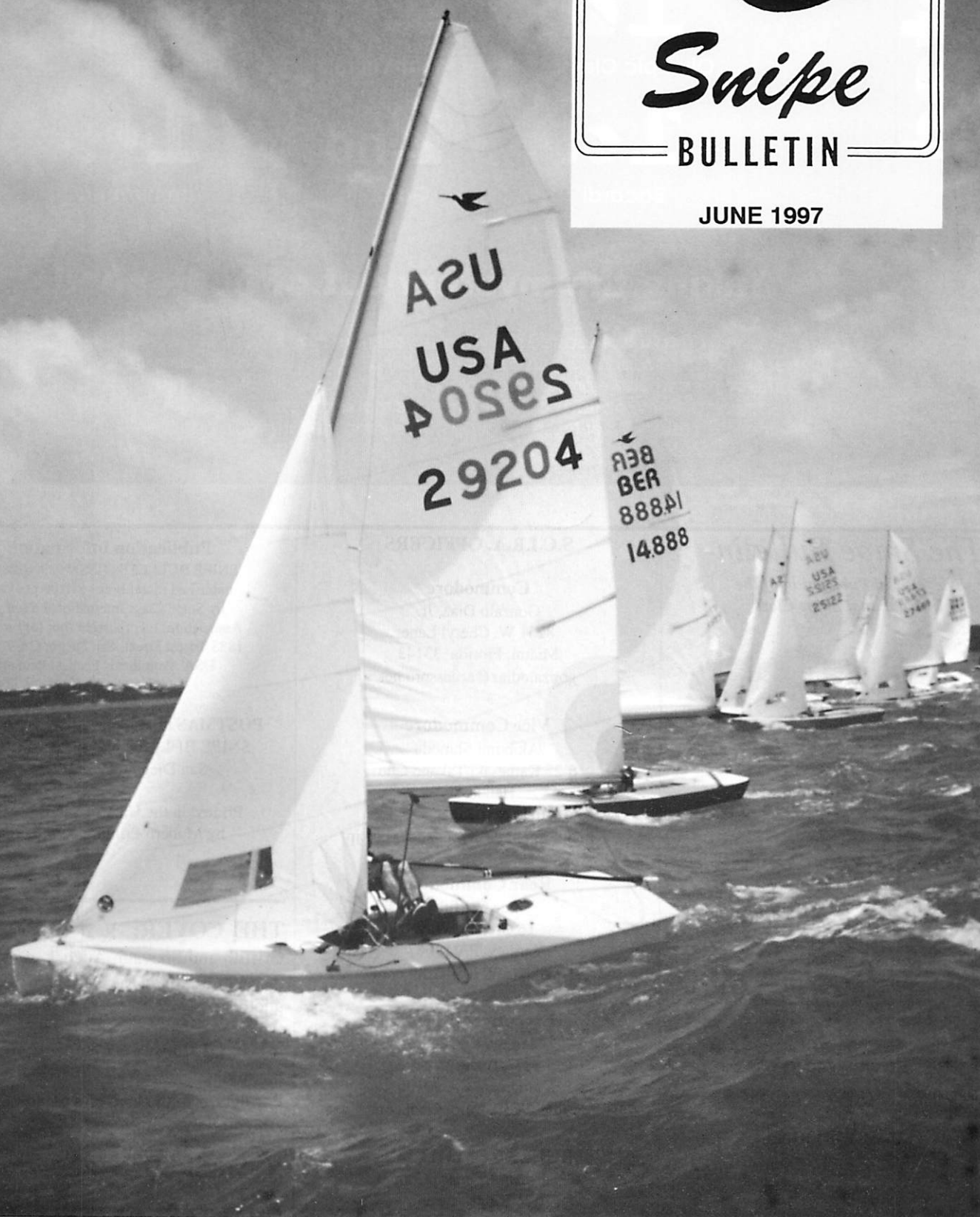


Snipe

BULLETIN

JUNE 1997



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The Snipe Bulletin

The Official Publication of the
International Snipe Class



June 1997

Volume XVI No. 6

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Jerelyn W. Biehl

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THE COVER: Rear Commodore Lee Griffith and Shevaun Adcock at the start of race 6 in Bermuda Race Week. Carlos Bosch photo.

THE COUNT: 35 numbers were issued this month. 23 to Japan, 3 to the US, 1 to Portugal, 1 to the United Kingdom, 5 to Brazil, 2 to Italy.

NUMBERED SNIPES: 29311

CHARTERED FLEETS: 846

From the Commodore

Dear Friends,

There is discussion and research continuing on the following issues:

- Centerboard material
- Increase participation in World Championship
- SCIRA membership to members of organizations owning Snipes
- Finance: reports, budget approval, changes
- Promotion: Use of Raffle funds,
- ISAF: membership fees
- Boat simplification and weight reduction
- Measurement standardization and clinic planning
- Database: present and future
- Sponsorship: search for world wide sponsor
- Juniors: promotion and World Championship structure
- Approval of Bids for international championships

The next Bulletin will include the preliminary agenda for the Board of Directors meeting. Please take the time to review the above list, the agenda in the upcoming July Bulletin and the committee structure in the January Bulletin. Your input is needed!

When making your proposals, please remember that Section 23 (pages 26 and 27) of our rulebook states that a schedule must accompany motions that would modify our Constitution or by-laws. This schedule must detail the sections affected by the passage of the motion. Without the schedule, consideration of the motion will not be possible. Also, the owner of the trophy must approve any changes to the deed of gift. For example, SCIRA Canada must approve any changes to the deed of gifts for the World Masters.

The decisions made at the World meeting will influence our Class. Think about the future of your Snipe class and participate with your opinions and recommendations. One of our strengths is the active sailing at the fleet level. It is necessary to hear from the fleets on the important issues so the Board and committees can properly represent the fleets during the World meeting. Meet with the other fleet members, discuss the issues and the agenda and be involved! Do not hesitate to contact Board and committee members to present your ideas. It is best for your ideas to be in writing for appropriate consideration.

Regards and Go fast in Snipes,

Gonzo

AROUND THE SNIPE WORLD

CANARY FLEET BUILDS

News from Fleet Captain Matias Gomez is that 4 new Snipe sailors have joined their fleet after the re-building Spanish Cup Regatta held in March. "Two sailors have purchased older boats and the other two have purchased new boats."

BELGIUM REPORTS GROWTH

Andre Callot, Belgium National Secretary, reports the recruiting of Olympic class sailors into the Snipe Class.

135 NEW SNIPE AT MID YEAR

That's right - as of mid year 1997, 135 new Snipes are in production!

BULLETIN REPORTS

Fleet Captains and National Secretaries and other cub reporters - send your regatta results and reports to the SCIRA office for submission in the Bulletin. Reports accepted/encouraged by e-mail! Photos can be submitted in black/white or color and can be returned. Don't leave your regatta out of the Bulletin!

