

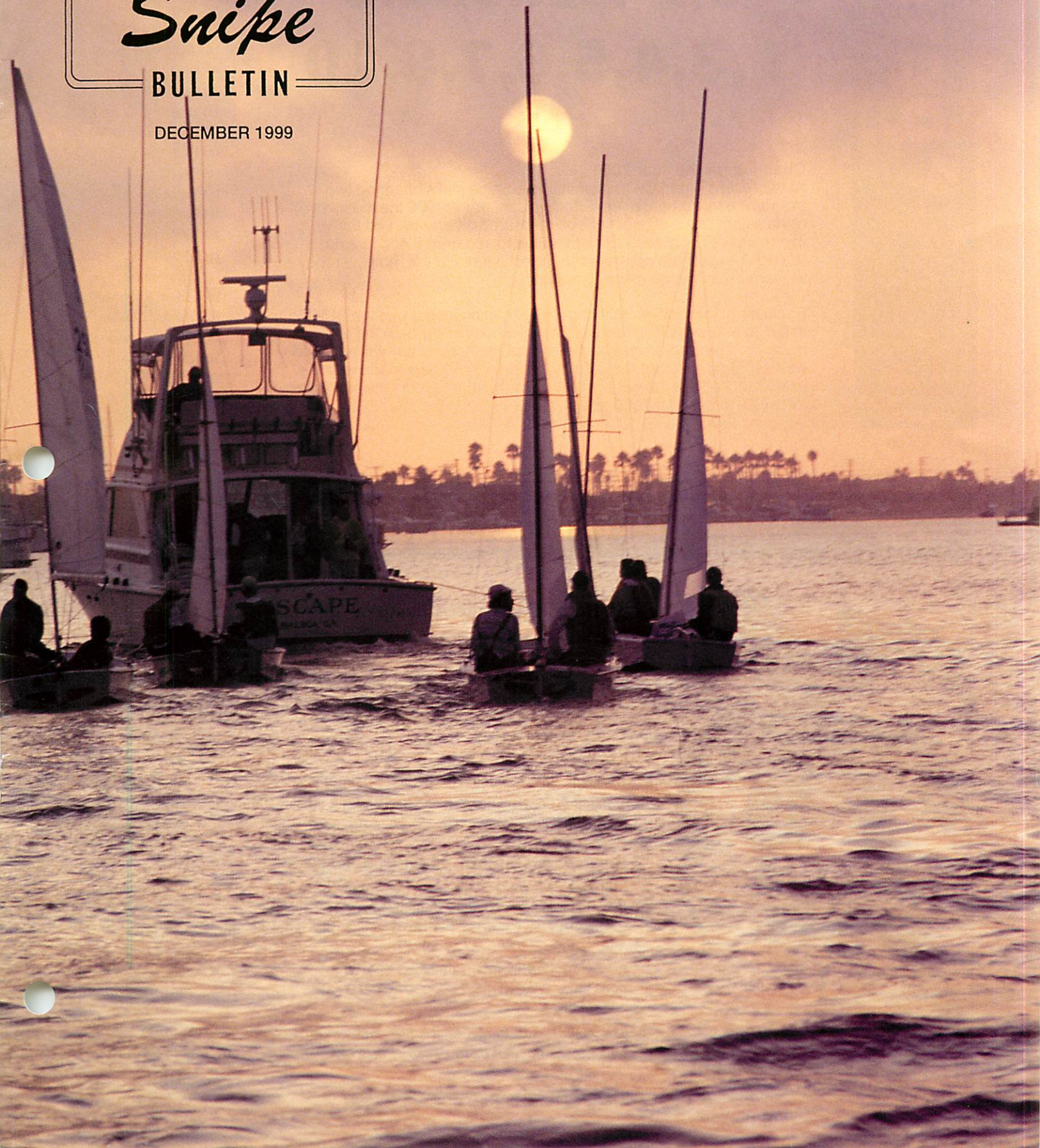


TM

Snipe

BULLETIN

DECEMBER 1999



Sobstad



Sobstad
San Diego

2832 Canon St.
San Diego, CA
92106

Telephone
(619) 226-2422
Fax Number
(619) 226-0682
www.sobstad.com
szabo@sobstad.com

North Americans 1,2,4,6,7 US Nationals 1,3,4,5,6,7,8,10

Changes for the year 2000

At the recent World Championship, the Snipe class changed two of the sail measurement rules. Effective January 1, 2000 the mainsail remains the same size but will be measured differently, and the minimum weight of the sail cloth will be raised from 2.4oz to 2.6oz. We don't expect the new rules will affect our mainsails, however they will require a change in the jib material.

Because of the cloth weight change we can no longer use the SL500p in the jib and we will be required to use a heavier mylar in the V-3 mylar jib. This should help durability, but the heavier sail will not fly as easily in light air when the crew is to leeward. All sails made with 2.4 oz material before January 1st will be grandfathered and may be used for racing in the year 2000 and beyond.

1st District 1 Jr Champs
1st Carolyn Nute Regatta
1st Atlanta Halloween
1st Frigid Digit
1st North Americans
1st Finnish Nationals
1st US Nationals
1st Crosby Series
1st Harold Gilreath
1st Carolyn Nute Trophy
1st Master at US Nat.
1st Juniors Nationals
1st GFU
1st District 6
1st District 4
1st Bermuda Race Week
1st Herb Shear
1st Don Q
1st Bacardi
1st Gamblin
1st Bahamian
1st Midwinters
1st Zimmerman
1st Overall Bahamas
1st Olympic Classes
2nd Brazilian Nationals
2nd Dead Of Winter
1st Florida State Champs
1st Las Vegas Regatta
1st SCYA Midwinters



WINTER RACING CIRCUIT



SCIRA Mid-Winter Championship

March 12-14, 2000, 5 races
Gulf of Mexico, Clearwater YC, Clearwater, FL
Contact: **Bob Foster**, 2031 Otter Way, Palm Harbor, FL 34685. phone:
727-771-8744, fosterbob@juno.com

