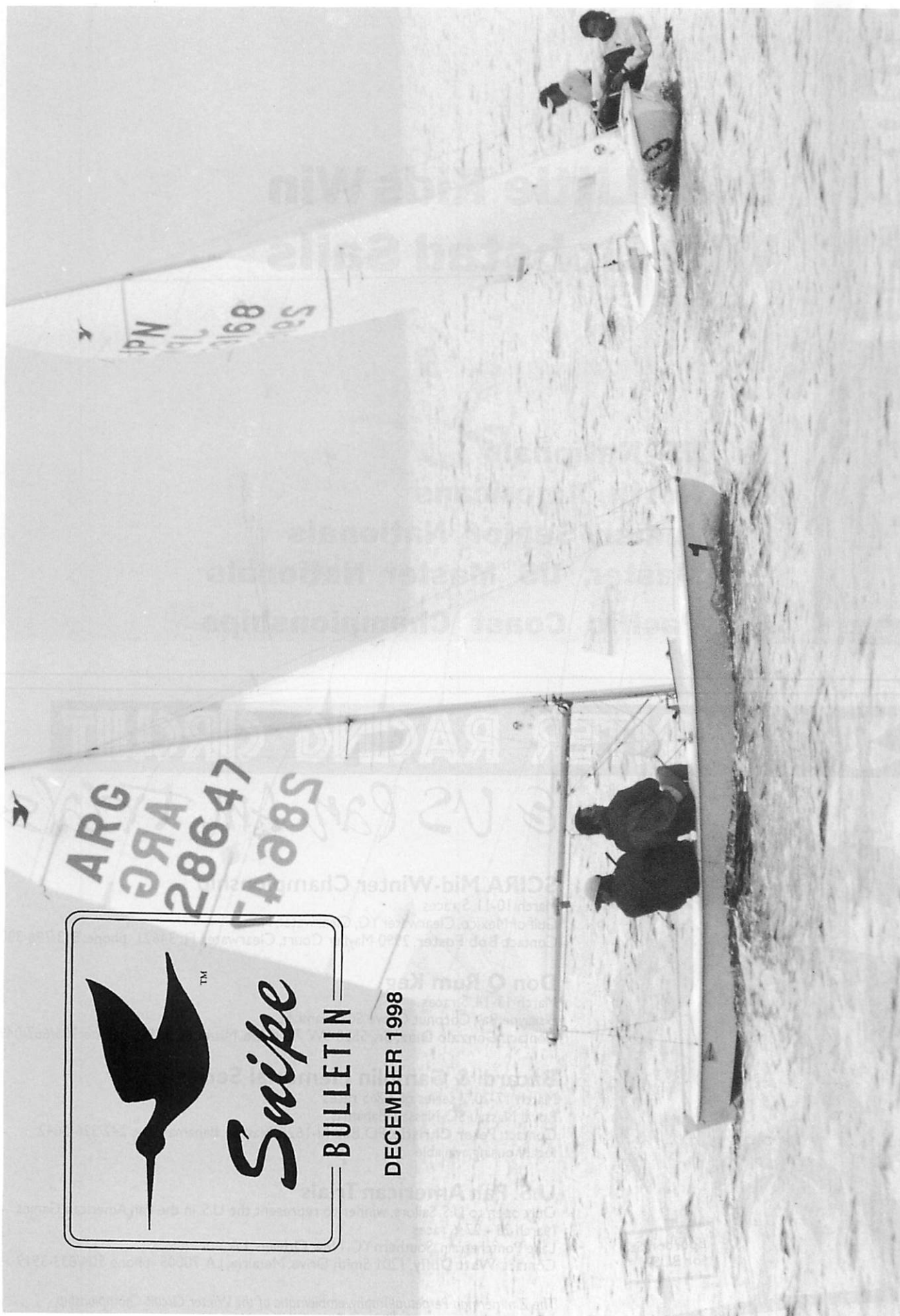




DECEMBER 1998



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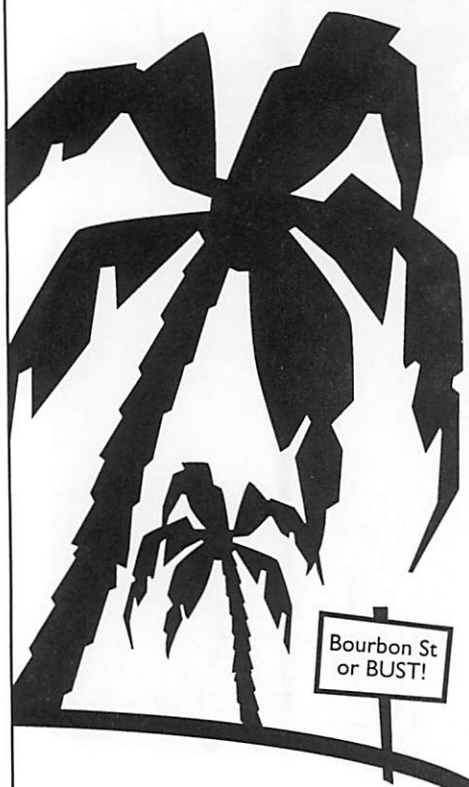


Cameron Biehl and George Szabo at the Junio/Senior Nationals, Photo Chris Schneider



## WINTER RACING CIRCUIT

### & US Pan Am Trials



#### SCIRA Mid-Winter Championship

March 10-11, 5 races  
Gulf of Mexico, Clearwater YC, Clearwater, FL  
Contact: **Bob Foster**, 2990 Mayfair Court, Clearwater, FL 34621 phone: 813/796-3805

#### Don Q Rum Keg

March 13-14, 5 races  
Biscayne Bay, Coconut Grove SC, Miami, FL  
Contact: **Gonzalo Diaz, Sr.**, 5520 SW 72nd Ave, Miami, FL 33155 phone: 305/667-0492

#### Bacardi & Gamblin Memorial Series

March 17-20, 2 series of 3 & 5 races  
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Contact: **Peter Christie**, PO Box N-1628, Nassau, Bahamas fax: 242/326-5642  
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#### U.S. Pan American Trials

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*The Zimmerman Perpetual Trophy, emblematic of the Winter Circuit Championship, will be awarded at the conclusion of the Circuit in Nassau.*

# The Snipe Bulletin

The Official Publication of the  
International Snipe Class



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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  
Electronic mailing list:  
snipe-list@snipe.org  
Internet address: SCIRAoffice@aol.com  
www.snipe.org

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

Commodore

Akibumi Shinoda

6-25 Kamesaki Takane-Cho

Handa-Shi

Aichi-ken, Japan 475

Shinoda@toyota-shokki.co.jp

Vice Commodore

Lee Griffith

16 Orchard Way

Yardley, PA 19067

Griff27054@aol.com

Rear Commodore

Id Crook

6 John Street, Apt. 1002

Oakville, Ontario

Canada L6K 3T1

edhappy@idirect.com

Executive Director

Jerelyn W. Biehl

1833 Tustin Street

San Diego, CA 92106

SCIRAoffice@aol.com

## RULES COMMITTEE

Chairman: Brainard Cooper

176 Ridge Avenue

Chattanooga, TN 37404

BCoop@voy.net

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# COMMODORES COMMENTS

One year has already past since I took the office as Commodore, and this will be my final letter to Snipe members.

In my first letter as Commodore (Snipe Bulletin, January), I stated that 1998 would be a year of significance with reforms toward the 21st century. For that purpose, I promised to promote the membership policy changes and the issue of the new Rulebook 2000 in cooperation with whole organization.

As a result of one-year efforts of us with Board members and Long Range Planning Committee, the ballot was held by Board members in November which accepted things for the new membership policy. The main part of the accepted is as follows;

"Members of a SCIRA approved entity may become members of SCIRA may sail Snipes owned by that entity in any SCIRA sanctioned event" and "Costs of membership for entity and member of entity shall not be an unfair fee for entity members and that of previous SCIRA members."

Rulebook 2000 Committee is in charge of putting them in a form for Constitution and By-Laws. The word "entity" actually includes universities, sailing clubs, associations, federations, clubs of corporations, etc.

Regarding Rulebook 2000, Rulebook 2000 Committee will continue to operate as scheduled and all rule changes will be ratified at the Spain World Board meeting in 1999. On the other hand, we make the current Rulebook 1996-2000 valid until December 31, 2000. It enables us to issue the next rulebook valid for the years of 2001-2004, having more consistency with ISAF rules. The November ballot also accepted this matter.

Finally, the officers for 1999 were approved by the ballot. Mr. Lee Griffith, the new Commodore, and his officers will give the finishing touches to the membership policy and Rulebook 2000 issues. I would like to conclude my message with my warmest congratulations and best wishes for them.

Akibumi Shinoda

## AROUND THE SNIPE WORLD

### ANOTHER SNIPE CHAMPION

Alessandro Solerio, Italian Snipe sailor, won the European Champions of the FUN Class. The FUN is a small keelboat (7.5 meters) and very popular in S. Europe. Ezio Braga reports.

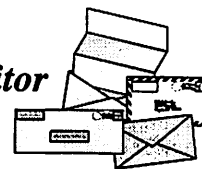
**THE COVER:** Argentines Javier Ocariz and Diego Rudoy make a decision with Japanese sailors Junichiro Shiraishi and Kenichi Masumoto coming on port. Jiro Kurita photo.

**THE COUNT:** 11 new Snipes were built this past month. 2 in Brazil, 5 in Japan, 2 in Italy and 2 in the USA.

**NUMBERED SNIPEs:** 29534

**CHARTERED FLEETS:** 849

## Letters to the Editor



Dear Mrs. Biehl

I want to commend you for the many great action photos you have put on the cover of the Snipe Bulletin recently. I'm thinking of Sept. 97, Nov. 97, and Nov. 98 in particular, but there are others. These photos stir the imagination and can remind us of great Snipe sailing experiences of our own.

