



**BULLETIN**

MAY 1994



# Winter Circuit Results



Sobstad  
San Diego

2832 Canon St.  
San Diego, CA  
92106

Telephone  
(619) 226-2422  
Fax Number  
(619) 226-0682

## 1994 Product Report

**FN-4 Mainsail-** Updated last fall, this new model can't wait to get to the weather mark. Once headed offwind, this sail roars. FN stands for FAST NOW!

**Musto Sailing Gear & Thunderwear Gloves-** We stock the styles that will improve your Snipe sailing. Only when you are comfortable can you excel.

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**Top Cover-** New this year, we have developed a cover that fits both US and European built boats with thoughtful details to improve durability and ease of use.

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**T-Shirts, Belts, Hats-** You must look good to feel good. You must feel good to sail good. Sailing artist Jim DeWitt has joined us for a brilliant injection of style.

### *Dear Snipe Sailor-*

*The products listed above are what I believe to be essential equipment if the goal is to enjoy your Snipe sailing. Our focus is to provide you with the best, whether it be our sails or other accessories. At the 1994 Winter Circuit, congratulations are due to new Sobstad customers Bent Paulson/Id Crook (Ontario, CAN), Charlie/Michelle Bustamante (Florida) and Robert Dunkley/Lori Roberts (Nassau, BAH) for their display of high performance. Dunks got his new FN-4 main just before the Nassau leg of the Circuit and used it to win both the Bacardi Cup and the Gamblin Memorial. Good Sailing to all of our Sobstad Customers!*

*Craig Leweck*

## The Snipe Bulletin

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### EDITOR

Jerelyn W. Biehl

### EDITORIAL & BUSINESS OFFICE

Address all correspondence to:  
1833 Tustin Street, San Diego, CA  
92106 USA Phone: (619)224-6998  
Fax: (619) 224-6997

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

#### Commodore

Horacio Garcia Pastori  
Av. Libertador 1623 P#1  
Montevideo, Uruguay

#### Vice Commodore

Jimmy Lowe  
P.O. Box 1124  
Nassau, Bahamas

#### Rear Commodore

Giorgio Brezich  
Via Negrelli 12  
34134 Trieste, Italy

#### Executive Director

Jerelyn W. Biehl  
1833 Tustin Street  
San Diego, CA 92106

#### RULES COMMITTEE

Chairman: Dan N. Williams  
1220 Maclellan Building  
Chattanooga, TN 37402 USA

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Allow a month to become effective.

## AROUND THE SNIPE WORLD

### MARGE WELLS 1907-1994

Marge Wells, widow of past World Champion, Commodore, Rules Committee Chairman and "Great White Father" of the Snipe Class, Ted Wells, died in Wichita on March 12. Closely following that of her husband, her passing breaks yet another of the ties current Snipers have with the early days of our Class. To those who knew her as a poised and glamorous figure on the Snipe scene for nearly 50 years it may come as a surprise that she was her husband's crew in their early years in the Snipe Class. Speaking about changes in the Snipe shortly before his death, Ted said of her, "If the pole launcher had come along back then, Marge would have sailed with me for another 10 years." She will be remembered with fondness. Contributions to the US Perpetual Fund in her name are suggested.

--Brainard Cooper

### IYRU Judge

Commodore Horacio Garcia Pastori has been named an official International Judge by the IYRU. *Congratulations!*

### BIG MISTAKE!

US Nationals contact numbers--  
Freid Elliotts numbers were incorrectly given: Please use these correct ones! home: 214-941-3807; work: 214-380-3912; beeper: 201-601-0696; fax: 214-380-3929. (Our apologies to the recipient of a few phone calls!)

### US East Coast-Junior World Qualifier Site Chosen

The SouthEasterns will also be the Junior World Qualifier for the East Coast. The regatta is scheduled May 21-22 on Lake Lanier. Call Craig Beardsley at 404-938-2805 (h) or 404-365-6807 (w).

### Directory Update

India National Secretary: Dr. M. Gunasheela. Same address at Bangalore Sailing Club.

**THE COVER:** Midwinter reaching--  
Stephen Dickinson, BER 14888, Henry Filter, US 28094 and Jack Franco, USA 28702. See full Circuit report in this issue. Dennis Kelly photo.

**THE COUNT:** 32 numbers were issued this month. 2 to the United States, 30 to Japan.

**NUMBERED SNIPIES:** 28739  
**CHARTERED FLEETS:** 829

## COMMODORES COLUMN

Dear Snipers;

While flying to Mar del Plata, Argentina last month for an IYRU umpires seminar that took place in Mar del Plata during the Pre-Pan Am regatta, I ran into a little of Snipe history.

As I was seating myself on the plane in Buenos Aires, a gentleman across the aisle was having trouble with the hostess about his seat which happened to be the one next to mine. He happened to be Mr. Paul Henderson, IYRU Vice-President also on his way to the regatta. As soon as he knew he was talking to the SCIRA Commodore, Snipe became our subject of conversation for about 15 minutes.

It happens that about 15 years ago, when our Class was trying to become Olympic, he was the only vote for the Snipe in IYRU.

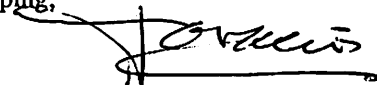
I said that if that proposal had been successful, he would have done us a great disfavor since today we know what happens to Olym-

pic Classes.

"I'll tell you why I voted yes," he said. "I took the trouble to get in contact with the three classes being considered and arranged to sail in a major regatta to try out each boat." To make things short, he won in the other two classes (he is a well known Finn sailor from Canada) and was fourth in the Snipe. His conclusion was; the Snipe was and is the only one of those three classes where normal amateur sailors can still sail and compete on an equal level with international hot-shots.

We have a wonderful boat for all, family included. Lets promote it and keep it that way.

Good Sniping,



Horacio Garcia Pastori

## SNIPE PHOTOS WANTED

1997 Worlds Committee is producing a calendar for 1995 and is looking for color photos depicting Snipe sailing at its best. Photographers will get photo credit and worldwide exposure. Proceeds will help defer World Championship regatta costs. Please submit your winning color photo including date, location and subjects (if possible) to the SCIRA office, Attn. World Calendar. Deadline is August 1, 1994.

## RULES CORNER

### Centerboard Safety Line

At the meeting of the World Board of Governors in Porto Alegre, Brasil, the Board directed the Rules Committee to be more diligent in checking for centerboard safety lines in accordance with Rule 26.

Several of us for years have used a safety line system that is effective when the boat is turtled (proof tested several times) and still allows for quick clearing of weeds, lobster pot lines and other drag producing elements when the boat is upright. The idea came from "El Viejo" Gonzalo Diaz, who has contributed so much to the Snipe Class over so many years.

The idea is to use a line that is permanently attached to the boat and has a heavy shackle tied to the outer end. The shackle connects to a hole in the forward, upper corner of the board. Twelve inches down the line from the shackle is fastened to a heavy snap hook that can snap into the shackle. When the hook is attached to the shackle, the length of the line is such that it will just allow the board to be pulled up to the **twelve-inches-in-the-water** limit. To clear the board of weeds, etc., just unsnap the hook, pull the board up twelve inches (flush with the bottom), put it back down and resnap the hook in the shackle. Simple, no?

It is much easier to remember to use this system when you put the board in the boat because you have a line with a hook and shackle attached to it. It stands out more than a simple line hanging down in the cockpit with all of the other confusion of lines that we carry around nowadays.

Happy Sailing,



Dan Williams  
Rules Committee Chairman, SCIRA

## Ed Adams Sweeps Clearwater & Miami-- Robert Dunkley Sweeps Nassau-- Birger Jansen takes overall Zimmerman-- Midwinters--

### Clearwater, FL

Perfect weather greeted the thirty four boats attending the Midwinter Championship in Clearwater, Florida. Memories of last year's "Storm of the Century" evidently held back some entries and they missed the ideal winds, warm weather and sunshine everyday.

Ed Adams with Hanna Swett crewing won the Championship for the second time. Henry Filter and Carol Newman, last year's champions, were second overall while Jack Franco and Mike Sturman took home third place trophies.

On the way out to race course for the first race, the out-going tide was bucking the 12 to 15 knot winds from the northwest in Clearwater Pass. As a result the waves in the pass were sizable and definitely got the attention of some lake sailors. Out on the race course the wind was relatively steady with occasional two foot waves. Adams won the first race followed by Franco, Andy Pimental with Kerry Tyson, and Craig Leweck with Tom Fisher in that order. The right side of the course was favored due to the outgoing tide turning south out by the windward mark. The second race started immediately in the same winds. The top three finishers in the first race repeated in this race with Birger Jansen and Carine Juliussen taking a 4th. Leweck retired from this race after being notified of a PMS.