DON Q Rum Keg

March 17-19, 2000, 5 races
Biscayne Bay, Coconut Grove, SC, Miami, FL
contact: **Gonzalo Diaz, Sr.**, 5520 SW 72nd Ave., Miami, FL 33155
phone: 305-667-0492, gcdiaz@accesspro.net

Bacardi & Gamblin Memorial Series

March 21-24, 2000, 2 series of 3 & 5 races
Royal Nassau SC, Nassau, Bahamas
Contact: **Peter Christie**, PO Box N-1628, Nassau, Bahamas Fax: 242-326-5642,
bswestbrook@hgchristie.com
local housing available

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



TM

December 1999

Volume XVIII No. 10

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: scira@snipe.org
www.snipe.org

S.C.I.R.A. OFFICERS

Commodore

Lee Griffith

16 Orchard Way
Yardley, PA 19067
Griff27054@aol.com

Vice Commodore

Id Crook

6 John Street, Apt. 1002
Oakville, Ontario
Canada L6K 3T1
idcrook@idirect.com

Rear Commodore

Bertel Bojlesen

497 Livingood Lane
Lake Oswego, OR 97034
bertelb@hevanet.com

Executive Director

Jerelyn W. Biehl

1833 Tustin Street
San Diego, CA 92106
scira@snipe.org

RULES COMMITTEE

Chairman: Brainard Cooper

176 Ridge Avenue

Chattanooga, TN 37404

BCoop@voy.net

Publication Information

SNIPE BULLETIN (ISSN 08996288) is published 10 times a year for \$10.00 per year by Snipe Class International Racing Association, Incorporated (not for profit), 1833 Tustin Street, San Diego, CA 92106 USA. Periodicals postage paid at San Diego, CA. The Snipe silhouette and the International Snipe Class crest are Trademarks of the Snipe Class International Racing Association.

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

From the SCIRA Office

As we leave this millennium and enter a new year, we're also closing an era in SCIRA. This is the last issue of the Snipe Bulletin as we have all known it for over 40 years. Globalization seems to be a buzzword these days, but it is nothing new to the Snipe Class. Shortly after our boat was designed, sailors around the world were building the Snipe. At one point, the Snipe was the largest one-design class in the world! We've remained strong and are still actively sailed in 26 countries, a strong test of the great design, great sailors, and great people that we have in this Class!

Starting next month, the Snipe Bulletin will have a new look, larger distribution but less frequency in publishing. Individual Snipe countries are encouraged to print their own internal newsletter for communication. The official publication for rules, officers and calendars will remain the Snipe Bulletin and all dues paying members will receive a copy.

Please continue to send your contributions of articles and go-fast tips to the SCIRA office. Keep sailing the Snipe into the new year!



Changes for 2000

Snipe Bulletin

If you have received this Snipe Bulletin, your address is on file with the SCIRA office. Please make sure you pay your SCIRA dues to keep on the list. If someone in your fleet is not receiving the Snipe Bulletin and should be, have them contact the SCIRA office or your National Secretary to verify dues payment.

Rulebook

An addendum to the current Rulebook will be sent out within the first 2 months of 2000. The next Rulebook will be published in January 2001, and all dues paying members will receive a copy.

Membership

All dues paying members will receive a membership card and a decal (if they own a boat). Your membership card will be verification at regattas that you have paid your dues. Keep it in a safe place!

THE COVER: Snipes get towed in after a day of sailing. Tom Fisher photo.

THE COUNT: 2 numbers were issued this month, both to the United States.

NUMBERED SNIPEs: 29683

CHARTERED FLEETS: 851

Changes to ISAF Racing Rules

ANTI-HUNTING

Following is the wording of the new Rule 16.2, devised at the November ISAF meeting held in Sydney, Australia.

16.2 In addition, when after the starting signal a port-tack boat is keeping clear of a starboard-tack boat, the starboard-tack boat shall not change course if as a result the port-tack boat would immediately need to change course to keep clear.

GIVING ROOM; KEEPING CLEAR

18.2 (b) (mostly used in match racing with starboard roundings) has been changed to read as follows:

18.2 Giving Room; Keeping Clear (b) If a boat is clear ahead when she reaches the two-length zone, the boat then clear astern shall thereafter keep clear. Rules 10, 11 and 18.2(a) do not apply, and rule 16 applies only if the right-of-way boat changes course away from the mark or obstruction. If the right-of-way boat passes head to wind, rule 13 applies and this rule no longer does.

Both will go into effect on 1 January 2000.

Snipe Frigid Digit

Severn Sailing Association

October 16-17, 1999

Well, what can I say, it was a great party! The breeze was terrible, but, did I mention there was a great party? It's pretty rare for Annapolis to have no, and I mean NO breeze in the middle of October, but it happened on Saturday and nearly again on Sunday.

The big "H" sitting over the northeast brought cool evening temperatures and a beautiful sunny Saturday morning in Annapolis. 24 Snipes made the trek to Annapolis from Boston, North Carolina, Cleveland, Columbus, St. Louis, Texas and in between for the annual Frigid Digit regatta at the Severn Sailing Association. This was the third year that we have held the regatta in conjunction with the Lightning Frigid Digit. This has been a fruitful merger as the class cultures are quite similar. The Lightning participation was up to 42 boats this year since their North Americans (their "Nationals") will be at SSA next year and people were hoping to get some practice with the local conditions. A fringe benefit of the merger is that the combined group is large enough to command sufficient pull with the local beer distributor to get a beer truck parked on the lot. Did you read this Pedro? I said a beer truck, not a VIRTUAL beer truck. A new corollary of Murphy's law: Pedro comes to the Frigid Digit every year for 5 years without a beer truck; he stays home for a weekend with his family and what do you know, a beer truck. Go figure...

