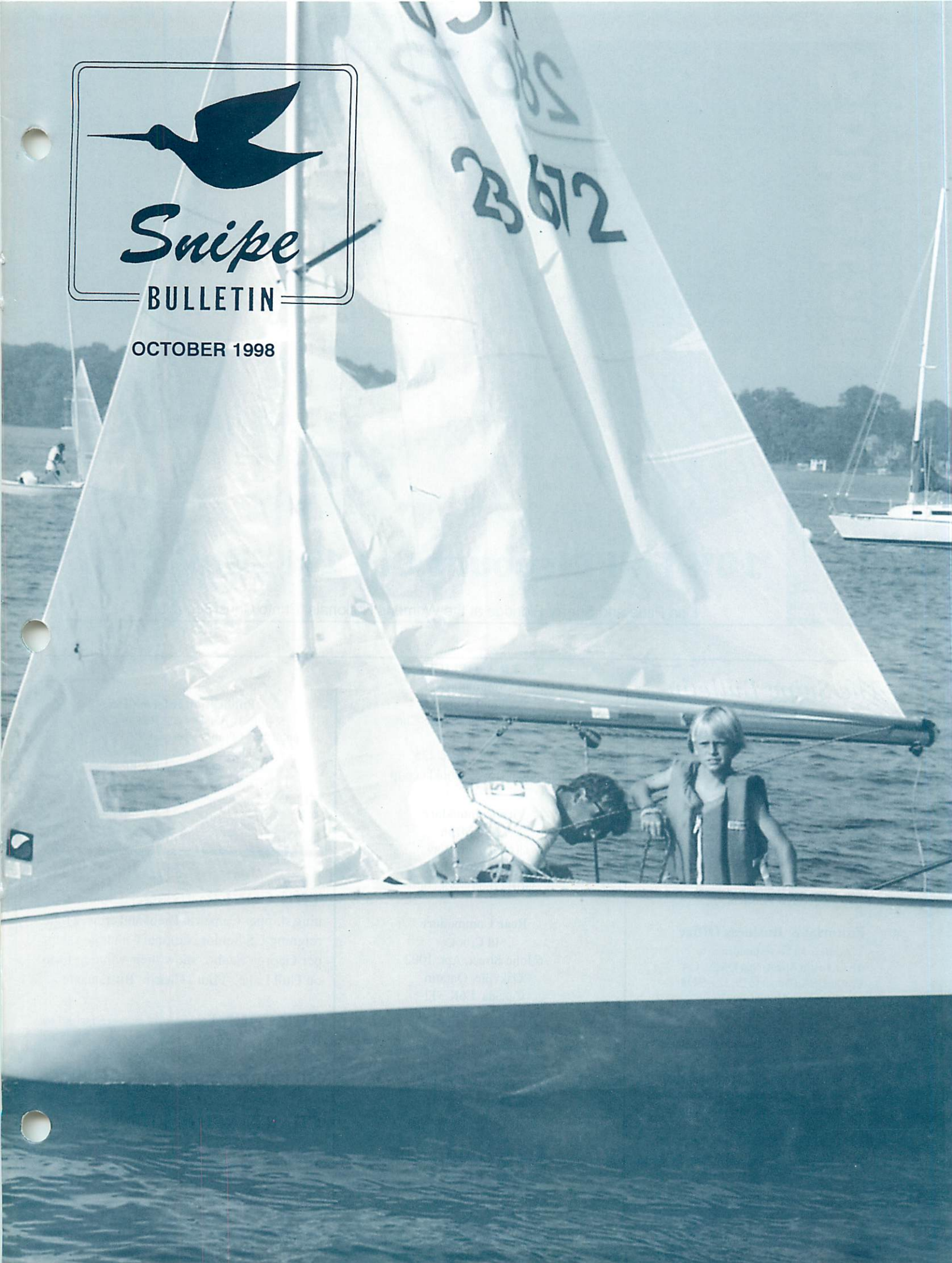




# *Snipe*

BULLETIN

OCTOBER 1998





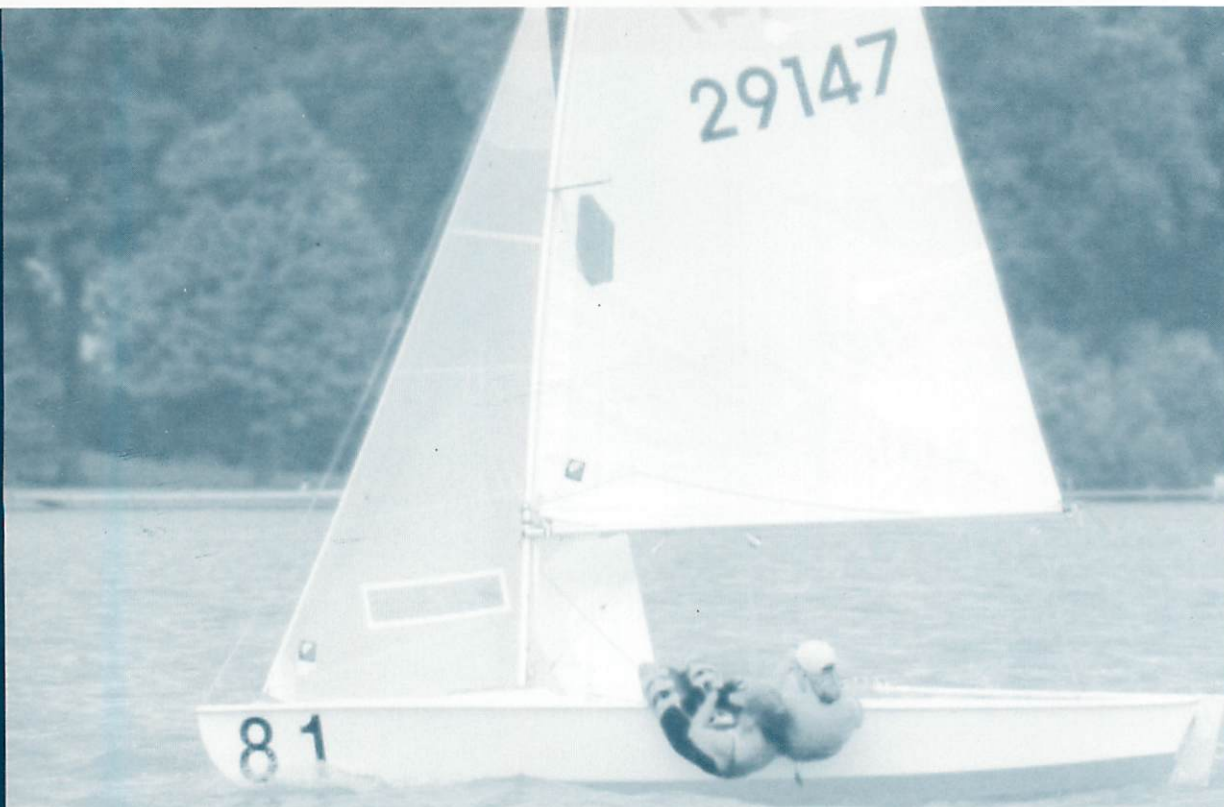
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Lisa Pline and Sherry Eldridge at the Womens Nationals, Photo Chris Schneider