Monday's races started in winds of 12-15 knots from the northwest with modest wave action. The left side was favored on the first beat in this race. Adams again won the race for three in a row. Filter took second, and Dave Chapin with Robert Lindley in third. The fourth race followed with winds down to about 10 knots but with the same waves. Keeping the boat moving became critical. Leweck won this race followed by Brian Fishback with Nancy Green, Adams, and Filter in that order.

Tuesday again had northwest winds that started out at about 8-10 knots. The sail out through the pass against the incoming current became impossible and boats were towed out to the race course. Adams went up the right side on the first beat until it became apparent that the left side was really paying-off. He tacked over the left half-way up the beat and rounded in the middle of the fleet. Leweck won this race and Adams finished 9th. This set up a two boat contest for the Championship in the last race between Adams and Leweck.

Adams could win by beating Leweck. Leweck could win by finishing 1st or 2nd and beating Adams by seven boats. No one else could beat Adams. Adams covered Leweck and pushed him back into the fleet with the two finishing 9th and 11th respectively.

The social activities were well attended. Monday night was the traditional grapefruit and rum cocktail party, followed by pizza on the Welch's boat. Tuesday night was the awards banquet.

The Masters trophy was won by Jerry Thompson and Carol Merriman who finished tenth overall. The Levinson Sportsmanship Trophy went to the Welches for their popular pizza party.

--Bob Foster  
District 4 Governor



Midwinter victors--Back row: Craig Leweck, Henry Filter, Ed Adams, Jack Franco. Front: Tom Fisher, Carol Newman, Mike Sturman. Not pictured, Hanna Swett. B. Foster photo.

### Midwinters Results

#### top 25 of 34

1	28099	Ed Adams/Hanna Swett	USA	.75-.75-.75-3(9)-9	14.25
2	28094	Henry Filter/Carol Newman	USA	9-(11)-2-4-2-.75	17.75
3	28702	Jack Franco/Mike Sturman	USA	2-2-7-(8)-5-6	22.00
4	28672	Craig Leweck/Tom Fisher	USA	4-(31)-6-.75-.75-11	22.50
5	28575	Bryan Fishback/Nancy Green	USA	5-8-8-2-(11)-2	25.00
6	14888	Stephen Dickinson/Heath Foggo	BER	8-5-5-5-3-(13)	26.00
7	28450	Dave Chapin/Robert Lindley	USA	7-10-3-(PMS)7-3	30.00
8	28440	Andrew Pimental/Kerry Tyson	USA	3-3-10-(11)-8-7	31.00
9	27410	Birger Jansen/Carine Juliussen	NOR	11-4-4-6-10-(12)	35.00
10	1024702	Jerry Thompson/Carol Merriman	USA	6-6-12-7-4-(15)	35.00
11	126099	Steve Lippincott/Justin Corbett	USA	13-9-9-10-(20)10	51.00
12	1227872	C./M. Bustamante	USA	18-(DSQ)-16-13-6-4	57.00
13	124600	Craig Beardsley/Mimi Pritchard	USA	10-7-14-9-(21)-18	58.00
14	1243591	Gavin O'Hare/Aimee Hess	USA	15-14-(20)-14-13-5	61.00
15	1528677	Bill Buckles/Nancy Grubbs	USA	(21)-13-13-12-12-16	66.00
16	1626395	Gonzalo Diaz/Aaron Haller	USA	16-12-15-(19)-14-14	71.00
17	1722729	David Mendelblatt/D. Kickliter	USA	(PMS)-16-11-18-18-8	71.00
18	1828694	John Walton/Mike McLaughlin	USA	12-18-(22)-15-16-20	81.00
19	1928065	John Manderson/M. Simonelli	USA	17-17-(21)-20-15-19	88.00
20	2024087	Sam Mollett/Christina Grabowski	USA	14-23-(24)-17-17-17	88.00
21	125482	Will Glenn/Shell Kimble	USA	22-15-17-16-(23)-21	91.00
22	2227772	Bill Welch/Dee Schilling	USA	(23)-22-23-23-22-23	113.00
23	2323625	Dick Hand/Vanessa Lindsey	USA	20-20-26-21-26-(30)	113.00
24	2426397	Bob Foster/Carly Franklin	USA	19-19-27-(28)-25-24	114.00
25	2526926	Peter Ilgenfritz/Alex Pline	USA	24-27-18-25-(28)-28	122.00

## Don Q Regatta and Western Hemisphere Qualifier-- Coconut Grove, Miami, FL

The second stop of the Winter Circuit, Coconut Grove Sailing Club in Miami, provided much lighter winds than normal. The tradewinds, easterly and southeasterlies, were on the light side for the first race of the day, building to 10 to 15 for the second race on Friday. This was again a truly international regatta with competitors from Norway, Bermuda, Bahamas, Canada and Puerto Rico.

The racing was close, with a three way tie for first going into the last race between Ed Adams/Nancy Haberland, Dave Chapin/Rob Lindley, and Craig Leweck/Tom Fisher. Ed and Nancy ended up the winners 2 points ahead of defending champions Craig Leweck

and Tom Fisher. Dave Chapin and Rob Lindley finished third overall in a fleet of 45 boats.

As tradition dictates, sailors were greeted at the dock with Don Q Rum daiquiries when returning from the races Saturday afternoon which started our Don Q party that continued on until 8 pm when the party was ended abruptly for the sake of the next days races.

Dick Reinke, CGSC Race Committee chairman and SCIRA Rep. Phil Richmond, conducted a very successful regatta with the help of numerous club members and Miami fleet friends.

—Gonzalo Diaz, Sr., Regatta Chairman

## Bacardi & Dudley Gamblin

### Nassau, Bahamas

Eight boats continued on from Clearwater and Miami to complete the final leg of this year's winter circuit. Again, a full contingent of international sailors descended upon Nassau, and 19 boats sailed in both the Bacardi and Dudley Gamblin, vying for the Kelly trophy for overall Nassau. There was a close race for the overall Circuit Zimmerman trophy being carried over with those eight travelers.

The Bacardi series began Wednesday morning in a consistent 5-7 knots. Gavin O'Hare and Aimee Hess began with two great races finishing well enough to put them 4 points ahead of the next three boats, all tied for second. All they had to do was finish fifth or better in the third and final race of the series to win. Unfortunately, going left on that day didn't pay, and they finished 10th, moving the others ahead, giving Robert Dunkley and Lori Roberts the win, George Walker and Joni Palmer second, and Jerry Thompson and Rob Lindley third. Gavin and Aimee had to settle for fourth.

The second half of that day started the Dudley Gamblin series, of 5 races. Light winds prevailed again, with the wind peaking at 10 knots. Dunkley and Roberts, off from their recent Bacardi win, logged three firsts, while Stephen Dickinson and Heath Foggo of Bermuda grabbed the other two firsts of the series. Birger Jansen and Carine Juliussen were consistent with 3rd and 4ths, giving them 2nd in the Gamblin and the overall Zimmerman title.

It should be noted that Leo Murphy again completed the entire circuit, but there must be some award, as Leo managed to sail every race in Nassau!

--Aimee Hess

### Don Q Regatta Results

top 30 of 45

1	28099	Ed Adams/Nancy Haberland	USA	2-3-2-8-.75	15.75
2	28672	Craig Leweck/Tom Fisher	USA	11p-2-.75-2-2	17.50
3	28450	Dave Chapin/Rob Lindley	USA	4-4-4-3-7	22.00
4	28702	Jack Franco/Mike Sturman	USA	13-10-11-.75-4	38.75
5	27054	Lee Griffith/Connie Commette	USA	11-8-3-16-3	41.00
6	28094	Henry Filter/Carol Newman	USA	7-5-9-5-19	45.00
7	28575	Bryan Fishback/David Krebs	USA	6-9-7-17-8	47.00
8	28655	Hal Gilreath/Allan Carscaddon	USA	21-7-5-12-10	55.00
9	27410	Birger Jansen/Carine Juliussen	NOR	20-13-8-10-5	56.00
10	27800	Robert Dunkley/Lori Roberts	BAH	8-17-13-9-9	56.00
11	24702	Jerry Thompson/Carol Merriman	USA	16-11-14-11-12	64.00
12	28440	Andrew Pimental/Kerry Tyson	USA	29p-6-20-4-6	65.00
13	27872	Charlie./Michele Bustamante	USA	5-15-6-14-26	66.00
14	23591	Gavin O'Hare/Aimee Hess	USA	12-22-12-6-15	67.00
15	14888	Stephen Dickinson/Heath Foggo	BER	14-.75-19-15-21	69.75
16	24605	Tarasa Davis/Tommy Gonzalez	USA	25-19-18-7-11	80.00
17	28468	Argyle Campbell/Rod Graham	USA	15-12-17-24-13	81.00
18	28677	Bill Buckles/?	USA	18-14-16-22-16	86.00
19	26395	Gonzalo Diaz/Aaron Haller	USA	24-16-22-13-14	89.00
20	25235	Jimmy Lowe/George Damianos	BAH	9-18-21-21-20	89.00
21	26457	Lucas Diaz/Gonzo Diaz	USA	10-25-25-18-18	96.00
22	25483	Eric Reinke/Karen Ray	USA	17-28-15-10-17	97.00
23	28063	John Manderson/Margaret Simonelli	USA	22-20-23-23-28	116.00
24	26926	Lisa Foulke/Sherry Eldridge	USA	DNC-24-10-19-23	124.00
25	25374	Roberto Lizano/Barbara Torres	USA	32-21-26-29-25	133.00
26	26900	Ken/Kay Voss	USA	27-27-29-31-27	141.00
27	24087	Sam Mollet/Christina Grabowski	USA	29-35-28-32-24	148.00
28	28542	Ray Schmit/Sue Ritchie	USA	23-23-24-33-DNC	151.00
29	28441	Bill/Tricia Kelly	USA	26-29-31-DNF-22	152.00
30	24603	Juan Jose Mari/Juan Requena	PR	30-32-27-28-37	154.00

