

*Snipe*

**BULLETIN**

July 1999



## Families Just Want to Have Fun.....

Having just returned from the annual Whittemore-St John Regatta at Quassapaug Boat Club in Connecticut USA, I was again reminded of a super important aspect of the Snipe regatta scene.....*the families must have fun*. There will always be plenty of emphasis in the SCIRA world on the competition, sailing fast and regatta results, but we sometimes have to work a little bit harder to make sure that our regattas are family friendly. As anyone in the eastern part of the United States knows, at Quassapaug they don't really have to work at it--it just happens. This regatta is the best example I have personally experienced to drive home this important aspect of the Snipe regatta scene.

In my driveway packing the van and the boat rig on Friday in preparation for the regatta, I was amazed at the multitude of gear and toys. Camping tents, sleeping bags, 2 Optimist dinghies, a 14 foot inflatable kayak, floating tubes, swim suits, sun tan lotion, and more...oh yeah there was a Snipe. We even allowed our three girls to invite two neighborhood girls to the regatta for the first time

because they had heard for years how much fun this place is. There were 15 tents set up on the boat club lawn by 10 PM Friday and it seemed as if everyone had an Optimist or a kayak on the roof of their car or Snipe. There was even a Europe Dinghy and fly fishing equipment! At one point there was a count of about 40 children and 15-20 non-racing adults on the shore playing in the sand, trying to catch a fish, floating on a float or sun bathing on the beach. There were more non-sailing-package attendees than competitors, and yet this is annually one of the best attended Snipe regattas in the area (30 plus Snipes this year with a Worlds qualifier and a Pan Am Games qualifier among them). On Saturday evening, there was a barbecue extraordinaire and then the DJ cranked up the music and everyone danced until past midnight...parents and children included. When you got tired you simply walked down the hill and rolled into your sleeping bag. It is not even called a Snipe regatta any more, it's called Camp Snipe. It can probably be summarized best with the knowledge that if I don't take my

family to this regatta, especially the girls, this Dad takes a lot of grief.

After a Friday afternoon Junior Snipe race, there was Junior Optimist races run by the parents both Saturday and Sunday mornings with stunt kites and T-shirts as awards for all competitors. When the wind died the kayak races and group swims to the amusement park were the highlights. (Oh yeah...almost forgot...there were 6 Snipe races held and the regatta results are somewhere...check the Snipe website for further information).

The message here is that family fun is incredibly important to the health of the Snipe Class. If the family has a great time and drives home happy on Sunday, then this is one of the best and cheapest forms of promotion and marketing that the Snipe Class can support. Remember...all those toddlers crawling around the beach and teenagers dancing into the night and having the times of their lives away from home for the weekend are the next generation of Snipe owners and the strong future of our Class.

--Lee Griffith

## Around the Snipe World

### COLOMBIA BACK IN FORCE

National Secretary Mariana de Isaza is busy making the Snipe Class strong again in Colombia. They recently ordered 5 new boats to join the 25 paid members and 24 paid boats for 1999. Colombia will also be represented at the 1999 Snipe World Championships in Santiago de la Ribera, Spain.

### NATIONAL SECRETARIES

Please forward your list of paid members to the SCIRA office immediately. Lists must include name, address, fleet and boat number.

### SNIPE SAILOR NAMED COLLEGE SAILOR OF THE YEAR

Mark Ivey was recently named *College Sailor of the Year* by the US Inter-Collegiate Yacht Racing Association. Mark represented the US at the 1994 & 1996 Snipe Junior Worlds. Other Snipe sailors named *Sailor of the Year* include Bill Hardesty ('98) who finished 2nd at the 1992 Snipe Jr. Worlds, Brad Rodi ('92 & '93) who finished 2nd at the 1998 Snipe Jr. Worlds, Andy Lovell ('91), 1988 Crosby winner, Augie Diaz ('74) who has won numerous Snipe titles, Tim Hogan ('69) and Scott Allan ('68).



## 1999 USA JUNIOR OLYMPIC SAILING

Whether you want to watch, race or just learn more about sailing, come join the fun at the 1999 USA Junior Olympic Sailing Festivals! Scattered across the country, these festivals invite kids of all ages to attend their area event and offer on and off-the-water activities. Be part of US SAILING's grass roots sailing program for kids.