## The Snipe Bulletin

*The Official Publication of the  
International Snipe Class*



**October 1998  
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Editor**

**Jerelyn W. Biehl**

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**THE COVER:** US Special Junior win-  
ning skipper Cameron Biehl and crew, 2 time  
reigning US Senior National Champion skip-  
per George Szabo, show their winning form  
on Gull Lake. Photo Charlie Bustamante.

**THE COUNT:** 3 numbers were issued to  
Brazil this month.

**NUMBERED SNIPES:** 29523

**CHARTERED FLEETS:** 849

Recently, a report was sent from Rules Committee to me that many sailors and administrators have broken SCIRA advertising rules for several years. The report finds two cases for this; one is due to the misunderstanding of rules, and the other is due to their intention to ignore inconvenient rules.

The latter case occurs in the following situation.

1. Since a big regatta costs a lot, people often hold the event with sponsors. At such event, requests of sponsors can be in conflict with rules.
2. It could be difficult to narrow the gaps between advertising rules when the event is held together with other classes.
3. Some of the domestic events give the National Authority of the country the right of race organization/co-organization. In such cases, the advertising rules of the federation may be in conflict with SCIRA rules.
4. When Snipes are used in Pan Am Games, Asia, World Youth, etc., and the class advertising rules may be in conflict with those of the organizing authority.

In addition, there might be many other factors.

You can find all the solutions in ISAF rules. ISAF rules put the priority to class rules except for Olympic class. However, people actually tend to ignore class rules as they hesitate to have trouble with sponsors and organizing/national authorities.

Yet, a big problem emerges when class rules are broken. It is impossible to deprive the right to protest by ISAF APPENDIX G of competitors. It will lead to the huge confusion in the event. APPENDIX G will lay penalties including disqualification. In addition, the sailing instruction or National Authority cannot change APPENDIX G unless it is asked by the Governmental requirement.

The recent fact that we often see the ignorance of class advertising rules tells us that we have a big problem. This report suggests either we re-write our rules to something more sailors can follow or we enforce the current rules throughout the Snipe world.

We will discuss these issues among the Board Members. Please forward your thoughts on advertising to the SCIRA office so the Board can hold discussion and be ready for the meeting at the World Championship in 1999.

*Commodore Akibumi Shinoda*

## AROUND THE SNIPE WORLD NEWS FROM INDIA

At last we had some unusual but decent rains and now have about 10 feet of water in our Lake. Normally we get rains in Sept-Oct monthly only (ecology has gone haywire). After shaking off the dust that has settled in for the past four years, we will be starting sailing and windsurfing as soon as possible.

## SNIPE CHAMPIONS

Snipe sailors around the world are winning in other classes. Congratulations to:

**Dirk Kneulman, Canada** - 1998 Etchells World Champion

**Rikard Bjurström, Finland** - 1998 2.4 meter World Champion

**George Szabo, USA** - 1997 & 1998 Champion of Champions for USA.

## BULLETIN CORRECTION

Here's a correction in September's bulletin. The photo on page 12 shows snipe #9985. This was owned by John Rix and I believe he is the one standing with his hand on his hip next to it. Here are

the boats the Rix's have sailed over the years.

- 4292 - Homebuilt, John Rix
- 5985 - Homebuilt, John Rix
- 9985 - Homebuilt, John Rix
- 11100 - Homebuilt, John Rix
- 16132 - Lofland
- 19585 - Southern Yachts
- 23985 - Southern Yachts
- 25285 - McLaughlin
- 25785 - McLaughlin
- 27405 - McLaughlin
- 29313 - Persson

9985 was hand built by John Rix and was one of the very first fiberglass hulled boats (#5, ed note). John Rix, ??? Lofland, Perry Pelly, and Harold Gilreath built the mold together. This eventually became the mold for Lofland Boat Works. All the metal fittings including the cleats and bilge pump were also hand made. Originally it had a bronze board that weighed so much that crews thought it was nailed down. Now we're hearing complaints about the weight of aluminum boards with low trunks.

This was also the boat which Mary Ann Rix first started sailing on her own when she got tired of crewing for Ken (John's son). It was also the boat that I learned to sail in. 9985 was finally retired when it became too decrepit and uncompetitive in the 70's with the advent of the flexible masts.

—James Rix  
District 2

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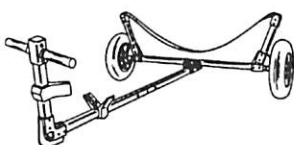
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a. Total No. copies (net press run)	1215	1350
b. Paid and/or requested circulation		
1. Sales through dealers (not mailed)	0	0
2. Paid or requested mail subscribers	795	840
c. Total paid and/or requested circulation	795	840
d. Free distribution by mail	40	40
e. Free distribution outside the mail	345	379
f. Total free distribution (sum of d & e)	385	419
g. Total distribution (sum of c & f)	1180	1259
h. Copies not distributed:		
1. Office use, leftovers, spoiled	30	30
2. Return from news agents	0	0
i. Total (sum of g & h)	1210	1288
j. Percent paid and/or requested circulation	67%	66%

16. Statement of ownership is printed in the October issue

17. I certify all information on this form is true and complete.

*Jerelyn Biehl, Publisher*

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# SZABO/WILCOX REPEAT AS US NATIONAL CHAMPIONS

***Gull Lake, Michigan hosts a great US National Championship with 119 boats between all championships!***

Arriving at Gull Lake was the ultimate reward. The small, quiet, tree-lined lake with stunning homes was our sanctuary. Golf, sailing...sailing, golf. Take your pick. A 50 yard walk would put you in either environment as Gull Lake Yacht Club and Country Club laid out the welcome mat for Snipers across the land. The wholesome summer camp environment, service and friendliness of the staff, along with unparalleled facilities and beauty tipped everyone off to a week of fun that may never be equaled.

The fresh water environment drew an 84-boat fleet which harkened back to days of Midwesterner held Nationals where families were carted from lake to lake for summer fun and sailing. One could visualize classic Norman Rockwell scenes.

