



JUNE 1998



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This was another successful year for Sobstad Sails at the Winter circuit, but the results only tell part of the story. What you don't see is the individual victories of our customers on the water and the service that George Szabo provided at the circuit to help Sobstad customers go faster. From helping people tune their rigs, sharing rigging ideas, answering questions off the water, and helping people fine tune their sails on the water, we were there. Do you need some of this great information too? All of this is available every day when you contact us here at the loft. But does it help? Just ask our customers, they'll tell you it was worth the call.

The Snipe Bulletin

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International Snipe Class*



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Jerelyn W. Biehl

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THE COVER: A close mark rounding at
 the 1997 US Masters in Gull Lake, Michigan.
 Past Commodore Gonzo Diaz, bow 23 on the
 outside. Chris Schneider photo.

THE COUNT: No new numbers were
 issued this month.

NUMBERED SNIPE: 29444

CHARTERED FLEETS: 848

From The Commodore

To our gladness, SCIRA Russia has been greatly developing. In 1991, the admission of SCIRA Russia was approved at the Board Meeting in Tonsberg, Norway and Mr. Alexei Fomin was appointed to the position of National Secretary. As you may know, he is very famous in Russian yachting world.

Since then, with his great contribution, SCIRA Russia has been expanding and improving their skill. For instance, one of their two teams won the 4th place at the World Championship of SCIRA held in San Diego last year. For another, they will host the 1998 Junior European Championship in Moscow from July 8 to 15, which proves that SCIRA Russia has grown to be an excellent organization both in name and reality in a short time. This is very gratifying for us.

For the charter use in Junior European Championship, they are now building 25 boats of FRP for the first time in Russia domestically. You may have already known this as it was on the May Snipe Bulletin. I wish the great success of Junior European Championship.

Additionally, in East Europe, people are trying to form the fleet in Poland. Why don't we send them our encouragement and support?

Commodore Akibumi Shinoda

REGATTA REPORTS NEEDED!

Don't Forget to send regatta reports in to the Bulletin.
E-mail, fax or regular mail are accepted as well as photos (which can be returned if requested).

Carlos Alberto Wanderley 1931-1998

The Snipe Class and Brazil suffered a great loss, Carlos Alberto Wanderley died on April 2nd. Wanderley, how he was named by his friends, was born in 1931 in Rio de Janeiro and started sailing at the age of 8. He began sailing a Snipe in 1942 as a crew for Darke Behring de Mattos with whom he sailed until moving to São Paulo in 1962. Wanderley was married to Vera and had 3 sons, all of them sailors too. Ricki, the youngest, is a Snipe sailor.

Wanderley owned more than 10 Snipes most of them made of wood.

Wanderley sailed all over the world, he even sailed The Admiral's Cup where he was once the winner sailing the boat named *Saga*. He participated in the Buenos Aires - Rio Regatta 6 times and also the Bermuda Race. But he really liked sailing a Snipe. He participated in many regattas including World Master Championships, Master Brazilian Nationals and twice the North American National Championship and won several of these.

At 67 years he had a physical condition that most young sailors haven't. He was always the first to arrive at the course, was always training, trimming new sails and making changes on his Snipe.



Ivan Pimentel who sailed with Wanderley for many years said that he always remembers when they were in Punta Del Este, Uruguay, and created a band and entertained their "hermanos" singing a music they composed for the Championship.

Wanderley liked to sit around after the races and tell stories of sailing competitions in which he had participated.

The São Paulo Federation and the Snipe Class of São Paulo are creating a Trophy with his name.

The Snipe Class and all his friends are going to miss him.

Good bye friend, we will never forget you.

—Celia Garrafa

US Silver/Gold Membership a Success

The US Board of Directors voted last year to offer 2 levels of membership that would help financially towards the US bottom line. Originally intended towards those who "use" SCIRA more than those who don't travel, the voluntary memberships were set at \$60 for Silver and \$100 for Gold, with the amount over the regular US dues (\$40) being tax deductible. The response was overwhelming, surprising many on the US Board!

To date the numbers show:

Gold Members:	60
Silver Members:	106

These special members can be seen on the race course by the silver or gold circle behind their yearly decal.

If you are interested in upgrading your membership to one of these levels, contact the SCIRA office, or send a check with the difference and a small note to the SCIRA Office!



1998

North Americans
Carlyle Sailing Association
has the wind and facilities
to guarantee
a great regatta!

See page 10 for details.

World Snipe Day - 1997

São Paulo, Brazil

This year we from the Fleets 311, 434 and 448 São Paulo, decided to repeat the same regatta we had last year. We invited the local Optimist sailors to skipper a Snipe, with the owners crewing for them. Last year only 11 Snipe sailors were willing to sail with the Optimist sailors and the latter proved to be capable of handling a Snipe with success. So this year most of the Snipe sailors appeared but only 17 Optimist sailors did. At 2:00 pm of May 10, we started our first regatta to commemorate our World Snipe Day. It was a nice autumn afternoon with winds blowing from the Southeast at about 10 knots which was perfect for the Snipe sailors for if the breeze was stronger they would probably get into trouble on tacks and jibes. After 55 minutes the first regatta was over and the skippers were willing to race once more. So the Race Committee prepared another start. Unfortunately three boats had a PMS and were not given a start. The winds were slightly stronger by then and the regatta took just 50 minutes to end. Snipe sailors were very tired by then. In the evening the Clube de Campo São Paulo offered a nice snack and prizes were awarded to all participants. It was a very nice experience to many Optimist sailors for they are at the edge of stopping to sail an Optimist.

—Fernando Garrafa

Kanto, Japan

We had a Snipe race in three days of May 3-5 as part of Inage Week. Unfortunately only 10 skippers participated in this race. The reason of small participants were the continuous holidays from April 29-May 5 in Japan by concentration of many national holidays and May Day. We call it "Golden Week." People plan to go on a weeks travel with family and friends.