After registration and bagels from our local sailing supporter The Bagel Connection on Admiral Drive in Annapolis, PRO Phil Richmond postponed on shore for about a half hour as the chase boat went out to the course to see if there was any breeze. The forecast was for 10 knots from the southeast, and at 11 am it appeared to be filling from that direction. AP came down and out we went. Between Snipes ramping off the dock and SSAs 3 hoists cranking away, all 66 boats got away from the dock in record time. Turns out the filling breeze was just a head fake. There was just enough breeze to get us to the course, where we sat, talked, napped, talked, drifted in the current, napped, talked and finally were towed in about 3 pm with no breeze in sight. As Lisa Foulke Pline said, "a nice sunny day on the water, no kids and conversation above a 2 year old level, what's the problem?"

The casual afternoon saw most people hanging around the club, making good use of the

forementioned truck until dinner at about 5:30. The dinner saw the return of Bayside Bull which was served on the lawn behind the club. After dinner, local guitarist Craig Carr setup and played well into the night. Most people stayed at the club listening to the music, chasing kids around, and catching up with friends.

The real time breeze and forecast at Thomas Point light (a few miles from the course) posted on the Internet on Sunday morning was not a good sign. The max breeze all night was only 2 knots. The forecasted increased breeze of 10-15 building to 25 from the left over Hurricane Irene was delayed about 6-8 hours, so our chances of decent building breeze were slipping away. Nonetheless, after a short postponement, we set out again. This time, not so much sun, but slightly more breeze.

The breeze built to 5-8 at the start and it looked like we might be OK. At least there wasn't much pleasure boat chop due to the cloudy skies. Neither side paid off on the first beat as boats converging from both sides of the course at the first windward mark were very close. After rounding, the breeze lightened considerably and picking the correct

jibing angles down wind was critical. As the breeze lightened even more, Hal Gilreath (again a local, as of two days prior) sailing with Alex Stout got even faster. They opened their lead as the race progressed to win convincingly.

The second race was a carbon copy. Nice breeze for the first leg and near drifting conditions after that. The lead changed a bunch of times in this race, but again the Gilreath/Stout team showed their superior light air speed to take the gun as the clock ticked away towards the time limit. At that point we had passed the 2 pm last race drop dead time and sailed (sort of) back to the club in the rain. Lee Griffith/Lisa Griffith managed to have a consistent 2,4 to capture second and Lee Sackett fresh from the Jr. Worlds in Spain with his dad Tod crewing also were consistent with a 4,3 to take third.

The Snipe fleet gives a big thanks to the Lightning Fleet and Fleet Captain Phil Grotheer for doing the lion's share of the organizing of the dinner, beer truck, logistics and entertainment for the regatta.

—Alex Pline

Results

Boat #	Skipper/Crew	Finishes	Total
1. 29324	Hal Gilreath/Alex Stout	1-1	1.50
2. 29204	Lee Griffith/Lisa Griffith	2-4	6.00
3. 28575	Lee Sackett/Tod Sackett	4-3	7.00
4. 29499	Andrew Pimental/Monique Gaylor	7-2	9.00
5. 28702	Henry Filter/Lori Stout	3-8	11.00
6. 28199	Bill Hall/Scott Tarpley	5-7	12.00
7. 29552	Steve Callison/Fred	9-5	14.00
8. 28214	Wayne Pignolet/Pat Poorman	10-6	16.00
9. 25483	Eric Reinke/Kim Couranz	6-12	18.00
10. 25679	David Nelson/Missy Nelson	8-11	19.00
11. 29147	Alex/Lisa Pline	12-9	21.00
12. 29536	Mike/Magie Delaney	11-13	24.00
13. 28852	Ned Jones/Amy Boothe	15-10	25.00
14. 26336	Jeff/Tommy Clark	14-16	30.00
15. 28094	Bill Clawson/John Knapp	18-14	32.00
16. 26613	Clay/Becky Sanborn	19-15	34.00
17. 28680	Brad/Diane Robinson-Dunn	13-DNC	37.00
18. 27238	Steve Keckler/Barb Evans	16-DNC	40.00
19. 24695	Bob Coyle/Chuck D'Antonio	17-DNC	41.00
20. 28065	John/Maggie Manderson	DNC-DNC	48.00
21. 22392	Jay Bugenhagen/Marty Warble	DNC-DNC	48.00
22. 29106	Bill Buckles/Kevin Blee	DNC-DNC	48.00
23. 29592	Paul Cronin/Carol Newman Cronin	DNC-DNC	48.00
24. 29572	Charlie/Michele Bustamante	DNC-DNC	48.00



1999 Halloween Regatta

Atlanta Yacht Club

October 29-31

It doesn't get much better for sailing in the fall in Atlanta. Clear skies, temps in the high 60's to low 70's, winds from the east straight down the lake at 8-10 mph and no low water level islands to sail around! 54 teams, mostly family members, competed on the water and enjoyed the party in their creative costumes. St Pete Fleet 801 had 5 teams participate and 5 teams also showed up from the Gulf Coast, demonstrating the hard work the Duffy's and Jerry Blouin are doing developing Snipe sailing in the area.

Due to the size of the 'A/Spooks' fleet (38 boats) that series had only one start and as a result the competition was keen. No sailor won more than 1 race and 25 points in 3 races put you in 5th place. Saturday started out with a fairly steady 10 mph easterly breeze with the usual puffs. During the Saturday races the teams which upwind worked the left side of the course usually gained, while off wind big gains were made staying close to the rumb line and jibing on the puffs and shifts. Atlanta favorites, Shawn Burke and Joyce Harvey from Lake Lanier won race 1 with Lee Griffith and Lisa Griffith from Surf City, New Jersey taking 2nd. Griff Hall from Annapolis and Amy Fricker from Atlanta followed in 3rd, with the team of Don Hackbarth and Amy Thompson from the host club, Atlanta Yacht Club, in 4th and Tom and Jack Smith from Lake Lanier in 5th.

The second race was more of the same conditions with some new players. Marty and Katie Kullman from St Pete, in their new Persson, got out front in the race and held the lead to the finish. Again SCIRA Commodore Lee Griffith with Lisa were 2nd. Hackbarth and Thompson moved up to 3rd. Burke/Harvey crossed in 4th and Hall/Fricker followed in fifth.

In the 8 boat 'B/Goblins' Fleet the AYC team of Clayton Dixon & Clay Burnup (cousins) managed 2 bullets in the Saturday racing.