SNIPE TALES II

Deadline for submission of stories for Snipe Tales II has been extended to September 1! Submit your stories to: Buzz Levinson, 7631 Newport Bay Drive, Indianapolis, IN 46240 USA or call Buzz at: (317) 253-2710. To order your copy (\$20), contact Buzz or call the SCIRA office



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New Orleans

Jazz Fest Regatta



The first annual JazzFest Regatta was held in New Orleans at the Southern Yacht Club on May 3-4. The threat of bad weather did not materialize, and, in fact, the weather was about perfect for a regatta. Lake Ponchartrain is 30 miles across (north to south) and wider east to west, but with an average depth of only 12 feet (4 meters) it develops great waves with a north wind, which we had.

Saturday the crews casually arrived at Southern Yacht Club around 9:00 am. The conditions were ideal. Winds at 10-15 knots sunny skies and warm water. Forgot the sunscreen. Bad call! Gerard and Sherry Coleman (and Ryan) drove from Galveston Texas and pretty much dominated the regatta sailing to 3 firsts and 2 seconds. Sailing an 11 year old McGo with sails so old that they displayed "US" instead of the modern "USA", Gerard had incredible speed and was almost untouchable. He demonstrated that it's not the boat or the sails as much as the talent and focus of the skipper and crew. His crew is his wife whom he met while they were both attending the US Naval Academy.

Dave Tillson, from San Diego and sailing a boat borrowed from Don Hackbarth, was a solid second, sailing consistently fast, giving the Colemans a run for their money. The rest of us sailed in a tight second fleet, generally all finishing within a minute or two of each other. In fairness to Gavin O'Hare, an excellent sailor hailing from various ports, it should be mentioned that he sailed in borrowed boats (2 different ones) were just were not up to speed for him.

The race committee did a great job with three races on Saturday and plenty of time for the Jazz Fest in the afternoon. Yes, Fat's Domino is still alive and can he belt it out. Saturday Night we had an awesome crawfish boil thanks to Watt and Priscilla Duffy, hosted at their home after we had all attended the JazzFest. Gerard Coleman won the prize for eating the most.

This regatta should grow in the future years. New Orleans is a great destination almost anytime (except July-September when it is too hot and humid.) There are few better places in the world to sail Snipes than on Lake Ponchartrain, and Southern Yacht Club (second oldest in the USA) is an excellent facility. Watt and Priscilla Duffy and Jerry Blouin, who organized and executed the regatta, were totally hospitable and helpful in every way. Jerry served as race committee chairman instead of sailing.

After a quick awards presentation, we all parted vowing to return next year. With the end to another great weekend, the east and west coast crews headed for the airport with one last stop for Daiquiris and Shrimp PoBoys. This was truly an enjoyable weekend with good friends and great sailing! See you next year!

Holly Wolford
—Woody Norwood

Results:

1 Gerard/Sherry Coleman	1-1-2-1-2	6.25
2 Dave/Barb Tillson	2-2-1-2-3	9.75
3 Don Hackbarth/Dustin Kays	3-5-4-5-1	11.75
4 Watt Duffy/Durant/Makee	6-3-3-3-3	21
5 Woody Norwood/Nel Jones	4-4-5-6-4	23
6 Gavin O'Hare/Holly Wolford	5-6-6-4-5	26

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Italian Ranking List

Anzio

The 25th, 26th and 27th of April we had in Anzio the first Ranking List Regatta of the year.

Beautiful races with 35 Snipes in Anzio.

The first day two Olympic course, with 15 knots, sun and waves. The evening nice dinner at the Circolo della Vela di Roma (the Roman Yacht Club) with I don't know how many knots, but I think a lot:-) Second day, other two races with 15 knots, sun and waves.

And the third day a nice Scirocco (south wind), 20 knots, waves and a lot of fun.

--Ezio Braga
Snipe ITA 28817

The results, best 14 of 35 :

1) Michel Turazza	1-1-1-3-dnc
2) Belloni-Belloni	4-3-7-5-1-5
3) Costa -Spera	6-4-8-6-2-1
4) Podesta' -Gatti	8-ret-5-2-3-4
5)Barone- Brunelli	10-5-4-10-6-3
6)Braga-Parodi	13-6-10-7-5-2
7)Calliari-Calliari	12-13-12-8-7-6
8)Zamorani-Maggiorelli	ret-15-15-9-8-7
9) Bari-Bertanzon	7-9-2-4-dnc-dnc
10) Bernardis-Pontalti	2-2-3-dnc-dnc
11) Conelli-Gaja	5-8-11-15-dnc-dnc
12) Solerio-Solerio	3-dsq-6-1-dnc-dnc
13) Perini-Oselladore	15-7-16-11-dnc-dnc
14) Cappello-Longhi	14-12-13-16-35-35

We have two other regattas (Luino and Brenzone) to sail, after that we will select the three crews for the Worlds in San Diego.

We will count the 4 best results of 6 regattas (Italian Championship in Bracciano, Chioggia, Local Championship 1996, Anzio, Luino and Brenzone)

Italian Snipes ranking list : first 25 of 127

(Yes, 127 crews started in a Snipe regatta in Italy from March 96 to April 97!)

boat #	Skippe/crew	total points	# races
1	28912 Michel Enrico / Ondina Zago /	9837.00	5
2	28867 Bernardis Gabriele / Pontalti	9209.75	6
3	6313 Bari Antonio / Bertanzon Gianm	8590.60	6
4	28863 Costa Miguel / Spera Gianpaolo	8434.40	5
5	28959 Solerio Enrico / Maiga Tommaso	8315.40	6
6	29131 Dematte Giuliano / Andreatta /	8198.35	5
7	29000 Brezich Giorgio / Manola Reis	7842.15	4
8	28907 Belloni Niccolo' / Belloni Ang	7688.15	6
9	28683 Barone Beppe / Brunelli	7501.60	4
10	28323 Podesta Enrico / Gatti Guido	7050.00	5
11	28817 Braga Ezio / Parodi S. / Parod	7045.15	5
12	26508 Perini Corrado / Oselladore Lu	6739.60	5
13	28774 Capello Francesca / Longhi Ste	6436.35	5
14	28705 Conelli Carlo Alberto/Perachin	5611.35	4
15	28275 Bernardis Ferruccio / Cattaneo	4760.60	5
16	27130 Zuanelli Silvano / Tararotti M	4752.75	4
17	28355 Tozzi Federico / Tozzi Roberto	4186.40	3
18	28860 Pizzarello Giorgio / Martinell	4132.40	3
19	28946 Pizzarello Matteo / Gratton Da	3866.75	3
20	28819 Longhi Lorenzo / Quattri Rita	3865.15	4
21	28613 Penzo Stefano / Sambo Matteo	3849.35	3
22	29052 Calliari Marco / Calliari Robe	3820.00	3
23	28488 Bodino Maurizio / Bodino Dario	3806.00	3
24	28354 Zamorani Franco / Maggiorelli	3646.00	4
25	29054 Stuffer Peter / Stuffer Harald	3549.00	2

Finnish Snipe Circuit

May 17-18, 1997

Tampere Snipe Ranking Regatta

Despite the unusually cold spring and the problems we had with the regatta-schedule, we were able to collect 10 Snipes for the opening regatta for the Finnish 1997 Snipe season.