We enjoyed 6 races under very light wind and very heavy wind of more than 25 knots. After the race program, we enjoyed a get together party among other class sailors of 14 footers and Lasers. For the next year's race we want to have a campaign to increase participation.

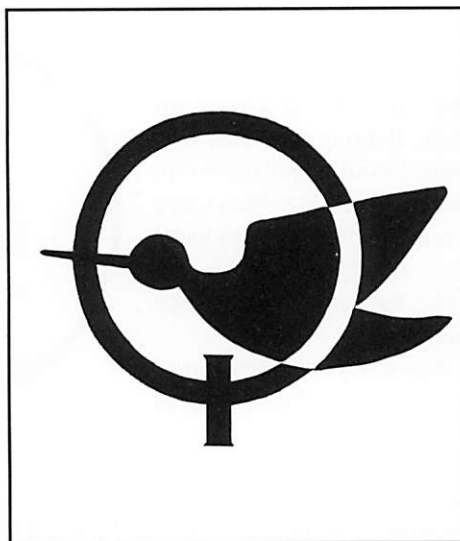
—Yutaka Yoshida

Budworth, England

This was the second year that we held a Snipe Fun Day at the club. We invited members of the other fleets from within the club and family and friends of Snipe Fleet members to come down for an opportunity to helm or crew in a Snipe.

A husband and wife crew from south of Birmingham, saw the Snipe at an exhibition

during the winter, John Love, our National Secretary and Fleet members who was there, invited them to come to the Budworth Fun day. The couple traveled the 2 hours to Budworth in order to try out a Snipe and were



most pleased to have made the trip.

All guests registered and read the safety rules before they were allowed to sail. We started sailing at about 12 noon with a series of 15 minute races, for each race we swapped the helms and crews around so that everybody had several races in different boats. One of the primary objectives was to match up experienced helm with the novice crews and also to let new helms take the tiller with the boat owner crewing.

At about 1600 hours we ran two heats of a Fun Race; this involved a lot of sailing, jumping in and out of boats, running, single handing, dropping and retrieving of balloons and other chaotic activity. The scoring was

based on the low point system with penalties for burst balloons and other such mistakes. LOTS of LAUGHTER!

During the barbeque there was match racing to watch, this was open to all those who were interested in taking part. The final was between Alan Williams, one of the UK's most proficient Snipe sailors, who had been dragged into the competition to helm by Edward Ross (9 years old), son of fleet members Raymond and Christine. Edward was so keen that he wanted to be in every race and the front of the fleet is where he likes to be; however it was Deborah Love and her crew Craig who beat them in the final. There are many Snipers in the UK that would have to look to their laurels if Deborah were ever to decide to sail Snipe full time!

With 31 Guests everybody had a great deal of fun, the main aim is of course to increase class awareness and to encourage new members. As a direct result of last year's event, the fleet welcomed new members Jim and Trin McMullon, we hope for a repeat of this success.

—Mark Antonelli

Graphic at left was made by Fernando Garrafa to incorporate both the Snipe and Optimist sailors. Sailors had t-shirts made with this logo.

Photo below: Snipe and Optimist sailors from Brazil enjoying the after-race refreshments. Celia Garrafa photo.



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SANCTIONED SNIPE REGATTAS



JUNE 6-7; DISTRICT 2 CHAMPIONSHIP. Oklahoma City Boat Club, Andy Towles, 405-359-0128

JUNE 6-7; DISTRICT 6 CHAMPIONSHIP. Alamitos Bay Yacht Club, Todd Smith.

JUNE 6-7; SNIPE HUNT. Indianapolis. Buzz Levinson, 7631 Newport Bay, Indianapolis, IN 46240, 317-253-2710 or 800-844-4801.

JUNE 13-14; GOVERNOR'S CUP. Island Bay Yacht Club. Springfield, IL. Lou Dixon, 217-793-3359 or ldixon@cmtengr.com

JUNE 20-21; FIREWATER. Lincoln Sailing Club. Lincoln, NE. Chuck Wahl

JUNE 20-21; NEW ENGLAND CHAMPIONSHIP. Cottage Park YC, Winthrop, MA. John Lally, 617-846-8972.

JUNE 27-28; WHITTEMORE/St. JOHN. Quassapaug Yacht Club, Quassapaug, CT. Shane Erickson, 203-729-1258 or serickson@sjassoc.com

JULY 4-5; 48TH MISSOURI VALLEY AND INSA CHAMPIONSHIPS. INSA, Lake Manawa, Council Bluffs, IA. Carter Weitz, 2831 Fox Hollow Rd, Lincoln, NE 68506. 402-489-1174.

JULY 11-12; DISTRICT 5 CHAMPIONSHIP. Chautauqua Lake Yacht Club. Chautauqua, NY. Mick Yates. 716-763-6865 or doordoc@netsync.net.

JULY 11-12; WINCHESTER INVITATIONAL. Winchester Boat Club, Winchester, MA. Jennifer Rousmaniere 978-474-9207.

JULY 11-12; NORM TANNER MEMORIAL; Bow Mar Yacht Club, Littleton, CO. Steve Tautz; 303-794-0385.

JULY 18-19; DISTRICT 1 CHAMPIONSHIP. Surf City Yacht Club, Barnegat Bay, NJ. Darryl Waskow, 609-683-1198

JULY 18-19; BRIODY REGATTA & LAKE ONTARIO REGION CHAMPS. Newport Yacht Club, Rochester, NY. Norm Dahl, 716-872-5485 or NormDahl@juno.com

JULY 27-AUGUST 2; EUROPEAN CHAMPIONSHIP. Porto, Portugal. Antonio Roquette. Fax: +35-12-941-2885

AUGUST 1-2; NEW YORK STATE OPEN. Cuba Lake Yacht Club, Cuba Lake, NY. Leo Murphy, 716-968-3723.