Check out our web site for dates and locations near you:  
[www.ussailing.org/race/main.html](http://www.ussailing.org/race/main.html)

### 1999 EVENTS

**JUNE 21-27 USA JUNIOR OLYMPIC NATIONAL SAILING CHAMPIONSHIP**  
La Porte, TX

### REGIONAL FESTIVALS

**APRIL 9-11** Hilton Head, SC  
**APRIL 24-25** Fort Myers, FL  
**JUNE 18-20** Wayzata, MN  
**JUNE 26** Carlyle, IL  
**JUNE 26-27** Merritt Island, FL  
**JULY 9-11** Annapolis, MD  
**JULY 15-18** Marina del Rey, CA  
**JULY 17-24** Houston, TX  
**JULY 20-23** Greenwich, RI  
**JULY 26-27** Island Heights, NJ  
**JULY 27-29** Falmouth, ME  
**JULY 31-AUG 1** Hood River, OR  
**AUG 4-6** Cleveland, OH  
**AUG 12-14** Rochester, NY  
**AUG 17-19** Rockport, MA  
**AUG 28-29** Seattle, WA  
**DEC 3-5** Stuart, FL  
**DEC 26-30** Miami, FL





# District III Championships

## Father Beats Sons for District Crown

### Fisher Family 1-2-3

### Results

22 boats competed in the 1999 D-3 Champs held at Hoover Yacht Club in Columbus, OH. 2 races were held on Saturday and 2 more on Sunday. The wind was light both days coming in from the South. After the first day Bill and Karen Fehsenfeld were leading the event with a total of 8 pts. Matt and Lisa Fisher were at 9.75 pts. and Jeff and Matthew Clark rounded out the top 3 with 10 pts. Greg and Martha Fisher start the second day with a first place finish (2 of 3 for the regatta) while George Fisher with crew Carol Alexander finishing second. Going into the last race of the event the question was, which Fisher would win, Greg or Matt? Greg had 16.5 pts while Matt was sitting in second with 17.75pts. The Fisher that ended up winning the regatta was George, the father of the two younger Fishers. George won the last race of the day and Matt finished third. George was the winner of the tie breaker. It was a great finish to an excellent regatta. Thanks to everyone who made this regatta happen and all the non D-3 boats that made the trip.

<i>Skipper/Crew</i>	<i>Finishes</i>	<i>Total</i>
1) George Fisher/Carol Alexander	10-8-2-1	20.75
2) Matt/Lisa Fisher	9-1-8-3	20.75
3) Greg/Martha Fisher	1-15-1-5	21.50
4) Bill/Karen Fehsenfeld	2-6-9-6	23.00
5) Todd Sackett/Grant Glass	5-10-4-4	23.00
6) Steve Callison/Bridget Shea	7-7-6-9	29.00
7) Jeff/Matthew Clark	8-2-12-10	32.00
8) Buzz/Gwen Levinson	13-4-15-2	34.00
9) Andy/Ellen Bartz	3-14-5-14	36.00
10) Ted/Tracy Pinkerton	19-5-3-11	38.00
11) Wayne/Nancy Pignolet	6-16-7-12	41.00
12) Mike Kiam/Michelle Groake	14-9-13-8	44.00
13) Bruce Kitchen/Erin Colley	11-3-17-20	51.00
14) John Sepanski/Chris Stahl	12-18-11-17	58.00
15) Bill/Amy Clawson	21-12-20-7	60.00
16) Charlie/Michelle Bustamante	4-20-16-24	64.00
17) Larry/John Pasley	15-17-14-19	65.00
18) Paul/Alex Levinson	22-19-10-16	67.00
19) Erin/Greg Shea	18-13-19-18	68.00
20) Steve Stucky/Frank Workman	16-22-18-15	71.00
21) Alex Pline/Sherry Eldridge	17-11-21-23	72.00
22) Mike/Maggie Delaney	20-21-22-13	76.00

# HALLOWEEN

## IN ATLANTA

### OCTOBER 30/31



TIME TO GET  
YOUR COSTUME  
READY



## Ice Cool Antonellis the Cream of Stone Stone Sailing Club 50th Anniversary

13 Snipes entered the 50th Anniversary regatta at Stone Sailing Club on the river Balckwater in Essex, England. Two French crews crossed the English Channel to join in the celebration Open meeting. Winds were lively all weekend and took their toll of all but a few competitors. P shaped courses were set on both days.