On a similar subject, our boat has very attractive lines from most angles and I know that this has helped to attract people to our class. I believe that each Snipe Bulletin should have a photo or sketch that illustrates the boats lines and that this would be useful in promoting the Snipe Class. If nothing else is available perhaps a 1/4 page picture of the Snipe hull lines from the rulebook could be used.

Keep up the good work.

—George Steiner  
Annapolis, MD

*Ed note: 99% of the cover photos are sent in by Snipe sailors or loaned by photographers for the Bulletin. Sept. 97 photographer was me!, Nov. 97 was professional photographer Hector Echebaster of Brazil, who was shooting the Jr. Worlds in Sao Paulo; Nov. 98 photographer was Stefani Podesta, sent in by Italian NS Ezio Braga and also featured on the Snipe Web page. Keep sending them in! We usually run a line drawing somewhere in the Bulletin, space permitting. See page 14 for more Letters to the Editor. jwb*

# 1998 Western Hemisphere & Orient Championship

## Enoshima, Japan

From our first arrival we knew this would be a special event. Our host, Shinichi Uchida, drove 2 hours to pick us up at the airport and then apologized for making us wait while he unlocked the rear hatch for our bags. That set the tone for the week; we had to remember not to ask for something unless we really wanted it, because the locals would go in search of it no matter how trivial. The regatta was based at a sailing facility built for the 1964 Tokyo Olympics, the only large building to be found and a facility that more than met all our needs. A special machine with custom sanding pads scraped the huge cement ramp clear of weeds before the practice race, and there was no such thing as a race for the hoist.

The charter boats were also a pleasant surprise; most were Perssons and all were above 28000. With a minor amount of re-rigging (moving the vang back to the skipper, replacing jib cars with ratchets, etc.) we were ready to go. Measurement was a breeze; when our boat turned out to be heavy there was a bit of flutter in Japanese and then the measurers sponged out some water we had overlooked and took a piece of lead out to make the weight correct. Talk about service!

But even the Japanese couldn't get the breeze to cooperate. The practice race was started in a dying northerly that faded away to nothing by the second time around, so everyone sailed/rocked/paddled back to the dock in time for the opening ceremony. Several speeches were made by officials welcoming the 24 representatives from nine countries, and a Japanese drum ceremony completed the official greeting. The heavier crews tried not to eat too much, worried about the light air since a large high pressure system dominated the weather map.

Back out on the race course the next day, the breeze was once again uncooperative. An early morning start time (9:30) found us a mile or two offshore, rolling in an ocean swell under a postponement. Tennis tag and rafts between countries kept everyone's mind off their stomachs which churned with pent up adrenaline and seasickness. After a short break back at the sailing center, a promising seabreeze filled and we all sailed back out again an hour later.

The delay to start, however (90 minutes from the drop of the AP) proved too much for the breeze and by the second windward mark there was nothing left but the swell. Cheers went up from the competitors when the race was finally abandoned, although it left us with no results to show for the first day. A welcome party with more speeches and Japanese tempura and sashimi rounded out the festivities.

The second day looked dismally similar, but after a short postponement on the water a southeasterly built and the first race was held in a pleasant 6-10 knots. The left paid on the first and second beats, perhaps due to current, but by the third beat the breeze had begun to clock right and those that tried the left for the third time were disappointed with their finish. Locals Koji Ashiba/Yusuke Iida won the race; Doug Hart/Scott Lindley of the US finished second, and Chilean Sebastian Larrain with Argentine Nicolas Ocariz finished third.

After the fleet had finished, the breeze built to a steady 18 surprisingly quickly. Shrouds were dropped and spray tops donned while we all tried to shift into heavy air psyche. A strong (24 knot) puff hit right at the starting gun, blowing the tops off the waves and setting mains flogging, but in tribute to the quality of this fleet, no one capsized. Light air demons George Szabo/Carol Cronin surprised everyone by leading around the first triangle, but a broken rudder forced them to abandon the lead to Bahamian Jimmie Lowe/Steve Stewart. After a second triangle Argentines Eduardo Santambrogio/Gonzo Martinez took the gun: Hart/Lindley posted another second, and Alexandre Paradedá/Flavio Fernandes finished third. A wet and chilly group descended back to the sailing center only to find the showers locked for a local holiday, which almost led to mutiny until alternatives were found.

Three races were scheduled for the next day which kept the boat crews busy fixing the long list of breakdowns. Spare rudders were found and faired for Szabo/Cronin and Bustamantes, who both successfully filed for redress; three masts were also broken and several other small disasters made for good stories over the sake and Kirin beer that night. Fortunately the breeze abated for the next day and three races were managed, in very pleasant 6-12 knots. Puffs and shifts up under the land meant a lot of gear changing, and the close finishes proved once again the depth of this fleet. Former World Champion Ricardo Fabini/Ignacio Saralegui of Uruguay, posted the first of two bullets for the day; Santambrogio/Martinez posted two seconds; Paradedá/Fernandes two thirds. Most other crews failed to be so consistent as first the left, then the right would pay. With a big light spot in the middle, conservative tactics proved impossible and we all just tried to stay in the pressure and keep our tempers as best we could, and many stories of leads gained and lost were told over the outdoor barbecue that night. (Chopstick your own food off the grill!)

Friday had been scheduled a day, with a bus tour, but instead one race was held to make up Tuesday's lost race. It looked light when we left the dock but by the time we made the starting area it was clear it would be another big



breeze race. The South Americans rediscovered their heavy air skills, showing us all how to tight reach with the pole in 18-22 knots, and Santambrogio/Martinez sewed up the Championship with a bullet. Paradedá/Fernandes locked onto second place with a fourth in that race, leaving third to Hart and fourth to Fabini. Masts and boats were checked for the final day and most made it an early night to rest up for another heavy air race.

The next morning the scores had been changed to reflect a controversial jury decision to award YMP to two additional competitors who had broken masts in Wednesday's blow. This led to several more requests for redress, but none were granted. By midmorning it was clear that the wind was even stronger than the day before, and racing was abandoned and the regatta stood with 6 races completed.

The final banquet, held in the nearby city of Fujisawa, had local Snipe fleet women members dressed in their traditional kimonos with entertainment by a local mandolin group. All the teams celebrated another great championship and an emotional speech by new WH & O champion Eduardo Santambrogio dedicating his win to his mother who had died of cancer 2 years previously, capped off the night. The competitors took over the local train back to Enoshima with the group singing, laughing and doing the "wave", Western Hemisphere style. The party spilled over to the local watering hole, Changs, with many competitors finally returning home in the wee hours.

The Japanese Snipe Association and local fleets Enoshima and Chubu, all ran an efficient, friendly regatta that will be remembered by all for a long time. We look forward to returning to Japan, but also to the 2000 Western Hemisphere & Orient Championship to be held in Rosario, Argentina.

—Carol Newman Cronin

*Photos: Above: New WH & O Champions Eduardo Santambrogio and Gonzo Martinez hold the Hayward Perpetual aloft at the prizegiving ceremony.*

*Left: Argentine sailors Javier Ocariz and Diego Rudoy prepare their boat for racing.*



# 1998 Western Hemisphere & Orient Championship

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## Results

Skipper/Crew	Country	Finishes	Total
1. Santambrogio/Martinez	ARG	(7)-1-4-1-2-2	9.5
2. Paradedda/Fernandes	BRA	4-4-(5)-3-3-3	17.0
3. Hart/Lindley	USA	9-2-2-2-10-(15)	25.0
4. Fabini/Saralegui	URU	1-3-14-9-1-(16)	27.5
5. Ocariz/Rudoy	ARG	2-8-(16)-13-8-5	36.0
6. Bethlem/Rodrigues	BRA	6-6-6-rdr-(19)-12	37.5
7. Marcone/Hurcade	ARG	11-11-(ret)-5-7-4	38.0
8. Maeda/Fujinaga	JPN	5-12-8-7-(15)-7	39.0
9. Szabo/Newman-Cronin	USA	12-7-(15)-rdr-6-8	41.25
10. Thompson/Baker	USA	8-(14)-7-6-11-10	42.0
11. Shiraishi/Masumoto	JPN	3-9-13-12-12-(14)-11	48.0
12. Ashiba/Iida	JPN	10-(20)-1-14-13-13	50.75
13. Yoshioka/Ikebe	JPN	(17)-10-10-11-4-17	52.0
14. MacCall/Granucci	ARG	(ocs)-5-18-dnf-5-1	53.75
15. Morita/Kawagoe	JPN	15-15-9-10-12-(21)	61.0
16. Lowe/Stewart	BAH	18-13-11-4-16-(22)	62.0
17. Bustamante/Bustamante	USA	13-16-12-rdr-(20)-9	62.50
18. Lenkeit/Wingard	USA	16-18-(21)-8-9-19	70.0
19. Larrain/Ocariz	CHI	20-(dnf)-3-dnf-18-6	72.0
20. Gonzalez/Depolo	CHI	19-17-19-15-(22)-14	84.0
21. Defazio/Stefani	URU	14-19-dnd-rdr-17-(20)	93.75
22. Snelling/Coward	BER	23-21-22-16-(24)-24	106.0
23. Boorman/Lowe	BAH	21-(dnf)-17-dnf-21-23	107.0
24. Hains/Hains	CAN	22-(dnf)-20-dnf-23-18	108.0