AUGUST 8-9; US JUNIOR & WOMEN'S NATIONALS. Gull Lake Country Club, Kalamazoo, MI. Tom VanderMolen. 616-629-0820.

AUGUST 10-14 US NATIONAL CHAMPIONSHIP. Gull Lake Country Club, Kalamazoo, MI. Tom VanderMolen. 616-629-0820.

AUGUST 15-16; AL MORRIS REGATTA, NORTH-WEST SNIPE CHAMPIONSHIP. Willamette Sailing Club. Willamette, Oregon. James Lampros. 503-364-3982.

AUGUST 22-23; BOARD OF GOVERNORS. Quassapaug Yacht Club, Quassapaug, CT. Shane Erickson, 203-729-1258 or serickson@sjassoc.com

AUGUST 29-30; ONTARIO OPEN & CANADIAN CHAMPIONSHIP. Oakville Yacht Squadron. Oakville, Ontario, Canada. Id Crook, 6 John Street, Apt. 1002, Oakville, Ontario, Canada L6K 3T1. 905-842-7949.

SEPTEMBER 12-13; NEW JERSEY STATE CHAMPIONSHIP. Surf City Yacht Club, Barnegat Bay, NJ. Darryl Waskow 609-683-1198

SEPTEMBER 19-20; MYSTIC LAKE OPEN. Medford Boat Club. Medford, Massachusetts. Martin Fraser 617-395-3116

SEPTEMBER 23-26; NORTH AMERICAN CHAMPIONSHIP. Carlyle Sailing Assoc. Ray Sepanski, 8 Ginger Ridge Ct. Glen Carbon, IL 62034. 618-656-3428.

OCTOBER 3-7; WOMEN'S WORLD CHAMPIONSHIP. Severn Sailing Assoc. Severn Sailing Assoc. Annapolis, MD. Alex Pline 410-263-8457 or pline@en.com

OCTOBER 17-18; FRIGID DIGIT, Severn Sailing Assoc. Annapolis, MD. Alex Pline 410-263-8457 or pline@en.com

OCTOBER 19-22; US MASTERS CHAMPIONSHIP. Atlanta Yacht Club. Atlanta, GA. Don Hackbarth, 2350 Willeo Rill Rd., Marietta, GA 30062. 770-587-3653 or snipesgwh@aol.com

Blue Skies at Blue Circle

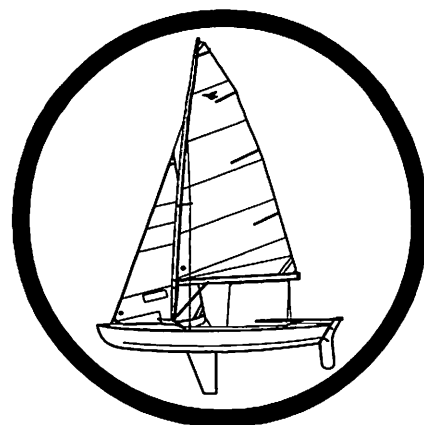
Sixteen crews entered the first Snipe Open of 1998. Thirteen of these were either from the home club or from Maldon. With only one other chartered fleet represented, this was a less than encouraging beginning. The wind was a fresh and gusty force 4 blowing generally westerly on Saturday and from the east on Sunday. Race Officer Derrick Crouch introduced an experimental seven race format in an attempt to eliminate procession racing and with a System 3 starting procedure, there was little or no hanging around. In the first race, Iain and Richard Marshall won comfortably ahead of Richard and Nicky Lambert. Chris and Sue Surridge were a close third, and Alan and Janet Hoy went well in their new Devoti to take fourth.

In the second race, the first three places were again taken by the Marshalls, the Lamberts and the Surridges, respectively. It wasn't a procession however, racing was always exciting and very close, and John White and Giovanni Saaci went like a train to take a well deserved fourth. The back to back third race was won by the Lamberts who held off a strong challenge both on the water and in the protest room from 1997 Champion Ricky Sadzik who had Matthew Silver on board. Performance of the weekend went to Graham Campbell and Gerry Desmond who placed third piloting Tim Tavinor's new Devoti Snipe as featured in the Late March edition of Yachts & Yachting's Pitstop feature. Further down the fleet there were some impressive performances, particularly from Junior sailors like Nick Lett and Luke Tharp, and also from Milton Keynes lads Sonny and Duncan.

Sunday was a different story as 'Boy Wonder' Junior National Champion Phil Marshall gave his peers a sailing lesson. Piloting one of three Devotis in the fleet and with Nick Bray brewing, he won the fourth race two minutes ahead of the Lamberts. The Surridges were third. He then won the fifth in front of his brothers, with the Lamberts this time in third. Phil's Saturday scores put him out of contention however and with two races to go, it was two horse race between Marshall senior and the Lamberts.

Iain Marshall won the sixth race in front of Phil to put him in the driving seat. Phil won the final race ahead of Ricky Sadzik whose port tack flier paid off and Iain Marshall's third was enough to secure overall victory. The event was superbly masterminded by new fleet captain Liz Crouch, who effectively compromised her own chances by lending her boat to some junior sailors. A first rate example to us all.

The seven race format was a success, if extremely demanding in the gusty conditions. The Crouches certainly made a huge effort and put on a fantastic event which included a licensed bar and Thai cuisine on Saturday night, a well stocked canteen and a free tea and cake at the prize giving. A great weekend was had by all.