The women, junior, and special junior teams hustled their boats through measurement as they were the first event. The women, first out of the block, showed the junior and special junior teams around the race course. A nice breeze held for both days of racing and what turned out to be the most consistent of the week. With 12 women's teams, 16 junior teams, and 10 special juniors, it was a great show of participation. 5 women skippers returned from last year's first championship and were joined by 7 newcomers. Carolyn Brown and Rowena Carlson of Mission Bay led after the first day, but Jennifer Rousmaniere and Barbara Evans of Winchester led the last race start to finish, securing the title. In the junior fleet, Dustin Kays and Sean Adams of Atlanta had a 1 point lead over Dave Johnson and Ryan Reis of Gull Lake after the first day, but Steve Hochart and Jonathan Boyd of Mission Bay pulled a win out of the last beat the last race to win the US Junior Championship. In the Special Junior fleet, Dads and other crews were busy in the front of the boat while the younger skippers gave orders. The finale had Cameron Biehl/George Szabo of Mission Bay and Curtis/Fred Rozelle of Detroit tied for first (Biehl/Szabo won the tie-breaker), and Andrea and Leigh Savage of Detroit and Brian Janney/Argyle Campbell of Mission Bay within 2 points.

Monday's qualifying Crosby series started with thunderstorms and rain but yielded to a fine day of racing with 3 races completed in excellent breezes. The Crosby finale was

held Tuesday. Hal Gilreath/Alex Stout of Lake Lanier, dominated the series with a 4-1-1-1. Jim Bowers and Myrna Fong of Winchester used their throwout to clinch second (1-4-1-9). Augie Diaz, making his Snipe comeback, recruited Pam Kelly as crew and finished third with a 2-5-5-2.

The first day of the Heinzerling and Wells series showed little wind but lots of sun. The Heinzerling fleet sailed in front of the club, and the Wells headed to the north end of the lake. Local knowledge dictated hugging the shores to catch the thermal breeze, but getting there proved difficult. The light, shift conditions had sailors talking to themselves, "You'd find yourself in 25<sup>th</sup> for no apparent reason, then the next minute, you'd find yourself leading and actually feeling sorry for the guys that are now in 25<sup>th</sup>, because you were just there, and then you find yourself back in 25<sup>th</sup>, for no apparent reason." George Szabo and Eric Wilcox managed to stay on top for wins in both of the days races. Diaz/Kelly finished a 3-12 and Gilreath/Stout a 5-9 to round out the top 3. An example of the upside/down conditions were the finishes of Bowers/Fong, 2-23; Lee Griffith and Lisa Griffith, 4-28, and Jerry Thompson and Nancy Gilreath 8-26. Meanwhile on the Wells course, Andy and Ellen Bartz of Hoover led with a 1-6 with Matt and Laura Bryant of St. Petersburg with a 8-1. Tom O'Neill and Laurel Timpson of Mission Bay were right there with a 2-5.

That evening, the competitors were treated to the most awesome display of cars at the Gilmore Car Museum. It helped to have some inside pull, as the regatta chairman's family owned the car museum. All the sailors caravaned to the museum behind a 1954 red Corvette convertible, driven by the regatta chairman and accompanied by the junior and special junior winners. Arriving on the museum grounds, 4 cars were available to be "test" driven around the grounds on the scenic "track." While people took turns driving

classic cars, others viewed the Dussenbergs to Rolls Royces to locally built Kalamazoo cars, spread among 5 barns on the grounds. Dinner was served and everyone had their pictures taken near the car of their dreams.

Back at the club the next day, the prediction was for no wind. While the kegs were unleashed, everyone took it easy as the thought of a zephyr coming up keep sailors tame. Some went to the golf course with pagers and cell phones, ready to return, while others sat and talked, caught up with old friends, and met many new ones among the 80 competitors gathered. As 5pm neared a District Olympics was organized complete with volleyball, frisbee golf, a mean game of croquet, and ending with water balloon launcher target practice. Some of the sailors headed off to the nearby AAA baseball game and visited nearby Battle Creek, home of Tony the Tiger and other cereal favorites.

The next day's wind predictions looked the same, but a puff came from the north and the RC sent the Heinzerling fleet out to catch what wind there was to complete the series. Not too much later, the Wells was sent out in front of the club to get one more race in. Both fleets were able to get the 3<sup>rd</sup> race in to constitute a regatta, and that was the end of the Nationals.

The trophy presentation was held in the Country Club with everyone dressed in nautical attire. Buzz Levinson was commended for his years of support and effort on behalf of the Snipe Class. Buzz continues to support junior and local sailors as well as Master sailors throughout the US.

George Szabo clinched his 2<sup>nd</sup> US Nationals title with Eric Wilcox as his crew. Hal Gilreath and Alex Stout finished second and Augie Diaz finished third with Pam Kelly crewing.

In the Wells Fleet, Tom O'Neill and Laurel Timpson ran away with the last race to clinch the Wells title and the automatic entry into the 1999 Heinzerling fleet.

<b>Trophy</b>	<b>Winner/Fleet</b>	
Heinzerling	George Szabo, Mission Bay	Champion of US
Portage Lakes	Eric Wilcox, Mission Bay	Champion crew of US
Slauson Memorial	Hal Gilreath/Alex Stout, Lake Lanier	2 <sup>nd</sup> place team in US
Crosby Memorial	Hal Gilreath/Alex Stout, Lake Lanier	Qualifying Champions
Wells Trophy	Tom O'Neill/Laurel Timpson, Mission Bay	non-Heinzerling fleet winners
Harold Griffith Trophy	Hal Gilreath/Alex Stout, Lake Lanier	High point of combined
Eleanor Williams	Pam Kelly, Miami	Top placing female
Carolyn Nute Memorial	Steve & Janet Callison, Hoover	Top married couple
Masters Endurance	Mel Nichols, Wolf Lake	Oldest sailor
Top Master	Jerry Thompson, Alamitos Bay	Top placing Master
US Womens Nationals	Jennifer Rousmaniere, Barb Evans, Winchester	US Womens Champion
Owen Duffy Memorial	Steve Hochart, Mission Bay	US Junior Champion skipper
Gilreath Trophy	Jonathan Boyd, Mission Bay	US Junior Champion crew
Old Man Diaz Trophy	Cameron Biehl, Mission Bay	Special Junior Champion skipper
National Secretaries	Tom VanderMolen	Regatta Chairman
Macklanburg-Duncan	Eric Lind	Race Committee Chairman



## Special Junior's Crew

### Responsibilities

This year I had the pleasure of crewing with Cameron Biehl in the Special Juniors. You would think this would be an easy weekend of sailing, but it definitely is not so. Work, Work, Waterballon, and work! Cameron and I began getting the boat measured on Friday, there was a bit of sanding to do so I put Cameron to work on it. His friends kept coming by to inspect his work and he would inform them of their impending doom the next day. Death by Water Balloons!