### Bacardi Cup

top 10 of 19

1	27800	Robert Dunkley/Lori Roberts	BAH	9-.75-.75	10.50
2	28702	George Walker/Joni Palmer	USA	.75-8-3	11.75
3	24702	Jerry Thompson/Rob Lindley	USA	2-7-4	13.00
4	23591	Gavin O'Hare/Aimee Hess	USA	3-2-10	15.00
5	25235	Jimmy Lowe/Gavin McKinney	BAH	6-3-6	16.00
6	14888	Stephen Dickinson/Heath Foggo	BER	5-4-7	16.00
7	26040	Watt Duffy/Priscilla Albright	USA	8-6-2	16.00
8	27410	Birger Jansen/Carine Juliussen	NOR	4-9-5	18.00
9	26395	Gonzalo Diaz/Gonzo Diaz	USA	7-5-8	20.00
10	24605	Tarasa Davis/? Baker	USA	10-10-9	29.00

### Dudley Gamblin Memorial

top 10 of 19

1	27800	Robert Dunkley/Lori Roberts	BAH	.75-6-2-.75-.75	10.25
2	27410	Birger Jansen/Carine Juliussen	NOR	4-3-3-3-4	17.00
3	14888	Stephen Dickinson/Heath Foggo	BER	7-.75-.75-5-8	21.50
4	26395	Gonzalo Diaz/Gonzo Diaz	USA	2-5-9-9-5	30.00
5	23591	Gavin O'Hare/Aimee Hess	USA	8-14-5-2-3	32.00
6	26040	Watt Duffy/Priscilla Albright	USA	10-11-4-7-7	39.00
7	25235	Jimmy Lowe/Gavin McKinney	BAH	6-2-10-6-DSQ	42.00
8	28063	John Manderson/M Simonelli	USA	9-7-6-10-10	42.00
9	24702	Jerry Thompson/Rob Lindley	USA	5-9-PMS-4-DNF	45.00
10	28571	Don Hackbarth/Gro Kristensen	USA	PMS-10-8-8-6	53.00

### Zimmerman Overall Circuit

1	27410	Birger Jansen/Carine Juliussen	NOR	126.00
2	14888	Stephen Dickinson/Heath Foggo	BER	133.25
3	24702	Jerry Thompson/Merriman/Lindley	USA	157.00
4	23591	Gavin O'Hare/Aimee Hess	USA	175.00
5	26395	Gonzalo Diaz/Haller/Diaz	USA	210.00
6	28065	John Manderson/Mar. Simonelli	USA	283.00
7	28571	Don Hackbarth/Gro Kristensen	USA	369.00
8	28282	Leo Murphy/Jules Van Beelen	USA	533.00



Bacardi and Dudley Gamblin winners, Robert Dunkley and Lori Roberts of the Bahamas. George Walker photo

## FLEET NEWS

# The Magic Island -- Snipe Sailing at its finest

Santa Catarina  
Florianopolis, Brazil

*Campeonato, BR Dockside Samello De Snipe*

January 29th marked the opening of the 1994 Brazil Snipe Championship regatta with a day of sunny skies, clear warm waters, and prevailing northeast winds. Ideal conditions and an Island paradise called Santa Catarina combined to fulfill a "Sniper's" dream.

The opening (practice) race named for Fernando Avellar, who introduced the first Snipe to Brazil, was sailed in winds of 10 knots, some waves and choppy seas and a strong tide to challenge the skills and tactics of all competitors. Finishing first was the team of Mauricio Santa Cruz and Fernando Madureira with Ricardo London / Bernardo Bartijotto second and World Masters champion, Carlos Wanderley / Carlos Sodre third.

January 30th brought azure skies for the opening ceremonies during which ceremonial flags were piped into flight. It was a perfect day for competition with East winds 10 knots building to 12 knots and shifting toward the Northeast. These conditions were well suited to Antonio Leme/Marcelo Maia who finished first followed by George Nehm/Fernando Krahe and Mauricio Santa Cruz/Fernando Madureira. The second race of the day belonged to George Nehm/Fernando Krahe followed by the junior team of Ricardo Paradedda/Edwardo Paradedda with Santa Cruz/ Madureira third.

The next day, the result of race three was a repeat for the first three boats of race two with Nehm/Krahe followed by Paradedda/Paradedda and Santa Cruz/ Madureira. Race four brought first place to the junior team of Paradedda/Paradedda followed by Fernando Thode/Francisco Freitas, second and Lago Whately/Thomas Whately, third. As the day continued, the wind continued to build and race five was won by Santa Cruz/Madureira, Nehm/Krahe, second and Leme/Maia, third.

February 1st brought a change of weather to the usually clear skies and constant winds. It was cloudy and calm which caused a short delay until the wind returned in earnest from the Northeast. Race six was won by Nehm/Krahe with second this time going to Sergio Arango/Henrique Neves and third to Kurt Diener/Leonardo Prioli with no more races sailed that day.



*Just prior to the start of a race in Paradise, Florianapolis, Brazil*

The seventh race was delayed a long time which gave competitors a respite for relaxation and swimming in the blue-green waters of Santa Catarina. Finally, the awaited Northeast winds returned at 12 knots with heavy chop to add challenge to this final race of the championship. Over anxious teams had a general recall but got away cleanly on the second try as an interesting race ensued. Veteran Carlos Wanderley and crew Carlos Sodre had an excellent start as did Wagner Boglesen and crew Acacio and held first and second until the last weather leg when Nehm/Krahe passed them to win and Leme/Maia passed Bogleren/Cacaoio to take third.

### The final results were:

1. George Nehm/Fernando Krahe
2. Mauricio Santa Cruz/Fernando Madureira
3. Antonio Leme/Marcelo Maia

### Junior Champions:

1. Ricardo Paradedda/Edwardo Paradedda  
(4th overall)
2. Tiago Ribeiro/Rene Garrafielo  
(18th overall)
3. Andre Fonesca/Valter Tadeu  
(21st overall)

### Master's Champions:

1. Carlos Wanderley/Carlos Sodre  
(17th overall)
2. Bibi Juetz/Ricardo Santos  
(24th overall)
3. Flavio Caiuby/Mario Barila  
(48th overall)

Brazil's famous yachtsman, Torben Grael, was there to compete and finished a very respectable 12th in a very tough fleet.

The sailing was over but the rewards of the "Magic Island" were still not complete. One final event was still to come.

As every island paradise of salt sea lagoons, warm waters, fair winds and sun-filled days must have a ruling monarchy, so would Santa Catarina. On this beautiful paradise night, a new honor was bestowed. To everyone's delight an award and royal title was given and a king was crowned. Carlos Wanderley was honored as Roi Carlos Wanderley, King of Brazilian Sailors for his years of excellence in sailing.

As every paradise island also needs a queen, Bibi Juetz was named Queen in honor of her many years of excellent sailing. King Carlos and Queen Bibi were joined by Ivan Pimentel (called Vice-something - probably in recognition of Ivan's passion for it!) and crew Edwardo Florencio recognized for their 6th finish overall and many years of outstanding sailing.

It was a week in paradise. The sea was a challenge as were the winds and strong tides - all set in a fairy tale setting. This island and this championship is a beautiful memory of white sands and warm breezes, good comrades and superior sailing. A Snipe sailor's dream come true and a wish for all who have competed there to return to paradise, "The Magic Island", Santa Catarina.

*--Report and photos by Nancy Coultts with help from Means Davis.*

*King Carlos and Queen Bibi display their trophies*



# Musings of Moment of Inertia

At the recent World Championships in Porto Alegre, Brasil, the measuring committee did moment of inertia (MoI) tests on all of the boats (see page 8, December 1993 Bulletin). The results ranged from the minimum allowed value of 200 slug feet squared (sfs) (on 10 boats) up to 223 sfs. It is interesting to note that the average value for the top ten finishing boats was about 204 sfs which is very close to the top ten average value for the past several World Championships.