			charter boat					
Skipper/crew	Sail #	hull	hull #	mast	sails	jib cloth	weight-kg	
1Santambrogio/Martinez	ARG	28646	Persson	28668	Sidewinder	North	dacron	135
2Paradedda/Frenandes	BRA	29366	Skipper	29357	Sidewinder-Jr	North	mylar	134
3Hart/Lindley	USA	29314	Persson	28758	Sidewinder	North	mylar	142
4Fabini/Saralegui	URU	28026	Okamura	28888	Okamura	North	dacron	136
5Ocariz/Rudoy	ARG	28647	Persson	29002	Sidewinder	North	dacron	141
6De Amorim/Rodrigues	BRA	29496	Okamura	28729	Sidewinder	North	mylar	136
7Marcone/Hurcade	ARG	29345	Persson	28670	Sidewinder	North	mylar	129
8Maeda/Fujinaga	JPN	29295	Okamura	29295	Sidewinder	North	dacron	136
9Szabo/Newman-Cronin	USA	29672	Persson	29253	Sidewinder	Sobstad	mylar	136
10Thompson/Baker	USA	24702	Persson	29003	Sidewinder	Ullman	mylar	138
11Shiraishi/Masumoto	JPN	29168	Okamura	29168	Sidewinder	North	mylar	138
12Ashiba/Iida	JPN	28972	Okamura	28972	Proctor	North	dacron	118
13Yoshioka/Ikebe	JPN	29794	Murai	28794	Proctor	North	dacron	130
14MacCall/Granucci	ARG	28644	Persson	28952	Sidewinder	North	mylar	142
15Morita/Kawagoe	JPN	29392	Okamura	29392	Sidewinder	North	dacron	122
16Lowe/Stewart	BAH	28811	Persson	28630	Sidewinder	Ullman	mylar	140
17Bustamante/Bustamante	USA	27872	Persson	29097	Sidewinder	Sobstad	mylar	138
18Lenkeit/Wingard	USA	28686	Persson	29011	Sidewinder	Sobstad	mylar	150
19Larrain/Ocariz	CHI	28641	Okamura	29035	Sidewinder	North	dacron	126
20Gonzalez/Depolo	CHI	28840	Persson	28671	Sidewinder	North	dacron	142
21Defazio/Stefani	URU	29251	Persson	28538	Sidewinder	North	mylar	132
22Snelling/Coward	BER	19111	Persson	29021	Sidewinder	North	mylar	122
23Boorman/Lowe	BAH	25228	Persson	29001	Sidewinder	Sobstad	mylar	150
24Hains/Hains	CAN	16182	Persson	29351	Sidewinder-Jr	North	mylar	145

# U.S. MASTERS ATTRACTS 49 BOATS!

**George & Greg Fisher USA Masters Champions**

**Birger Jansen & Liv Ulveie Win Overall**

A record turnout of 49 Masters teams, including 12 Grand Masters, enjoyed old friendships and competitive sailing at the 1998 USA Masters Championship at the Atlanta Yacht Club October 19-22. Sailors from Norway, Denmark, Argentina, Brasil and Canada joined the USA teams for what turned out to be a very enjoyable event. Birger Jansen and Liv Ulveie (11 pts) edged out the father son team of George and Greg Fisher to win the event (12 pts). As the highest placing USA team George and Greg were the winners of the USA Masters Championship trophy. Both teams accomplishments are notable: Birger's in that nobody would have predicted he would sail so well in the light air of Lake Allatoona; the Fisher's in that George is a Grand Master who has been sailing with his son for over 40 years! Now that is some boat time! AYC was very hospitable to its guests from out of the country. Jan and Jane Persson came in a close 3rd with 14 pts and reigning World Masters Champion Bibi Juetz with Felipe Vasconcellos crewing came in 4th. Jansen/Ulveie were tops in the Apprentice Masters division, the Fishers tops in the Grand Masters Division and Jim Richter with teammate George Szabo were tops in the Masters Division.

**Day 1 (Tuesday)** provided ideal conditions



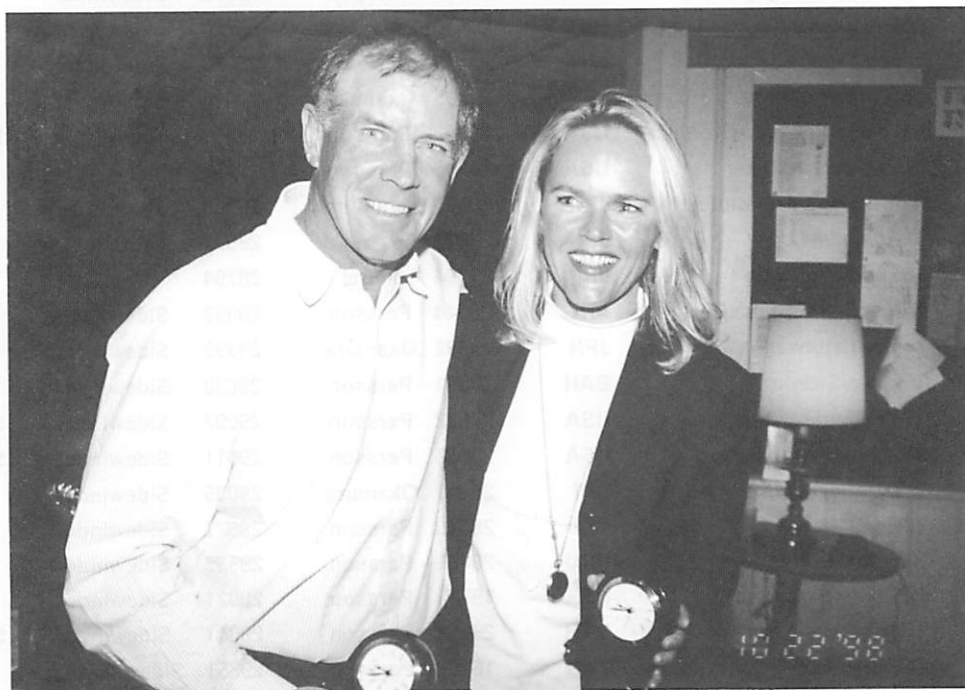
for racing on Lake Allatoona. Winds were 8-12 from the northwest, down the length of the lake. The winds became lighter and more variable as the day progressed. It was typical lake sailing, getting into phase, tacking on the headers and looking for that next puff. Everybody agreed it does not get much better on Allatoona. Jansen/Ulveie were able to win both races in their fleet with Gonzo Diaz/Sherry Eldridge and Bibi/Felipe winning the others.

**Day 2 (Wednesday)** and the great Alltoona with Old Joe comes raging back in spades. With a front approaching the winds were variable abd from all directions, many times sailing close hauled and off wind on the same length. First became last and last became first several times. Those puffs from behind when going downwind can be murder on the leaders.

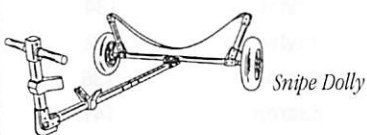
--Don Hackbarth

photos: Above: Greg and George Fisher with the US Masters Trophy.

Below: Birger Jansen and Liv Ulveie of Norway bested the fleet overall.



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# U.S. MASTERS ATTRACTS 49 BOATS!

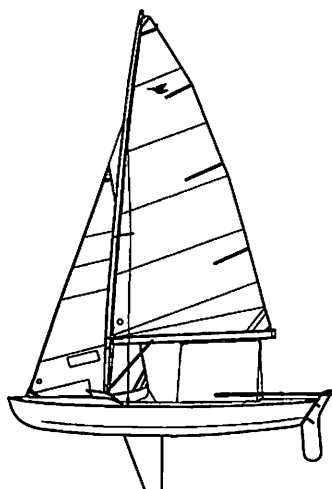
## Results

<i>Skipper/Crew</i>	<i>Category</i>	<i>Sail #</i>	<i>Hometown</i>	<i>Finishes</i>	<i>Total</i>
1. Birger Jansen/Liv Ulveie	AM	29540	Oslo, Norway	1-1-8-1	11.0
2. George/Greg Fisher	GM	26109	Colombus, Ohio	4-4-1-3	12.0
3. Jan/Jane Persson	AM	29520	Espergaarde, Denmark	2-3-3-6	14.0
4. Bibi Juetz/Felipe Vasconcellos	GM	29143	Rio de Janeiro, Brazil	3-1-10-1	15.0
5. Jim Richter/George Szabo	M	28672	Indianapolis, Indiana	7-5-6-2	20.0
6. Jerry Blouin/Watt Duffy	AM	25048	New Orleans, Louisiana	8-8-2-6	24.0
7. Dick/Linda Tillman	M	29148	Syracuse, Indiana	5-9-7-4	25.0
8. Fritz/Jane Gram	M	26699	Cuba Lake, New York	7-4-12-2	25.0
9. Jerry Thompson/Nancy Gilreath	M	24702	Long Beach, California	2-2-17-5	26.0
10. Don Hackbarth/Priscilla Duffy	AM	29014	Marietta, Georgia	3-5-9-9	26.0
11. Rowena Carlson/Carolyn Brown	AM	28880	San Diego, California	6-7-6-8	27.0
12. Gonzo Diaz/Sherry Eldridge	AM	28812	Miami, Florida	1-2-14-13	30.0
13. Means Davis/Brian Hackbarth	M	24264	Atlanta, Georgia	12-10-5-4	31.0
14. Woody Norwood/Lisa Griffith	M	29200	Atlanta, Georgia	4-3-17-9	33.0
15. Ken/Bill Simons	GM	24742	Chattanooga, Tennessee	15-8-2-8	33.0
16. Pancho Agusti/Mary Voitenko	M	29012	Cordoba, Argentina	10-11-4-14	39.0
17. Paul Zent/Buzz Levinson	GM	26673	Indianapolis, Indiana	14-11-9-5	39.0
18. Martin Bebb/Bret Robinson	AM	25517	Muskogee, Oklahoma	9-6-18-7	40.0
19. Stephan/Monica Irgens	AM	28470	St. Louis, Missouri	6-7-11-16	40.0
20. Bob Foster/Carlos Wybert	GM	26397	Clearwater, Florida	5-6-13-17	41.0
21. Kathy Brounaugh/K. Redmond/J. Wright	AM	25373	Atlanta, Georgia	14-10-3-15	42.0
22. Bruce Hurst/Correne Walmer	M	21508	Tulsa, Oklahoma	12-9-8-16	45.0
23. Bill/Velda Hooper	M	28500	Atlanta, Georgia	9-17-11-10	47.0
24. John Muhlhause/Matt Heywood	M	24442	Atlanta, Georgia	18-13-7-19	47.0
25. Ken/Mary Ann Rix	GM	29313	Wichita, Kansas	11-13-21-3	48.0
26. Gary Beck/Joyce Harvey	AM	30000	Atlanta, Georgia	18-15-5-10	48.0
27. Dave/Barb Carroll	M	28224	San Diego, California	17-25-1-7	50.0
28. Cliff/Minde Browning	AM	28370	Indianapolis, Indiana	10-12-4-26	52.0
29. Bill/April Worster	AM	25727	Milford, Ohio	11-14-16-11	52.0
30. Jim Disch/Id Crook	M	29090	Westlake, Ohio	16-12-16-14	58.0
31. Jerry Kimble	AM	25677	Atlanta, Georgia	13-16-19-12	60.0
32. Ralph Swanson/Martin Frank	GM	28999	Winchester, Mass.	13-17-12-19	61.0
33. Dan Williams/Don Pettigrew	GM	24747	Chattanooga, Tennessee	15-18-20-11	64.0
34. Titu Doctor/Rucsandra Woods	M	26116	Atlanta, Georgia	21-18-10-15	64.0
35. Bill Flack/John O'Donnell	M	24272	Cincinnati, Ohio	19-14-14-17	64.0
36. Mike/Pauline Neilson	AM	28401	Birmingham, Alabama	20-20-13-12	65.0
37. Frank/Andy Pontious	M	26100	Atlanta, Georgia	16-19-18-13	66.0
38. Steve Snider/Ralph Bergstad	M	17159	Bartlesville, Oklahoma	17-23-15-21	76.0
39. Steve Burns/Bob Green	AM	29092	Charleston, S. Carolina	20-15-21-20	76.0
40. John Hill/Chris Hurst	M	28628	Atlanta, Georgia	18-16-24-21	79.0
41. Leo Murphy/Celia Parks	AM	28282	Cuba Lake, New York	19-21-22-18	80.0
42. Tom Parks/Bonnie Robertson	AM	24020	St. Petersburg, Florida	21-24-15-22	82.0
43. Henry Wade	GM	29056	Atlanta, Georgia	23-21-22-20	86.0
44. Ken Haney/Randy Wilson	AM	26745	Atlanta, Georgia	24-20-26-18	88.0
45. Frank Clevenger/Joe Bettencourt	GM	20648	Abilene, Texas	22-19-23-24	88.0
46. Sam/Paulette Yelverton	GM	26994	Birmingham, Alabama	25-23-19-23	90.0
47. Eric Lind/Forbers Husted	AM	24093	Traverse City, Michigan	23-22-23-23	91.0
48. Allan Vorel/Jim Graham	AM	18428	Sparta, Michigan	22-22-25-24	93.0
49. Harvey Griffith/Dave Pontious	GM	24672	Atlanta, Georgia	26-26-20-22	94.0