I began the regatta by asking Cameron if we were there to have fun or to win. He said both so I spent Saturday morning finding the perfect container for and later filling water balloons. The first victim was Lee Griffith. Our pre-race prep was somewhat different. Cameron would search out his friends and try to sneak up on them. His favorite trick was to pretend that nothing was up and then he would go in for the water balloon kill. He was very accurate in his throw. An overshot balloon was aggressively retrieved and more than once I began to worry about the strength of the tiller.

Cameron was aggressive on the racecourse too. We faced more than one competitor during the regatta. Our upwind trim was altered slightly, jib over sheeted and main more twisted to make sure that the boat would stay on a more even course. Mentally kept laughing with the ongoing water balloon attacks during the race, but there were several other boats that had some frustration going. After Saturday we were several points out of first so it looked like Cameron (10yrs) was going to have to push a 12 year old back if he wanted to win. As luck would have it there was no wind so a new race prep strategy was put to work. We brought out the power squirt gun (you can actually fill water balloons with this thing) and went out hunting. Numerous attacks later we found our best defense was to heel the boat away from the attackers and use the hull as a shield. It was an ugly day, kids swimming in all directions, attacking, and flipping boats. Pirates, I think.

Eventually we needed some rest and stopped at the beach for some relaxation. Fortunately the last race went well and I am now able to add "Snipe Special Junior National Champion - Crew" to my sailing resume.

—George Szabo

Tom VanderMolen did an outstanding job as Regatta Chairman assisted by his wife Lori and Lisa Tansey who was the answerwomen at the registration desk. Eric Lindran a superb race course with the help of thousands including the Kitty Hawk, a US Navy MotorWhaler from the USS Kitty Hawk aircraft carrier, as the Heinzerling RC Boat, owned and manned by Steve Parker.

Everyone agreed that the Nationals at Gull Lake are to be put on the "best of the best" Snipe Nationals list.

--Bob Bowden & Sean Biehl

#### Photos:

Top: Andrea and father Leigh Savage in Special Junior Nationals. Middle: Crosby action: John and Maggie Manderson (28065), Andy and Ellen Bartz (bow 44) and Eric Reinke/Kim Coranz (bow 17) at leeward mark rounding. Bottom: Race Committee and volunteers of the Gull Lake Nationals stop for a moment and pose for a photo

All photos courtesy of Chris Schneider. Photos available for viewing on the Snipe web page: [www.snipe.org](http://www.snipe.org). Regatta results - US Nationals. Contact Chris if you're interested in purchasing a photo.





# US Nationals Results

## Crosby Series - top 20 of 83 qualifying for Heinzerling

<i>Skipper/Crew</i>	<i>Fleet</i>	<i>Finishes</i>	<i>Total</i>
1. Hal Gilreath/Alex Stout	Lake Lanier	(4)-1-1-1	2.25
2. Jim Bowers/Myrna Fong	Winchester	1-4-1-(9)	5.50
3. George Szabo/Eric Wilcox	Mission Bay	5-1-3-(dnc)	8.75
4. Augie Diaz/Pam Kelly	Miami	2-(5)-5-2	9.00
5. Mike Lenkeit/Nelson Wingard	Seattle	(17)-3-2-4	9.00
6. John/Maggie Manderson	Barneget Bay	(15)-7-4-1	11.75
7. Jerry Thompson/Nancy Gilreath	Alamitos Bay	3-(28)-5-5	13.00
8. Ned Jones/Lorie Stout	Annapolis	1-(16)-7-6	13.75
9. Steve/Janet Callison	Hoover	7-(27)-6-3	16.00
10. Jack Franco/Jeff Baker	Alamitos Bay	5-5-6-(dnc)	16.00
11. Lee Griffith/Lisa Griffith	Barneget Bay	(14)-2-8-7	17.00
12. Art/Adam Rousmaniere	Winchester	11-3-(24)-3	17.00
13. Scott Lindley/Eric Krebs	Mission Bay	2-8-7-(25)	17.00
14. Chris Snow/Yumio Dornberg	Mission Bay	6-10-4-(12)	20.00
15. Steve Stewart/Graham Biehl	Mission Bay	3-6-(15)-12	21.00
16. Fred/Jan Rozelle	Detroit	(23)-4-9-8	21.00
17. Andrew Pimental/Sam Rosemont		4-(21)-3-17	24.00
18. Greg Fisher/Carol Newman	Hoover	7-(23)-15-2	24.00
19. Tod/Lee Sackett	Cleveland	11-7-8-(16)	27.00
20. Henry Filter/Sherry Eldridge	Annapolis	(23)-8-2-17	28.00

