies and the tossing of the winner into the lake. Sorry Doug. Well, sort of sorry. Anyway, the members of INSA would like to thank all of the travelers for making the trip. Please make plans to join us next year.

—Carter Weitz

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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

PHOENIX 26114 - All white boat. Excellent condition, stored indoors. Fully race rigged including pole launcher and 3 suits of sails. Cobra II mast. Includes top/bottom covers. \$1195. So. Calif. Todd Smith (310)433-6686 (jja)

PHOENIX 27995 - Race rigged, fast hull, minimum weight. Sportsman trailer, Proctor mast, new top cover, older bottom cover. Larry Tuttle rudder. So. Calif. \$3,500. Mark Rastello. 562-594-0398. (jja)

MCLAUGHLIN 27225 - white hull/deck with blue deck stripes, Cobra II mast, pole launcher, 2 suits North sails (95/96), 2 practice suits Fishers. Anodized board, top, bottom, blade covers, galvanized trailer. \$2,900. Boston area. John Tagliamonte. 800-876-3425 x 6717. (jja)

MCLAUGHLIN 28463 - Cobra II mast, pole launcher, Sailor's Tailor cover, North sails, light gray deck with white hull, like new condition, sailed very little, like new galvanized trailer. \$4,500. Call Byron Hill @414-94-6520 days or 414-745-3076 evenings. Green Lake, WI. (jja)

CHUBASCO 18925 - two masts, Bryant & Cobra II, two rudders, and two daggerboards. Trailer, Ullman sails, cover, gray with white deck. \$1,700 located in So. California. (714)963-4960 or (714)722-1850

PHOENIX 25226 - tangerine hull, ivory deck, \$2,000
CHUBASCO 22387 - white hull and deck, \$1,300
MCLAUGHLIN 25711 - meridian blue hull, white deck with 1" blue deck stripe with trailer \$3,500; \$2500 without trailer. For more information call Matt: 313-995-8870 days, 313-971-6746 nights. Michigan. (jja)

ECLIPSE 28527 - White hull, grey deck, Sidewinder mast, top and bottom covers, Tennessee trailer, good Norths and barely used Sobstad sails, fast boat, 2nd '93 Southern and District 3, and many other top finishes, located in Michigan. \$6,000, contact Paul at 313-256-7557 (w) or 248-363-4294 (h) (jja)

MUELLER 27011 - Light blue deck, white hull, pole launcher, North sails, trailer, top and bottom covers, Cobra II mast, well rigged-in great shape - rolled tanks and self bailing cockpit. Connecticut. \$3500 - Joel (jas)

MCLAUGHLIN 24075 - White hull/deck-red deck stripe, 2 suits sails & one new North jib. Mooring cover, traveling cover, blade covers, Southern trailer. \$2,000. Bob LaScala, Lake Lotawana, MO 816-578-5610. (a)

MCLAUGHLIN 26895 - Grey, minimum weight, faired hull, Cobra II, dyform shrouds, adjustable spreaders, huge compass. 1 unused Sobstad jib and 1 suit Sobstads with three regattas. Trailer with spare tires, top and bottom covers. \$3200/obo. Rick Harris (410)268-2814 or rharris@windlass.umd.edu. Call for photos and more info. Boat located in Annapolis but can provide delivery from Atlanta to Boston. (jas)

JIBETECH 29008 - White, light grey deck, Sidewinder mast, cover, trailer. Second place finish in Western Hemispheres. \$7500/obo. Larchmont, NY. Telephone: 212-761-8487 (as)

MCLAUGHLIN 25005 - Emerald deck, white hull. Cobra II. Tennessee trailer. Top & bottom covers. \$2,200, Acton, MA 508-263-7790. Day: 617-942-2000 x 2647. (as)

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The Evolution of Snipe Measuring

as recalled by an interested observer

With the first World Measurement Clinic about to take place prior to the World Championship regatta, we only felt it fitting to print Chuck Loomis' recount of the history (at least some) of Snipe measuring.--jwb

The Neophyte's first contact with measuring at the National level came at Chautauqua Lake in 1966. This is remembered as a rather traumatic experience. The hull was measured by a wooden monstrosity (slight exaggeration) into which the boat is placed to be poked and prodded by various devices. It emerged with an "OK", though one known discrepancy was passed unnoticed. The Neophyte kept his mouth shut with a sigh of relief and went on to sail measuring. There is seemed that both jibs were only approximately what Snipe jibs were supposed to be. These problems were worked out. It turned out to be a great experience.

The wooden measuring rack had seen it's time. It was loose and sloppy and becoming a logistical problem to move from one venue to the next.

Herb Shear and Dick Grob in San Diego collaborated to design and build a hull measuring rack which, with accessories, is now the standard for measuring Snipe hulls around the world.