The fleet was one of the most competitive we have seen for a while: 6 national champs and two World champions, Marko Dahlberg. being the latest - almost fresh from the 2.4mR Worlds in Dubai (and we won't mention the medals collected!).

The racing was as tight as expected - after 3 races it was clear that Rikard & Marko would take it. The weather was sunny and warm - the wind was shifty and light as always on lake Näsijärvi.

Not all were as consistent as the "Turbo Joker" team: Ville & Jussi sailed in the dust the first two races, on Sunday the back end was guarded by Petsu (Peter) B. The last race was a disaster for me, too - Rainer "Raikku" V. was instead in top form - "luckily" he could not race on Saturday.

It was also nice to see the (last years) "rookie-team" from Turku to get on with the speed - the youngest Bjurströms seemed instead to have everything against them (the speed is there, but the tactics!).

All in all a nice opening to the Finnish Snipe Season 1997 - next we will meet in Helsinki Regatta, June 14.-15, 1997, "Serious racing, Serious fun".

—Sampo Valjus
Finnish National Secretary

1.	FIN-26645	Rikard Bjurstrom/Marko Dahlberg	1-1-1- (3)	3
2.	FIN-28704	Sampo Valjus/Reetta Aalto-Setala	2-3-2-(7)	7
3.	FIN-29010	Claus Carpelan/Risto Valjus	4-2-3-(5)	9
4.	FIN-26650	Ville Aalto-Setala/Jussi Nevas	8-(8)-4-1	13
5.	FIN-26646	Jukka Lahti/Juhani Heljo	5-4-5-(8)	14
6.	FIN-28469	Timo Nikkila/Jouni Valli	6-6-(9)- 4	16
7.	FIN-26922	Peter Bjurstrom/Kai Bjurstrom	3-5-(10)- 9	17
8.	FIN-26925	Rainer Vilkkila/n.n.	(DNC)-DNC-6-2	19
9.	FIN-28707	Juha-Pekka Vuorinen/Réné Nurmi	7-7-(8)-6	20
10.	FIN-25775	Robert Bjurstrom/Fredrik Bjurstrom (OCS)	9-7-	26

Bermuda International Race Week

Following the tradition that has existed for nearly 40 years, sailors flocked to the 1997 Bermuda International Race Week April 27-May 2 to enjoy the islands, sailing and people. As a way for the Bermuda islanders to test themselves against the rest of the World and check out the latest go-fast technology, the Royal Bermuda Yacht Club invited sailors of various classes to try their best against local sailors. While the original intent still exists, classes have come and gone, with few remaining as strong as the Snipe. With 27 boats out of a maximum 30, the Snipe fleet was the largest of the 9 classes (Snipe, Comet, Laser, JY15, Tornado, 505, Etchells, J24 and IOD).

With a break from the "big boat course" years ago, Spanish Point Boat Club has hosted the dinghies for many years under excellent race management and fine hospitality. Led by Carlos Bosch, this year's facilities were aided by an electric crane brought in courtesy of Bill Buckles. Carlos could always be seen at the boat ramp area grabbing trailers, dollies and keeping the lines moving. Kevin Blee, Bermuda National Secretary, was in charge of all dinghy classes at SPBC, and ran the mark-set boat as well. Ray and Nancy Pitman, fleet captains, organized invitations, arranged housing and hosted the surprise party for Carlos Bosch's birthday. Wayne and Mary Soares were also hard at work running spectator boats and keeping everyone in line on shore.

27 competitors showed up for the racing from Canada (2 teams), the US (17 teams) and Bermuda (8 teams). The race course varied from 5-10 minutes from the dock, depending on the wind direction. Overall winners Alex and Lisa Pline finished no worse than 3rd, but only winning one race, showing consistency paid off. They opted to sit out the last days windy race as their throw-out and cheer on their fellow competitors from the confines of the spectator boat, complete with winning beverages in hand.

The first day of racing showed winds from 15-25 knots. Jerry Thompson and Jerelyn Biehl won the opener with Alex and Lisa Pline hot on their tracks. Gonzo Diaz and Sherry Eldridge finished in third with Pedro Lorson and Susan Cushman and local Bermudian Malcom Smith and Damian Payne rounding out the top 5. The second race had the wind at the maximum, and here the Plines took the favored left side for the win followed by Smith/Payne.

The second day a front passed through giving 35+ knots, and an easy decision for the

Race Committee to cancel the days racing. The large group mounted their mopeds and followed seasoned tour leaders on the various stops on the island, including the Swizzle Inn. Rain caught some on the way back but couldn't put a damper on the visitor's cocktail party at SPBC. With the following day a mandatory layday, the mopeds were revved up again to tour the other side of the island with stops at the Dockyards, Light-house and various beaches.

Sailing took priority on Thursday with the fleet heading out to make up some races. The winds had died considerably, and most crews found themselves sitting in the bottom of the boat the majority of the day. The first race found the Race Committee flying the individual recall flag with no returning Snipes. At the finish, Smith/Payne got the gun as Thompson/Biehl, who crossed first, were part of the over early crowd along with Diaz/Eldridge, Lorson/Cushman and Brett and Sara Lane Wright of Bermuda. Benefiting from those too eager at the start were Don Bedford and Julie Harrar in 2nd and Gwen Crook and Jennifer Ayers of Canada who took 4th behind the Plines in 3rd. Scrambling the scoring, the next race was again light with Lorson/Cushman taking the bullet followed by Thompson/Biehl, the Plines and Lee Griffith and Shevaun Adcock and Diaz/Eldridge.

The final day of racing gave more breeze in the 10-18 knot range. Commodore Diaz and Sherry Eldridge owned race 5, flying, fully hiked the entire race. The velocity picked up the last race and after several recalls, the fleet was off. Local knowledge gave Smith/Payne



photo: Bermudian Robert Blee gets help rigging the boat from his daughter.

a nice lead and found Lee "I never hit corners" Griffith coming in from deep on the right side to slide into second place. Diaz/Eldridge once again had it cranked up to take 3rd and Crook/Ayers made the right moves on the run to finish them 4th in this race. Lorson/Cushman stayed consistent the last day with two 5th place finishes.