Results

		Hull	Skipper/Crew	Club/fleet	Total
1st	GBR	20558	Iain & Richard Marshall	Maldon YC	7.25
2nd	GBR	23980	Richard & Nicky Lambert	Blue Circle SC	9.25
3rd	GBR	23980	Chris & Sue Surridge	RYA	17.00
4th	GBR	29303	Phil Marshall & Nick Bray	Maldon YC	19.25
5th	GBR	24152	Ricky Sadzik & Matt Silver	Blue Circle SC	21.00
6th	GBR	29404	Alan & Janet Hoy	Maldon YC	28.00

Blue Circle Snipe Open Boat Specs

The first indicator in the UK as to what's hot and what's not in terms of gear was established over the weekend of 9-10 May. Despite a strong showing from Devoti, the enduring quality of the Skipper Snipe hull and cockpit shape was evidenced by the fact that three out of the top five were piloting Skippers all of early to mid 1970s vintage

	Skipper/crew	Hull	Boat	Mast	Sails
1st	I & R Marshall	20558	Olsen Skipper (DEN)	Euro Proctor	North SD
2nd	R & N Lambert	23980	Martin Skipper (UK)	Holt-Allen	Sobstad SD
3rd	C & S Surridge	28398	ITSA Marine (UK)	Holt-Allen	North SD
4th	P Marshall & N Bray	29303	Devoti (UK)	Holt-Allen	Lowton & Gray
5th	R Sadzik & M Silver	24152	Olsen Skipper (DEN)	Sidewinder	Sobstad SD
6th	A & J Hoy	29404	Devoti (UK)	Euro Proctor	Sobstad SD

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➤ Covers	2nd 1997 U.S. National Championships
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Depowering in Heavy Air

Have you ever noticed that there are two types of people in the parking lot on heavy air days? There are those that rip their foul weather gear because they are so excited to get it on and go sailing, and those that keep trotting back and forth from the boat to the restroom. I used to be one of the trotters, but after sailing many races in breeze I learned how to balance the boat for breeze and now I enjoy it.

The first thing to realize is that sailing upwind in heavy air has the same feeling and skills that are required to go fast and sail well upwind in light air. The difference is that the sails are adjusted significantly differently. In light air you can go fast with full, draft aft sails that are sheeted tight. In heavy air you need flat, draft forward sails that are sheeted loose. To get from one extreme to the other it is necessary to make some adjustments to your mast tune. If you don't, your boat will not balance and you will have a slow, difficult, and frustrating day of sailing.

While on land, I start at a 21'4" mast rake with 1 1/8" pre-bend for my Proctor mast (1 1/2" for Sidewinder and Cobra II) with my jib up. From here I drop my shrouds down a half hole on the shroud adjusters and I also move the shrouds aft one hole on the deck. The jib halyard is pulled to the same mark on the mast

as it was before. Tightening the shrouds prevents the mast from over-bending sideways, and moving the shrouds aft helps you keep more headstay tension when you ease the mainsheet out in a puff.

Once you get out on the water you want to set up your boat with the goal of reducing drag and making the boat feel as light, bouncy, and lively as possible. To start, set your aft puller at neutral and pull your fore-puller on to this same spot. Then make sure that the clew of your main is all the way out to the band and that the tackline is tied so that the foot of the main is tight. Next pull your cunningham on tight so that the draft in the main is in between the front two sail numbers on Starboard tack, if it is really windy you won't be able to get the draft this far forward no matter how hard you pull on the cunningham. The last thing to do to your main is to pull on your vang with two hands. When you think you have enough on, pull on some more, you want to make your sail flat. If you get over-bend wrinkles or your top batten begins to hook then you need to ease some vang. **Warning:** remember to ease your vang before you go around the top mark or you will break your mast.

With the jib you want to move your lead forward about two inches from your light air

flat water setting (about four holes) and you also want to sheet the foot of the jib out to about 18" off of centerline at the splashrail. The goal is to have the jib sheeted out, but to keep the middle leech of the jib parallel with the centerline of the hull. You should try several lead positions to see which one makes the boat feel the best. The jib cloth should be set so all but one small wrinkle is taken out of the jib luff.

Now that your boat is set up, sail upwind, ease the main, and keep the boat FLAT. When you keep the boat flatter it just plain goes faster. This doesn't mean that you always have to hike harder. When you get a puff, let the tiller go to leeward to reduce pressure and drag, and ease the main quickly. Most importantly though, don't try to sheet hard and point high. Keep your boat moving by reaching upwind. When you put all of these things together you will find yourself going faster and pointing higher in the breeze.

See you at the weather mark.

--George Szabo

George Szabo is current US and North American Snipe Champion and the US Champion of Champions for the past 2 years. He is a sailmaker at Sobstad Sails in San Diego.

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B Fleet Racing

two perspectives

With racing season coming into full swing in the coming months; many fleets have struggled to accommodate all levels of sailing. Here two fleets responded on the Internet with their approach to encouraging fleet members.

Ann Arbor, Michigan

For club racing at Barton Pond, each sailor designates which fleet they want to be in, A or B, at the beginning of the season, with the exception of the previous season's B fleet winner who must become part of the A fleet for the season (this person may opt to go back to the B fleet again for the next season). Everyone starts together and is scored together. At the end of the season, trophies are presented to the top scoring boats in each fleet.

This approach has had the following benefits for us:

- 1) All boats still start and race together so if a B fletcher is hot for the day or is a fast learner, they can race straight up against the hot shots. This also allows the B fletchers to learn much more about starting more quickly.
- 2) The B fleet provides a racing opportunity for two types of people -competitive-minded beginners who want to learn and advance, and not-so-competitive-minded folks who are just out for a little fun, relaxation, and a bit of good-natured rivalry with their friends.
- 3) The provision requiring the previous year's B fleet winner to move to the A fleet for the season prevents one individual from dominating the B fleet every year, i.e. helps spread the trophy wealth around, for those who are motivated by such things.

The fun and rivalries in the B fleet have definitely kept people coming back every weekend.