The Saturday morning, 3 race, Junior Series had 8 teams compete. The Series was won by the AYC team of Dustin Kays and Whitney Garner with finishes of 1,2 and 1. The Dixon/Burnup team was 2nd with a 3,4,2 and Martin Frank and Anna Duckworth from AYC were 3rd with a 6,1,5

With the racing done for the day, the hot buttered rum was warmed up and the costume party began. All kinds of creative figures showed up; the World Champion and AYC

Champion wrestling team with their ladies, Jack the Clown, The Sheets, Peeping Tom, the China Dolls, the mummies and on and on.

Sunday started out looking like it would be a light air race with a light breeze coming again from the east but more to the south, possibly favoring the right side of the course. However, as the race began and the boats sailed the first beat the breeze filled in reproducing Saturday's conditions.

Again the boats to the left did well and those to the right followed. Many of the leaders were back in the fleet! The Lake Lanier team of Craig and Mimi Beardsley took the blue shape in this race. Jerry Blouin and Frank Davies from New Orleans crossed 2nd. The new Snipe team of Brock Schmitt and Brian Caruso from Gulfport, MS were 3rd and did check in for this race after receiving penalties in both races Saturday. Burke and Harvey held on for a 4th. But where is Commodore Lee? Well, Lee finished in the high teens, which would have placed him in 5th or 6th, BUT at the start he was OCS with the 'I' flag up and failed to go around the ends! Yes he was awarded a new pair of eyeglasses at the awards ceremony!

—Don Hackbarth


The final results top 10 were;

1. Burke/Harvey	9 pts
2. Marty & Katie Kullman	15
3. Craig & Mimi Beardsley	17
4. Tom & Jack Smith	20
5. Hall/Fricker	25
6. Hackbarth/Thompson	28
7. Scott and Cindy Cline	31
8. Watt & Priscilla Duffy	34
9. Marc & Steven Duvoisin	37
10. Blouin/Davies	39

Note that 6 of the top 10 were teams of husband/wife or father/son. A very significant portion of the teams were relatives, indicating further how important family participation is to Snipe sailing.

Tom Parks from St Pete and Katie Trice from AYC won the final Goblins race. Steve Adams and Catherine Womble from AYC came in 2nd and Dixon/Burnup took 3rd to win the Goblins Series;

1. Dixon/Burnup 5 pts
2. Adams/Womble 7
3. Bob Whitman/Vicki Casto 11



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

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

3 in 1 Cover	
Polyester Army Duck	\$278 ppd
Acrylic - White	\$274 ppd
Acrylic - Colors	\$289 ppd
(Also available in Skirted Style.)	
Bottom Cover	\$267 ppd
Flannel lined waterproof grey canvas with drain hole.	
Football Cockpit Bag	\$18 ppd
Hangs in cockpit and zips closed.	
Daggerboard Cover	\$47 ppd
Flannel lined canvas.	
Specify size and shape.	
Rudder Cover	
Flannel lined canvas	\$38 ppd
Nylon shell, foam lined	\$53 ppd

Visa/MC orders call Sandy Rowland: (937) 862-7781
OR see Bob, Sandy or Scott in Snipes 26746 & 26303

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

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

Send check or Money order to:
The Sailors' Tailor
191-SN Bellecrest, Bellbrook, OH 45305

1st North European Championships

Harwich Town Sailing Club

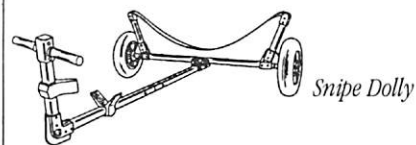
August 6-8, 1999

Sail Number	Helmsmen/Crew	Finishes	Total Points	Overall Position
ITA 29365	Belloni/Beducci	2-.75-3-3-.75	6.50	1
GBR 29611	Tavinor/Tavinor	7-8-.75-2-2	11.75	2
GBR 27106	Martin/Herrick	11-3-4-.75-5	12.75	3
GBR 29501	I Marshall/R Marshall	6-7-2-7-4	19	4
GBR 26996	Smith/Baldwin	.75-6-9-11-6	21.75	5
GBR 20323	Antonelli/Antonelli	5-11-10-9-3	27	6
GBR 28398	Surridge/Wolstenholme	3-9-7-8-(DNF)	27	7
GBR 23980	Lambert/M Williams	15-10-5-6-7	28	8
FRA 29409	J Romain/B Romain	9-5-11-10-8	32	9
GBR 29408	A Hoy/J Hoy	4-13-12-5-11	32	10
GBR 29164	A Williams/Crouch	19-15-8-4-9	36	11
FRA 29367	M Romain/Mircich	10-2-6-(DNF)-(DNC)	36	12
GBR 28451	Gregory/Gregory	13-14-14-13-10	50	13
GBR 27098	Love/Smallman	8-17-13-12-(DNC)	50	14
GBR 28385	Biddulph/Rapisarda	12-4-(DNF)-(DNF)-(DNC)	59	15
GBR 20558	P Marshall/Read	20-18-17-(DNC)-12	67	16
GBR 29163	Hackney/Hackney	14-12-16-(DNC)-(DNC)	68	17
GBR 24152	Sadzik/Sadzik	22-21-15-15-(DNC)	73	18
GBR 28384	Campbell/Desmond	21-(DNF)-18-14-(DNC)	78	19
GBR 15602	Knight/Knight	17-16-20-(DNC)-(DNC)	79	20
GBR 29411	Barnes/Barnes	16-19-21-(DNC)-(DNC)	82	21
GBR 20330	Thompson/Thompson	23-22-22-16-(DNC)	83	22
GBR 20023	Andrews/Andrews	18-24-23-(DNC)-(DNC)	91	23
GBR 28276	Wibroe/Francis	24-20-(DNF)-(DNC)-(DNC)	95	24
GBR 29303	McGonigle/McGonigle	(DNC)-(DNC)-19-(DNC)-(DNC)	97	25
GBR 27330	J Williams/G Hoy	25-23-(DNC)-(DNC)-(DNC)	100	26