Having been involved with MoI testing since before its adoption by the Class in 1976, I think I can speak with some experience in saying that the reason that we adopted the MoI test was to insure adequate thickness of material in the ends of the boat. We do the test on a bare hull including deck, deck fittings and enough ballast to bring the fully rigged boat up to a minimum weight of 381 lbs. (172.8 kg). The MoI test weight of the hull, deck and ballast is probably somewhere around 320 lbs (145 kg).

To rig the boat for sailing, we now add:

1. A 20lb (9.1 kg) mast approximately 20 feet (6100 mm) tall
2. An 11 lb (5 kg) boom and pole launching system approximately 4 ft (1220 kg) above deck
3. A 28 lb (12.7 kg) centerboard hanging below the boat
4. A 6 lb (2.7 kg) rudder off the stem
5. Approximately 10 lb (4.5 kg) of sails whose center of gravity is probably at least 12 ft (3658 mm) above the deck
6. And last, but certainly not least, we add 250 to 350 lb (114 to 159 kg) of movable ballast in the form of skipper and crew

The all-up actual racing weight of a Snipe is easily twice that of the hull that we do the MoI test on. Furthermore, the all-up racing MoI of a Snipe must be over 400 sfs. Yet time and time again, I have had some very intense "discussions" with Snipers when I told them that they were going to have to move 2 lb (1 kg) near the transom to bring the MoI up to 200 sfs.

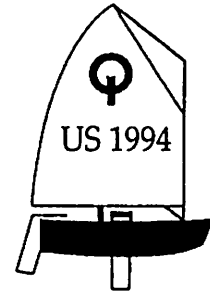
One more point on MoI: We race Snipes in smooth waters, Biscayne bay chop (rounded square), Rio de la Plata chop (square, square), short ocean waves and long ocean swells. Undoubtedly, there is a theoretically ideal MoI for each of these conditions and it may well not be the 200 sfs that most Snipers strive for. Years ago, one of our experienced Snipe builders (who shall be nameless, but he has a Big Blender) told me that they once decided to build the lowest MoI Lightning Class boat possible. He said it turned out to be the slowest boat they ever built. It just sat in the water, bobbed up and down and didn't go. Nothing they could do in the way of changing mast, boom, rudder and sails made any difference. It was just bog slow. But it had a very low MoI.

The moral of the too-long column is: Don't take MoI too seriously. It is just not that important in the over-all racing ability of a Snipe.

—Dan Williams

Chairman, SCIRA Rules Committee

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# FLEET NEWS

## West Coast Notes

The mild Southern California weather year-round means District VI Snipe Sailors get about a month off and then it's back at it for the new racing season. This means mid-January and the E.E. Manning Series at Alamos Bay YC is traditionally the season-opener.

January 15-16 was the date and 30 Snipes hit the line in mild to moderate air over the Long Beach Harbor race course. Annapolis transplant, Will Graves showed that he's more serious in '94, and teamed up with fellow Mission Bay Fleet Member, Lisa Griffith, to win convincingly. We've been waiting for Willie to get it together sooner or later, so it was really no surprise. The big story, though, was second place where a very pregnant (6-1/2 months!), Lisa Leweck, guided her ship brilliantly through the pack to be next best. Her husband, Craig, quietly took orders in the front of the boat. While Lisa's skills as a sailor are well-known in these parts, it is still kind of an amazing feat, all considered. Third was the ever-steady Jack Franco, 4th was the team of Tom Fisher and Alex Phillips (another excellent female skipper in So. Cal.), and 5th was the legendary Jeff Lenhart and daughter, Becky.

Next up was the Las Vegas Regatta and Casino Night at MBYC on February 5-6. This event, sailed on the flat waters of Mission Bay, is the annual tune-up and fundraiser for Fleet #495. The regatta usually features eight races with no protests and no trophies (although this year tradition was broken with the presentation of a couple Elvis posters to the winning team). The racing featured all windward/leeward courses in light to medium ocean breezes and warm, sunny San Diego weather. Bob & Susan Bowden ran the regatta portion of the weekend activities which also featured a leeward gate in an attempt to alleviate crowded mark roundings. The "gate" started at about five boat lengths in width but narrowed to about three by the end of the regatta (which seemed just the right compromise between R/C entertainment and competitor's stress levels). All were pleased at how well it worked. It's a good solution to Mission Bay's brutal crowds when the fleets get big at the local invitationals.

There were 33 boats for this affair, and once again, young Annapolis transplants took the top placings. Gavin O'Hare and crew, Barbie Anderson, took the victory with steady placings. Willie Graves and Lisa Griffith sailed another strong regatta for second, and John Jackman continued his top form by winning three races, but settling for third overall. All three of these sailors have excellent futures in the Snipe Class and will be heard from!

As for the Casino Night, Fleet Captain Laurel Timpson and Sobstad's Craig Leweck organized the gambling, prizes and festivities to post a record take for the Fleet's bank account. This effort caused Craig to miss several races on Saturday, but as organizer and Casino Night M.C., he puts out a lot of energy to make this happen.

With the Snipe World Championships coming to MBYC in 1997, expect to see this event get even bigger in the future as Fleet #495 is already gearing-up to help finance this prestigious event.

As we head into Spring on the West Coast, used Snipes are being snapped-up right and left. Lots of bored big-boat sailors are turning to the Snipe for fun, excitement and involvement, along with beginners and some juniors. America's Cup teams

## News from the UK



*Above: Regardless of UK's reputation of long winters bringing fog, mist, ice, snow and rain, there are long spells of blue skies, very cold, but light winds making for excellent racing conditions. As at this combined winter fleet gathering.*

Europe. Gratitude to Persson Marine and SCIRA France for assistance given in literature and material. The Snipe displayed was a Persson, attracting much attention along with promotional videos and the live folk group from Erith and Blue Circle fleets.

The UK Snipe Open Meeting calendar is full to capacity. From easter weekend through to late October, there will be an action packed program. As always, welcome extended to visiting crews.

Following schooling by the Royal Yachting Association, SCIRA UK has set up it's own race training team. To date, there are five training sessions specific for the Snipe at venues both north and south.

1994 started well and looks set for a busy season.

—Jon Leeder, Public Relations Officer, SCIRA UK

### West Coast cont'd.

are returning to San Diego, as well, and many have already scouted out the dates for the annual 24 Hr. Regatta at MBYC this summer. Despite all the interest, it is still tough to sustain growth in So. California as we are still without a local boat builder. Occasionally, a group will get motivated to import a foursome of Perssons (a 6-12 month endeavor), or a group of Eclipses (easier, but still a significant undertaking). At times, I feel like the Snipe Class could really explode here, but without a boat builder in the Southland, there's just no easy outlet for new boats. We need a builder locally to come up with a competitive, contemporary design with a distinctly So. California style and identity that can provide new boats at reasonable prices for all our West Coast fleets and sailors. This would free-up a lot of used machines for the new inductees and help to fuel growth and meet demand in our area. Anyone out there interested? Between San Diego, Los Angeles, San Francisco and Seattle, there's a tremendous potential.

US National Secretary, Pete Fenner, has recently awarded the Pan Am Trials to the West Coast. We are currently searching for a date and venue to be sailed before 1994's end.

—Bob Bowden  
District 6 Governor

### RESULTS

#### E.E. MANNING SERIES, ABYC JANUARY 15-16, 1994 top 10 of 30

1. Will Graves/Lisa Griffith	9.5
2. Lisa Leweck/Craig Leweck	17.75
3. Jack Franco/?	28.00
4. Tom Fisher/Alex Phillips	30.00
5. George Walker/Laurel Timpson	44.00
6. Steve Willits/Ruth Pauling	58.00
7. Jerry Thompson/?	59.75
8. Jim Grubbs/Lynn Grubbs	61.00
9. Stu Robertson/Josh Nebeck	66.75
10. Steve Flam/Lisa Van Kreuningen	75.00

#### LAS VEGAS REGATTA, MBYC FEBRUARY 5-6, 1994 top 10 of 33

1. Gavin O'Hare/Barbie Anderson	15.50
2. Will Graves/Lisa Griffith	21.75
3. John Jackman/Watt Duffy	35.50
4. Ken Redler/Kavika Knight	45.00
5. George Szabo/Jenny Dyer	46.00
6. Craig Leweck/?	52.50
7. Tom O'Neill/Frank Thompson	64.00
8. Jerelyn Bieh/George Walker	64.75
9. Steve Stroebel/Gus Wirth	71.00
10. Mark Butler/Kim Hemphill	71.00



# Notes from the Measurers Tent

and comments on possible rules changes

The January issue of the Snipe Bulletin contained minutes of the meetings of the Board of Governors and the National Secretaries of SCIRA which took place during the World Championships at Porto Alegre. Several items which were either discussed or voted on by either the BOG or the Secretaries will have impact on the general membership of SCIRA and probably should be detailed a little more fully than in the brief outline provided by the minutes.