It was left to Past Commodore Stu Griffing to introduce the new race to participants at the Nationals in 1970 at Springfield, Illinois. This almost turned into a disaster. Strict adherence to the rules could have disqualified enough boats to spoil the regatta. Common sense prevailed and most of the boats were allowed to be sailed. The understanding was that a warning had been given and that in Annapolis (1971) the rules would be strictly applied.

1969/1970 also saw a controversy that nearly split the Class - USA against the rest of the World. The issue: weight reduction. The International members were concerned about new lighter, higher performance boats that were drawing potential sailors from the Class. USA was concerned about the numbers of wooden boats that might be obsolete by the inability to get down to minimum weight. Indeed, the rules from 1970-1976 allowed a country to decide between a minimum of 425 lbs. or 381 lbs. The Class survived and went on to some of it's most productive years.

Within this same time frame, Past Commodore Buzz Levinson made a proposal for which all subsequent crews should be forever grateful. Until this time the top of the trunk had to be even with the sheer at the middle of the boat (nearly deck level). Centerboards were allowed up to 80 lbs. Bruises and strains were the rule for crews. Buzz's proposal resulted in language that allows the top of the trunk to be a minimum of 9" above the keel (12" plus or minus seems to be the average). Lowering the trunk allowed the board to be cut off an equal amount. Both weight and crew savers.

The Neophyte had been asked to be involved in measuring at the 1971 Nationals in Annapolis. He was instructed that the measuring rules would be strictly enforced. The parking lot at Severn Sailing Association looked like a Snipe repair shop for a couple of days. Boats - wooden and/or fiberglass, were being brought into compliance.

One skipper, with a fiberglass boat and a wooden mentality, was advised that adding about 1/4" of material to the keel at station one (where the front end of the rack is supported) would solve a stem problem. He chose to file the stem. He filed the stem into a beautiful view of

the cockpit just above the waterline. If there is a lesson, it is that a glass stem is not as thick as a wooden stem.

At the Board meeting in Annapolis, Past Commodore Bud Hook volunteered to supply the Class with five copies of the "master" measuring rack. These racks were to be sent to builders in the USA. An independent measurer was to be trained and certified for each builder. The plan: measure each boat before it left the builder. Then a buyer could be reasonably assured that what he/she was buying was a legal Snipe. That system is in effect today. The "master rack" was to be rotated around the country for use at the National and other major championships.

That rotation almost came to a screeching halt in 1972. A case of miscommunication between the neophyte and the volunteer who was to take the rack to San Diego nearly resulted in disaster. In late summer a letter from Dick Grob said that the box of accessories and the scale had been received - but where was the rack? Instant panic attack. A call to the friends in Tulsa led to them finding the race in a dump at Lake Fort Gibson. The undamaged rack arrived in San Diego in plenty of time for the 1973 nationals. Lessons: (a) try not to leave the venue before the rack is securely on the vehicle that will transport it. (b) the people in the Snipe Class are the nicest, most cooperative people one can meet.

In 1972/73 a builder in Miami reduced weight in the ends of the hull to a ridiculous amount. The boat was sold with the admonition - "when landing, don't hit the dock too hard." The "eggshell" bows brought on perhaps the most controversial and misunderstood part of the measuring rules - Moment of Inertia (MOI). The idea was to preserve the integrity of the Snipe hull and to check it in some non-destructive way. The engineers Ted Wells (Mr. Snipe) and Dan Williams (Past Commodore and Past Chairman, Rules Committee) with the MOI rocking method. This test would penalize hulls with light ends by adding ballast at the ends until the minimum reading of 200 is attained. It is believed that the desired result of more material (glass and resin) in the ends and thus greater strength has been accomplished. No holes have had to be drilled to check thickness.

One effect that was not fully anticipated is the belief by many skippers that 200 is faster than 201 and so on up the scale. This belief persists in the face of statistics that belie it. Results of major regattas show no relation to minimum MOI. But don't try to tell that to some (many) skippers. MOI will be with us till something better comes along.

1976 brought a major revision of the Measuring Rules. The arrival of mostly fiberglass and the decline of wood building made the extra (wildcard) tolerances obsolete. The standard 1/4" plus or minimum gave plenty of room for builders to "play with the rules" and some took full advantage of it. The centerboard was standardized (steel and bronze were history). The minimum weight became 381 lbs. Many technical changes were made to verify what had become standard practice. However, three words were left as part of Paragraph 50 that have become the curse of those who liked the older, simpler boat. They are "running rigging optional". The excess of lines, pulleys, cleats, etc. may indeed make the boat faster for the hotshots with young and nimble crews. But they have turned off many families who wished to sail together for some fun and a little competition. This is without mentioning the added cost of an already too expensive boat. "One boat for all" may well become "One boat for the young and affluent."