In the first race Richard Lambert and Matthew Williams led at the windward mark but were overtaken by Mark and Sue Antonelli on a fast planing reach. The Antonellis defended their advantage to the finish as Lambert and

Williams had to fend off a strong challenge from Alan and Janet Hoy who ended up third.

There was no let up in the wind - only a constant force 4 but it created a fearfully lumpy sea, mid river. Sue Antonelli called her helm back at the start of the second race but it transpired that they were not over. This allowed Lambert and Williams to establish a big lead which they defended to the gun. The Antonellis recovered to second and the Hoy's were again third. Most unlucky crew all weekend was Maxim and Ben Romain of

SRH Le Havre, France, who had to retire with freakish gear failure on three out of the four races. In each case they either led or were in the top three when disaster struck.

On Sunday the wind strengthened on race 3 to a force 5 and the wind swung SSW. Hoy and Lambert both retired, and Romain's ill fortune became Antonelli's good fortune as they won again to take command of the regatta. Alan Williams and Liz Crouch revelled on the spectacular reaches to take second, and Brian Gregory and Graham Hoy were third. Performance of the day had to be a fifth for the Clark Brothers. Helm Nigel is an International Moth sailor and crew Bruce sails an

International Canoe, but their pooled knowledge of extreme racing machines earned them a fifth in the rather "awkward to sail" Snipe.

In the final race the Antonelli's sealed victory with a third bullet. Hoy's second guaranteed overall runner up and Richard Marshall Debbie Carden earned a deserved third. The event was brilliantly organised by veteran Snipers John and Jo Broughton who continue to support the class as enthusiastically as ever.

### Results

1st	GBR 20323	M/S Antonelli
2nd	GBR 29408	A/J Hoy
3rd	GBR 29164	A Williams/E Crouch
4th	GBR 23980	R Lambert/M Williams
5th	FRA 29409	J Romain/M Romain
6th	GBR 28451	B Gregory/G Hoy

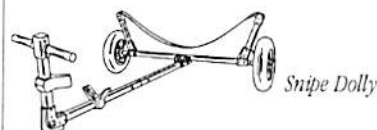
Budworth SC	2.25
Maldon YC	8
Budworth SC	12
Blue Circle SC	12.75
SRH Le Havre	13
Blue Circle SC	13

## South Easterns

### Maldon Yacht Club 50th Anniversary Snipe Open

	Sail #	Skipper/Crew	Club	Finishes	Total
1st	GBR 29501	I/R Marshall	MYC	.75-.75-2-(2)	3.5
2nd	GBR 20558	P Marshall/K Tavinor	MYC	(12)-2-4-.75	6.75
3rd	GBR 23980	R Lambert/M Williams	BCSC	2-3-(14)-4	9
4th	GBR 27098	J/D Love	BuSC	4-5-.75-(10)	9.75
5th	GBR 20323	M/S Antonelli	BuSC	(10)-4-3-6	13
6th	GBR 29408	A/J Hoy	MYC	(11)-7-5-3	15
7th	GBR 28451	B/D Gregory	BCSC	5-(12)-6-5	16
8th	GBR 15602	I Knight/G Farrow	MYC	3-6-(10)-8	17
9th	GBR 27871	J Simpson/G Hoy	MYC	6-8-7-(12)	21
10th	GBR 29164	A Williams/E Crouch	BuSC	9-10-(11)-7	26
11th	GBR 22473	D Saxton	SSC	7-11-9-(18)	27
12th	GBR 23003	I/K Varney	MYC	(13)-13-8-9	30
13th	GBR 26581	L Leeder	MYC	15-9-(17)-16	40
14th	GBR 20265	N Clark	MYC	8-(19)-19-13	40
15th	GBR 20559	B Rowbotham/D Stevens	MYC	(17)-17-13-11	41
16th	GBR 27329	J White/J Desmond	MYC	(16)-15-12-15	42
17th	GBR 24152	H Sadzik/A Francis	BCSC	14-14-(15)-14	42
18th	GBR 21910	E Wetherell/I Satterley	MYC	(19)-16-16-17	49
19th	GBR 18860	R Chapman/R Taylor	MYC	18-18-18-(19)	54

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# Gran Prix Nacional Semana de la Bandera

19-20 Junio  
Yacht Club Rosario

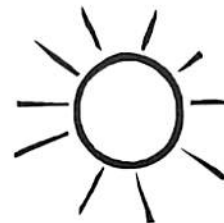
Se corrieron 4 regatas en el Rio Parana con un inusual viento del NW de 15 a 20 knots y mucho frio.