## Mainsail Roach

There is much concern among the National Secretaries that some sailmakers appear to be pressing the limits of mainsail roach limitations. At the World Board meeting in 1995, there is sure to be a proposal to establish and measure mainsail quarter-girths in addition to the mid-girth measurement we already take. Most sailmakers worldwide provide us with mainsails which comply with the letter as well as the spirit of the rule as now written. Between now and the 1995 World Board meeting measurers at Championship events are being encouraged to check mainsail roach limitations against current specifications in a thorough manner.

Unfortunately for sailors, either approach (checking minimum roach and batten placement (the current method) of measuring quarter-girths) means more time spent in the measuring tent. Yes, it is only a couple of minutes, but a couple of minutes here and there and you have regatta schedules of 2 1/2 days for measuring at major Championships and at least a day at other Championships expanding by another 1/2 day or so while most sailors think too much time is spent in measuring now.

## Mainsail Tack

The National Secretaries also voted to strictly enforce rule 8.10 of the Restrictions and Measurements rule. The last sentence of this rule reads: "The tack of the (main)sail shall be so located that the bolt rope does not deviate appreciably (emphasis mine) from a straight line. Relatively few of us sail with the mainsail tack attached to a fitting at the gooseneck. Instead, we tie the tack of the sail to the mast with a short piece of line. The Secretaries feel too many boats are being seen with an abrupt angle in the bolt rope between the mast and the bolt rope's exit from the slot in the boom. This means that gooseneck is probably too low and a sailor has increased his sail area unfairly. Whether or not this is the intent, measurers will be looking at boom placement closely during measuring, and increasingly (as at Porto Alegre) race committees and judges will be looking at it on the water.

## Jibs

Over the past couple of years there has been increased concern expressed by members of the Class over the short competitive life of the Snipe jib. As a result, a Jib Technical Committee (Jan. Bulletin, pg. 11) has been appointed to look into any changes that might be needed in jib construction or materials. The committee will make recommendations to the Rules Committee and the Board of Governors. Experience at the Worlds in Porto Alegre indicates this may be mostly a U.S. problem. Japanese, European and South American sailors were sailing with jibs that were substantially stronger than those of U.S. sailors. The typical U.S. jib is of 3 oz. dacron with a hot knife-cut leech. The typical South American jib, by contrast, is constructed of polyant 100 material reinforced with polyant 130 in the stress areas. It also has a taped leech. These sails were very fast in Porto Alegre. They appear to far outlast the usual U.S. Snipe jib. The Committee will be assessing all this. Watch the Bulletin for the next couple of years. There will probably be some changes, perhaps in minimum cloth weight, or construction, or both.

At the U.S. general membership meeting in Mentor Harbor last summer, there was some discussion of a system to limit the number of sails one person could purchase in a year. This will be looked at by the Committee also.

## Fiberglass Centerboard

A "fiberglass centerboard test program" will be under way this summer. As originally envisioned, this evolved a board made of fiberglass around a foam core cured with heat and pressure. The board was very light, but seemed too flexible. Rear Commodore Giorgio Brezich has advised the Rules Committee that he now recommends testing a board strengthened with carbon fiber. There are two different lay-ups to be tested. One of each will be sent to the U.S., Japan, South America, and Europe to be used by selected sailors in regattas up to but not including National Championships. As the boards are quite a bit lighter than aluminum boards, excess weight will have to be carried by each boat in the test program to compensate. The sailors selected to participate will be required to report to the Rules Committee on their use of the board.

Two pressures are driving the fiberglass centerboard experiment. First, in much of the world, flat plate aluminum of the proper temper is difficult if not nearly impossible to find (see picture Jan. Bulletin, pg. 13). Second, there are many old Snipes around the world which are no longer competitive because of weight. A centerboard such as the ones being tested this summer hold out the hope that many of these boats could be restored to competition at the fleet level. These could become fine entry level Snipes because of their low cost and thereby help build our Class at the "grass roots" level.

Finally, a personal note: The measurement team assembled by Measurement Chairman Eduardo Scheidegger for the Worlds in Porto Alegre, guys such as Nelson Piccolo, Hilton Piccolo, Andre Warlich, Jose Adolfo Paradedda, and Carlos Eduardo Sodre, was perhaps the most impressive ever in the Snipe Class. They had organized the measuring procedure to run like clockwork, and they all worked long and hard to see that all went according to plan. My hat is off to them. I'm sure Rear Commodore Giorgio Brezich, Rules Chairman Dan Wil-

liams, International Measurer Chuck Loomis, and former Commodore Means Davis agree with me that it was an honor to be included on this Committee.

—Brainard Cooper  
Vice Rules Chairman

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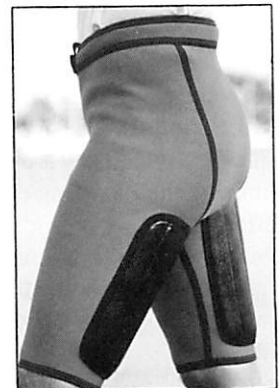
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# FLEET NEWS

## News from SCIRA India

The following letter was received from C.S. Reddy regarding the Class in India.

Dear Madame;

The Club owns 6 of the Snipes and I myself own one. All marine ply boats. Besides we have teak wood boats made from 1934 onwards (about 14 numbers) which do not conform to specifications and also weigh about 600 lbs. each.

We have retractable centreboards and also rudders as per old plans. This may be due to local conditions as the lake has become shallow and even went dry five years back.

We had hollow square masts with brass railing earlier but have spruce rounded and tapered masts now and only one Cobra mast (C.S. Reddys) of aluminum alloy (imported).

As the club is 35 km from the city and being an inland lake from which water is taken to the city there are problems of transport (gas is 70 cents a litre in our currents Rs20/per litre). Every summer the lake level goes well below sailing mark.

Even though we could sail year round, winds are low in early summer and winter good winds are there only for 3 months or four. We have windsurfing and kayaking lately.

We have tried to keep this as a Sailing Club instead of a social club and give prominence for sailing activities. The Government does not help much as the Snipe is not an Olympic Class boat (they have adopted Enterprise Class—slow compared to Snipe).

We were worst hit when our lake went dry (after 65 years) during 1982 to 1988) and lost many of our members, but somehow survived. We have about 5 Lasers, 3 Enterprises, 3 Fireballs, 1 Sunfish apart from windsurfers and kayaks.

In India, wealthy people do not send their children near the water, they would rather spend their time in hotels and social clubs and it is quite difficult to maintain sailing clubs. Besides, we have plenty of import restrictions and cannot buy rope and fittings let alone sails here.

We pull on with the help of a few enthusiastic oldys and youngsters addicted to this sport and hope for better days.

Our new National Secretary after the death of Dr. Navaneetham is Dr. M. Gunasheela who will act as SCIRA India Secretary hereafter (Alas he too has no time to sail but owns a boat).

We will send a few pictures of our old boats, etc, in a little while. Wishing you well and may God bless.  
Yours sincerely,

C.S. Reddy,  
Commodore, Bangalore Sailing Club

### PUT SOBSTAD ON YOUR BOW AND SAVE \$\$\$\$

Due to a change in the IYRU Rulebook, Sobstad Sails must redesign their current sail number style. They are now looking to eliminate their existing number stock by offering very low prices to regatta organizers who need bow numbers. Numbers are available in both 10" and 12". If interested, Call Craig Leweck at 619-226-2422

## SCYA Midwinters Avoid the Big Chill

Thirty boats competed in this years Southern California Yachting Association Midwinter Championships hosted by Alamitos Bay Yacht Club. The event was sailed in a solid 10-15 knot breeze on both Saturday and Sunday, which was a welcome change from the light conditions that have predominated in So. California Snipe regattas for the past several months.

After the first three races held on Saturday, Craig Leweck and Alex Phillips were in the lead with 2,1,1 finishes. Right on their tracks were Jack Franco and Mike Sturman with a 1,3,2. Although the right was mostly favored, a few lefties came through which Franco and Sturman found in the first race to round the windward mark in front. He maintained the lead around the triangle course to finish first. The breeze built to a steady 15 knots for the second race which was a windward/leeward with a punishingly long windward leg. The right was heavily favored and the top finishers were those who were able to tack right immediately after the start. After the third race, Willie Graves and Lisa Griffith, Keith Dodson and Carol Merriman, and Mike Pinckney and Priscilla Albright were all in contention with a third, fourth, and fifth respectively.