## Wells Series

<i>Skipper/Crew</i>	<i>Fleet</i>	<i>Boat</i>	<i>Finishes</i>	<i>Total</i>
1. Tom O'Neill/Laurel Timpson	Mission Bay	28678	2-5-1	7.75
2. Chad Coberly/Dave Johnson	Gull Lake	27688	9-3-6	18
3. Argyle Campbell/Brian Janney	Newport Harbor	29015	5-10-5	20
4. David Lence/Jim Tomamsetti	Winchester	27101	3-8-11	22
5. Ted/Tracey Pinkerton	Cleveland	29099	4-11-12	27
6. Sean/Jerelyn Biehl	Mission Bay	29104	12-7-10	29
7. Matt Heywood/M. Spicknall	Barton BC	26612	14-9-13	36
8. Fred Abels/Kathrine Spindle	Sea Cliff	25460	16-17-3	36
9. Matt/Laura Bryant	St. Petersburg	29373	8-1-28	36.75
10. Cliff/Minde Browning	Indianapolis	28370	19-14-7	40
11. Andy/Ellen Bartz	Hoover	28212	1-6-37	43.75
12. JR Hand/Lori Guban	Portage Lakes	23625	7-20-17	44
13. Charlie/Michele Bustamante		27872	23-2-19	44
14. Christopher Stang/Clayton Dixon	Atlanta	22870	6-18-21	45
15. John Sepanski/Chris Stahl	Carlyle Lake	29017	15-21-18	54
16. Ray Schmit/Jack Smith		25659	10-13-33	56
17. William/Amy Clawson	Hoover	25522	13-19-26	58
18. John/David Muhlhausen	Atlanta	24442	11-33-15	59
19. Jarrel Price/Collin Johannessen	Quassapaug	25413	22-22-16	60
20. Jim Richter/Amiy Alliman	Indianapolis	29257	30-29-4	63
21. Greg/Kristin Mylett	Cleveland	28904	24-12-29	65
22. Mike/Elizabeth Otto	Gull Lake	27240	25-27-14	66
23. Robert Coyle/Chuck D'Antonio	Medford	24695	21-24-24	69
24. John Lally/Kerry O'Brien	Medford	28542	26-26-25	77
25. Jim Towler/Kyle Lyke	Wolf Lake	25166	33-36-8	77
26. Rich/Carla Grant	Grand Rapids	29290	17-15-dnc	81
27. William/Cecile Fehsenfeld	Grand Rapids	28388	29-43-9	81
28. Bob Foster/Aaron Cantor	Clearwater	25397	32-16-34	83
29. Buzz Levinson/Gwen Marshall	Indianapolis	26673	20-28-35	83
30. Scott/Cindy Cline	Privateer	24093	34-dnf-2	83
31. Paul/Alex Levinson	Indianapolis	26462	31-4-dnc	84
32. Vince Casalaina/Lynn Wilson	San Francisco	28856	18-38-31	89
33. Steve Keckler/Ken Delpapa	San Francisco	27238	35-23-31	89
34. Darryl Waskow/Ros Corper	Barneget Bay	27734	38-31-22	91
35. Andrea Sepanski/Mary Geiger	Carlyle Lake	27094	39-25-27	91
36. Sam Mollet/Karl Bierman	Portage Lakes	23624	40-32-20	92
37. Jason Lowrie/Matt Carmichael	Bow Mar	23369	41-34-23	98
38. Mike Jones/Amy Bunch	Cleveland	27443	27-35-dnc	111
39. William/Sarah Baldwin	Winchester	27999	44-30-41	115
40. Mel Nichols/Emily Crookston	Wolf Lake	27780	36-44-36	116
41. Ralph Swanson/Karen Weidner	Winchester	29999	37-39-42	118
42. Kevin/Vivian Heatherington	Winchester	25090	47-40-32	119
43. Karen Lorenz/Lee Cavano	Cleveland	26759	28-42-dsq	119
44. Nancy Shriver/Monica Lake	Seattle	26832	43-41-38	122
45. Bob/Joe Panza	Quassapaug	25714	46-37-40	123
46. Joe Harvard/Todd Anderson	San Francisco	26615	42-45-39	126
47. Mark Gurney/Mary Yurko	Grand Rapids	23840	45-dnf-43	135

## Heinzerling Series - Championship Fleet

<i>Skipper/Crew</i>	<i>Fleet</i>	<i>Boat</i>	<i>Finishes</i>	<i>Total</i>
1. George Szabo/Eric Wilcox	Mission Bay	28672	1-1-6	7.5
2. Augie Diaz/Pam Kelly	Miami	28810	3-12-2	17
3. Hal Gilreath/Alex Stout	Lake Lanier	29324	5-9-7	21
4. Chris Snow/Yumio Dornberg	Mission Bay	29151	10-2-9	21
5. John McRae/Barb Evans	Winchester	26451	12-11-1	23.75
6. Art/Adam Rousmaniere	Winchester	25412	9-5-11	25
7. Jim Bowers/Myrna Fong	Winchester	28440	2-23-4	29
8. Greg Fisher/Carol N. Cronin	Hoover	29102	18-4-12	34
9. Andrew Pimental/Sam Rosemont		29499	6-15-15	36
10. John/Joel Crookston	Wolf Lake	25863	17-16-3	36
11. Dustin Kays/Sean Adams	Atlanta	25071	15-6-16	37
12. Jack Franco/Jeff Baker	Alamitos Bay	29702	14-3-23	40
13. Lee Griffith/Lisa Griffith	Barneget Bay	29204	4-28-13	45
14. Jerry Thompson/Nancy Gilreath	Alamitos Bay	24702	8-26-14	48
15. Terry/Aubrey Timm	Barton BC	28714	11-21-17	49
16. Henry Filter/Sherry Eldridge	Annapolis	28702	13-8-31	52
17. Allan Carscaddon/E. Bradley	Annapolis	28142	23-13-18	54
18. Steve/Janet Callison	Hoover	26092	16-14-24	54
19. Ned Jones/Lorie Stout	Annapolis	28852	20-7-28	55
20. Robin/Robby Gales	San Francisco	28225	21-29-10	60
21. Steve Stewart/Graham Biehl	Mission Bay	29108	22-17-21	60
22. Bob/Sandy Rowland	Cowan Lake	26747	7-24-30	61
23. Carolyn Brown/R. Carlson	Mission Bay	28955	25-33-5	63
24. Bill Hall/Michele Morphew	Winchester	28199	26-10-32	68
25. Bob Bowden/Joanne O'Dea	Mission Bay	28223	27-22-19	68
26. Mike Lenkeit/Nelson Wingard	Seattle	28686	29-31-8	68
27. Eric Reinke/Kim Couranz	Annapolis	25483	30-19-20	69
28. Scott Lindley/Eric Krebs	Mission Bay	28687	19-25-25	69
29. Marc/Steve Duvoisin	Atlanta	28694	28-20-22	70
30. Tod/Lee Sackett	Cleveland	28575	24-18-33	75
31. Gonzalo Diaz/Ana Fernandez	Miami	28814	ocs-27-26	90
32. John/Maggie Manderson	Barneget Bay	28065	31-30-29	90
33. Deven Hull/Elizabeth Bancroft	Charleston	23971	32-32-27	91

## Junior Championship

<i>Skipper/Crew</i>	<i>Fleet</i>	<i>Boat</i>	<i>Finishes</i>	<i>Total</i>
1. Steve Hochart/Jon Boyd	Mission Bay	29702	2-2-1	4.75
2. Dustin Kays/Sean Adams	Atlanta	25071	1-3-2	5.75
3. Dave Johnson/Ryan Reis	Gull Lake	37688	4-1-6	10.75
4. Chris Stang/Clayton Dixon	Atlanta	22870	3-4-4	11
5. Lee Sackett/Grant Glass	Cleveland	28575	12-5-5	22
6. Jonathan Carrol/Melissa Barnett	Atlanta	25395	6-9-8	23
7. Jason Lowrie/Matt Carmichael	Bow Mar	23396	7-13-3	23
8. John/Elizabeth Zeratsky	Green Lake	28182	8-6-11	25
9. Chris Stahl/Erik Beier	Carlyle	29017	5-7-13	25
10. Matthew Johannessen/J. Panza	Quassapaug	25714	13-8-9	30
11. Jarrel Price/Collin Johannssen	Quassapaug	25413	10-dnf-7	33
12. Jack Smith/Steve Duvoisin	Atlanta	28694	11-10-14	35
13. Lindenberg/Lindenberg	Grand Rapids	27269	15-11-10	36
14. Eric Stone/Brad Horn	Gull Lake	23800	9-12-15	36
15. Jesse Norton/Erin Byers	Green Lake	20587	16-14-12	42
16. Eric Coffman/Eric Barker	Charleston	28277	14-p20-16	48