Mission Bay, California

At large 2-day regattas in Southern California, the fleet races on Saturday as one fleet, or even in flights if more than 30 boats register. At the end of the day, all boats are scored and the fleet is split in 1/2. The top half are the "Gold" or in the case of the Carolyn Nute Memorial Halloween regatta, the "black" fleet, and the other fleet is the "Silver" or "orange" fleet. This approach allows everyone to sail against each other whether in one fleet or flights, yet separates into your ability the second day. Many times previous consistent "gold" fletchers find themselves in the second fleet, which increases the competition!

Other Ideas

US Nationals Partnership

Started in 1996, the Partnership award at the US Nationals was created with the goal to help Snipers at different ability levels meet one another, help transfer information from the top to the bottom of the fleet, and to bring all parts of the fleet closer together. It was also intended to be a fun award without a lot of serious competition. Competitors were seeded according to an estimate made by the US National Secretary with help from the District Governors. The partners were made by pairing the top seed with the bottom seed, second with second from the bottom and so on. The partner's scores for each race were summed (regardless of which fleet they raced in). It was a big success in helping competitors at different levels meet each other and have some fun. Top sailors were seen helping tune partners boats and answering questions.

Trading Crews

Some fleets, during informal fleet races, draw crew names out of a hat, either for the regatta or prior to each race. Trading crews whether they be new or very experienced, has helped both skipper and crews learn from each other. Trading boats has also been done, sometimes leaving one of the regular skipper or crews in the boat to learn from the "new" skipper, for tuning purposes.

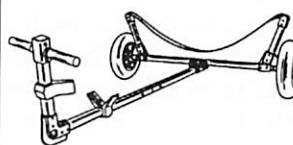
Classified

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 DRYSAİL 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>

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.

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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 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.



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

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

MCLAUGHLIN 25005 - White with emerald deck. Cobra II mast, Tennessee trailer. Top & bottom covers. Three jibs. \$2200. Boston area. (978)263-7790 or pearson@ultranet.com. (jj)

MCLAUGHLIN 24093 - with trailer and sails and Eclipse deck. \$1995 or will trade for any of the following: Ping Zing II clubs with bag & balls; Coon dog and 12 gauge shotgun; full size white poodle and leash; jet ski or bass boat and cooler; time share at the beach; weed eater and leaf blower; riding lawn mower with cooler; engagement ring. Call Scott Cline: 423-870-2459.

District Four Championships

St. Petersburg Yacht Club hosted the District 4 Champs over the Memorial Day Weekend, May 23 & 24. The holiday weekend was thought to be a good time to run the event, giving most folks the opportunity to drive home on Monday, a national holiday. It turned out not to be so. Only 23 Snipers attended, half from local Fleet 801. The rest came primarily from the Miami and Atlanta fleets. Although the numbers weren't great, the talent level was! Trophies were presented five deep; awards were also given for the first finishing Master team, Junior team, and Women's team. Augie Diaz, who has been rather scarce in Snipe circles for a while, delighted everyone with his attendance. Augie won the event with a first place in the last race, taking home the perpetual

Roberts-Seavy Trophy

At the end of the first day of racing, Hal Gilreath led the pack with a .50 lead over Augie, with the Beardsley team in solid third and Dave Pritchard and the "Old Man" a point apart for 4th/5th. Some bad luck with minor breakdowns and mid-fleet finishes kept the local top talent from Fleet 801 out of the money positions that day.

As was expected when SPYC agreed to host the event, there was no morning breeze in the picture. This time of year we sail only in the late afternoons and early evenings, waiting for a very reliable seabreeze and more bearable temps. Craig Beardsley, District Four Governor, was warned of this scenario, and felt it would not hamper the quality of the regatta. And indeed, it did not! In fact, several competitors mentioned that they are pretty tired of getting up pre-dawn to make start times, when in fact this is supposed to be their fun/relaxation time! And so, with a "Bermuda High" parked over the Gulf of Mexico (?can you believe it? only when you host a regatta do you see these anomalies!) we actually got our "seabreeze" about 1400 hours each day - two or three hours earlier than usual! We managed to get in the three races required by the deed of gift, all on Saturday, and still made it to dinner at SPYC for the usual fabulous fare by 8:30 PM. The

competitors all agreed to sleep in on Saturday, rather than sit around the Sailing Center waiting for wind. It worked out perfectly; the postponement was taken down at 1300 hours and one more race was completed for the series. The results of the final race caused Hal and Augie to exchange positions, kept the Beardsley team in 3rd and flip-flopped Dave and the Old Man for the last two trophy spots, after the tie was broken.

A full third of the competitors were masters. The Masters Trophy went home with a true master, Gonzalo Diaz, Sr. He skimmed ahead of an apprentice master, Chris "Peter-Pan" Klotz, by one point, saving Chris from publicly admitting his Master status for one more regatta. There were only two entries for the all -women's trophy. Edwina Zaiser, a University of South Florida student, was in the lead over Sherry Welch by three points at the end of day one. Edwina was sailing one of the eight USF owned "club" Snipes made by Mueller last year. However, age and experience overcame youth and enthusiasm in the end, and Sherry took the trophy by three points on Sunday. The Junior trophy only

had one contender! We were shocked that with the junior nationals soon upon us, that none of the Atlanta or Miami juniors could make it happen! However, local Scott Lang came out with great expectations, until he capsized just after race #1, donating a perfectly nice chunk of aluminum to the bottom of Tampa Bay. He and his crew still collected the trophy for their effort. Scott sailed with Robin Baker of Palm Beach on Sunday, since he lost his crew to a capsize injury in the third race on Saturday.

All in all it was a great regatta, and all of you District Four no-shows missed a super time! And for all of you skeptics, who wistfully gazed upon a mirror-like Tampa Bay, swearing that we would never get to sail in St. Pete in May, who refused to have faith in the local weather gurus, who scoffed at PRO Barbara Cowan's promise of a fine seabreeze by late afternoon, now you know! The secret is out! Some of the best sailing in the country happens here in May & June on late afternoons and early evenings. Come on down!