Nobody thought they would be sailing Sunday when they awoke to pouring rain and howling winds. But

Mother Nature pulled some strings and by 10:30 am the sun began to break through. Those who put their boats in the water sailed out to the race course in pleasant sunshine and very little breeze. The fourth race was postponed until about 1:30 pm when the wind clocked right 180 degrees and the breeze filled in to about 8-10 knots. Leweck/Phillips got a good start and tacked immediately to play the right side. Mike Lenkeit sailed a very smart windward leg and rounded the weather mark in second, behind Craig and Alex and ahead of Franco/Sturman. The finishes remained the same as they paraded around the triangle. The final race was a triangle windward/leeward in the strongest breeze of the weekend. Mike Lenkeit had a nice lead rounding the windward mark followed by Franco/Sturman and Dodson/Merriman. Leweck/Phillips were playing catch-up after a slow start and rounded sixth. It was smelling like roses for Lenkeit and Franco however, they disqualified themselves by sailing through the finish line on the second beat. In the meantime, Leweck/Phillips maneuvered into first place to win the last race and the regatta. Dodson/Merriman sailed clean and consistently to take second with 12 points. Pinckney/Albright were third with 13. Jeff Lenhart recovered from a bad race the day before to finish fourth. Gavin O'Hare, sailing with Aimee Hess, came in fifth.

--Alex Phillips  
Fleet 495

### Results SCYA Midwinters top 10 of 30

1	28141	Craig Leweck/Alex Phillips	2-.75-.75-.75-.75	5.0
2	18327	Keith Dodson/Carol Merriman	5-4-3-4-4	20
3	26917	Mike Pinckney/Priscilla Albright	3-6-4-8-8	29
4	25715	Jeff/Becky Lenhart	6-5-17-2-6	36
5	23591	Gavin O'Hare/Aimee Hess	7-9-7-9-5	37
6	28702	Jack Franco/Mike Sturman	.75-3-2-DSQ-3	39.75
7	28468	Argyle Campbell/?	20-11-9-3-9	52
8	27100	Stu Robertson/?	10-8-15-6-16	55
9	25224	Mark/Karen Butler	21-7-12-7-11	58
	1027534	Eric Mayol/?	9-17-10-12-12	60



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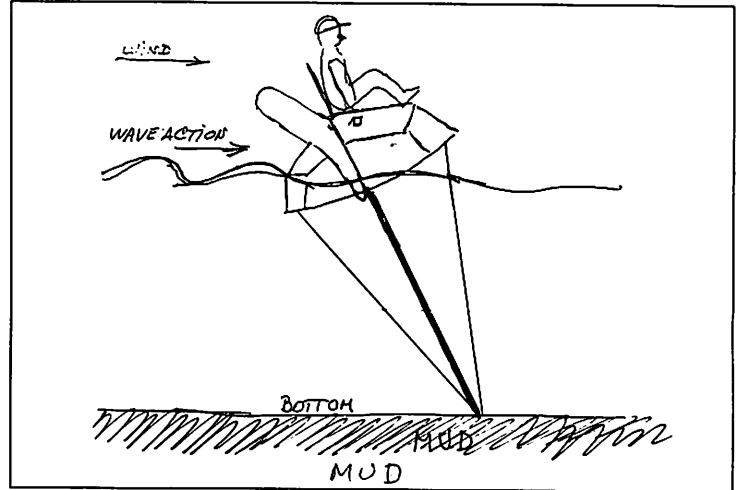
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# Important Safety Tips for Snipe Sailing in Shallow Water

The following was sent in by "Old Man" Gonzalo Diaz. It is part of a packet for new members to fleet 007 in Miami, Florida. See also Rules Chairman Dan Williams Rules Corner on page 3 of this issue.

Follow these basic safety rules and the tips with the following diagrams. Make sure you put on your life jackets as soon as the wind picks up. If you flip, you are going to need them!

- \* Be sure to tie your board down with the safety rope every time that you go out!! The rope has to be doing the job every time before you sail away. Make sure that the rope is adjusted in such a way that the board will not come out of the centerboard trunk when lifted and tilted (forward and aft) all the way out. Test it!
- \* Learn what to do if you flip and your mast gets stuck in the mud. You and your crew must jump in the water as soon as you realize that the top of the mast is under the water and swim the boat around until the hull is leeward of the mast. You and your crew must pry hard on the centerboard end until the mast is leveled with the water. Then you are ready to bring the boat up. Make sure that the crew is ready to hold on the the edge of the cockpit, on the lower side, to stop the boat from rolling over!! If you cannot get your crew there, slowly lift the mast 2 or 3 feet above the water and allow the wind to move the boat around into the wind. It will take some time. Be patient! Then bring the boat up.
- \* Keep an eye on the opened bailer, stay away from it! On the first chance, punch it closed. Avoid the opened bailer, it can cause serious cuts! Remember to open the bailer again after you get the boat up!



This Snipe sailor is wasting his time!! As soon as you flip, if the top of the mast is down, pointing towards the bottom, look around. If the wind and the wave action is driving the mast into the bottom (mast leeward of the hull), first thing to do is to swim the boat around. Don't waste any time!! To swim the boat around (and I hope you are wearing your lifejackets!!), you and your crew must swim to the transom of the boat (this is a good opportunity to punch open your transom holes if you have them covered) and push or pull in the direction that you see closest to position the hull leeward of the mast. Wind direction and wave action will clearly indicate which way to go!!



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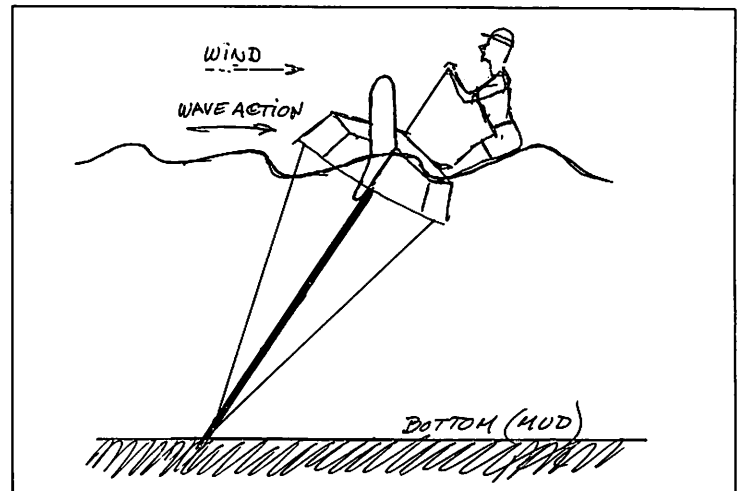
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This Snipe sailor is doing much better!! You have to be patient and wait for the wind and wave action to help you unplug the mast from the mud. If a motorboat comes around to help and pulls in the wrong direction, you will break your mast!! Be patient. If you decide to let the motorboat help you, make sure you tie a line under the deck, throw the line on top of the Snipe hull in the opposite direction of the mast and ask the motorboat to pull straight in the direction opposite to the mast (90 degrees to the hull)

# From the Birds Beak--Letters to the Editor

To: Editor

I think that Joel Zackin's letter to the Editor in the April Snipe Bulletin is very interesting because his ideas parallel some of the thinking that the U.S. Long Range Planning Committee had several years ago. For a number of reasons, no action was taken on these ideas then. However, the Rules Committee and the Long Range Planning Committee are very much interested in receiving Snipers' comments on Joel's letter. We would like to know if there is real support in the class for a simpler Snipe and would it help to get first and low-time sailors into the Class. Please send your comments to:

Dan Williams                      R. Means Davis  
 Rules Committee                Long Range Planning Cmte.  
 1200 Maclellan Bldg.        5115 Northside Drive, NW  
 Chattanooga, TN            37402 Atlanta, GA 30327

Thank you for your comments and suggestions.

*Dan Williams*  
 Rules Committee Chairman

Dear Editor;

Thanks to everyone that put up with all my questions at the Midwinter Championship in Clearwater. I was the one hanging around with the camera and asking all the rigging questions. I am new to Snipes and am trying to get a fleet in the water as well as rig my 21 year old boat. Hopefully I will return to Clearwater with boat and crew.

Sincerely,

*Larry Huhn*  
 Bend, Oregon



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Dear Snipe Bulletin Editor;

I am an active member of the Snipe Class in Mission Bay and have recently bought my own boat and raced in the Snipe Southern Midwinter racing Circuit. I greatly enjoy the boat, the organization, and the class members I have become acquainted with.

While competing in the Southern Midwinter Racing Circuit, I could not help but notice that Craig Leweck was always helping out competitors. Knowing that selling sails is a profession for Craig, I realized that there is more to it than just that. Craig Leweck cares about the class as a whole. I know he would help anyone, no matter what sail loft they represented or purchased from

With many great memories of Florida and the Bahamas fresh in my mind, I can't help but remember what a house doctor role Craig played. These memories are so strong in my mind that I wrote about it. I know that all

SCIRA members and all of your readers would agree that Craig Leweck is the House Doctor for Snipe Sailing. No one else knows more and helps more. Please print the attached article so that all your readers can appreciate the friendly and class supportive flavor that Craig Leweck brings to the Snipe Class.