Equipment saw the latest new boat from Mueller Marine, skippered by Bill Buckles with Sherry Welch as crew. Bill tried an untapered mast for the first few days, which he said was actually bendier than most tapered. Both Bill & Sherry's eyes opened wide between races when they saw the tip over the bow, while in irons! It bounced right back never worse for wear and tear.

Nancy and Ray Pitman have been busy revitalizing the local fleet with Ray attaching new decks and changing rigging, bringing the

photo below: Carlos and Kiki Bosch with Robert Blee at Spanish Point Boat Club



Bermuda International Race Week



Photo left:

Early Bermuda Snipe sailors gathered to help wish Carlos Bosch a Happy Birthday and reminisce about earlier days:

left to right: Anne Crook (Canada) Jimmy Amos, Dickie Belvin, Carlos Bosch, Larry Lindo, Jerry Thompson (USA), Wayne Soares, Sacha Simmons. Kneeling: Id Crook (Canada), Penny Simmons.

Penny and Sacha Simmons with their son Lars, were sailing IODs in Race Week and resoundingly won one of the series, showing Penny still has the touch. Between Penny Simmons and Bernard Hayward, Bermudians were the Western Hemisphere Champions for 3 years from 1956-1960 (sailed every 2 years).

fleet up to date. Their hard work has been rewarded with many local Snipers on the line.

The Plines also boosted attendance by shipping both of their Snipes allowing San Francisco sailors Don Bedford and Julie Harrar the chance to fly in for the regatta. The Cleveland contingent was ever present with 6 of the teams hailing from the shores of Lake Erie.

Once again, Bermuda Race Week was a success. Spanish Point Boat Club and it's members can take a well deserved break from the Snipe sailors until next year.



Results

Skipper/Crew	Boat #	Finishes	Total
1. Alex/Lisa Pline	USA26926	2-1-3-3-3-(dnc)	11.75
2. Malcom Smith/Damian Payne	BER25077	5-2-1-(7)-6-1	14.5
3. Gonzo Diaz/Sherry Eldridge	USA28812	3-5-(pms)-5-1-3	16.75
4. Pedro Lorson/Susan Cushman	USA28044	4-3-(pms)-5-1-3	17.75
5. Jerry Thompson/Jerelyn Biehl	USA24702	1-8-(pms)-2-2-8	20.75
6. Don Bedford/Julie Harrar	USA29013	7-6-2-6-(10)-6	27
7. Guy Eldridge/Dave Kuhn	BER25707	6-4-5-11-8-(16)	34
8. Gwen Crook/Jennifer Ayers	CAN25843	12-(dnf)-4-15-11-4	46
9. Lee Griffith/Shevaun Adcock	USA29204	26-(dnc)-11-4-4-2	47
10. Kiki Bosch/Robert Blee	BER14888	12-9-8-8-(17)-14	51
11. Bill Buckles/Sherry Welch	USA29290	8-14-(18)-14-7-11	54
12. Neil Catto/Nigel Fish	BER290901	9-15-9-(16)-13-9	55
13. Matt/Laura Bryant	USA25122	11-10-(19)-18-9-17	65
14. Ray Pittman/Bob Petty	BER19708	10-17-12-(20)-16-10	65
15. Chris/Don Hains	CAN16182	14-12-7-17-19-(22)	69
16. Bill Welch/Samantha Froud	USA27772	19-11-14-13-(21)-13	70
17. Jim/Jno Disch	USA29090	18-20-(21)-10-15-15	78
18. Brett/Sara Lane Wright	BER14888	(dnf)-7-pms-27-12-7	82
19. Pete Ilgenfritz/Mo McSweeney	USA27469	17-(dnf)-16-19-20-12	84
20. JP Snelling/Judy Keyes	BER19111	15-16-13-21-(24)-20	85
21. Leo/Joe Murphy	USA28282	16-13-17-(23)-22-19	87
22. Terry McSweeney/Lore Kelley	USA29110	(dnc)-dnc-6-22-14-21	92
23. Gregg/Kristin Mylett	USA28677	22-(dnf)-20-9-18-24	93
24. Caroline Tytheridge/Brad Adderley	BER2507	20-20-15-24-(25)-18-24	97
25. Mike/Maggie Delaney	USA27444	21-20-22-12-(23)-23	98
26. Steve/Scotty Lang	USA28045	23-29-10-25-26-29	113
27. Tom Parks/Bonnie Robertson	USA24020	26-(dnf)-23-26-27-29	131

1997 District 7 Championship

May 24-25, 1997, Eugene, Oregon

The District 7 championship races were hosted this Memorial Day by the Eugene Yacht Club as part of their annual Memorial Day Regatta. Approximately 100 boats were entered in the event, unfortunately only six of them were Snipes, all from the Portland and Seattle fleets.

An active cold front had passed through the area the day before, but the weekend forecast was for improving weather with a chance for an occasional shower. A small hail storm had already passed over the lake Saturday morning. The wind was very light and shifty and the race committee had elected to postpone the start. As all boats were drifting around the starting area, one couldn't help noticing an ominously dark cloud to the north which seemed to be getting closer. Things quickly became very exciting as a squall blew over the lake with high wind, rain, hail, thunder and lightning. All boats scrambled for safety and all racing was abandoned for the day. Eventually the storm passed and all boats arrived at the club area without damage.

Sunday dawned with much better weather, no thunderstorms, but the wind was still very light. The first race was a drifter, with about forty boats finishing in one large group. The race committee left it to the individual fleets to sort out their finishing order, and Michael Lenkeit was declared the winner, with Cliff Wright second and Brian Lockwood third. In that race all the Snipes finished within a few minutes of each other, with only a few lengths separating the first four boats.

The second race began as a drifter, but the wind freshened as the weather mark was neared. Michael Lenkeit rounded first and established himself as the boat to beat. Mike held the lead as the wind built to a steady 10-12 knots, and the closer competition was for second place. Dave Patterson narrowly held off Jim Lampros by a few seconds.

The third and final race had a very competitive start in very good wind. Mike Lenkeit led throughout the race followed by Brian Lockwood, and there was some very good competition by the rest of the fleet for third place. The margin between Jim Lampros, Cliff Wright and Gene Patrick was very narrow.

Michael Lenkeit won all three races, but there was a three way tie for second which was resolved in accordance with Rule A2.3 in favor of Brian Lockwood.

Our thanks to the Eugene Yacht Club for including our Districts as part of their annual Memorial Day Regatta. They promise that if we return next year there will be no thunderstorms. It will be interesting to hear how tall survival tales will grow by 1998.