AM = Apprentice Master: 45-54 years

M = Master: 54-64 years

GM = Grand Master: 65 and older



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## Mission Bay - Carolyn Nute Memorial

A regatta on Halloween Weekend? What about the children of those parents who desire to race? Will these children be denied their full night of dress-up and candy digging? Will snipe sailors be unable to attend the regatta, knowing the wrath from children and spouses will burn more than their thighs at the end of force 5 day? "WHO'S CRAZY IDEA WAS THIS?"

The Mission Bay Snipe fleet calls it the Carolyn Nute Regatta to honor a fallen member of the fleet. But it is also known as the Halloween Regatta. Those people in Atlanta, GA can do whatever they want with their Halloween Regatta (like holding it October 24-25, 1998; remember that the southern United States has different rules, all of which we won't touch here). But the folks out on the left coast of the United States, we are traditional people. And this is a dress-up event. We had no choice but to hold the Carolyn Nute Regatta on Halloween weekend (Oct 31-Nov 1).

Speaking of traditions and high standards (okay, so we weren't talking about high standards but we are now), the Mission Bay Fleet 495 of San Diego, California is feeling like it is on a bit of a roll. The 38<sup>th</sup> Snipe World Championships were hosted by the Mission Bay fleet in the fall of 1997, and now this same fleet is plotting to host a very unique and amazing U.S. Snipe National Championship in the summer of 1999. Already we are hearing of an unprecedented number of boats planning to attend from the upper Atlantic coast areas, the Midwest and the south east regions (a welcoming hello here to the mountain and central snipe zones...please include San Diego in your 1999 vacation plans). If rumors were rattlesnakes, we would presently be fighting off a fully-fanged stampede (I believe that I have failed to mention one very important fact: Immediately following the righteous 1999 U.S. Nationals will be the world famous and ever popular GFU 24 hour regatta).

**Author's note:** Even though there has been terribly little written so far in this "regatta report" about the Carolyn Nute Regatta, we feel that is okay. Life is too short to only discuss our tacks and jibes.

One of the prominent features for the 1999 U.S. Nationals will be patio railing at Mission Bay YC. This is where I found myself standing next to 2-time Snipe World Champion Earl Elms during the first race of the Carolyn Nute Regatta, held on Mission Bay October 31-November 1, 1998. I was standing there because my 4

## Busy, Busy Weekends for the Sailing Spooks



year old ace crew/son was disguised as a knight and was still enjoying the yacht club's Saturday morning children's Halloween activities. As for why Earl was standing there... I guess you can take the man out of the boat but you can never take the boat out of the man.

So there Earl and I stood and watched as 1977 U.S. Snipe National Champion Tom Nute masterfully played the first beat of the first race, showing his decades of Mission Bay experience in dealing with the slightly oscillating breeze. We cheered as Tom and crew rounded the first mark in the lead, promptly jibing to best position themselves for the tactical downwind leg that lie ahead. I know it gave Earl great pleasure to see one of the "old guys" doing well.

**Author's note:** When Earl was racing there was no such thing as an upwind off-set mark. For this regatta there was, and when Nute jibed he had forgotten about it. Don't worry Nute, we still love you.

With a handful of local hot shots over in Japan for the Western Hemispheres, this regatta was a great opportunity for the "young and restless" to earn some notoriety. So from San Francisco to the Mexican border, Snipe sailors on Saturday faced pure Mission Bay conditions that easily provided three 1-hour plus races and a lunch break before the sun went down.

When the dust settled from the first day, Randy Lake/Jennifer Warnock were in a category by themselves with 3 bullets. Counting the throw out there were three "Mr. & Mrs." teams tied for second: The O'Hare's, The Redler's and The Ratliffe's. Go married couple teams!

When it came to Saturday night's festivities, I only have two words to describe our plight: Zydeco Blues. This music of southern descent was as uplifting and raucous as any Bourbon Street band that I have seen (don't get me started), and the characters of the evening rose to the occasion. There are schools that teach Zydeco dancing, which seems to be a refined form of "dirty dancing." So be it.

My personal favorite costume for the night was that of the San Diego Chargers' football freshman Ryan Leaf. Young Ryan has had his share of challenges during the early portion of the season as the starting quarterback, so he was a perfect candidate to be spoofed. The band's favorite was the "Olympic Canadian Snowboard Team." Wearing "official" team uniforms, this group was not yet ready to let our northern neighbors forget about the "sec-

ondary smoke" of the cannabis form which nearly stripped an "athlete" of his medal during the 1998 Nagano Winter Olympics. Of course, all was done in good fun and the night went on and on.

For Randy Lake, the racing on Sunday had to continue without him (recently hired as a pilot for a commuter airlines, Randy is presently a bit short on seniority...and free weekends). No worries though as junior crew Jennifer Warnock happily replaced herself and moved up to take over the tiller of Randy's boat. After Sunday's two races, there were now 4 teams who could win with one race remaining. (Team O'Hare, Ratliffe, and Redler along with the new Warnock contingent). In the end it was Gene and Tammy Ratliffe that snagged a second in the final race to win the regatta. Special thanks to Race Committee Chairs Tom O'Neill and Laurel (soon to be O'Neill) Timpson and Party Chair Laura Notolli (and everybody else too), for without their contributions we would have been lost.

**Author's note:** Credits also to Gene Ratliffe for providing the racing information in this article. Good job Gene and Tammy!!

—Craig Leweck  
Mission Bay #495 Fleet Captain



Photos: Above: Randy Lake and Jennifer Warnock-28854, edge Chris Snow/Yumio Dornberg out at the finish.

Left: Bob and Susan Bowden were let out of the Mission Bay fleet mental hospital for the party.

# Busy, Busy Weekends for the Sailing Spooks

## Atlanta Halloween



Photo above: Atlanta sailors ghosted around the course at the Halloween Regatta.

A total of 70 Snipe teams competed in this year's Halloween Regatta held 10/24 and 25 at the Atlanta Yacht Club on Lake Allatoona in Atlanta, GA. Several international competitors were in attendance from Norway and Argentina. The high pressure filled in very fast after the cold front rolled thru Atlanta on Thursday of the Masters. With the BIG H right on top of us there was virtually no wind on Friday, Saturday or Sunday. On Saturday after waiting for wind for a few hours Craig Wagner the RC was heard to say 'I am not going to be the first Halloween RC that had no races'. So we did what we came to do race, despite there being not a single puff on the entire lake. What wind there might have been detected was from the north and all 3 fleets were off. The course was shortened to a triangle and Birger Jansen/Liv Ulveie from Norway starting in the 2nd start beat all competitors around the course. Greg and Martha Fisher won the first start. Scott and Steve Adams, new Snipers (son/father) won the Goblins race but failed to check in giving first time skipper Clay Burnup with father Lee crewing finishing 2nd the lead.

The costume party was great with the best costumes in years. Yes Monica and Bill did show up, as did Viagra, but the neatest ones were the cardboard snipe which was measured in by Dan Williams and sailed by Alex & Lisa Pline, Jerry Thompson, Sherry Eldridge, Szabo, Dustin Kays, etc. Jerry was the rudder, and the boat was off course a lot. Also 'plugged in and turned on' won an award. Also several transvestites showed up in leather, with chains and whips.