Sincerely,

*Gavin D. O'Hare*  
 Rear Commodore  
 Ocean Beach Yacht Club  
 4711 Narragansett  
 San Diego, CA 92106  
 619-226-7449

*editors note: due to space constraints, we were unable to run Gavin's article in this month's Bulletin.*

*The Class encourages response to any letters to the Editor. --jwb*

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### 1993 WORLD CHAMPIONSHIP

**1<sup>TH</sup>, 3<sup>TH</sup>, 6<sup>TH</sup>, 8<sup>TH</sup>, 12<sup>TH</sup>, 15<sup>TH</sup>**  
**Winning 5 out of 7 races.**

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**FOR SALE:** Used fast sails in excellent conditions. Rudders, centerboards, whiskerpoles. Fiberglass self-rescue hull only. Write for details: Gonzalo Diaz, Sr., 5520 SW 72nd Ave., Miami FL 33155-5517

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**MUELLER 22586**—Light blue hull. 2 sets of sails. Both loose and tight rigs available. New magic box. Trailer and cover. \$1,300/obo. Joe, Mogadore, OH at (216)628-4536 (mamj)

**SKIPPER 22420**—Good condition, orange hull, ivory deck, Cobra mast, all Harken, 2 suits sails, Southern trailer, make offer. Dennis, Carlinville, IL (217)854-7076 (mamj)

**MCLAUGHLIN 23662** - Brand new Fisher sails. Two sets Ullmans. Blue hull/white deck. Cobra mast. Boat cover. Trailer w/spare. All good condition. \$1600, obo. Call Tom in Annapolis, (410) 956-5741. (amj)

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**PHOENIX 26742** - Blue hull, white deck & bottom, Cobra II, compass, covers, 2 suits sails, race-ready, galvanized Tennessee trailer, reasonable delivery possible. \$3300. New York. h: (518) 399-6597 or w: (518) 374-2788 (amjj)

**CHUBASCO 17468** - Wood deck, blue fiberglass hull, trailer, sails, good condition. Best offer: (414) 694-7855 evenings & weekends (southeastern Wisconsin) (am)

**USED SAILS:** Fisher \$100 & up. Double-deck trailer \$750. New Cobra II with rod rigging \$930. Sails: Ian Brown Tel/Fax: 416-203-3500. Trailer & mast: Chris Hains 416-844-6315. (am)

**EICHENLAUB 13290** - Cedar hull with mahogany deck. New paint and varnish. Harken hardware. 88 EZ Load trailer. Good set of sails. Measured in 1962. \$1,200.00, New York, (212)786-9961 (am)

**CHUBASCO 21365** - White/red, 2 sets of boards, Shore sails (new), Cobra mast. In good condition, but needs cosmetic work. Must sell possible delivery \$1,000. P. DeCausemaker, 15 Penny Lane, Chicago Heights, IL 60411 (219)942-1887 (w) (708)758-3114 (h), Fax (219) 947-2537. (amjjas)

**PHOENIX - 23588** - Fiberglass with custom fitted trailer, both in excellent condition and fully registered. Santa Barbara Youth Foundation. (805)967-5191. \$1,500. (m,j)

**JIBE TECH 28361** - White hull; Cobra mast, pole launcher, 2 suits of North sails; Full covers; trailer; race ready w/ little use. Transportation negotiable - Grosse Pointe Farms, MI (h) (313)881-5945, (w) (313)876-2545. (amjja)

**MCLAUGHLIN - 24115** - "Ready to Go" - new sails, new rudder, pole launcher, trailer, covers, etc. - \$2,200 - Ronnie Hill @ 215-371-0617 or Doug Wefer @ 516-671-6059 (m,j,j)

**EICHENLAUB - 20536** - Solid boat. Great for beginning sailors or racers. Minimum weight with trailer and trim cover, all in very good shape. \$1,200 obo. Dale Katzfey, Dayton, OH (513)667-1536. (m)

**MUELLER-25407** - White deck/blue bottom. Cobra II mast, pole launcher, super stiff bottom. Used sails and like brand-new Fisher Sails. \$1,500 obo. Baron R. Bremer 1-800-955-8771 voice - (Communication Assistant) Florida. (m)

**MUELLER 25413** - Light blue hull with white deck and pinstripping. Cobra II mast, covers for hull, deck, rudder and centerboard. Double-deck trailer, 2 sets of sails. Good condition, sailed infrequently on freshwater only. \$2,900. Call Tamara Upham, (203) 625-5306. Delivery possible, Northeast. (mj)

**MCLAUGHLIN - 25168** - White deck & interior, navy hull; superb condition, newly rigged; Cobra II; new sheets; covers, trailer, virtually never sailed. \$3,500. Boat located in Annapolis. Call John Brigden (213) 892-1865 Los Angeles. (mijasondjf)

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## SANCTIONED REGATTAS



APRIL 20-MAY 5; COPA DE ESPANA: RC Nautico de Valencia. SCIRA Spain, c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

APRIL 30-MAY 1; MAJSNIPEN: Langedrag, Sweden. SCIRA Sweden. Chris Jacobsen, Fax: +46-40-29-0665.

APRIL30MAY1;DISTRICT4CHAMPIONSHIPS: Charleston, SC. Steve Burns, h(803)795-3682, w(805)792-4029, fax (803)792-8319.

MAY 7-8; SOUTHERNS: Lake Chickmauga. Ken Simons, 4106 Hamill Road, Hixson, TN 37343.

MAY 7-8; LUINO: Lake Maggione. SCIRA Italy. Giorgio Brezich. Fax +39-40-307-955.

MAY 7-8; BLUE CIRCLE OPEN & JR UK NATIONALS: Kent, England. SCIRA England. John Love, 8 Pasture Drive, Warrington, Cheshire, WA3 7LH, England.

MAY 7-8; FDEZ FRANCO MEMORIAL: RCN de Vigo, SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

MAY 7-8; STARS & SNIPES: Meulan River, SCIRA France. SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733

MAY 12-15; FRENCH NATIONAL CHAMPIONSHIPS: Cazaux Lake, France. SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733

MAY 14-15; SPRING CUP: Asgardst. SCIRA Norway. Birger Jansen. Fax +47-66-848-262.

MAY 14-15; KNUDP CUP: Kolding. SCIRA Denmark. Bjarne Iversen. fax +45-75-62-55-56.

MAY 14-15; ERITH OPEN: Kent, England. SCIRA England. John Love, 8 Pasture Drive, Warrington, Cheshire, WA3 7LH, England.

MAY 14-15; SAN ISIDRO TROPHY: RCN de Madrid. SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

MAY 14-15; HERB SHEAR MEMORIAL: Mission Bay, California. Kenyon Martin, 4814 Mt. Ararat, San Diego, CA 92111, (619)279-5937.

MAY 20-22; CIUDAD de IBIZA TROPHY: CN de Ibiza. SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

MAY 21-22; SOUTHWESTERNS: Corinthian Sailing Club. Jerry Sams, 1109 Pittsburgh Lndg., Richardson, TX 75080. (214) 783-1314.

MAY 21-22; EARLY SPRING SNIPE REGATTA: Kansas City Snipe Fleet. John Briggs, 5817 W. 101 St, Overland Park, KS 66207

MAY 21-22; WHITSUN REGATTA: Helsinki. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

MAY 21-23; WIBROE CUP: Espergaerde. SCIRA Denmark. Bjarne Iversen. fax +45-75-62-55-56.

MAY 21-23; COPPER SNIPE CUP: Lorient Sea, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733

JUNE 4-5; REDNECK REGATTA: Magnolia Fleet. Robert Miller, 119 Carriage Ln., Madison, MS 39110. (601)856-7745

JUNE 4-5; VIGO BAY TROPHY: RCN de Vigo. SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

JUNE 4-5; DENMARK JUNIOR NATIONALS: Skanderborg. SCIRA Denmark. Bjarne Iversen. fax +45-75-62-55-56

JUNE 4-5; STONE OPEN: Essex, England. SCIRA England. John Love, 8 Pasture Drive, Warrington, Cheshire, WA3 7LH, England.