—Jim Lampros
Willamette Fleet 533 Captain

District 7 Results

1. Michael/Willi Lenkeit	28686	1-1-1	2.75
2. Brian/Dee Lockwood	27330	3-5-2	10
3. Cliff/Joel Wright	28108	2-4-4	10
4. Jim Lampros/MaryBeth Kaiser	18648	4-3-3	10
5. Dave Patterson/Jay Kaiser	20354	6-2-6	14
6. Gene Patrick/MaryTerese Parietti	23594	5-6-5	16

INDIVIDUAL TROPHIES

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61st Southwestern Snipe Championship

"Texas Rules": or, "How to turn a three committee race regatta into a four race event."

The regatta chairman's wife had convinced the fleet to have a "civilized" three race regatta. The promotional flyer and sailing instructions showed three races. So, we were delighted that Steve Tautz, Sasha Jacobs, Clayton Camozzi and Jessica Gerber drove all the way from Littleton, Colorado. We were even more impressed with their resolve when we learned their double-deck trailer decided to part company with Steve's van at highway speeds outside Raton, New Mexico. Sasha's boat lost its spray rail and portions of its deck when the trailer "flipped" to a stop. After hours of trailer reconstruction in a local Raton welding shop, the party pushed on to Dallas and the Southwestern Regatta. In Dallas, Steve's Snipe needed generous portions of fiberglass putty for the bottom to regain its Snipe lines. Sasha sailed a borrowed Snipe which presented her with several novel problems. Thanks to both teams for their dedication to Snipe racing.

Broken clouds and a shifty southerly wind of 10-15 mph greeted the sailors for the two Saturday races. In the first race, Pete & Suzan Fenner were in the lead at the first mark, followed by Andy Towles, Gene Soltero, Bruce Hurst, and Gerard Coleman. On the third leg, some puffy downwind shifts allowed Gerard to move to second place. This order stayed about the same for the next windward and leeward legs of the Olympic course. Shortly after rounding the leeward mark going onto the final windward leg, Gerard took the lead. With a 100 yard lead over the boats further back, Gerard proceeded to cover the Fenners as they tacked up the west side of White Rock Lake. Meanwhile, Towles, Soltero and Hurst tacked left toward the east side of the lake. In typical White Rock Lake fashion, the big left shift came and swept Andy Towles into a first place finish. Gerard managed to just beat Gene Soltero for second while Bruce Hurst just beat the Fenners for fourth. In the second race, your reporter was too far back at the first mark (next to last) to make a reliable report. Clearly, Gerard Coleman was first with Andy Towles, Charles Quade, Steve Tautz, and Bruce Hurst in close pursuit. With the many shifts and velocity changes, they moved around a lot, but Coleman managed to be in the lead at the end. Towles just nipped Soltero for second while Charles Quade finished a solid fourth. The Fenners got several lucky shifts to sneak by Tautz and Hurst for fifth. Saturday's racing ended with Towles and Coleman tied for first, Soltero third and Hurst tied with the Fenners for fourth.

When the day's racing ended, the skies cleared and pleasant afternoon ushered in a great evening. The regatta volleyball contest and barbecue were held at Gene and Beth Soltero's house across White Rock Lake from the sailing club. Many past members of Snipe Fleet #1 were invited, and several showed up including "Old Dirty" Ed Haynes. Ed is the builder of the three foot tall, 40 pound "Clyde Crashcup" Trophy awarded to the Southwestern practice race winner each year. This years "lucky" winner was Jack McGrael. Jack did not realize that Gene Soltero, after leading most of the practice race, had sailed very close to the finish line, but did not actually cross the line. When Jack finished, he became the overall winner of the practice race. Clearly, the "Clyde Crashcup" trophy is not the most coveted award available in Snipe Fleet #1.

With one race scheduled for Sunday morning, the Race Committee set a long windward-leeward course two thirds the length of the lake. Just after the start, the wind shifted left, turning the first beat into a port tack close hauled drag race. Coleman won that drag race, followed by Towles, Soltero, Hurst and the Fenners. Unable to do much about the first leg, the Committee moved the leeward mark downwind of the weather mark. A shift further left (east) forced the Race Committee to reposition the weather mark before the next weather leg. Rounding the leeward mark for the second weather leg, the course still favored port tack. Coleman still led Soltero and Towles as they sailed off on port tack. Hurst and the Fenners soon tacked and sailed left for 100 yards. Tacking back to port, they began to receive port lifts higher and stronger than the three leaders ahead and well to leeward. During all the mark moving, the Committee lost count of the number of laps already sailed, and anchored near the weather mark. By this time the Fenners had gained the lead, followed by Soltero, Hurst, Coleman and Towles. As the Fenners rounded the mark, the Race Committee sounded the finishing horn. Gerard Coleman made a quick tack toward the committee boat and snatched second from Soltero, also moving Hurst back to fourth. Soltero immediately protested, and the Committee quickly decided to run another race to compensate for their mishap. Gerard Coleman and his crew Tucker Gilliam had to stop celebrating a regatta victory and shift back into racing mode. This new race did not change the results much. Gerard and Tucker won the

race and the regatta. However, Steve Tautz and his crew Clayton Camozzi figured out the White Rock shifts, finishing second in the last race, moving them from seventh to fifth in the official overall standings.

So, a civilized three race series became four races. In awarding trophies for the regatta, this third race was counted by the committee thinking that no trophy positions would be changed. To which Bruce Hurst commented: "You must be using Texas Rules." Upon review after trophies were awarded and the participants had departed, the committee realized that other places were prejudiced by counting the third race, and it was thrown out. Results are below: (race not scored!)

—Pete Fenner
Dallas Fleet #1



Skipper/Crew	Finishes	Total
Gerard Coleman/Tucker Gilliam	2-1-1	3.5
Andy/newpew Towles	1-2-3	5.75
Gene Soltero/Ben Setnick	3-3-4	10
Bruce Hurst/Steve Snider	4-6-5	15
Steve Tautz/Clayton Camozzi	6-7-2	15
Pete/Suzan Fenner	5-5-6	16
Charles Quade/Mathew Lawson	8-4-8	20
Ove Rasmussen/Chris Mack	10-8-9	27
Bob Henry/Carolyn Barber	11-11-7	27
Jack McGrael/John Rivard	7-10-11	27
Phil/Alexa Cromeens	9-9-13	31
Sean Dawson/K. Ramsor	13-12-10	35
Sasha Jacobs/Jessica Gerber	12-14-12	48
Jerry/Susan Sams	14-13-dns	41

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The Tale of Another Home-Built Snipe

After reading Mike Wotovitch's part one in a series of building a Snipe (January 1997 Snipe Bulletin), Joe Bridges, who had also purchased plans, wrote the following and sent photos of his home-built project.