Sunday was more of the same, after looking promising as the thermals were apparent early as the air heated up and the fog burned off. Those that stuck closest to the shore did the best. The Races were won by John & Leslie Irvine, new proud parents of Max. This clinched the regatta for them by one point over Scotty and Cindy Cline, newly weds. Yes he is married and a homeowner now! The other fleet was won by Alan Carscaddon who played the puff out of the club cove the best and cruised around the leeward mark and to the finish in the puff.

—Don Hackbarth

### Carolyn Nute Memorial Results - Mission Bay, CA

	Skipper/Crew	Boat #	Finishes	Total
1.	Ratliffe/Ratliffe	29439	2-(11)-4-1-4-2	13
2.	O'Hare/O'Hare	29016	3-(8)-3-2-2-6	16
3.	Lake/Warnock	28854	1-1-9-(11)-4	16
4.	Redler/Redler	29315	(8)-4-2-4-1-7	18
5.	Bedford/Pauling	29013	(10)-3-5-6-7-8	29
6.	Brown/Walker	28955	6-7-(17)-15-3-1	32
7.	Nute/Sinks	27522	5-17-(19)-5-9-5	42
8.	Fournier/Fisher	28679	(13)-6-8-13-8-13	48
9.	Elms/Van Os	22734	9-12-13-7-(15)-14	55
10.	Dumain/Teulie	28409	16-15-(20)-3-10-12	56
11.	Vanderspeck x 2	28464	7-13-15-(19)-16-10	61
12.	Sinks/Bell	28687	12-22-(dnf)-ret-5-3	68
13.	Walker/O'Dea	29702	20-10-(ocd)-18-6-16	70
14.	Bowden/O'Dea	28223	(25)-16-14-17-17-9	73
15.	Fontanella/Fontanella	27567	(dnc)-20-12-11-12-21	76
16.	Jackman/Shand	2846	19-19-(28)-12-13-19	82
17.	Arneson/Wright	27869	15-(30)-22-8-20-17	82
18.	Wilder/Hsewart	26168	18-18-11-(21)-21-18	86
19.	Campbell/Campbell	27377	4-5-7-(dnc)-dnc-dnc	88
20.	Craft/Briggs	22815	30-(32)-21-14-14-11	90
21.	Kalish/Wirth	8464	26-(27)-18-10-23-15	92
22.	Snow/Hunt	29151	(ocs)-2-9-16-dnc-dnc	99
23.	Pontious/Pontious	26843	21-(29)-27-20-18-20	106
24.	Tillson/Tillson	29112	11-14-10-(dnc)-dnc-dnc	107
25.	Lenhart/Lenhart	25715	17-21-6-(dnc)-dnc-dnc	116
26.	Irvine/Rubio	23970	(27)-26-23-24-22-23	118
27.	Storms/Wells	29356	32-(33)-29-25-19-22	127
28.	Sisk/Sisk	27928	24-31-24-23-(dnc)-dnc	138
29.	Pinkel/Henkart	23965	14-28-26-(dnc)-dnc-dnc	140
30.	Grubbs/Ahmanson	28446	23-9-(ocs)-dnc-dnc-dnc	140
31.	Carlson/Butler	28880	28-25-16-(dnc)-dnc-dnc	141
32.	Szabo/Suarez	23753	22-23-25-(dnc)-dnc-dnc	142
33.	Carey/Kenny	8672	31-(ocs)-31-22-24-dnc	144
34.	Oiring/Lyons	28858	ret-24-dnf-(dnc)-dnc-dnc	165
35.	Senturia/Norway	29248	29-ret-30-(dnc)-dnc-dnc	166
36.	Leweck/Leweck	29197	(dnc)-dnc-dnc-dnc-dnc-dnc	180

1. John & Leslie Irvine
2. Scott & Cindy Cline
3. Hal Gilreath & James Libel
4. Birger Jansen & Liv Ulveie
5. Alan Carscaddon & Elanor Bradley
6. Dustin Kays & Sean Adams
7. Dave Pri & Lynn Bethal
8. Don Hackbarth & Amy Thompson
9. Gary Beck & Jason Snyder
10. Greg and Martha Fisher

Top Master: Birger Jansen  
 Top female skipper: Tarasa Davis  
 Top Junior Team: Dustin Kays Sean Adams

### Goblins

- 1<sup>st</sup>. Clay Burnup with his dad crewing,
- 2<sup>nd</sup> Scott Adams and dad Steve crewing.
- 3<sup>rd</sup> Bob Witman and Vicki Casto
- 4<sup>th</sup> Lee and Courtney Bradley
- 5<sup>th</sup> Jason Snyder and Regis Eagler

# 1998 Open Belgian Championship

August 29-30

Just as last year the race was held on the Grevelingenmeer in Holland, a large lake originally part of the river Scheldge estuary, that was separated by a sea-wall from the North Sea in the 60s and now a venue where a lot of Belgian and international championships are organised.

The 1998 Open Belgian Championship saw the highest attendance in years (30 boats), thanks to our friends from Denmark and France. The recent revival of the Class in Belgium also seems to have consolidated itself.

The organisers managed to squeeze in 7 races over the weekend. On Saturday morning when sailing towards the racing area, the conditions were almost perfect, but with the hour of the first start approaching, the wind dropped and became very shifty. This set the pattern for the 4 races sailed that day and caused a lot of work for the race-committee, who constantly had to re position marks. Although the conditions were difficult, we still had a nice day's racing.

On Sunday, the day started like Saturday had ended, with light air and some drizzle, but later it cleared up and the last race was sailed in perfect conditions; sunshine and a force 3 to 4. Unfortunately, not everyone was able to savour these conditions as they were black-flagged, including yours truly.

Also not participating in the last race were the Kristensen-Schmidt team from Denmark who gave everyone a demonstration of light weather speed and pointing ability, as well as complete tactical control. They took all 4 races on Saturday, won the first 2 on Sunday and were packed and changed when the rest of the fleet hit the harbour after the last race.

Second came Guy Celis with his specially flown in crew from Norway, Anne Roed, who with 4 second places and a first, outperformed the rest of the fleet as well. After the first two boats, the racing was very close and although the conditions, especially on Saturday, had been difficult, we could look back on a very successful Belgian Championship. I believe our foreign friends felt the same and we hope to see them back next year, same time, same place in even higher numbers.

—Herman Van Dormael  
BEL 28990

Skipper/Crew	Boat/Country	Finishes	Total
1. Preben Kristensen/Offe Schmidt	28759 DEN	1-1-1-1-1-1-(dnc)	4.5
2. Guy Celis/Anne Roed	29115 BEL	(8)-4-2-2-2-2-1	12.75
3. Bart Janssens/Hans Verwimp	28362 BEL	2-3-5-(11)-9-4-3	26.0
4. Ben Van Cauwenbergh/Nadia De Ferm	28373 GER	4-5-6-6-8-3-(dsq)	32.0
5. J-M Grisar/Yves Ratinckx	28156 BEL	5-2-7-9-(dsq)-6-4	33.0
6. Morten Ullman/Kim Huttel	29519 DEN	6-(22)-11-4-4-7-2	34.0
7. Herman Van Dormael/Luc Verstraete	28990 BEL	3-10-9-8-7-10-(dsq)	47.0
8. Hendrik Andersen/Jens Bjeldorf	27698 DEN	9-19-(22)-7-6-5-5	51.0
9. Thierry Den Hartigh/Greet Jansen	29252 BEL	(15)-12-10-5-5-12-10	54.0
10. Annemarie Hansen/Jannik Nielsen	29352 DEN	11-11-14-(18)-3-13-13	65.0
11. Lode D'Hoore/Vera De Wilde	27835 BEL	12-8-15-(19)-10-14-7	66.0
12. Alex/Tim Schoenmakers	27789 BEL	13-15-(17)-10-11-9-9	67.0
13. Dirk De Bock/Saar De Bock	29374 BEL	14-7-18-17-15-(24)-12	83.0
14. Wim Ghys/Dirk Ghys	29177 BEL	dsq-9-3-3-dsq-8-(dsq)	87.0
15. Yves Fretigny/Soazig Bruzac	20636 FRA	18-14-8-14-19-(21)-17	90.0
16. Flemming/Alexander Rasmussen	26640 DEN	20-16-13-22-(dns)-15-6	92.0
17. Jan/Jane Persson	29520 DEN	7-6-4-12-dnc-dnc-(dnc)	93.0
18. Patrick Laumans/Martine Wouters	28956 BEL	25-20-16-(27)-12-11-11	95.0
19. Maxim Romain/M. Ortiz	29367 FRA	19-17-(21)-13-14-16-19	98.0
20. Jacques/Benjamin Romain	29409 FRA	(23)-13-19-20-13-17-18	100.0
21. Robert/Oliver Hambroeck	28627 BEL	16-(23)-12-21-21-20-14	104.0
22. Andre Callot/Eric Callot	28813 BEL	17-18-23-15-16-18-(ret)	107.0
23. Lieven Dossche/Oliver Verhelst	28046 BEL	21-24-20-(24)-17-19-8	109.0
24. Andre Deboeure/Marlene De Moudt	27141 DEN	10-25-24-16-22-(28)-20	117.0
25. Kasper Wedersee/Anders Randgaard	29101 BEL	(28)-21-25-23-18-22-16	125.0
26. Dirk Vermeylen/Kris Vandeputte	28704 BEL	22-28-28-(28)-20-23-15	136.0
27. Marc Cornelissens/Luc Bleys	26835 BEL	24-(29)-26-26-24-25-21	146.0
28. Jan Dumez/Sofie Hambroeck	20811 BEL	27-26-(27)-25-23-26-22	149.0
29. Anne Romain/Thomas Vernhes	28955 FRA	26-27-dnc-dnc-dnc-dnc-(dnc)	181.0
30. Bruno Trefois/Yannick Boumans	20214 BEL	dnc-dnc-dnc-dnc-dsq-27-(dsq)	187.0

## 1998 (XLI Annual) Florida State Snipe Junior Championship

Coconut Grove Sailing Club, Miami  
Snipe Fleet #7.  
September 12-13, 1998

After placing 8th last year, Andrew Blom came back this year with a strong performance: 5 BULLETS! proving he was not an Optimist National Champion by accident. Second place, Eddy Alonso and third place Vicente Lanz also past Cuban Optimist National Champions.