--Bill & Sherry Welch
Fleet 801 Fleet Captains

Results

Boat #	Skipper/Crew	Finishes				Total
1 28810	Augie Diaz/ Andrew Blom	2	3	3	0.75	8.75
2 2814	Hal Gilreath/ Jeff Beck	0.75	6	0.75	6	13.50
3 29148	Craig Beardsley/ Mimi Beardsley	5	2	8	2	17.00
4 28814	Gonzalo Diaz/ Debbie Rostorfer	11	5	2	8	26.00
5 28842	David Pritchard/ Alan Capellin	3	4	10	9	26.00
6 27270	Chris Klotz/ Susan Wallace	7	8	9	3	27.00
7 27732	David Mendelblatt/ Holly Kickliter	8	10	7	4	29.00
8 25948	Ethan Bixby/ Trudy Bixby	15	0.75	4	11	30.75
9 29373	Matt Bryant/ Laura Bryant	12	12	5	5	34.00
10 29200	Woody Norwood/ Stefanie Carroll	6	14	14	7	41.00
11 27276	Steve Carr/ Julie Carr	9	11	13	12	45.00
12 27364	Carr Moody/ Rick Jarchow	4	13	6	24dnc	47.00
13 29400	Bill Welch/ Cherry Jones	13	16	11	10	50.00
14 26397	Bob Foster/ Ben Givens	10	9	15	18	52.00
15 29014	Don Hackbarth/ Mike Hackbarth	14	7	12	21	54.00
16 29255	Kashimori/ Couto-Lain	21cif	15	18	14	68.00
17 27772	Sherry Welch/ Gilreath Goforth	21	17	19	13	70.00
18 19999	Jamie Rabbitt/ Joanna Rosochowicz	20	19	16	16	71.00
19 24500	Edwina Zaiser/ Valerie Whalen	18	18	17	20	73.00
20 28999	Ralph Swanson/ Jennifer Ehrhart	17	21	23dnf	15	77.00
21 28045	Steve Lang/ Debbie Lang	22	22	20	17	81.00
22 25058	Robin Baker/ Michele Royal	23	20	23dnf	19	86.00
23 27271	Scott Lang/ Neil Keidel	19	24dnc	24dnc	24dnc	91.00



1998 North Americans Carlyle Sailing Association

Carlyle Sailing Association's (CSA) facility at Carlyle Lake, Illinois is a Snipe sailor's dream. For launching, it has 3 electric hoists and a ramp. There are 4 floating docks, 200 feet long, 10 inches above the water & no big boats to climb over. The space between the docks is ample for doing button-hook approaches to the docks. There are 26 acres of grounds. Half of which is in blacktop for ample boat and car parking. The other half is grass and trees. There is a spacious shower building, pavilion, club house, playground for kids, and harbor master's residence.

The lake is big 10 miles long, 3 miles across, no tide, no current. We can set a course so as to avoid any shore effect to the wind. We've sailed 100 mile races on Carlyle Lake.

CSA's site is in Hazlet State Park, so cabins and camping with hook-ups are in very close proximity. Motels are available in Carlyle IL, 5 miles or Greenville IL, 19 miles.

There are two hard and fast rules at CSA...Camping on the grounds & PETS are PROHIBITED.

St. Louis, MO is the nearest metropolitan area 50 miles to the west. If you're flying in, you'll land at St. Louis International airport. A rental car would be needed to get to the lake. It's a long & expensive taxi ride.

The racing side of the NA's is in place. Major events at CSA are almost common. We are still working on the social side of the program. A golf scramble on a nearby lighted course is in the works, along with other activities. Food service is not generally available at CSA but, all meals will be AVAILABLE during the NA's.

For more information about the 98 NA's watch the next "Bulletin" or contact Ray Sepanski at 618-565-3428 or by e-mail Andrea Sepanski at ALSEPAN@MKG.COM. For more information about CSA look on our web page at <http://www.csa-sailing.org>.

--Ray Sepanski
98NA's Regatta Chair



CONGRATULATIONS!



	Bra		Rus
	29112		29106
Bra	1		
27390			
	2		3

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13, 14, 15, 16, 17, 18, 19, 20.....**

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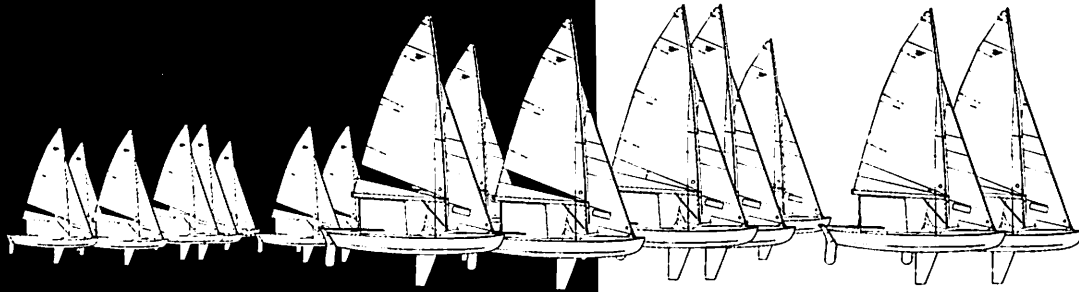
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Gull Lake, Michigan