## Special Junior Championship

<i>Skipper/Crew</i>	<i>Fleet</i>	<i>Boat</i>	<i>Finishes</i>	<i>Total</i>
1. Cameron Biehl/George Szabo	Mission Bay	28672	3-1-5	8.75
2. Curtis/Fred Rozelle	Detroit	28989	1-2-6	8.75
3. Andrea/Leigh Savage	Detroit	25990	6-3-1	9.75
4. Brian Janney/Argyle Campbell	Mission Bay	29015	2-p20-2	10
5. Robby/Robin Gales	San Francisco	28225	4-9-3	16
6. Graham/Sean Biehl	Mission Bay	29104	5-7-7	19
7. Aubrey/Terry Timm	Barton BC	28714	7-8-4	19
8. Andrea/Lee Griffith	Barneget Bay	29204	8-6-9	23
9. Alex/Paul Levinson	Indianapolis	26462	9-5-10	24
10. Stefanie Carrol/Buzz Levinson	Indianapolis	26673	10-p20-8	29

## Womens Championship

<i>Skipper/Crew</i>	<i>Fleet</i>	<i>Boat</i>	<i>Finishes</i>	<i>Total</i>
1. Jennifer Rousmanier/Barb Evans	Winchester	25412	4-2-1	6.75
2. Carol N. Cronin/Jerelyn Biehl	Narragansett	29102	5-1-3	8.75
3. Lorie Stout/Myrna Fong	Annapolis	27054	3-5-2	10
4. Carolyn Brown/Rowena Carlson	Mission Bay	28955	1-3-7	10.75
5. Lisa Pline/Sherry Eldridge	Annapolis	29147	2-4-6	12
6. Lisa Griffith/Lindsay Griffith	Barneget Bay	28687	6-6-4	16
7. Kara Shadwick/Sam Rosemont	St. Petersburg	29499	7-8-5	20
8. Sherry Welch/Laura Bryant	St. Petersburg	29400	8-7-10	25
9. Karen Lorenz/Barb Disch	Cleveland	26759	9-9-12	30
10. Nancy Shriver/Monica Lake	Seattle	26832	12-10-8	30
11. Holly Gregory/Cindy Cline	Privateer	24093	11-11-9	31
12. Janet Callison/Ellen Bartz	Hoover	27092	10-12-11	33

# 1998 North American Championship

September 24-26

Lake Carlyle, Illinois

Lake Carlyle hosted the North American Championship with 34 teams from 3 countries vying to win the Birney Mills Perpetual, named after SCIRA's former Executive Secretary. Bahamian and Canadian teams traveled to join the large US crowd on the shores of Lake Carlyle.

The first day of racing proved to be light, with the predicted thunderstorms never materializing. Hal Gilreath and Alex Stout figured out the lake and led at the end of the day with a 4-2. Greg Fisher and Yumio Dornberg won the first race, and added a 4<sup>th</sup> to their scores while Argyle Campbell and Jerelyn Biehl rounded out the top 3 with a 5-6. Pedro Lorson and Mimi Berry had 3-11 but there was a 3-way tie for 5<sup>th</sup> place between Craig/Mimi Beardsley, Lee Griffith and Lisa Griffith and Steve Stewart and Graham Biehl. Knowing the scores were early, the sailors ate a great dinner, provided by the local fleet, and headed out to the golf course to do some damage without water. Sailors and putters usually don't mix, and the theory was right with just a few seasoned duffers able to actually complete the 9 rounds. The rest of the group learned new golf cart driving skills and compared golf prices to sailboat prices. Luckily, no one was injured by stray golf balls, and the club let us return for the trophy dinner at the end of the regatta.

Friday morning greeted the sailors at the 10:30 start with winds of 18 gusting to 20. The fleet raced a double windward-leeward and George Szabo and Jeff Baker got a borrowed Lillia in gear to win the heavy air race. John and Maggie Manderson also were moving in the breeze followed by Michael Lenkeit and Nelson Wingard of Seattle. The fleet came in to the YC complex for a leisurely lunch, and the wind started to slowly drop in velocity. By the start of the 2<sup>nd</sup> race of the day, the breeze was 10-12 knots. Robin Gales and Rosalind Corper led off the start line and never looked back. The places behind them changed throughout the race with the Beardsleys finishing 2<sup>nd</sup>, Manderson's 3<sup>rd</sup>, Szabo/Baker 4<sup>th</sup> and Campbell/Biehl rounding out the top 5. The RC herded everyone back down to the start for another race, as heavier winds were predicted for Saturday. Back on land, the beer truck was flowing and another great dinner to feed hungry sailors was served followed by a local dance band.

The final day (and final race) once again served up some good wind and 90 degree weather. With Szabo/Baker and Gilreath/

Stout locked into a fight for first/second, and already having pre-qualified for the 1999 US Worlds team, 3<sup>rd</sup> place could have been won by 6 teams. The fleet got off, after a general recall, to an Olympic course in 18 knots. The top 6 boats arrived at the weather

mark at the same time, with the Mandersons rounding first followed by Lorson/Berry and Szabo/Baker. The group rounded and headed off to the gybe mark on a full plane with places changing on each leg. By the 2<sup>nd</sup> weather mark, it was Szabo/Baker, Mandersons, and Campbell/Biehl. The downwind leg found light spots as the wind seemed to have lulls, but it was a heavy air final beat to the finish. At the finish, Jimmie Lowe/Gavin McKinney of the Bahamas found their own private shift on the right side to bring