We were blessed this year with beautiful weather. Easterly winds 10 to 15 both days. One more time: Biscayne Bay at its best!!

Thanks to Coconut Grove Sailing Club for hosting this Regatta and thanks to the Club Race Committee Chairman Jack King and the Coconut Grove members that helped: Don Bizzaro, Will Bourne Jr., Bill Braddon, Jeanne Buntin, Jim Rodwell, Vicki Rosenbloom, Jane Snedaker, Sharon Terenzio, Davis Tompkins, Linda Will and Bill Yany. Five races were completed with excellent courses: 3 Olympic courses and 2 Windward/Leewards.

—Gonzalo Diaz, Sr  
Fleet Captain, Miami Fleet #7



PHOTO: Left to Right: Alex Packman, Chris Armstrong, Danielle Septembre, RC Chairman Jack King, Andrew Blom, Vice Commodore Stuart Sorg, Vicente Lanz, Eddy Alonso and kneeling, Nick Voss.

### Results

	Sail #	Skipper Club/Fleet	Finishes	Total
1	28810	Andrew Blom Coconut Grove SC	1-1-1-1-1	3.75
2	27363	Eddy Alonso Miami Snipe Fleet	3-2-2-3-3	13
3	26395	Vicente Lanz Miami Snipe Fleet	4-5-3-2-4	18
4	24995	Chris Armstrong Coral Reef Y.C.	5-4-7-5-5	26
5	23391	Alex Packman Coral Reef Y.C.	6-6-5-4-6	27
6	28812	Ian Montgomery Coral Reef Y.C.	2-3-4-dnc-dnc	29
7	28694	Christina Hacker Key Biscayne Y.C.	8-7-9-7-2	33
8	28691	Danielle Septembre Coconut Grove SC	7-8-6-6-7	34
9	26900	Nick Voss Coconut Grove SC.	9-9-8-8-8	42
10	26109	Grant Broeker Coral Reef Y.C.	10-dnc-dnc-dnc-dnc	50

## The '98 "Paulista" Championship

Why should every year be the same? With this spirit, the Snipe Class decided that instead of racing 6 races as our Federation recommends, we would race 13 in 5 days. We used a long weekend and the next one for this purpose. We decided that the course should be different too. It was then agreed that we were going to race a Windward/Leeward leg followed by a Triangle and a home coming leg. The event was hosted by the Clube de Campo Sao Paulo (the same club that hosted The Junior Worlds of 1997) and sponsored by a store named *Regatta*, which offered soft drinks and beer after everyday races.

**Day 1** (October 10) started with a cloudy day with mild winds coming from South/Southeast. It was difficult for the Race Committee to establish the proper course. 23 boats enrolled and the course chosen proved to be very competitive as after 46 minutes the first race was over and the arriving time between the first and last boat was only 6 minutes. The second race started just after the Race Committee changed the marks as by then the wind had stabilized.

**Day 2** (October 11) started with rain and no wind. The Race Committee decided to wait until the rain had stopped and only then established the course. Two good races were sailed.

**Day 3** (October 12) was not different from day 2, but the rain stopped earlier. Unfortunately the wind was again very unstable so only two races were sailed. After the 6th race the finishing positions were very tight. Unless for Paulo and Ricardo Santos who were the leaders, most of the others had very tight points. At the end of the day everyone sat and discussed the races over drinks.

**Day 4** (October 17) was a different day. Winds now came from the North/Northwest at 16 knots with lots of waves (in Sao Paulo races are on an artificial lake). The Race Committee this time had no difficulty in establishing the race course. Sailors raced three races of 45/50 minutes each. By then the second place was still tied between 4 boats. In the evening after a Class Meeting, new Fleet Captains were chosen, a lot of issues discussed and voted and then the Club offered a lovely dinner.

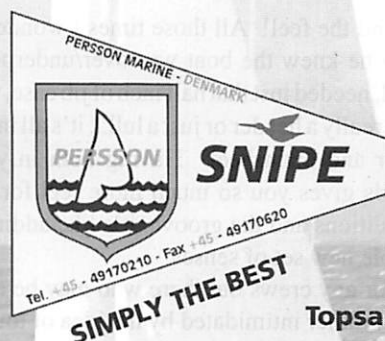
The last day was really exciting as the wind was mild and steady and three races were expected. Attention was the key word as any mistake could be fatal. All three races were very tight and exciting for the viewers.

The final winners were Paulo Santos and his son Ricardo, the second were Iago Whately with Fabio Strauss and the third were Renato Machado de Almeida with Juliana Caiuby Azevedo. The first junior was also the fourth Fernando Bocciarelli and Richard Zietemann.

--Celia Garrafa



## CONGRATULATIONS!



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27390			
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# Switch Hitting

We are all told not to be too critical of anyone until we have walked a mile in their shoes. Now I'm no marriage counselor, but in real life it is very difficult to truly take a walk in your partner's shoes. Jane's boss might think it very strange (and a not particularly terrific reflection on Jane) if husband John showed up at her desk one morning, wearing her red heels. But Snipe sailing allows us to switch places with our teammate without threatening our basic roles- or our earned income potential. Strength and size requirements of skipper and crew are not that different, and most of the jobs can transfer with the people, allowing a novice helmsman or crew to concentrate on fewer new strings.

Andrew Pimental and I have been sailing Snipes together since 1991. Our personalities have always meshed well, and we both like to hike hard which has led to some quality results over the years. Regardless of how we do, we always seem to have a good time. When I decided to go to the Women's Worlds in Annapolis, Andrew stepped up to the plate to help me prepare. Not only was he willing to go out and practice with me (something he never found time for when he was steering!), but he even agreed to co-skipper a regatta. (And he still bought me breakfast.) Now Andy's an easy going guy, so none of this came as a complete surprise (he couldn't say no to a jellyfish, let alone his crew)... the biggest shock was that he learned nearly as much as I did.

"This pole doesn't work for \*\*\*\*!" were the first words out of his mouth at the weather mark. Afterward, we worked out an upgrade that would decrease the friction in the system. He never would've found the patience for that if he hadn't struggled to launch the thing when it meant the difference between first and fifth.

The next learning experience? Halfway up the last windy beat, when my legs felt fine but apparently his were starting to burn: "How come you never got me to move the hiking strap attachments aft?" (Andy, for those of you who don't know, builds Jibtech Snipes. The skipper straps are perfect.) The next boat will have the straps mounted further aft, I'm sure.

We also each learned a new perspective. Andrew hikes hard, so seeing around him going upwind was not an issue- when it was windy enough for him to be all the way out. When the breeze lightened up, seeing the next wave was like trying to see around a city bus.

"How 'bout layline?" I asked close to one

weather mark. (I've always had trouble judging laylines.) "You call it," hereplied quickly. "I can't tell a thing from up here." And I got it right, close enough, from the back of the boat.

And the feel! All those times I wondered how he knew the boat was over/underpowered, needed just that half inch of jib ease, was that really a header or just a lull... it's all in the tiller and mainsheet. Having both in your hands gives you so much more feel for the conditions and the groove, it's like adding a whole new set of senses.

For any crews out there who may be (as I was) rather intimidated by the idea of touching that hiking stick, the secret is now out... it is much easier to steer from the skipper position than it is from up forward, as you have no doubt tried while skipper is cleaning glasses, eating, removing clothes, peeing, etc.

Here's a plus/minus list for you about steering: You never think about how tired of hiking you are (because you are too busy thinking about whether the main is overtrimmed or the next puff will blow you over). You never get stuck on the leeward/windward side of the board (but there is nothing to push off of in the tacks, so you don't always make it across the boat all the way). On reaches, you can see the top telltale of the jib much better than the crew (but you can't do anything about it, because you're not trimming it, and no matter how many times you say something, it will still be undertrimmed. The only way to fix it is to set the pole.). The point is... moving one body width aft in the Snipe changes your perspec-

tive dramatically, but it isn't any harder.

As for you skippers, now shaking in your hiking boots at my malevolent suggestion of abandoning the tiller: If you are scared of what might happen with your crew at the helm, either start treating your crew better or put on your lifejacket (or both). Switching places will not just make your crew better; it will probably make you better, too.

Try switching off in practice, and once you are moderately comfortable in your new positions, try it for a race, or one day of a regatta... or even for the whole weekend. No one will get hurt (most likely) and both of you will come away with a remarkably fresh outlook on Snipes, sailing, and what your teammate manages to accomplish on the race course.

Once you make the switch, remember: it's okay not to like it, especially right away. You might not have liked your original position the first few times you tried it either. Everything gets easier with practice, so don't give up too quickly.

And most importantly: don't make the mistake of treating the switch off as a favor granted to the crew. With a positive attitude, the skipper can learn just as much from a perspective shift.. if only about the nonexistent comfort zone when trying to balance behind the daggerboard while reaching in marginal planing conditions!

So at your next Snipe event, take a hike in your teammate's boots. You might learn a bit more than you expected.

—Carol Newman Cronin



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## An English Snipe Tale

I instantly become hooked on sailing back in 1930 when as a young boy I first saw carvel-built scows being raced on Edgebaston Canal Reservoir in the centre of Birmingham. The Club, Midland Sailing Club was already old-established (founded in 1894) and boasted several notable members such as the politician Neville Chamberlain.

Thereafter, whenever possible I would cycle the 14 miles from my home in Wolverhampton to 'help out'. My first job on arrival at the club would be to launch the little clinker-built pram dinghy and row out to where the whole club fleet were kept on permanent moorings - the launching trolley had not at that time been thought of. A combination of leaks and rain could involve one in much bailing out before it was possible to bring a boat back to the small clubhouse. Being the only youngster about, no sooner had I got one boat back on the foreshore than I would receive a hail from another member to get his boat in!