4 races were held on the Parana River with unusual winds from the NW of 15-20 knots and very cold! 20 boats.

## Resultados

1	28647	Ocariz/Ocariz	2-1-1- DNS	3.5
2	12733	Fumagallo/Fumagallo	3-2-4-1	5.75
3	74	Peralta/Peralta	1-4-5-4	8.75
4	29399	Marcatelli/Zapatozky	5-6-3-2	10
5	28642	Ferranons/Brizuela	4-3-6-7	13
6	29116	Isern/Vergallo	9-DNF-2-5	16
7	2786	Botello/Vazquez	7-10-7-3	17
8	28786	Zabalua/Petinari	13-8-8-8	24
9	28840	Gonzalez/?	12-11-9	26CHI
10	273	Covaleda/Vazquez	10-12-10-929	

# SLIP, SLAP, SLOP



That's the new sunscreen slogan for the Australian surfing world, which we should apply to all Snipe sailors! Slip on a shirt, Slap on a hat and Slop on some sunscreen!

When compared to other sports, sailing is ranked high with regard to its low injury rate. Unfortunately, there are some hidden risks associated with the sport. The typical sailor frequently spends hours in the sun, and most competitive sailors have had many years of sun exposure. This cumulative exposure of the skin to radiation greatly increases risk for developing skin cancer.

Sailors are especially predisposed to skin cancers not only because they are exposed to the sun but also because reflective radiation from the waters surface and boat decks magnify the exposure. It is the cumulative exposure of a lifetime that prematurely ages the skin and increases the risk of skin cancer. It is never too early to try to limit the amount of radiation damage.



In addition, and most importantly, a sunscreen should be applied to all exposed skin areas. Most sunscreens on the market are ranked with a Sun Protection Factor, or SPF. This number, from 2-50, represents the de-

gree of protection for the sunscreen. To estimate the protection a sunscreen will give, multiply the number of minutes it normally takes you to burn by the SPF number. For example, if you burn in 10 minutes without any protection, application of a sunscreen with a SPF 8 would lengthen the burning time to 80 minutes. If you are a risk person for skin cancer (fair skin, blond hair, blue eyes), a good habit would be to apply sunscreen every morning and then re-apply it 30 minutes before leaving the dock. Although sunscreens with a SPF 15 sometimes may be listed as total sun block, none completely blocks all UV radiation. It is generally recommended that an individual use at least an SPF 15 or above.

It is also important to use a sunscreen listed as water-resistant or waterproof. Waterproof sunscreens tend to stay on the skin better than the water-resistant. In general, waterproof sunscreens will last approximately 80 minutes in the water; if more water time is expected, it should be reapplied.

**So, use caution – and lots of sunscreen – to avoid one of the few risks of our sport!**

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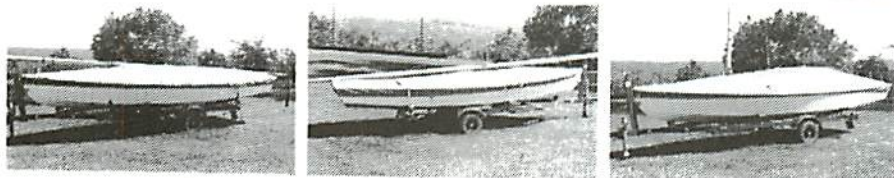