Major Regatta Schedule 2000

South American Championship	Rio de Janeiro	March 4-7
US Midwinter Circuit		
<i>Midwinters:</i>	Clearwater, Florida	March 12-14
<i>Don Q Rum:</i>	Miami, Florida	March 17-19
<i>Bacardi/Gamblin:</i>	Nassau, Bahamas	March 21-24
North American Championship	Bermuda	May 4-6
US National Championship	Oklahoma City	July 7-14
European Championship	Oslo, Norway	July 24-30
Open Scandinavian	Horsens, Denmark	August 3-7
World Master Championship	Horsens, Denmark	August 9-13
Women's World Championship	Trieste, Italy	Aug. 31-Sept. 3
Western Hemisphere & Orient	Rosario, Argentina	October 7-14

SEITECH Launching Dolly



Snipe Dolly

Ideal for launching, moving, and storing your boat. Light, strong, corrosion-proof, maintenance-free. Aluminum frame, engineered plastic joint components, stainless steel fasteners, 3"-wide sling, and pneumatic ATV wheels with plastic rim & Delrin needle bearings. Rolls easily over sandy and rocky beaches.

Comes as a kit. Easy to assemble, no-tool breakdown into 3 pieces. UPS shippable. One year warranty.



Choose our 16 x 6, 9.5 x 19, or 11 x 22 ATV Wheels.

We've got a dolly for any dinghy!

SEITECH Marine Products, Inc.

PO Box 514, Portsmouth, RI 02871

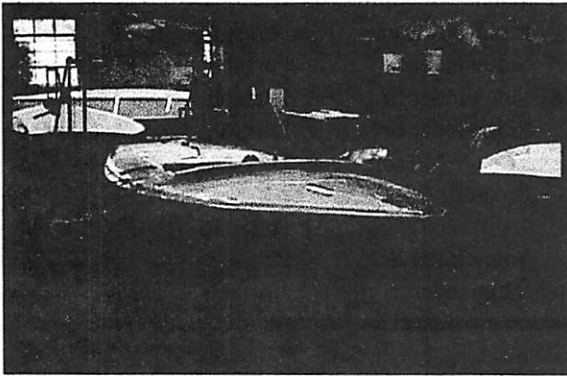
Tel: 401-683-6898, Fax: -6897

seitech@seitech.com

www.seitech.com

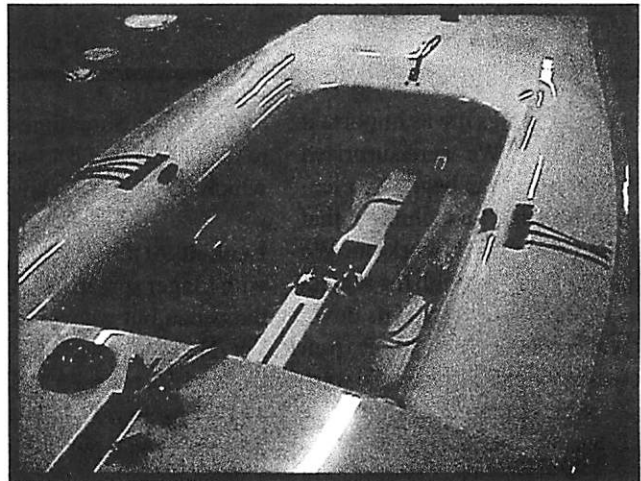


Nickels Boat Works 1999 Snipe



High Quality Construction
Unique Nickels hull shape, very full forward with maximum roundness all the way to the transom

A NBW Snipe has an extremely deep cockpit giving the crew more room keeping their knees out of their chests



Nickels Boat Works Snipes are ready to sail when delivered.

Order now and avoid the November 1st price increase

Contact

Nickels Boat Works

2426 South Long Lake Road

Fenton, MI 48430

810 750-1855

810 750-0501 (Fax)

E-Mail Nickelsboatworks@juno.com

3-time US National Champ George Szabo submitted this article to the Snipe Bulletin back in August shortly after the US Nationals, but due to space constraints, we weren't able to run it until this issue. It has been posted on the Sobstad Web page as well (www.sobstad.com).

For more articles by George Szabo, check the September *Sailing World* issue for "Move Your Leads the Other Way," (also on the Snipe web page, www.snipe.org) and Dave Dellenbaugh's Sept/Oct. *Speed and Smarts* issue #55 for "Focus on the Important Stuff."

The Nationals in San Diego was a difficult and challenging format. In the bay the races had short legs with multiple laps. Many of the sailors had trouble starting and getting clear quickly off of the line. It didn't help that the

short beats didn't allow the fleet to spread out. Only one day of the Heinzerling was raced in the ocean. The waves were choppy and the wind lighter than what was seen in the bay.

Below is a table of how some of the top sailors tuned their boats for Nationals. Also included are their comments and thoughts of how they felt their boats were moving.

Team	Weight	Rake	Pre-bend	Spreaders	Mast	Hull	Main	Jib
Szabo/Wilcox	305	21'6"	1.12	16 3/8"x29.5	Proctor Miracle	Persson	FB-3	Mylar V-3
Gilreath/Kaim	280	21'7"	1.5"	16 3/8"x29.5"	Sidewinder Sr	Persson	FN-5	Mylar V-3
Merriman's	295	21' 4"		16 3/8" x 29 5/8"	Sidewinder Sr	Persson	FB-3	Mylar V-3
Lenkeit/Janney	325	21'7.5"	3/4"	16.25"x29.5	Sidewinder Sr	Persson	FB-3	Mylar V-3
Leweck/Leweck	295	21'6.5"	1 3/4 ""	16"x29"	Proctor Miracle	Persson	FB-3	Mylar V-3
Diaz/Kelly	300	21'6"	1.25	15 7/8"x	Proctor Miracle	Persson	FB-3	Dacron PS-5
Bowers/Macrae						Persson	FN-5	Mylar V-3
Robertson/Biehl	260	21'6"	1.25"	16.25x29.5"	Sidewinder Sr	Persson	FN-5	Mylar V-3
McCleskey's	280	21'6"	1.5"	16"x28.5"	Sidewinder	Jibotech	FN-5	Mylar V-3

Diaz With the short legs it was important to pass boats downwind. We were surprised by how much everyone was heeling to leeward downwind - this isn't a technique that we are used to but we need to work on. We had been in third half way through the regatta but several disastrous starts slowed us down quite a bit. It was important to recover from these but that wasn't so easily done. We were sailing with 16" spreaders but we shortened then to 15 7/8 on Wednesday morning because there was sag in the mast. Thursday in the ocean we felt very fast when we were both hiking but we didn't feel any faster when the crew was sitting inside. For the Worlds I am planning on powering up with longer spreaders when I am going to sail with my Old Man.