JUNE 4-5; DISTRICT 6 CHAMPIONSHIPS: Cal Yacht Club. Ray Mahaffey, 213 Fowling St, Playa del Rey, CA 90293

JUNE 11-12; PORTE OCEANE: Le Havre, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733

JUNE 11-12; WHITTEMORE/ST. JOHN REGATTA: Quassapaug YC. Dave Rogers, 385 Park Ave., Naugatuck, CT 06770

JUNE 11-12; HELSINKI REGATTA: Helsinki. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

JUNE 11; DISTRICT 3 JUNIOR CHAMPIONSHIPS: Indianapolis, IN. Cliff Browning, 5315 N. Capitol Ave. Indianapolis, IN 46208, (317)251-3467

JUNE 11-12; SNIPE HUNT & DISTRICT 3 CHAMPIONSHIPS: Indianapolis, IN. Cliff Browning, 5315 N. Capitol Ave. Indianapolis, IN 46208, (317)251-3467

JUNE 16-19; FINNISH NATIONAL CHAMPIONSHIPS: Tampere. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

JUNE 18-19; WOLVERINE REGATTA: Barton Boat Club, MI. John Johns, 2965 Hickory Lane, Ann Arbor, MI, 48103. (313)665-5999.

JUNE 18-19; FIREWATER & DISTRICT 2 CHAMPIONSHIPS: Lincoln, NE. Jon Christensen, 4321 S. 46, Lincoln, NE. 68516. (402) 489-6988.

JUNE 24-25; INAUGURATION TROPHY: RCR Santiago de la Ribera. SCIRA Spain. c/ Juan Ramon Jimenex, 2-2 C -30011 Murcia, Spain. Fax: +34-1-34-30-02

JUNE 24-26; DENMARK NATIONAL CHAMPIONSHIPS: Nyborg. SCIRA Denmark. Bjarne Iversen. fax +45-75-62-55-56

JUNE 25-26; BOLDE MOTHERS: Cuba Lake, NY. Leo Murphy, PO Box 66, Cuba, NY 14727.

JUNE 25-26; MICHIGAN STATE CHAMPIONSHIPS: Grand Rapids Yacht Club, MI. Allan Vorel, 751 Lamoreaux Dr. NW, Comstock Park, MI 49321. (616)784-0294.

JULY 1-4; 53rd ITALIAN NATIONALS: Rimini. SCIRA Italy. Giorgio Brezich. Fax +39-40-307-955.

JULY 2-3; 44th ANNUAL MISSOURI VALLEY & INSA CHAMPIONSHIPS: Iowa-Nebraska Sailing Assoc. Bill Brush, 631 N. 62nd Street, Omaha, NE 68132 (402)551-6702.

JULY 2-3; BROADSTAIRS OPEN: Kent, England. SCIRA England. John Love, 8 Pasture Drive, Warrington, Cheshire, WA3 7LH, England.

JULY 13-17; BRITTANY SAILING WEEK: Loctudy Audieme, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733.

JULY 16-17; GOVERNORS CUP REGATTA/ILLINOIS STATE CHAMPS: IBYC, Tim Dixon, 12 Hickory Point, Springfield, IL 62707.

JULY 16-17; REGATA DEI FIORI: Torri del Benaco, Lake Garda. SCIRA Italy. Giorgio Brezich. Fax +39-40-307-955.

JULY 16-17; ONTARIO OPEN: Oakville Harbour YC. SCIRA Canada. Chris Hains. (905)844-6315.

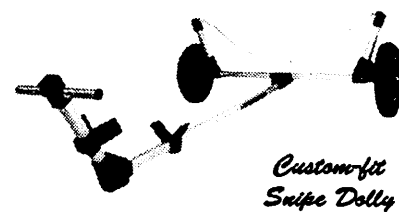
JULY 16-17; ANNUAL MUSTAKARI REGATTA: Kokkola. SCIRA Finland. Matti Pehkonen. Fax +358-53-555-248.

JULY 23-24; TOURNOI DE L'ATLANTIQUE: Lorient Sea, SCIRA France. Gilles Boisaubert, Fax: +33-1-60-17-3733.

AUGUST 6-7; PACIFIC COAST CHAMPIONSHIPS: Willamette, Oregon. Gene Patrick, P.O. Box 2212, Milwaukie, OR. 97269. (503)659-6898.

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**AP-2 main** - This is a fuller mainsail, especially up top, and definitely provides the extra punch that the Snipe needs to slug it out in those tough conditions where steering is a critical factor.

*1 - 1993 North Americans, 1 - 1993 US Nationals, 1,2,3,4,5 - 1993 Worlds*

**Fanned Panel main** - A slightly flatter mainsail with a more open leech. It is ideally suited for lighter weight crews and inland lake, flat water sailing.

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**Wave Jib** - This is a powerful jib, now built out of durable 100 Polyant square material. It is the perfect match to the AP-2 main. It's fuller entry makes it an especially easy sail to steer.

*1 - 1993 Nationals*

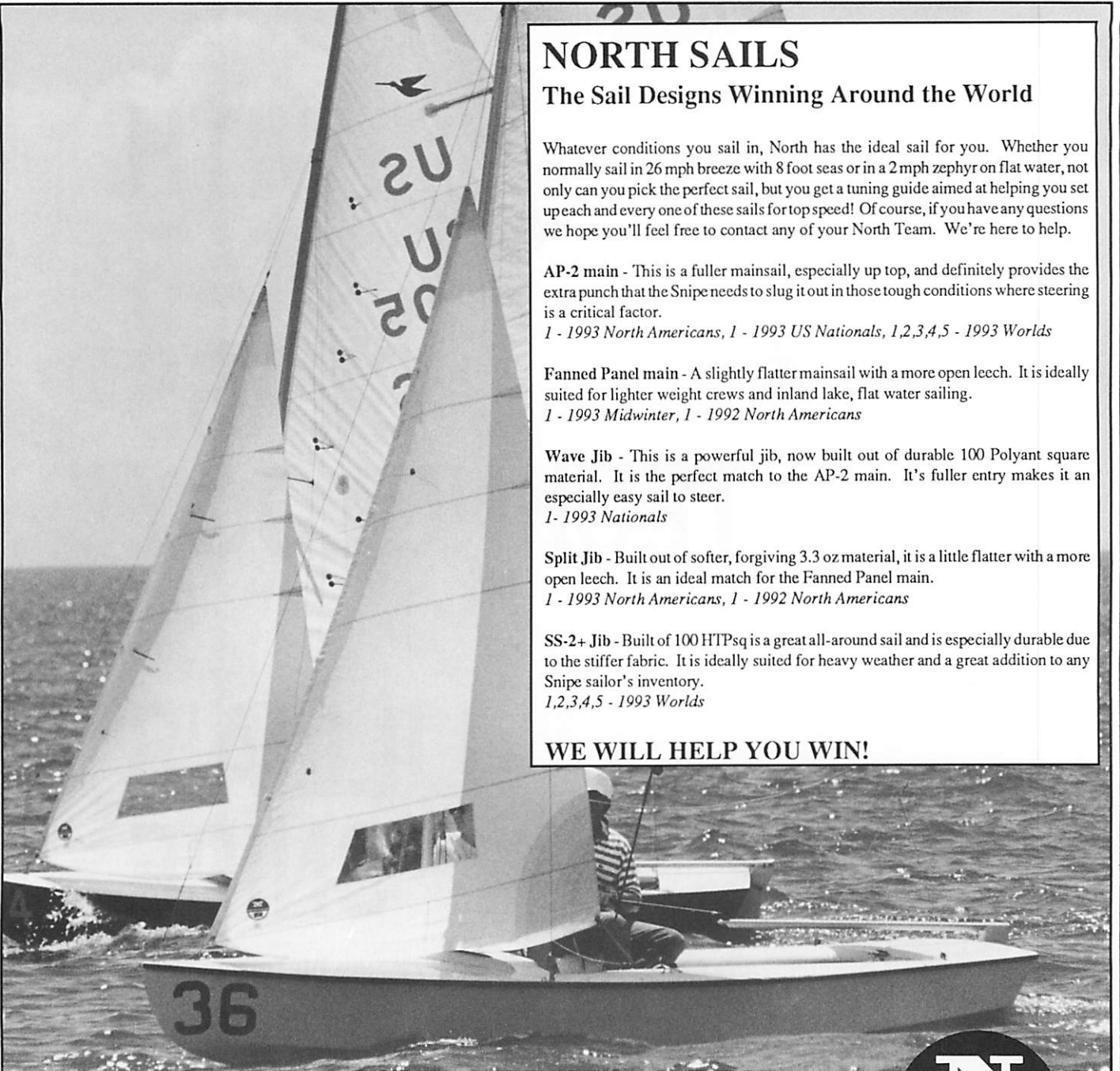
**Split Jib** - Built out of softer, forgiving 3.3 oz material, it is a little flatter with a more open leech. It is an ideal match for the Fanned Panel main.

*1 - 1993 North Americans, 1 - 1992 North Americans*

**SS-2+ Jib** - Built of 100 HTPsq is a great all-around sail and is especially durable due to the stiffer fabric. It is ideally suited for heavy weather and a great addition to any Snipe sailor's inventory.

*1,2,3,4,5 - 1993 Worlds*

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