## 1999 Norwegian Nationals

*Bergens Seilforening*

*June 24-27, 1999*

<i>Skipper</i>	<i>Sail #</i>	<i>Club</i>	<i>Finishes</i>	<i>Total</i>
1. Birger Jansen	29450	Vestfjorden	1-2-7-4-2	9
2. Bjørn Forslund	29454	Vestfjorden	6-3-3-3-3	12
3. Victor Sinding-Larsen, Jr	19428	Bærum	8-8-1-5-1	15
4. Pål Bratbak	29152	Oslo	2-1-6-6-9	15
5. Erling Nesse	29094	Bergens	3-5-2-10-7	17
6. Ola Nygård	29456	Asgårdstrand	9-9-10-1-4	23
7. Johan Mejlænder	28756	Vestfjorden	7-4-4-9-8	23
8. Geir Bjarne Myre	28553	Bergens	10-14-5-2-12	29
9. Arild Heldal	29358	Asker	dnc-7-9-7-6	29
10. Victor Sinding-Larsen	29428	Bærum	4-6-14-11-10	31
11. Steffen Nysæther	27257	Asgårdstrand	5-10-8-15-11	34
12. Jørn Haga	28069	Stavanger	12-13-17-16-5	46
13. Peter Aardal	28779	Bergens	11-11-13-19-14	49
14. Therese Berge	27524	Bergens	15-16-12-13-dnf	56
15. Ketil Krantz	28755	Bergens	14-17-15-12-15	56
16. Kjetil Fagervrik	26593	Stavanger	13-12-24-14-21	60
17. Fredrik Brant-Rasmussen	26594	Vestfjorden	18-19-23-8-19	64
18. Karsten Johannessen	27743	Bergens	16-18-18-17-13	64
19. Ole Christian Lekven	28037	Bergens	19-20-19-18-16	72
20. Fabian Bruvik	27381	Bergens	20-21-16-22-18	75
21. Gry Løvdahl	26771	Vestfjorden	21-24-21-25-17	83
22. Gjert Børshiem	26767	Bergens	22-22-22-23-22	88
23. Georg Nygaard	27384	Bergens	dnc-dnc-11-20-dnf	91
24. Trond Wickmann	26931	Bergens	dnc-dnc-20-21-20	91
25. Tor Magne Gangdal	29328	Stord	17-15-dnc-dnc-dnc	92
26. Fredrik Vinnes	24563	Bergens	23-23-25-24-23	93
27. Erik Gravdal	25476	Bergens	24-25-dnc-dnc-dnc	109



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# Top Tips!

Selected Tips reprinted from  
*Speed & Smarts*, issue #50

## Tip #1

### **In a big fleet and light air, avoid the middle of the course.**

When you last raced in a large fleet, did you ever sail up the middle of the first beat and get passed by boats on both sides? This is one time when staying near the middle may not be so conservative. Especially in lighter wind, it seems like there is usually less air in the middle of the course than there is on either side. That's probably because a large fleet acts like a snow fence, and the wind has a hard time getting through all the sails. As a result, the breeze tends to bend around and lift up over the bulk of the fleet (which is in the middle). It's windy or if you're near the front of the pack, the middle may work all right. Otherwise, keep an escape route open toward either side. In light air, even if you go the "wrong" way, the extra wind you find on the edges will often more than make up for any distance you lose due to windshifts.

## Tip #2

### **Find the next mark before you round this one.**

One of the easiest ways to lose a race is by sailing to the wrong mark, or by sailing in the wrong direction when you can't find the next mark. Therefore, be sure to read the sailing instruction so you understand the course and what the marks look like. Before the start, figure out the compass course to each mark. During the race, try to locate each mark visually before you round the previous mark. I usually give this responsibility to one crewmember. As we approach the windward mark, for example, his or her job is to find the reach mark (and show the rest of us). This way when we come around the mark, we already know where the next mark is, and we can plan our strategy.

## Tip #3

### **Use your weight to steer, especially in lighter air.**

Whenever you angle your rudder of centerline, it creates drag and slows you down. So before turning with your tiller or wheel, use weight placement (i.e. angle of heel) to steer. This works especially well in lighter air and smaller boats, but it will help some in all boats and all conditions.

When your boat is flat, the part of the hull in the water is symmetrical. This makes the boat continue forward in a straight line. But when you heel the boat either way, the underwater shape is no longer symmetrical, and the boat wants to turn one way or the other. Whenever you want to turn to port, for example, make the boat heel over to starboard. This makes the underwater hull shape on the starboard side much more curved than on the port side, and the boat will turn to port to follow that curve. Whenever you want to turn to starboard, move crew weight to heel the boat to port.

## Tip #4

### **Use your sail trim to steer, especially in heavier air**

In heavier winds, moving your weight around may not have much of an effect on the boat's angle of heel, especially in bigger, heavier boats. That's why you have to use your sail trim to help you turn the boat and keep going fast.

Whenever you want to head up, for example, trim in your mainsail (1) so you put more wind pressure on the aft part of your sail plan (2).

This will push the stern slightly farther away from the wind and, since the boat rotates on its keel or centerboard, will make the bow head up toward the wind (3). Conversely, whenever you need to bear off (e.g. to duck another boat), ease your mainsail so your bow will tend to turn away from the wind. If you use your weight and sails effectively, you should be able to take out your rudder and still turn the boat.