1998 Snipe Nationals



August 10-14 US National Championships



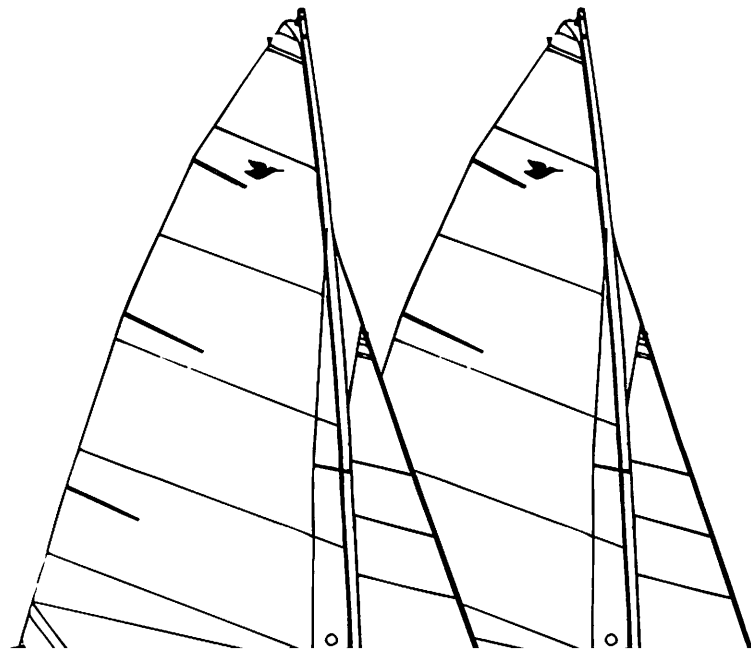
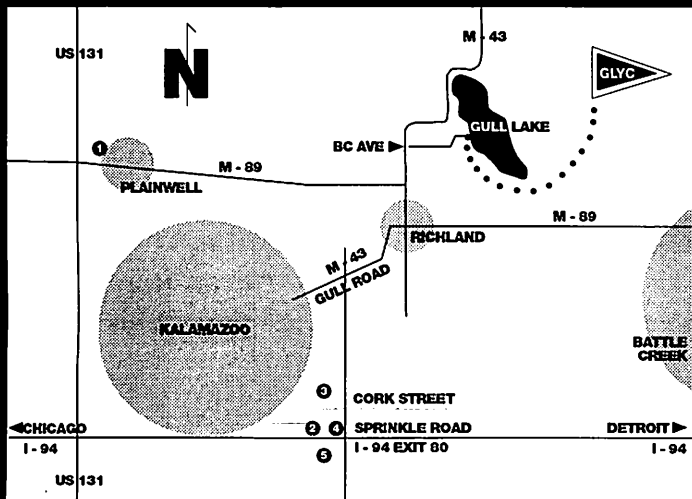
August 8-9 US Junior National Championship



August 8-9 Special Junior Skipper/Senior Crew Championship



August 8-9 US Womens' Championship



Preliminary Schedule



Friday, August 7	1200 - 1700 1200 - 1700	Registration Junior and Senior Measurements
Saturday, August 8	0800 - 1000 0900 - 1700 0930 1100 1200 - 1700 1800	Continental Breakfast Registration Junior, Women's Skippers Meeting Junior, Women's Races 1 and 2 Senior Measurement Beach Cookout/Sailmaker Tuning Clinic
Sunday, August 9	0800 - 1000 0900 - 1400 1100 1800	Continental Breakfast Registration/Measurement Junior, Women's Races 3 and 4 Awards/Putt for Show, Chip for \$\$\$\$
Monday, August 10	0800 - 1000 1000 1100 1900	Continental Breakfast Crosby Skippers Meeting Crosby Series Race 1 and 2 Michigan Battlecats Baseball Game
Tuesday, August 11	0800 - 1000 1100 1900	Continental Breakfast Crosby Series Race 3 and 4 Dinner/General Membership Meeting
Wednesday, August 12	0800 - 1000 1000 1100 1900	Continental Breakfast Heinzerling/Wells Skippers Meeting Heinzerling/Wells Race 1 and 2 Gilmore Car Museum
Thursday, August 13	0800 - 1000 1100 1600	Continental Breakfast Heinzerling/Wells Race 3 and 4 Bayview
Friday, August 14	0800 - 1000 1100 1930	Continental Breakfast Heinzerling/Wells Race 5 and 6 Awards Banquet

All of Gull Lake Country Club's facilities, including dining rooms/snack bars, the golf course and tennis courts will be available to you during the week. Tee times and court sign ups are required. Box lunches will be available for \$6.00. Daily activities for non-competitors including trips to Kellogg Bird Sanctuary and Binder Park Zoo will be organized.

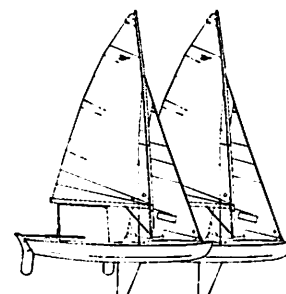
QUESTIONS? CALL TOM VANDERMOLEN

email: pvm001@aol.com

www.glyc.org

www.snipe.org

616-629-0820



Regatta Registration Form



US JUNIOR NATIONAL CHAMPIONSHIP

No entry fee. Skipper and Crew must not be 20 years old on December 31, 1998.
Late fee \$20.00 (entries after July 15).

SPECIAL JUNIOR SKIPPER/SENIOR CREW CHAMPIONSHIP

No entry fee. Skipper must not be 20 years old on December 31, 1998.
Late fee \$20.00 (entries after July 15).

WOMENS' NATIONAL CHAMPIONSHIP

USSA Members	\$40.00
Non-USSA Members	\$45.00

US NATIONAL CHAMPIONSHIP

USSA Members	\$150.00
Non-USSA Members	\$155.00

Late fee (entries after July 15)	\$ 50.00
----------------------------------	----------

All entries must complete the following form. If sailing in more than one event, please complete an entry form for each event. Fleet captain must sign your form.

Skipper _____ USSA# _____ Event _____

Address _____

City _____ State _____ Zip _____

Crew _____

Shirt sizes / Skipper: _____ Crew: _____

Hull Number _____ Sail Number _____

Builder _____ Hull Color _____

Hometown Newspaper _____ Fax _____

I do hereby: **1)** Certify that my yacht is in full compliance with her class rules, **2)** Agree with all the conditions of the regatta and **3)** Waive any claim or claims that I might have against Gull Lake Yacht Club and or Gull Lake Country Club, its officers, employees or committees as a result of any action or omission on their part in connection with this regatta.