Ahoy Jerelyn;

Well, it is done! It floats and it sails. Enclosed are some of the pictures I have taken. Some were taken in my driveway the week before it's launching. I fully rigged the Snipe to test out the halyards, blocks and durability of the mast, boom and tiller. I hadn't installed the deck spray rail at that point. Some photos were taken at the maiden launch and over the last two weeks. I have many more photographs from earlier stages of construction.

I can't remember if I had requested a change in the name from *Ma Hog* to *Sloop Joe B.*, but that's now it's name, and I'd like it on record in your files for #29266 to be that name. I'm sending you excerpts from our local sailing club newsletter, articles I sent which they published.

Let me introduce myself first. This is the first boat I have ever built. I have enjoyed using some of my previous house building skills and applying them to building a Snipe. Apparently, I have ended up with a product that looks like a Snipe.

Several things kept cropping up while evaluating the task of building my Snipe. 1) Money; 2) Could I do an accurate and precise job?; 3) Would I be able to read boat plans, and coordinate information from the construction manual of Harold Gilreath's, the blueprints and the Snipe Rulebook? There seem to be some discrepancies. 3) Are there ways of construction which would allow for use of local materials? 5) Will my family remember me, even though I spend lots of time working on a boat in the garage, I do live at our house?

The lower blocks' axle(bolt) ripped out the mast when I first tried raising the sails in my driveway. I fashioned a u-shaped 1 inch by 1/8 inch by 7 inch aluminum strap which wraps around the front side of the mast and holds the block axle securely. Cracks in the mast were fairly easy to repair with epoxy and several layers of fiberglass matting wrapped around the breaks. Epoxy has by far been the biggest expense \$300 plus, but it has also allowed savings on 4 x 16 x 3/8 marine plywood, which with shipping would have been over \$600 to the Midwest. With Brainard Cooper's approval, I used inexpensive 1/8 inch 4 x 8 foot mahogany wall paneling for a total of about \$55.

Also, the use in this part of the country of exotic lumber such as white cedar or Sitka spruce is unnecessary for two reasons: 1) the cost is exorbitant, *get this, just for framing in the keel, stations (ribs) and deck frame* \$485 and; 2) the availability of inexpensive CCA treated yellow pine, which will not rot, has a great strength, and s.g. (density) than either of the above cost only about \$50. The extra weight made no difference because the total weight of the boat is over 100 pounds below the

minimum. My home-made marine worthy plywood, which Cooper approved, of epoxy and fiberglass sandwiched between two 1/8 inch mahogany wall panels, sealed in clear epoxy, eliminated considerable overall weight, as well as, exceeded the minimal s.g. (density) requirement of the finished hull for a Snipe.

The mast has cracked or broken four times. Once in my driveway as I was raising it up on the boat. Once in my garage when I accidentally bumped it off a stand and it slapped onto the floor. The third time, I was removing the boat from the water on the launch ramp, the front stay come loose and the mast broke off at a juncture splice on the bottom. I had to splice an additional 16 inches to make up the difference of Ted Wells' mast plans which were designed for a deck step mast not a keel step. I don't recall the plans indicating that difference. The fourth time the mast broke, I realized I was using inferior cable after the side stay broke and the mast toppled over and cracked off at the deck level, during its first race. It is amazing what can be done with epoxy and fiberglass matting. The mast is repaired and back in service again.

There were not designs for a gooseneck, and the local boat builder had some clumsy, gaudy adaptations for a wooden mast which I didn't like. So I designed my own and with a little testing so far it has worked out well, the design which of course I am happy to share. The designs are quite simple and require a propane torch for bending aluminum and a 1/2 inch aluminum rod, a drill and variety of bits, a 3/4 inch brass plumbing nipple, some stainless steel machine screws and my old friend Mr. Epoxy. I will send that design and drawings if you like.

My recollection is you had suggested I list all my whatevers in building my Snipe. I'm not sure if that was a proposal asking me to create addendum to Harold Gilreath's excellent manual, or what? If it was, I'd consider contributing something to it, but his 100 page book was well written, very detailed and at least in my mind only worthy of an addendum tacked on to, but not necessarily a manual replacing it.

If you would like more about suggestions for Snipe construction, at least some of the resolves I developed while constructing, I'm willing to work with you. Perhaps as I have alluded to above, an addendum or collection of Snipe builders' ideas and suggestions could be made available through and for SCIRA.

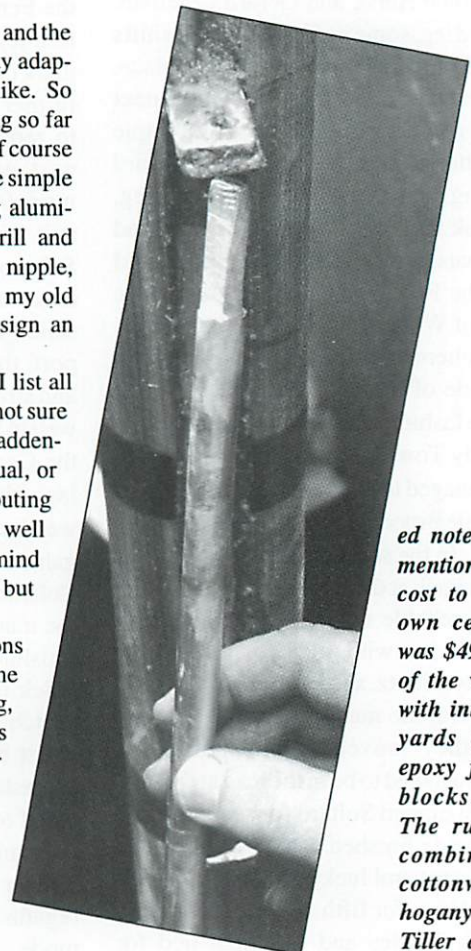
Enjoyed meeting you over the phone and building my Snipe. I need to travel to Chattanooga to see Brainard.

*A Snipe enthusiast,
Joe Bridges*



photos: above: 29266 with Joe and Jacomo Sailing Club Commodore Georgia Mueller out for a sail.

Below: custom made gooseneck fitting.



ed note: Joe also mentioned that his cost to make his own centerboard was \$49.00. Cost of the wood mast with internal halyards excluding epoxy finish and blocks: \$20.00. The rudder is a combination of cottonwood, mahogany and epoxy. Tiller and extension are of oak and mahogany.

Classified

Classified ad rates: Minimum charge is \$10.00 per month. Ads are accepted with payment only. Ads can be accepted by mail, fax or e-mail, providing credit card number & expiration date are given. The deadline is the first of the month preceding publication.