## Results

	Skipper/Crew	Country/Sail #
1.	George Szabo/Jeff Baker	USA 29672
2.	Hal Gilreath/Alex Stout	USA 29324
3.	Pedro Lorson/Mimi Berry	USA 28044
4.	Greg Fisher/Yumio Dornberg	USA 29151
5.	Michael Lenkeit/Nelson Wingard	USA 28686
6.	Craig/Mimi Beardsley	USA 29148
7.	Argyle Campbell/Jerelyn Biehl	USA 29015
8.	Lee Griffith/Lisa Griffith	USA 29204
9.	John/Maggie Manderson	USA 28065
10.	Steve Callison/Andy Bartz	USA 27092
11.	Charlie/Michele Bustamante	USA 27872
12.	Steve Stewart/Graham Biehl	USA 29108
13.	Terry Timm/Mark Spicknall	USA 28714
14.	Robin Gales/Rosalind Corper	USA 28225
15.	Bill Kelley/Monique Gaylor	USA 28050
16.	Jimmie Lowe/Gavin McKinney	BAH 28811
17.	Scott/Robert Lindley	USA 28687
18.	Jerry Thompson/Allen Capellin	USA 24702
19.	Jeff/Julie Evans	USA 24682
20.	John Sepanski/Chris Stahl	USA 29017
21.	Pierre-Oliver Roy/James Sauter	CAN
22.	Doug/Ginger Day	USA 25950
23.	Jim Richter/Buzz Levinson	USA 28672
24.	Jeff/Tommy Clark	USA 26336
25.	Bill/Amy Clawson	USA 25522
26.	Bruce/Annette Kitchen	USA 27004
27.	Cecilie/Monica Irgens	SUI 28470
28.	Bob Hyland/Suzanne Steffen	USA 27904
29.	Jay/Shirley Carey	USA 25420
30.	Lou Dixon/Troy Tolan	USA 24681
31.	Cliff/Minde Browning	USA 28370
32.	Andrea Sepanski/Mary Geiger	USA 27094
33.	David Whyman/Alex Nelson	CAN 27103
34.	Bill Flack/Jamie Gilhooley	USA 24272



Photo: Pedro Lorson/Mimi Berry-28044, cross the finish line 2nd in race 5 followed by Steve Stewart/Graham Biehl-29108.

them into 5<sup>th</sup>, while Lenkeit/Wingard crossed in 4<sup>th</sup>, Beardsley's worked into 3<sup>rd</sup>, Lorson/Berry 2<sup>nd</sup>, and Szabo/Baker crossed with the gun.

The trophy dinner found some of the competitors had options to drive home but the bar was kept busy celebrating a great regatta with wind and social events balanced just right. The Carlyle fleet and Sepanski family did a great job in organizing. The Race Committee, protests, and the nice hand drawn Snipe trophies all added the personal touch.

Finishes	Total	Boat
9-(12)-1-4-4-1	18.5	Lillia
4-2-7-7-1-(11)	20.75	Persson
3-11-4-(15)-2-2	22	Jibe Tech
1-4-(12)-9-7-6	26.75	Persson
(20)-1-3-11-11-4	29.75	Persson
7-8-11-2-(12)-3	31	Persson
5-6-8-5-(16)-8	32	Persson
2-(13)-5-6-8-13	34	Persson
6-(31)-2-3-19-9	39	Jibe Tech
15-9-9-(20)-5-7	45	Nickels
12-3-(21)-8-17-14	54	Jibe Tech
10-5-(dnc)-17-3-22	57	Persson
(19)-7-15-10-14-12	58	Nickels
16-10-13-1-(21)-19	58.75	Persson
11-(26)-17-13-9-10	60	Jibe Tech
14-(28)-22-14-6-5	61	Persson
13-14-6-21-(22)-15	69	Persson
(21)-20-10-12-20-17	79	Nickels
(24)-17-16-19-18-18	80	McLaughlin
(24)-19-14-19-18-18	88	Persson
23-23-16-(26)-13-16	91	McLaughlin
8-17-25-(27)-26-25	101	McLaughlin
(25)-24-20-16-23-21	104	Persson
18-18-(dnf)-28-15-27	106	Mueller
29-(32)-24-23-24-23	123	Mueller
(33)-21-28-22-27-29	127	McLaughlin
22-25-31-24-(33)-26	128	Persson
27-22-23-29-28-(30)	129	McLaughlin
31-15-30-32-25-(dnc)	133	Mueller
28-29-18-30-30-(dnc)	135	McLaughlin
(32)-27-29-25-31-28	140	Eclipse
30-(33)-26-33-29-24	142	McLaughlin
26-30-27-31-(32)-31	145	McLaughlin
34-34-32-34-34-(dnc)	168	McLaughlin



# Jackman New Canadian/Ontario Champion

John Jackman, formerly of sunny Southern California, and now from sunny Southern Alberta, captured the Ontario Championship after an inauspicious first race. The first race, August 29, was a true Oakville fluke fest. There were two competing systems, a west to northwest off the shore and a southwest off the lake. It was never predictable which would be the stronger. Matt and Laura Bryant went into shore and came back with a huge lead which they held onto despite more calms and holes. John McAllister with son Andy aboard were second and Chris and Don Hains third in race 1.

The wind was only slightly more predictable for race 2. Bill Buckles and Dave Zani won with John Jackman and Steve Stewart coming a strong second with Jerry Thompson and Allison Boyd third.

Jackman/Stewart showed the form that made them winners overall in the third race where they won handily. Matt & Laura Bryant recovered from a 4<sup>th</sup> in race 2 to finish second in race 3. Karen Lorenz and Jno Disch sailed strongly to be third.

The breeze on August 30<sup>th</sup> was not as strong at maximum as it was the day before but it was more consistent and predictable. The southwesterly had a persistent leeward shift to go more southerly all the time. It paid to go left every beat. Jackman/Stewart got back into phase after a mediocre first beat in race 4 and came back to win it. Thompson/Boyd fought it out for second with Bill Buckles who finished third. Race 5 went to Thompson/Boyd with Buckles and Jackman 2<sup>nd</sup> and 3<sup>rd</sup> respectively.

The races were expertly run by Id Crook who had some very trying conditions to cope with on the first day with frequent course changes being required. These were carried out by John Johns and his hard working mark boat crew.

Jackman/Stewart received the Oakville Trophy for the Ontario Championship and also the Leckie Trophy for the Canadian Championship. John is now a permanent resident of Canada and as such he is eligible to win the Canadian Championship and to represent Canada at international Snipe events. The regatta winner used a '96 Persson and Ullman Sails. Second place has a '84 Skipper, chartered from Id Crook and Sobstad Sails. Third place used a '97 Persson chartered from Dirk Knuelman.