By the late 1980's the Japanese Chief Measurer, Mr. Hisanao Kato, had noticed a trend by some sailmakers to enlarge the leech in the top quadrant of the mainsail. Paul Elvström had won the 1959 World Championship in Porto Alegre, Brazil using a "bat wing" mainsail. A drawing of a mainsail with dimensions has been in the

Rulebook since 1960. This had not been checked recently because the need had not been apparent, and, frankly, no one had figured out an easy way to do it.

Mr. Kato came up with the answer. 1991 in Norway most all sails were checked along the leech. Three were noted as suspicious and the sailmakers were notified. The 1993 Worlds were back in Porto Alegre where all sails were checked. Two mains were reported as bad. However, because no general warning had been given, they were allowed to be used. The "bat wing" of a Spanish sail was very noticeable. After the final gun the Spanish sailor finished about where it was expected he would be. This saved the measurer much embarrassment but proved again that gimmicks do not win regattas - sailors do.

A Circular Letter on the subject was published as soon as possible.

Junior Worlds - Japan 1994: 2 mains disqualified
Worlds - Italy 1995: 90 plus mains checked - zero discrepancies

1995 came and went with some unanswered questions. What about the use of the light composite daggerboard? Will it mean: another weight reduction? Further unbalancing of the hull and standing rigging? (less weight below the water means more hiking above). Will carbon fiber be used to beef up an already strong and expensive boat? These questions are good. The answers will be important to the future of the Snipe Class.

Some other significant items of the past 25 years.

During the late 1970's Dan Williams and his friend Brainard Cooper got involved with measuring at the National and International level. Their help, guidance and friendship will be forever cherished. The job could not have been done without them.

In late October 1970, Birney Mills, longtime Executive Secretary/Treasurer, died while in office. Buzz Lamb was chosen as his successor. The Class, under Buzz's steady guidance and fiscal acumen, enjoyed some of it's greatest growth and prestige. Buzz and wife Marge formed a great team and, it seemed, were always available for advice and direction. By 1987 Buzz and Marge decided it was time to enjoy life free of the various deadlines and pressures of the office and chose a well earned retirement.

At the same time, Past Commodore and long time US National Secretary Ralph Swanson picked the same course and there were two positions to be filled at the top of the Class.

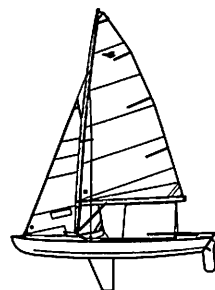
It turned out that the National Secretary position was the easiest to fill adequately. After several years of aimless wandering and near financial ruin, the replacement Ex..Sec/Treas. (turned Executive Director) was replaced.

Today it seems that the Class is in firm, competent hands again and the treasury is on the mend. If the membership rolls would start growing, the future would look bright.

When did the Neophyte become the old, battered Measurer? Who knows - who really cares? It happened - it is preferable to the alternative.

The memories will last as long as the body is willing.

—Chuck Loomis



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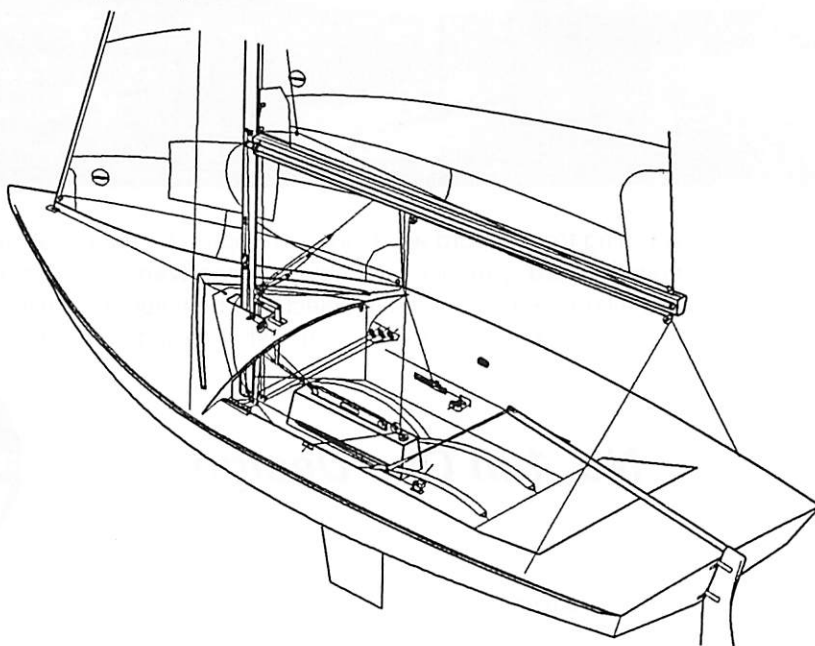
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