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MCLAUGHLIN 25003 - 3 suits of sails (2 North, 1 Sobstad), Cobra II mast, green hull with light green deck, anodized daggerboard, wooden rudder & tiller, trailer. \$2100/obo. Call 508-657-6496 weekends or evenings. (Mass.) (amj)

JIBE TECH 28141 - White, light grey deck, Persson Proctor mast, full covers, galvanized trailer, Sobstad, North, very clean and fast. \$5,750/obo. Santa Barbara, CA. 805-563-9597. (mj)

PSI 27928 - Excellent condition, top and bottom cover, cradle trailer, minimum weight, new jib, water rat rudder, pole launcher, Proctor mast, practice sails, hull have never been sanded, hardly used. So. Calif. Area. Asking \$3500. Contact Kevin Taugher (714)893-0885. (j)

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

SKIPPER 26123 - White hull and deck with red stripe. Sidewinder mast with 2 sets of sails. Trailer wired with lighting in excellent condition (no rust). 1 year old Sailor's Tailor cover with skirt. Rigging is simple with no pole launcher. Hull & deck in pristine condition. Minimum weight. Excellent opportunity - fast hull like new at great price. \$2,500. Atlanta. Lee Burnup (h)770-943-8928 or (w) 770-494-7297. (j)

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MCLAUGHLIN 26291 - white hull and deck. Sobstad sails, Cobra II mast, compass, pole launcher, magic box, top and bottom covers. Galvanized trailer. \$3,000. Indianapolis. Ed Benton (h) 317-844-9940, (w)317-488-6051. (jj)

MCLAUGHLIN 28463 - Cobra II mast, pole launcher, Sailor's Tailor cover, North sails, light gray deck with white hull, like new condition, sailed very little, like new galvanized trailer. \$4,500. Call Byron Hill @414-294-6520 days or 414-745-3076 evenings. Green Lake, WI. (jja)

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

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PHOENIX 25226 - tangerine hull, ivory deck, \$2,000
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Results from Uruguay

Uruguay's World Championship qualifying consists of an all year-round ranking plus the 1997 National Championship.

Last April, Ricardo Fabini and Ignacio Saralegui won once again, the National Championship therefore qualifying for the Worlds. They were followed by Alejandro Carluccio/Pedro Garra in 2nd place and Fernando/Bernardo Thode in 3rd.

The ranking is still running and the crews are giving a hard fight for first place. The top 6 positions up to now, with 12 races to go are:

28025	Alejandro Carluccio/Pedro Garra
28826	Roberto Fabini/Juan Esterovich
27218	Diego Garcia/Miguel Aguerre
28024	Pablo Defazio/Antonio DeSouza
28026	Ricardo Fabini/Enrique Buero
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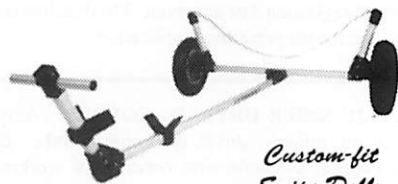
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SANCTIONED SNIPE REGATTAS



MAY 31-JUNE 1; DISTRICT 4 CHAMPIONSHIP. James Island Yacht Club. Charleston, SC. Mike Coffman.

JUNE 7-8; COLONIAL CUP. Annapolis, Maryland. Alex Pline. 1104 Hoover St., Annapolis, MD 21403. Fax: 410-263-5246. E mail: pline@en.com.

JUNE 7-8; DISTRICT 2 CHAMPIONSHIP. Walnut Valley Sailing Club. Wichita, KS. James Rix. 316-636-9664

JUNE 7-8; DISTRICT 6 CHAMPIONSHIP. Mission Bay Yacht Club, San Diego, CA. Jerome Fournier, 268-0925, e-mail: jromfour@cts.com

JUNE 7-8; R WC HELSINKI REGATTA, SPS, Helsinki. Sampo Valjus. Koskitie 47 B8, FIN 90500, Oulu, Finland. Fax: +358-81-311-22-19. E mail: sampov@asava.pp.fi.

JUNE 7-8; BOLDE MOTHER INTERGALACTIC, Cuba LakeYC. Leo Murphy.

JUNE 7,8,14,15,21,22; CORBETA PATAGÓN. Yacht Club Argentina, San Fernando. Pancho Agusti. Fax: +54-541-32-220.

JUNE 14-15; WOLVERINE REGATTA. Barton Boat Club. Ann Arbor, Michigan. Terry Timm. 313-662-3424.

JUNE 20-22; GRAN PRIX DEL INTERIOR. CVR, Rosario. Pancho Agusti. Fax: +54-541-32-220..

JUNE 21-22; FIREWATER REGATTA. Lincoln Snipe Fleet, Lincoln, NE. Bill Gustafson, 7115 Shamrock Rd., Lincoln, NE 68506. 402-488-1585.

JUNE 21-22; UK SOUTHEASTERN CHAMPIONSHIP. Maldon Yacht Club, Essex. SCIRA UK, John Love. Fax: +44-1925-764-156.

JUNE 21-22; NEW ENGLAND CHAMPIONSHIP. Larchmont Yacht Club, New York. Tom Ingram, 914-686-5834.

JUNE 28-29; DISTRICT 1 CHAMPIONSHIP. Quassapaug Yacht Club, Connecticut. Dave Rogers (203)-729-9617 e-mail: Fubarstil@aol.com

JUNE 28-29; MICHIGAN OPEN & STATE CHAMPIONSHIP. Grand Rapids YC, Grand Rapids, MI. Allan Vorel.

JULY 4-6; 47TH ANNUAL MISSOURI VALLEY & INSA CHAMPIONSHIPS. Lake Manawa SA/INSA. Patrick Flood 402-556-9561.

JULY 5-7; WC HANKO REGATTA. HSF, Hanko. Sampo Valjus. Koskitie 47 B8, FIN 90500, Oulu, Finland. Fax: +358-81-311-22-19. E mail: sampov@asava.pp.fi.

JULY 12-13; DISTRICT 5 CHAMPIONSHIP. Chautauqua Yacht Club. Mick Yates, 7 Packard Garden, Lakewood, NY 14750. 716-763-8736.

JULY 12-13; NORM TANNER MEMORIAL REGATTA. Bow Mar Yacht Club, Colorado. Steve Tautz, (303)794-0385

JULY 12-13; WINCHESTER INVITATIONAL. Winchester Boat Club, Winchester, MA. Ray Schmit, 172 Myrtle, Ashland, MA 01721.

JULY 11-13; ARGENTINE NATIONALS. TYC Tucumán. Pancho Agusti. Fax +54-541-32-220..

JULY 18-20; R WC FINNISH NATIONALS. ASS, Turku. Sampo Valjus. Koskitie 47 B8, FIN 90500, Oulu, Finland. Fax: +358-81-311-22-19. E mail: sampov@asava.pp.fi.