## Tip #5

### **On a reach, sail straight down the rhumbline.**

The shortest distance between any two points is a straight line, so when you want to get to the jibe mark, quickly, stay as close to the rhumbline as you can. Of course, there are certain times when it may be faster to sail high or low of the rhumbline, like when the wind is dying, building, heading or lifting. Or when you have to sail high to keep your air clear.

But usually the fastest way to sail a reach is straight from one mark to the next. You can do this by sailing a compass course for the leg, or by getting a range on land behind the jibe mark. You should keep going up and down slightly with the waves and wind, but if you basically sail straight, you will gain on every other boat that strays from the rhumbline.

## Tip #6

### **On a windward leg, sail *toward* the next shift**

One thing we know about the wind is that it is almost always shifting, even when it appears to be steady. So if you want to get ahead you must do a good job of playing the shifts. When you are racing upwind, your goal is to climb up the "ladder rungs" as quickly as possible. Every wind shift creates a corresponding shift in the ladder rungs running across the course. If you know the wind is going to shift, the best way to get farther upwind (i.e. to get to a higher ladder rung) is to sail in the direction of the next shift, in other words, sail toward the new wind direction.

## Tip #7

### **On a run, sail *away* from the next shift**

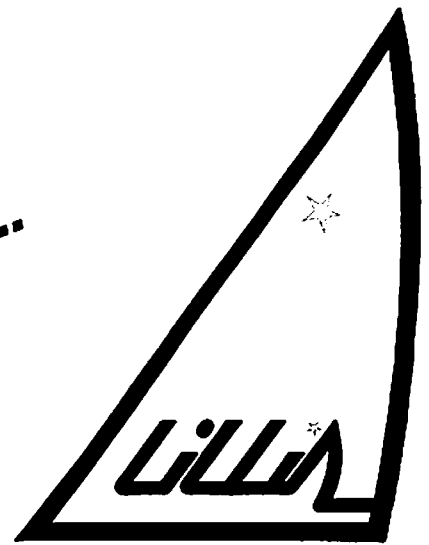
While you want to sail toward the next shift on a beat, when you are running you should sail away from that shift. The reason is that when you're sailing downwind you want to climb down the ladder rungs as quickly as possible. As we explained above, sailing toward the next shift will move you to a higher ladder rung, so you want to do the opposite.

By sailing away from the shift, you position yourself so that when the shift comes you can jibe and sail on the headed tack (which is good since downwind you want to stay on the headers). The only exception to this rule of thumb is when the windshift includes an increase in wind velocity. Because added pressure will help you sail faster and lower on the run, it often pays to sail toward this new wind, not away from it.

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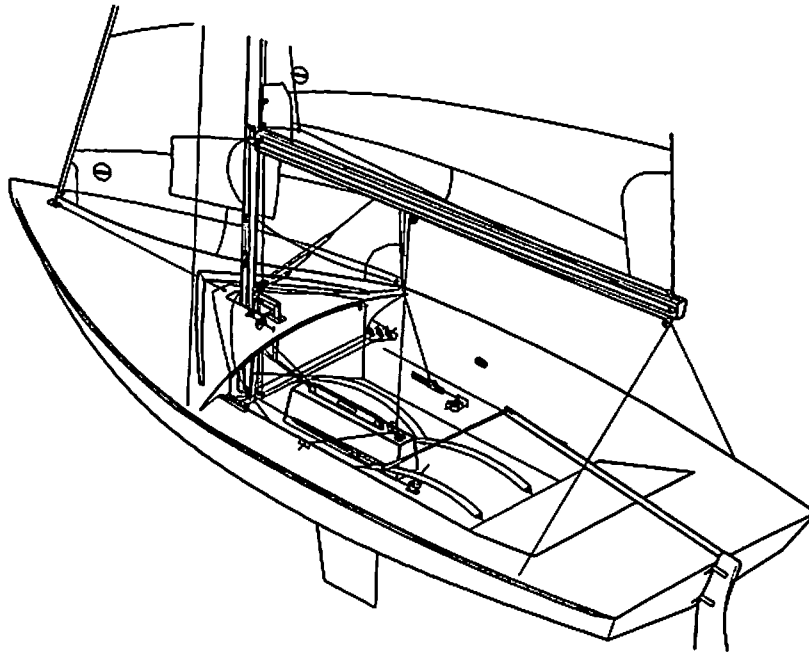
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