Leweck We kept the same tuning that we used to win the Districts. It seemed like a good tuning except for light and lumpy conditions - then we needed to be looser to have speed. We didn't loosen up in the Ocean on Thursday which made it difficult to accelerate off starting line and actually made all of the down speed action difficult. We really had to concentrate on keeping the boat moving. Looking back I guess being looser would have been better for that day.

In the bay the tuning seemed fine. We had trouble starting all Heinzerling races but that was mostly me. Downwind, in the ocean, I am confident that heeling to leeward is faster. I am not so certain for the bay but it was more

comfortable. Sometimes I think we were able to sail deeper while heeled over far to leeward which doesn't make any traditional sense.

Lenkeit At the Districts, I was sailing lighter with longer spreaders. We had more speed in the ocean but we weren't as fast in the bay. For Nationals we shortened our spreaders from 16 3/8 to 16.25" and we had good speed in the bay as we played the puffs, but it was tougher to hold our lane in the ocean. The aft puller was allowed to float for both regattas and we really never worried where our mast was on the deck. Downwind we used the puller to keep the mast from bouncing around downwind. In the ocean it was really important to keep the boat moving.

Merriman Outside we tried to sail more powered up with a looser rig and sailed a little tighter inside due to the flatter water. As for sailing, getting off the line and being front row was extremely important, especially inside. Once you got behind it was tough to work your way back. I thought the fleet was very deep in talent as noted by everyone having a bad race or two.

Gilreath I set the boat up with about 1.5" of prebend. We were a little tighter the first day of the Crosby given the flat water. This induced about 2" of prebend. I didn't feel that fast, so we backed of a 1/2 hole and loosened up the rig a little. We had good but

not outstanding speed and concentrated on sailing the boat very flat. Downwind we didn't heel the boat to weather as much as others. No magic bullets.

Szabo We focused mostly on improving our speed as Nationals got closer. We tried several different rakes and shroud settings beforehand but none seemed consistently fast. We ended up going back to the tuning guide and our tuning from the circuit. This setting was fast forward but we were lacking in height compared to Leweck and Merriman in the Bay. Fortunately we found that sheeting harder on the main in lighter air and sailing very flat upwind gave us the necessary height but we were still not quite as high in hiking conditions in the bay. We tried pulling our jib halyard 1/4" tighter a few times and this helped when we were sitting on the rail but this wasn't consistently fast - maybe we should have been moving our jiblead forward sooner.

Out in the ocean in the light air we always felt that we could crack off and accelerate through the chop. The waves were very sloppy on Thursday so we dropped our traveler from 1-2" down at times to keep the rig from shaking around while still being able to keep the leech of the sails open. Downwind we tried to lock the rig down with the pullers and the sails down with the sheets so the sails wouldn't flop around. The biggest gains in the regatta always came from getting a good start and lining up the windshifts.

New Equipment

The Latest JibeTechs have moved the lead inboard to the inside of the tank to bring the jib leads closer together. This is definitely a good look and should help with flatwater speed. On the newest Persson we saw the cleat for the pole Launcher line was replaced with a mini Spinlock. That boat hasn't been sailing yet so there is no word on how well this works.

Latest Tuning Thoughts

Mast rake: Many teams have been moving their masts further forward and trying rakes of 21'8 and 21'9. The theories heard in the boatyard say that it is great for keeping the bow down in waves and through chop but back in the flat water bays it is still better to bring the mast further aft to keep the boat pointing.

What were they thinking the last race?

With so many good sailors out on the race course the regatta was extremely close. Everyone had used up their throwout by race four so the last day proved extremely tight and interesting. Leweck, Szabo, Tillson, and Lake were within 2 points with two races to go. The 5th race saw Szabo win with Lake close behind in third while Leweck was in the back and poor Tillson got a standing "O" for losing the race. Going into the last race Lake had to have two boats in between him and Szabo in order to win the regatta, or one boat in between if he won the race. At the first mark Lake was in 1st and Szabo was 22. Randy was looking good. We passed a few boats on the downwind and tried to break right to pass a few upwind but no significant progress. On the second downwind we passed quite a few boats by keeping clear down the middle while others bunched up as they came into the leeward gates. The next beat we passed 6-8 boats at once when they sailed into lighter air on the left and Eric called that they had no air. We found a puff and sailed across the group. Things were looking better now but at the next top mark Lake had increased his lead and we still had Sinks, Snow, Merriman, Gilreath and Lake in front of us. We managed to get Sinks downwind despite getting pinned to the outside on the run, and rounded the leeward mark behind Merriman in a good puff and lift. We looked over our shoulder and saw Snow further back on the right with less air and it looked like we might be able to get him so we tacked and sailed a header with pressure over to make sure he was behind us. At this point we collected Snow and then a rental

boat actually ran into Snow -ouch. We thought we had it won but we had forgotten the 1/4 point advantage of Randy winning the race, so we had to pass one more boat. The only one to pass was Merriman and that is never easy. Fortunately another puff (I think we're just about out of luck by now) showed it self and we were able to cross Merriman on starboard but we had to tack on him and stay in front of him. We tacked and he punched through to leeward and began to luff us trying to get us to tack back - also yelling to tack because Sinks was now charging for the favored pin end of the line and he wanted to beat Sinks. So we tacked again and (according to those watching on shore) beat the next boat by three feet.