Many people today cannot comprehend the different characteristics of the old dinghies compared with the present day ones. The hulls were very stable, non-planing types, either clinker or carvel-built and the seams would open up in hot weather. The Gunter rig was low and compact enabling lone coastal passages to be safely undertaken. All spars fitted inside the hull and the whole outfit would conveniently fit in a standard four-wheeled railway wagon for transport. Centreboards were shallow but very heavy, requiring a powerful winch to raise them. Thought I cannot recall sailing in very heavy conditions, the combination of the heavy plate and the flexible rig made them very stable. When a gust hit the sails everything happened much more slowly allowing the crew to sit up on the weather side bench - bums never went outboard. Toestraps and tiller extensions had not been thought of and the absence of a kicking strap allowed the boom to rise and the gust to spill freely from the sail without even having to ease the mainsheet. Sails were soft and flexible cotton with reefing points. In the event of a capsize, the wooden or bamboo spars floated well preventing an inversion while extra buoyancy was provided by round copper tanks strapped high up, just under the inner rail to prevent the hull from inverting.

Around 1932 details of a revolutionary American design called a Snipe circulated round the club. Since it was claimed to be suitable for home construction, a local carpenter was given the task of producing a batch of six boats. This turned out to be an error of judgment as the man was definitely not a boatbuilder and had no concept of the need to build down to weight! The resulting boats were possibly quite close to the designed shape but had 3/4" thick bottom planks and massive hinged iron centreplates. The masts were made up of four long slim planks screwed together into a hollow square section and the rigging and fittings followed the practice of the earlier generation of boats. Shortly after, a Norfolk sailor joined the club and had a Snipe built of timber suitable to take varnish and all gear well-finished. Needless to say, he sailed right away from the rest of us. Even as late as 1933, kickers, toestraps and tiller extensions were unknown and no one seemed to have appreciated that these boats sailed better upright. My "apprenticeship" crewing in Snipes served me well and in 1934 I was invited to crew for the Club Treasurer, an enormous man weighing 24 stones, who had bought "Avenger", the International 14 in which Uffa Fox had won the 1928 Prince of Wales Cup (and incidentally the first design capable of planing under sail).

The change from sailing our previous boats was tremendous. Wire halyards, kickers and tiller extensions were "in" and we were starting to learn the benefits of sailing upright. That summer, we took part in the POW Cup at Falmouth, possibly the first occasion that

a boat from the club had travelled to a national event. I had the privilege to crew for Uffa, then in his mid-thirties, in his old boat. The 1935 POW was sailed at Cowes in strong winds and we learnt a lot more including capsizing recovery! The last POW I sailed was at Lowestoft in 1936 and I recollect taking a whole day to travel there from Birmingham in the back of my helm's Rolls Royce. Looking back, these must have been the most formative times in my long sailing career - a mere teenager in the tick of sailing with the leading members of the most innovative dinghy class of the time - Uffa Fox, Charles Currey, Tommy Sopwith and even King Haakon of Norway.

The war was soon to bring this golden age to an abrupt halt and I spent the next seven years in the Army, serving in India and south east Asia. Sailing was not completely forgotten as I had the occasional good fortune to take local leave on the estate of the Nizam of Hyderabad. On his lake, lo and behold, were several Snipes which were made available for our use.

Returning to civvy street after the war, I found the sport desperately struggling to get back on its feet. The 6 Snipes at Midland had not survived and boatbuilding materials were virtually unobtainable. However, the traditional boatbuilding yards such as Fairey Marine, who had developed hot moulded ply production techniques for aircraft manufacture now turned their attention to the possibilities of applying their wartime know-how to the future small boat market. Uffa Fox set about designing a whole range of hot moulded ply racing dinghies incorporating many of the features developed on the pre-war International 14 circuit. Again, drawing on aircraft production techniques, a rolled aluminum mast section was developed and under Charles Currey, Fairey Marine went into production of the Firefly. Though originally intended as a 2 man boat for the University team racing circuit, the design was an instant success and was chosen as the singlehanded class for the 1948 Olympic Games.

Meanwhile, I got myself involved in founding South Staffs Sailing Club on Calf Heath Canal Reservoir a few miles north of my home town. We chose the Firefly as our one-design class and we still have a strong fleet 50 years on - a tribute to the soundness of the original design and form of construction. Compared with pre-war, members were very competitive both in terms of getting the best out of their boats and in applying the racing rules. My "bible" was a 1950 edition of Ted Wells' Scientific Sailboat Racing and I found that the principles proven in Snipes could be very usefully transferred to other classes.

Nowadays I don't get afloat as much as I would wish but I do like to keep abreast of modern development - which is why I contacted the UK National Secretary to discover the intricacies of the Snipe pole launching system. In turn, he has put me in touch with Jerelyn Biehl in the USA in my efforts to trace the Barber twins (of hauler fame) and Briggs Cunningham (he of the hole).

What do I think of the new generation of light-weight racing machines? Well, last summer I sailed an RS 400 at Plas Menai and found it great fun. Whether they will transform the dinghy scene in the way the Snipe and the Firefly did in their times, I reserve my judgment.

—Peter Waine

## 1998 Western Hemisphere & Orient National Secretaries Meeting

Enoshima, Japan  
November 3, 1998

The meeting was called to order at 6:45 pm by Don Hackbarth, General Secretary. Those in attendance were: National Secretary Jiro Yamamoto, country representatives: Andres Marcone, Argentina, Lori Lowe, Board member and Bahamas representative; J.P. Snelling, Bermuda; Bruno Bethlem, Brazil; Jorge Gonzalez, Chile; Jerry Thompson, USA; Ricardo Fabini, Uruguay; Past Commodore Fujiya Matsumoto, Commodore Akibumi Shinoda, Executive Director, Jerelyn Biehl.

Minutes of the 1996 WH & O meeting were approved as printed in the Snipe Bulletin. Motion made by Jerry Thompson, seconded by Don Hackbarth.

### National Secretary Reports

**Argentina:** Argentina is currently working on their junior program. There were 55 boats at their recent National Championship. The Longarella brothers are currently beginning to produce Snipes.

**Bahamas:** Adam Boorman, a new Snipe sailor, is here representing the Bahamas. We continue to use the summer season to build our fleet. We have 6 active boats. A team was sent to the Women's Worlds this year. Bacardi Series dates for 1999: March 17-20.

**Bermuda:** Race Week and our Nationals are the main events. We have older boats to sail but all classes are suffering in Bermuda. We hope to send a team to the Worlds next year. We had 7 boats at our Nationals. Junior sailing in general is being emphasized in Bermuda.

**Brazil:** We are doing well. We will hold our Nationals in Rio at the end of January and we expect 60-70 boats. Lemão has produced approximately 20 boats. Mauricio Santa Cruz is now making sails.

**Chile:** We have 30 boats in our fleets comprised of junior and couples, all over Chile.

**Japan:** The Japan Yachting Association has chosen the Snipe as the women's boat for the National High School games. In 2000, a new class will be chosen for the women's, junior and regular boat. The Snipe Festival in Hokkaido had a 3 boat team race in Snipes. 1 team has to be a women's or master team. We have 800 registered boats and 40 new boats built. The Snipe was replaced by a singlehanded national class and the mens doublehanded will be either the 470, Int. 14 or 49er.

**USA:** We are steady at 800 boats. The recent Masters had 48 boats and our Nationals, juniors, special juniors and women's nationals had a very large attendance. It was held on a small lake with 90 boats. We have a new boat builder - Nickels. The east and west coast fleets remain strong. The Midwest is steady. We are expecting a growth in family sailing in the next 5 years. The US Board has also approved the "entity" membership, which would allow colleges, universities or other organizations to own Snipes.

**Uruguay:** Pedro Garra, our NS, is working very hard, and through his support, we have 2 teams here in Japan. We are promoting the Class through the junior Optimist program. In January, we will produce a new Rosendo Snipe. We have also been sailing on a small lake near Punta del Este, and we sail at night. We have laps around 4 marks and some laps we have older, master sailors, juniors or women, as well as introducing new people to the Snipe. It has proven effective.

**Measurement Report:** There were no problems at this regatta.

**ISAF Report:** as printed in the European minutes. Don Hackbarth stressed the importance of contact with each National Authority.

### New Business:

2000 - WH & O bid - Rosario, Argentina

2001 - Junior World - United States is interested

2001 - Worlds - Chile is interested

**Inactive countries:** Paraguay. Primex is attempting to introduce and provide boats to Peru, Bolivia and Ecuador.

**Centerboard testing program.** All NS were encouraged to give shipping information to SCIRA as soon as possible.

### Rules 2000:

A proposal was made to amend the Hayward Deed of Gift to include the top junior finisher at the North American, South American and Orient Championship to the next and following Western Hemisphere & Orient Championships. Motion proposed from the NS of South America, seconded by Lori Lowe. Motion passed.

**Category B Sponsorship events:** A discussion was held and many sailors need the sponsorship to attend regattas.

**Pan Am Games:** An update on the Games was provided. Countries needing charter boats should let SCIRA know immediately.

**Elections:** Secretary General: Don Hackbarth, USA  
Vice Secretary: Celia Garrafa, Brazil.

Meeting adjourned at 8 pm.

## More - Letters to the Editor

Dear Jerelyn

Regarding the Bulletin Correction article by James Rix in the October 1998 Snipe Bulletin, I wish to supply some missing information on the development of the fiberglass Snipe.

First, Hub Isaacs, first SCIRA Commodore, had a fiberglass Snipe built before they were legal and before I moved to Wichita, Kansas in July, 1952. According to Don MacIvor, Ted Wells, et.al, Hub traveled to regattas with this boat and would demonstrate the toughness of fiberglass by turning the hull upside down and throwing small rocks at the hull and sides. I do not remember seeing this boat, but it had a significant effect in starting the process of approval for the construction of fiberglass Snipes.