Signature of Skipper _____ Date _____

I certify that this entrant is a member of good standing with SCIRA, and that he/she has sailed in at least 5 score races or 5 Sanctioned regatta races in 1998.

Signature of Fleet Captain _____ Date _____

cut here

Event Registration Form



DATE	EVENT	NUMBER X PRICE = TOTAL
Saturday, August 8	Beach Cookout/Sailmaker Tuning Clinic FREE to J/W Competitors Non-competitors	_____ x \$14.00 = _____
Sunday, August 9	Awards/Putt for Show, Chip for \$\$\$\$ FREE to J/W Competitors Non-competitors	_____ x \$13.00 = _____
Monday, August 10	Michigan Battlecats Baseball Game	_____ x NO CHARGE
Tuesday, August 11	Dinner/General Membership Meeting	_____ x \$16.00 = _____
Wednesday, August 12	Gilmore Car Museum Drive some old classics!	_____ x \$25.00 = _____
Thursday, August 13	Bayview (Pig Roast & Dancing)	_____ x \$12.00 = _____
Friday, August 14	Awards Banquet FREE to Competitors Non-Competitors	_____ T-Bone _____ All You Can Eat Crab Legs _____ x \$20.00 = _____

Sub Total for Events +

\$ _____

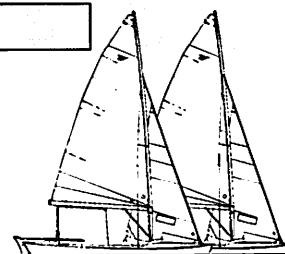
Sub Total Regatta Registration Fee (on reverse side)

\$ _____

TOTAL DUE JULY 15, 1998 -----

\$

Make one check payable to SCIRA and return payment and complete forms to:
SCIRA, 1833 Tustin Street, San Diego, CA 92106 by July 15, 1998.



Housing Information (see corresponding location on map)

- | | | |
|-------------------------|--------------------------------|--------------|
| ① PLAINWELL COMFORT INN | Reserved rooms for \$59/night | 616-685-9891 |
| ② CLAIRION HOTEL | Reserved rooms for \$79/night. | 616-385-3922 |
| OTHER HOTELS | ③ Red Roof Inn | 616-382-6350 |
| | ④ Fairfield Inn | 616-344-8300 |
| | ⑤ Holiday Inn | 616-381-7070 |

KELLOGG BIO-STATION Dormitories at approx. \$25/person/night. Located on Gull Lake. Limited.

CAMPING Wilderness Pond. Private land 2 minutes from GLYC. No hookups

Where are you staying? _____

Babysitting will be available. Indicate number of children (ages): _____

Call Stefan Tilbury with any housing questions or to reserve a room at the Kellogg Bio-Station (616) 629-9757.

NEW

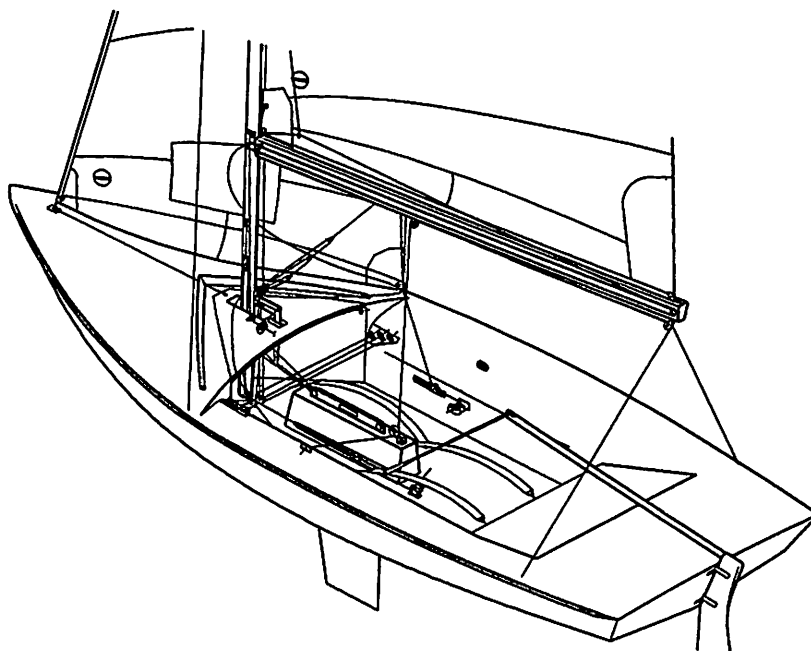
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ON TOP OF THE WORLDS!

1997 WORLDS RESULTS

- | | |
|------------------------|---------------|
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| 2. Alexandre Paradedda | North |
| 3. Andrey Kiriliuk | North |
| 4. Doug Hart | North |
| 5. Thomas Iversen | Sejlsnedkeren |
| 6. Craig Lewack | Sobstad |
| 7. Nelido Manzo | Sobstad/North |
| 8. Frederico Calabrese | North |
| 9. Lennart Ljunggren | KC Sails |
| 10. Jack Franco | Ullman |

1997 World Champions Mauricio Santa Cruz and Eduardo Neves show their winning form and their North Sails.

This September, 56 of the worlds top Snipe sailors hit the line in San Diego to determine the World Champion. When the smoke cleared, sailors using North Sails **took the top 4 places and 6 of the top ten.** Congratulations to Mauricio Santa Cruz and Eduardo Neves for their great performance! North Sails also won the Pre-World regatta to totally dominate the World Events.

Wherever you sail...from Finland to Japan to Argentina, and all points in between, count on North Sails to deliver world class speed. Call, fax or E-mail today for the latest information or to place your order!

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