More Tuning

Upwind

Bay: (Conditions: flat water 5-10 knots.) In the bay we were sheeting our jib between 15-16 inches on the splash rail. The jib cunningham was just loose and we had many small wrinkles going up the luff. The top of the jib was sheeted so that the telltale was always flowing. We tried several times to hook the top jib leech to try to point higher but this didn't seem to work any better. We only used the main cunningham once during the regatta when both of us were hiking hard. We only pulled slightly to get the draft back forward in the main. The vang was set so that the top batten was always a little bit twisted to the boom. If we pulled harder the main got too flat for the bay. We found that sailing very flat was the biggest gain. We always try to sail flat, but when we were practicing against a junior team before Nationals we found that we were actually very heeled over. Once we flattened out our boat so that the weather chine was just out of the water we went much faster. For the whole regatta we set the tackline set so that when the clew was pulled to the measurement band, the foot of the mainsail was tight along the boom.

Ocean: 3-8 knots - With the bigger bumps we tried setting the lead further forward but we found that with the lighter air in the ocean it was faster to keep the lead aft in the same spot. We sheeted the jib looser on the foot and were mostly at 16-17 inches off centerline in the light air and chop. With the big swells we needed to open the leech of the main to make driving easier but doing this would make the rig bounce around too much and that felt slow. Trying to keep things from bouncing, we often played with dropping the traveler 1-

2 inches and sheeting harder. When we stopped pointing we pulled the traveler up quickly. With the crew barely on the rail, the boat would also bounce around a lot. We tried putting Eric as low as possible but keeping his chest on the deck to keep his weight low and to weather - I think this was faster but Eric didn't like the contortionist position.

Downwind

Bay: Heeling to leeward most of the time in the light air, and to weather once in awhile when there was enough wind. Pole max length most of the time but 6" short when trying to sail low or by the lee. Mast always 1/2 in aft of neutral, and the jib cunningham 6" eased to make the jib more full. When we tried heeling really far to leeward we found that it was better to move Eric up next to the Shrouds - this relieved the helm.

Ocean: The biggest problem was to keep the sails from bouncing in the waves and to keep power. If we tried to sail in the ocean like we sailed in the bay, the leeches of the sails would open up so much that we would lose power and go slow. The result was that we had to pull the aft puller to stop the mast from bouncing, and we had to use more vang so that the top batten wouldn't open up past parallel to the boom when we were side swiped and rolled by a wave. To keep the jib from bouncing we tightened our leeward jibsheet to keep the leech of the jib from bouncing in the waves.

Improvements to other boats needed

Many boats that we have looked at lately have had problems where they cannot get enough mast bend without putting on too much shroud tension. The problem is often with the mast butts. If the flat part of the mast butt is sitting on the flat part of the mast track or on the floor of the boat you will not be able to get enough bend in your mast. The solution is to have a piece of metal welded onto the mast butt to raise it up so you mast can rock where it is supposed to. As a short term fix we have seen items placed under the mast in the mast-track. This looks like it works well but it creates a safety issue where the mast can come out of the track more easily if the boat capsizes.

Classified

Classified ad rates: Minimum charge is \$10.00 per month. Ads are accepted on a cash basis only. Ads accepted by mail only. The deadline is the first of the month preceding publication.

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



CHUBASCO 17016 – Mike McLaughlin's masterpiece. One of the most beautiful Snipes ever built and still competitive. Dark blue, fiberglass hull with wood deck. Stiff and dry. Cobra II mast, Bryant boom w/t pole launcher, Carolina One-Design anodized daggerboard, glass rudder. Sobstad main and Ullman mylar jib, used on ¾ of a season. Trailer and dolly. Lots of go-fast goodies and spare parts. A competitive classic. \$2,000 obo. Located in Seattle. Call Mark (425)747-7840, wilconaccounting@uswest.net.

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

SIDEWINDER MAST Standard and Light complete to your spec. \$950. **BOOM \$230. POLE KIT \$199** includes instructions. 48 hour delivery. Contact Gill-RWOUSA David or Lynn 800-822-6504, Fax: 800-368-4445. E-mail gillsls@compuserve.com.

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

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

French National Open

July 10-13

	Skipper/Crew	Country	Finishes	Total
1.	Jean Jacques Frebault/Gilles Boisaubert	FRA 29322	2-1-1-1-1	4
2.	Giuanni Galeotti/Dina DeBock	BEL 29374	1-2-3-2-4	8
3.	Ben Van Cauwenbergh/Nadia Deferm	GER 28373	3-4-2-3-6	12
4.	David Dufour/Jean Pascal Nouette	FRA 28690	6-5-5-4-2	16
5.	Jean Claude Confoulan/Michel Hosteins	FRA 27947	4-3-4-7-5	16
6.	Yves Fretigny/Tanguy Leglatin	DEN 21698	8-7-8-6-3	24
7.	Maxime/Benjamin Romain	FRA 29367	5-8-12-5-7	25
8.	Stephanie Bariou/Guillaume Canado	FRA 28465	7-6-6-15-10	29
9.	Denis Gilbert/Frederick Pannier	FRA 23286	9-10-7-8-11	34
10.	Sebastien Monteil/Gilles Carnelez	FRA 28944	10-12-10-9-9	38
11.	Jean Pierre Etcheber/Jean Marthiens	FRA 29440	11-9-11-18-13	44
12.	Pierre-Xavier Boubee/Agnieszka Marcinszyn	FRA 29005	13-13-17-11-8	45
13.	Philippe Roy/Pascal Blondelle	FRA 28682	16-11-9-12-24	48
14.	Jacques/Mechtild Romain	FRA 29409	15-15-13-10-12	50
15.	Jerome Thomas/Diane Conrad	FRA 28196	12-14-15-14-18	55
16.	Sylvie Le Bour/Camile Boisaubert	FRA 27028	19-17-16-17-14	64
17.	Danny Graux/Eric Le Broumellec	BEL 20636	17-dnc-14-16-17	64
18.	Richard Fromentin/Bertrand Castelnerac	FRA 22446	18-18-19-13-dns	68
19.	Thomas Vermhes/Julien La Porte	FRA 28541	22-19-18-19-15	71
20.	Gilles/Julien Durand	FRA 21054	20-21-20-20-16	76
21.	Rene LeBour/Andre Gautier	FRA 23283	14-16-dns-dns-dns	86
22.	Cristophe Briand/Julie Lazooore	FRA 22445	21-22-24-dnf-19	86
23.	Murielle Paulet/Guillaume LeFloch	FRA 26802	24-20-23-22-23	88
24.	Eric Louveau/Gwenola Buhour	FRA 27013	dns-dns-21-21-20	90
25.	Soazig Bruzac/Franck Berbier	DEN 27698	23-23-dns-dns-21	95
26.	Eric Falise/Laure Breugelmans	BEL 22878	dnf-dns-22-23-22	95

Your #1 Bird House!