JULY 19-20; DISTRICT 3 CHAMPIONSHIP & JR. CHAMPIONSHIP. Island Bay Yacht Club. Lou Dixon or Troy Tolan. 217-626-1179.

JULY 24-27; UK NATIONAL CHAMPIONSHIP. Broadstairs Yacht Club, Kent. SCIRA UK, John Love. Fax: +44-1925-764-156.

JULY 26-27; BRIODY. Newport Yacht Club. Norman Dahl.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

OCTOBER 25-26; HALLOWEEN REGATTA. Atlanta Yacht Club. Atlanta, GA Lee & Courtney Bradley.

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

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





SCIRA Europe Spring Progress Report

With Europe well into the 1997 racing season one should reflect on the past months of our action from December 1st., 1996.

Ideas on measuring/equipment, progressing the youth, new policies and strengthening of the European Snipe race calendar have come forth from our office. All of which has received favourable support from officials and secretaries. Throughout the winter months I have traveled extensively to European Sailing Federating Community conferences. At these regular meetings I have pushed Snipe where ever an opportunity occurred. This work, unseen by those not present at the conferences, has brought progressive results together with respect, understanding and appreciation of the Snipe Class. At the February meeting, Athens, the Russian Sailing delegation was cornered by me into a captive audience. This brought advantageous results to SCIRA Russia. On returning the Federation Officials took interest in the Russian Snipe race programme!

Added to my efforts has been the support and following of the European class officials and membership. The recent election of Giorgio Brezich (Italy) into Vice Chairman Rules Committee and England's Donald Elliot into the Finance Committee reflects Europe's willingness to plough back into SCIRA - as a balance to that taken out. Roger Nyland has continued to work unceasingly since his retirement as National Secretary Finald. Roger's dedication to small boat racing throughout his homeland has been closely monitored and appreciated by the Finnish Sailing Federation. This has results in his election of Vice President Finnish Federation (FYA). The importance of Roger becoming Vice President FYA has to be seen by the SCIRA world in its rightful context.

With the Portuguese Sailing Federation, Arturo Delgado, President of the Spanish Federation whilst Roger's recent election moves him into high Federation office. This dedication by the three names gives Snipe a favourable launch platform on the European Sailing Federation Community.

1997 is the 50th Anniversary of SCIRA Finland. Working close with his committee, National Secretary Sampo Valjus has plans for a commemorative event, mid-July, to include past/retired Snipe members. Over recent years there has been a steady growth of interest by the ladies into Snipe. This possibly goes back to the encouragement given by Norway, Spain and the UK to entice junior females into Snipe by competing at World and European Championship level. Other countries have made great strides with their lady membership, especially Russia. The surprise of 1997 is Sweden enrolling three new complete lady teams.

Snipes in Belgium have been in the "doldrums" for a period of time. Which Secretary Andre Callot has been conscientiously working on. Definite movement came two years ago in a rapid turn of fortune. Over recent weeks there has been a rapid influx of members which has resulted in a paramount lack of second hand Snipe within Belgium. Necessitating foraging into Scandinavia and Spain for boats.

This year three new Snipe builders have moved into full production. Both Skipper and Devoti - Tavinor Snipes, spent last season modifying and perfecting their boats, and are now satisfied, whilst at their yard in Latina, Italy, Itsamarine have commenced to mould. European sailmakers have moved upmarket and their products are being appreciated and used by top helms. A couple of European sail lofts have absorbed their knowledge, expertise and equipment under one roof to marry up as one company. Snipe "missionaries" have moved into Germany, Poland, Turkey to spread the gospel. To date, Germany has three Snipes in the Bavaria area.

Trailed Snipes criss-crossing borders has reached a new momentum throughout our twelve countries. Travelling is set to reach a higher proportion than ever witnessed before. This is good for friendship thus raising of race ability throughout the continent. This travel mania started early this year whilst Europe was in the grips of ice and snow - to the USA Midwinters, Belgium, Finland and the Norwegian flag was flown.

At San Diego the full complement of SCIRA Europe shall be represented, including recently recruited Switzerland. This shows the enthusiasm and strength of Snipe throughout our several countries.

With my best regards,

Antonio Roquette
European General Secretary

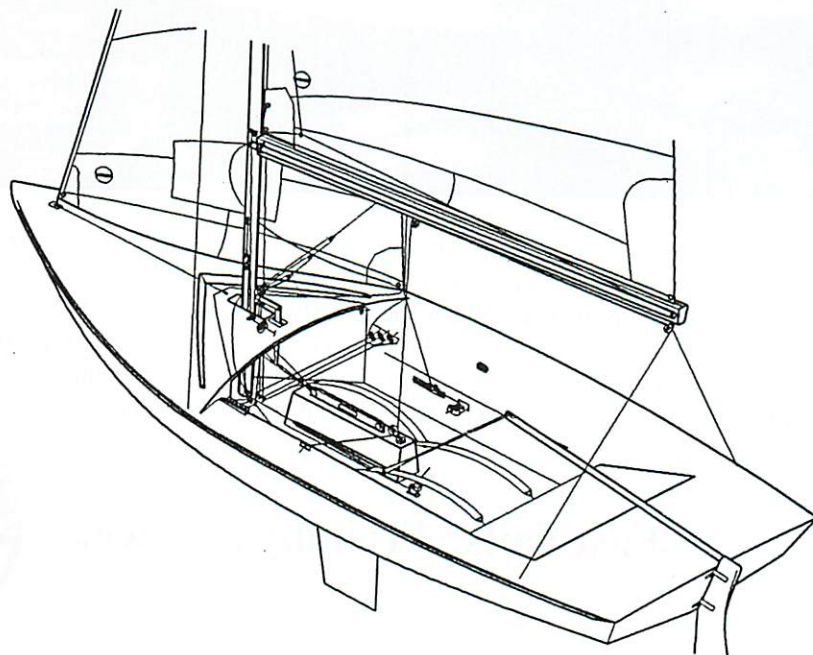
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OAKVILLE, ONTARIO, CANADA
AUGUST 28th - 31st 1997**

**Hosted by
FLEET 321 & OAKVILLE YACHT SQUADRON**

SCHEDULE OF EVENTS

Thursday, August 28, 1997		Registration and measurement	
		Practice sailing	
Friday, August 29, 1997	10:00	Skipper's meeting	
	11:50	Warning gun - First race	
	18:00	Happy hour - beer and wine	at Hains residence
	19:00	Dinner	at Hains residence
Saturday, August 30, 1997	10:00	Warning gun	
	18:00	Green Can Party	at O.Y.S.
	19:00	Dinner and Dancing	at O.Y.S.
Sunday, August 31, 1997	10:00	Warning gun	
		(No races to start after 14:00 hrs.)	

Trophies & Farewell cocktails

For further information:

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Oakville, Ontario
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Phone: (905) 844-6315

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