Many of the Snipe sailors of that period were not convinced that fiberglass construction would be as fast as planked construction (plywood was not approved until 1960 or thereabouts).

Ken Rix, James' father, and I were junior engineers at Beech Aircraft Corp. where Ted Wells and VP and Chief Engineer. Most of our Wichita sailing Club membership were aircraft engineers not only from Beech, but also from Boeing and Cessna. Ken Rix's father, John, was an engineer at Cessna and was a man for whom I had great admiration. We were blessed with an abundance of engineering talent. Ken later distinguished himself at Lear Jet as their Chief Advanced Design engineer and subsequently in his own business.

In late 1952 or early 1953, SCIRA approved the construction of a master mock-up as a tooling fixture for the purpose of constructing fiberglass hull molds. The concept was that all molds would be taken from this mock-up and that Snipe hulls had to be laid-up in one of these molds to be approved by SCIRA. It was a good

concept, but was eventually defeated by individual builders who made changes to try for a speed advantage.

Ted Wells was in charge of the fiberglass project for SCIRA and he made me available to work with the Beech lofting department (I don't remember the name of the man who actually performed the lay out). In any case, we worked together until we had lofted the Snipe hull lines on mylar in full scale and had also developed full scale frame cross sections for each station and half-station. As is the case in aircraft lofting, we had bevel angles for each station, half-station, and quarter-station. It was a great learning process for me since I had no prior experience in lofting. My contribution was to assure a hull form consistent with our design objective which was, more or less, a mid-tolerance design. There are some mistakes in the Snipe hull design that prevent a total "mid-tolerance" design. These mistakes are familiar to anyone who has built the boat.

After the hull design was completed, we needed someone to build the mock-up and we needed design and specifications for the fiberglass laminates. Francis Lofland was a tooling supervisor at Beech and had indicated a desire to start a business building fiberglass products. He had a double garage shop and offered the use of his facility and labor to build the mock-up and first mold.

Francis and I built the mock-up. It was constructed of plywood and was a Snipe hull mounted upside-down on a plywood box structure. After completing the mock-up, Ted Wells and I devoted several hours measuring and re-measuring the hull. The largest deviation from the designed lines was 1/32-inch or less. Our measuring tools were not accurate for lesser dimensions. The mock-up looked good to us and SCIRA approved pro-

ceeding with the construction of a mold.

Perry Pelly and Bud Page, Beech process engineers, provided the fiberglass design information for both the mold and the hulls. We constructed the mold using the highest quality resin available and only tooling cloth. Both of these materials were, and still are, relatively expensive and are not used in most fiberglass production boats. Perry and Bud assisted in the actual fiberglass construction.

After the mold we were ready to build the first hull. We had previously decided on cooperatively building hulls for Ted, Perry, Bud and myself. Perry took the first hull, I was second, Bud was third, and Ted was fourth. This order was upset when Bud Page lost a hand in a non-related accident. I don't know whether or not Bud ever received a boat, but the rest of us did. My hull was the first fiberglass registered in SCIRA, number 9753.

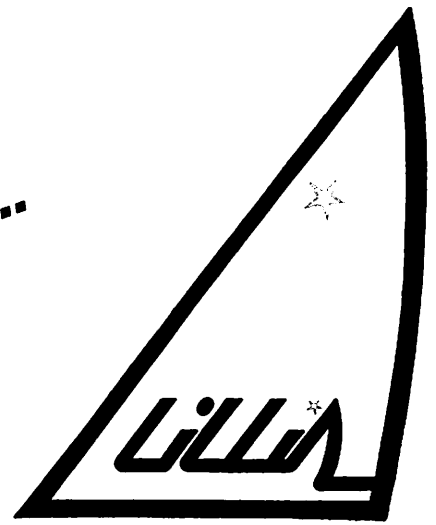
After we had completed the first hulls for the participants, Francis started the Lofland Boat Works and started producing fiberglass Snipes. I worked for Francis part-time in building the first thirteen fiberglass Snipes. Several other engineers at Beech also worked for Francis during this period.

I moved to the Atlanta area in September, 1954, to work for Lockheed Aircraft and dropped out of the fiberglass boat building scene. I completed 9753 and later started the Building a Plywood Snipe project. Both of these projects are stories of their own.

—Harold L. Gilreath  
Commodore, 1956

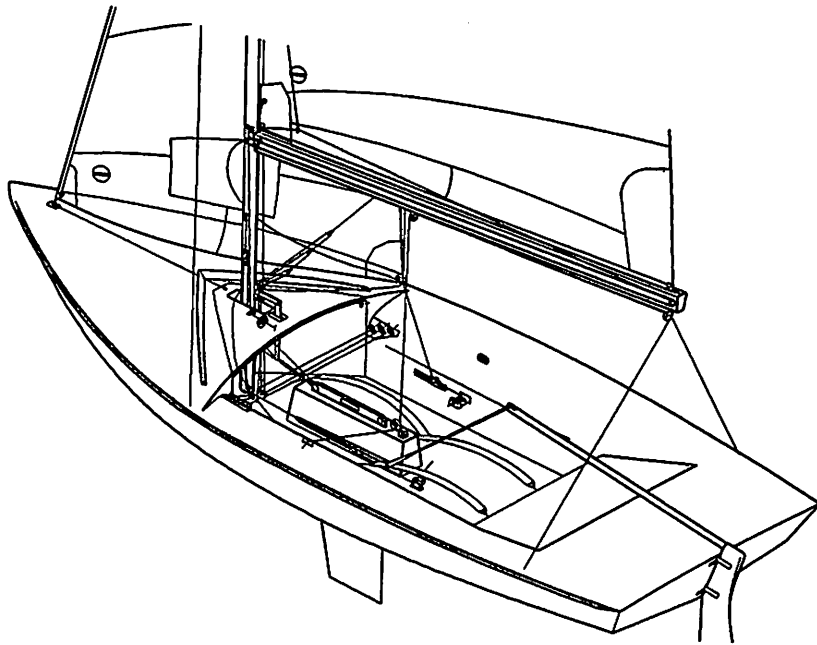
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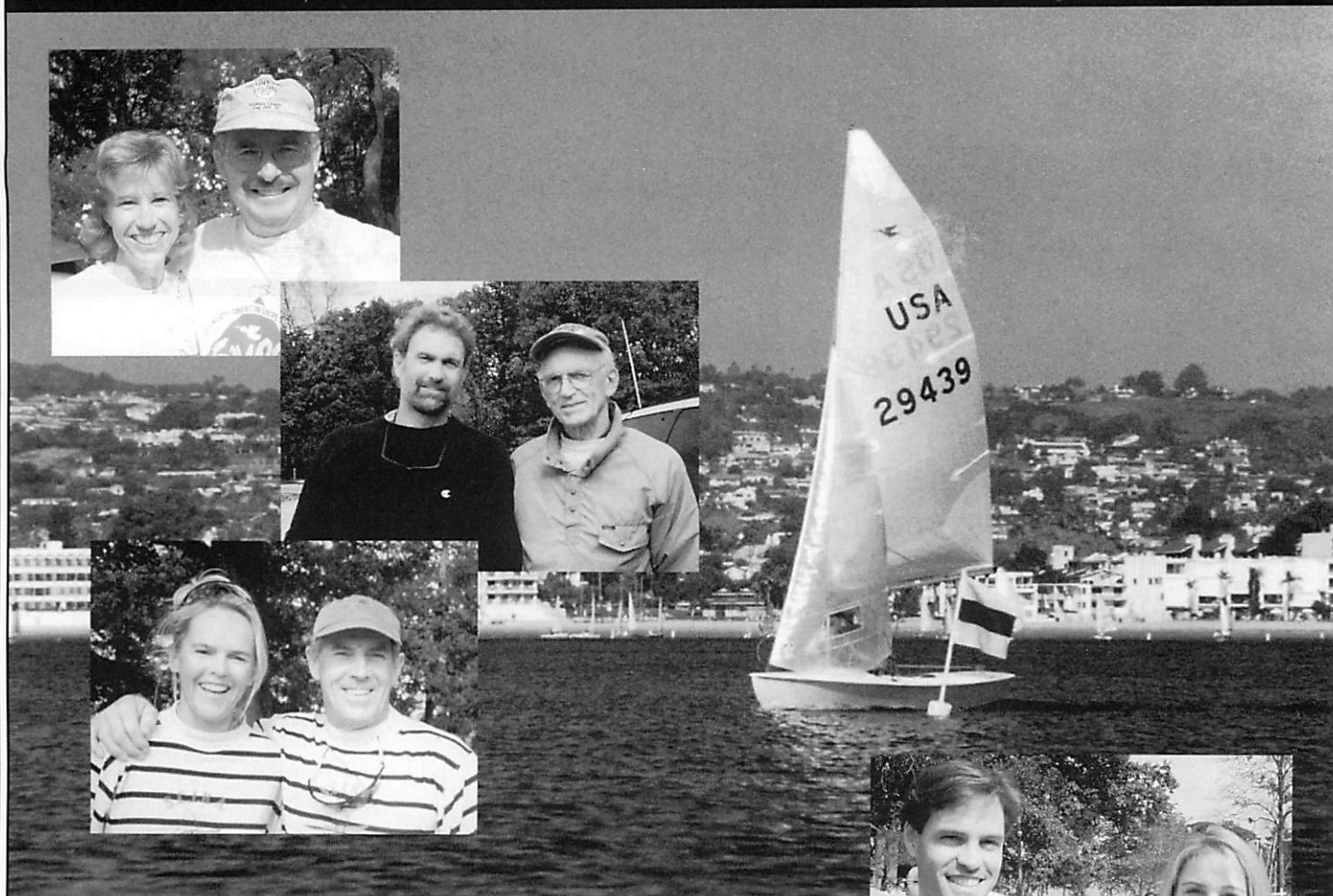
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