*Go-Fast Main & Jib Sheets!
*Pole Launcher Kits
*Custom Jib cars & plates
featuring **RONSTAN's**
Compact SMART RATCHET
for 5/16" line. Small & Light!



*Sea Sure gudgeons & pintles
*Aigle & Douglas Gill boots
*Henri Lloyd & Gill dinghy
sailing suits
*Full Service Rigging Shop
*Snipe Experienced Staff!

Sailing Supply

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

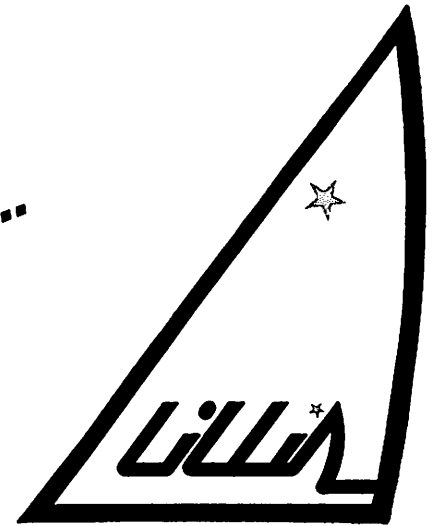
SAILING_SUPPLY@msn.com

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

NEW

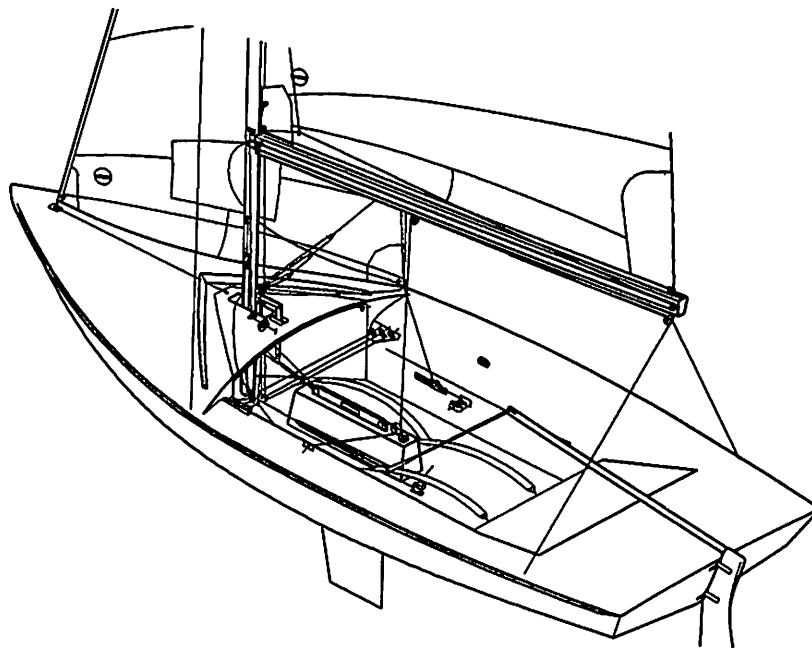
Lillia Snipe

Working together with the world's best sailors, we thought, designed and built...



New Lillia Snipe

- ★ Computer designed hull for the best all-around performance.
- ★ Deck modified with the most comfortable hiking position.
- ★ Deck hardware lay-out thought for more simplicity and access.



Ready to Race, ready to Win!

LILLIA BOATYARD - 22010 Musso - Como - Italy - Phone 0039-344-81223 Fax 0039-344-81568

LILLIA SOUTH AMERICA

Niteròy - RJ

Phone - Fax 0055-21-616-2550

LILLIA NORTH AMERICA

190 Hagman Rd. - Winthrop, MA 02152

d- 617-539-0992 e-617-846-1772

Fax 617-539-0614

Worlds 1st, 2nd

Pan Am Games 1st, 2nd, 3rd

What a Year for North Customers!

WORLDS	1,2	ITALIAN NATIONALS	1
PAN AM GAMES	1,2,3	DISTRICT 7	1,2
NORTH AMERICANS	2*,3,5	DISTRICT 3	1,2,3,4,6,7,8,10
US NATIONALS	2	DISTRICT 1	1,2,3
US MASTERS NATIONALS	1	US PANAM TRIALS	1,2
US WOMEN NATIONALS	1	BRAZILIAN PANAM TRIALS	1,2
US JR/SENIOR NATIONALS	1	DON Q	2,4
US NATIONALS QUALIFYING	1,2	MIDWINTERS	2,3,4



We would like to take this opportunity to congratulate Nelido Manzo/Otavio Lorenzo and Andre Fonseca/Rodrigo Duarte for their brilliant performance at the 1999 Worlds.

**Both Teams were Powered
by North Sails!**

**North Sails
One Design West**

Chris Snow
(619) 226-1415
F: (619) 224-7018
chris@od.northsails.com

**North Sails
One Design Central**

Greg Fisher
(614) 418-9410
F: (614) 418-9411
greg@od.northsails.com

East Coast Circuit

Henry Filter
(410) 643-1486

West Coast Circuit

Doug Hart
(619) 421-7245



**Fast Sails...
Quality Service.**

For complete information on North Snipe sails, tuning tips and latest Snipe news visit our web site at: www.northsailsod.com