—Chris Hains  
Oakville Fleet #321

## Results

1.	John Jackman/Steve Stewart	CAN	8-2-1-1-3	14.5
2.	Bill Buckles/Dave Zani	USA	4-1-7-3-2	16.75
3.	Jerry Thompson/Allison Boyd	USA	5-3-6-2-1	16.75
4.	John/Andy McAllister	USA	2-8-5-4-4	23.0
5.	Matt/Laura Bryant	USA	1-4-2-11-6	23.75
6.	Chris/Don Hains	CAN	3-5-4-8-7	27.
7.	Karen Lorenz/Jno Disch	USA	7-7-3-5-5	27.
8.	Jim/Barb Disch	USA	6-9-10-9-8	42.
9.	David Whyman/Casper Young	CAN	9-10-8-7-9	43.
10.	Matthew Disch/Alapita Carton	USA	12-6-9-14-11	52.
11.	Harri Palm/Derek Taylor	CAN	10-22-22-12-12	56.
12.	Mike/Maggie Delaney	USA	dnf-dnc-dnc-6-10	64.
13.	Chris Zimmer/Leon Muszynski	CAN	13-12-12-15-14	66.
14.	Eric Singer/Robert Fonn	CAN	14-dnf-dnc-10-13	69.
15.	Bruce/Max Van Nus	CAN	11-dnf-dnc-13-dnc	72

## 13<sup>th</sup> Japan Masters Regatta

### Gamagori, Japan

The 13<sup>th</sup> Japan Masters Championship was held at the home harbor of Kaiyo Yacht Harbor in Gamagori. A total of 30 skippers participated in the regatta including Mr. Hirata who is 89 years old.

Under good wind conditions, a little heavy for some of the older skippers, 4 races were completed. The results showed a dead heat between Kawakami/Omori and defending champion Yamamoto/Sawada. Kawakame won in the tie.



## Results

### Overall

Sail #	Skipper/Crew	Finishes	Total
1. 28763	K. Kawakami/S. Omori	2-2-1-1	6
2. 21369	J. Yamamoto/K. Sawada	3-1-2-10	16
3. 28495	Y. Kitao/K. Hasegawa	5-9-7-3	24
4. 28070	M. Hayashi/Y. Nishizono	10-6-4-4	25
5. 28857	S. Taaki/S. Takahaski	7-13-3-2	25
6. 28587	S. Morita/S. Kotaki	1-11-6-12	30

### Senior Masters

1. 21349	J. Yamamoto/K. Sawada	2-1-1-1	5
2. 28587	S. Morita/S. Koike	1-3-2-2	8
3. 28294	Y. Hamanaga/K. Kono	4-2-3-3	12

### Grand Masters

1. 28680	I. Taneda/M. Taneda	1-1-1-1	4
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## Colombian National Championship

Colombia held its National Championship this past May 23-25 at Lake Tominé. Saturday started with winds of 8 mph and races started with 18 competitors. The first race was won by Jose A. Isaza and the second race by Felipe Castillo.

Sunday started with very chilly rains (we are high in the mountains) and the races could not be started until 2 in the afternoon. When a light breeze of 5 miles appeared, the race was started and won again by Felipe Castillo and the 4<sup>th</sup> race won by Solmar Bermudez with much better wind.

On Monday the climate turned for the better along with the wind, and the last three races were held in a nice 8-10 mile breeze. The fifth race was won by Solmar Bermudez and the seventh and eighth by Fernando Venegas.

The new National Championship for Colombia turned out to be Felipe Castillo crewed by his wife Maria Isabel Astorquia and the runner up was Solmar Bermudez crewed by Pedro Londoño.

In spite of the bad weather the Colombia Snipers had a great time and the competition was a success.

## Campeonato Nacional de Colombia

En Mayo 23, 24 y 25 se llevó a cabo en el Club Náutico Muña, el Campeonato Nacional 1998 de la clase Snipe con la participación de 18 barcos inscritos.

El sábado 23 con brisas de 8 nudos aproximadamente, se corrieron las primeras dos regatas y fueron ganadas por José Antonio Isaza y Felipe Castillo consecutivamente.

El domingo, a pesar de la lluvia y el frío todos los inscritos se presentaron a la cancha de regata pero por falta de brisa hubo que aplazar la primera salida para las 2:00 de la tarde. Esa tarde ganó nuevamente Felipe Castillo y la cuarta regata, con muy buena brisa, la ganó Solmar Bermúdez.

El lunes, el clima mejoró algo y hubo viento constante para realizar las tres regatas finales.

La quinta fue ganada de forma muy reñida por Solmar Bermúdez y las siguientes dos por Fernando Venegas.

Como Campeón Nacional 1998 quedó Felipe Castillo tripulado por su señora María Isabel Astorquia, del Club Náutico Muña, y como segundo quedó Solmar Bermúdez, con Pedro Londoño, del Club Náutico El Portillo. Felicitaciones a ambos.

—Mariana Isaza

Colombian National Secretary



### Results

1. Felipe Castillo/Maria Isabel Astorquia	2-1-1-2-2-2-2	12
2. Solmar Bermudez/Pedro Londoño	ocs-2-4-1-1-7-3	29.7
3. Rafael/Susana Tamayo	4-11-2-3-com-com-com	41.99
4. Fernando Venegas/Mercedes Venegas	9-5-5-7-5-1-1	43.
5. William Kemenez/Carlos Velasquez	5-3-6-4-7-6-5	57.1
6. Jose/Martin Isaza	1-10-7-6-3-9-8	59.4
7. Mauricio Ortiz/Rodrigo Cuervo	6-7-8-13-8-4-4	68.7
8. Miguel/Camilo Ribon	7-8-3-10-6-5-dns	70.4
9. Andres Lisocki/Leopoldo Lopez	10-4-ocs-5-4-8-12	74.
10. Francisco Castillo/Sandra Bendeck	3-9-12-12-11-3-9	76.4
11. Rafael Chavez/Catalina Deeb	8-6-10-9-10-10-6	84.4
12. Eduardo Bernal/Monica Guzman	11-13-9-8-9-11-7	91.
13. Marino/Mickele Vidulich	13-12-14-17-13-16-14	118
14. Luis Carlos Preciado/A. Cardenas	dns-dns-13-15-12-14-10	119
15. Roberto Lodoño/?	12-14-11-11-dnf-dns-dns	122
16. Jaime Castillo/Clara del Castillo	dnf-15-dns-16-14-15-13	128
17. Andres/Peter Montes	dns-dns-dns-14-dns-12-11	130
18. Carlos Alvarado/Nicolas Preciado	dns-dns-dns-dns-15-13-dnf140	

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# Snipe Nationals - Tuning

Looking at the results at Nationals this year, there are several people who had consistently good boat speed and all were in contention to win. Each had a slightly different but effective method on the water. The following is a short description of how Jim Bowers, Augie Diaz, Hal Gilreath and George Szabo were tuning and sailing at Nationals.

## Jim Bowers

Boat: Jibe Tech  
Mast: Cobra II mast  
Sails: Sobstad FN-4  
Rake: 21' 5"  
Prebend: 1.25"  
Spreaders: 16.5" x 29"  
Loos Gauge: 200lbs  
Shrouds: 1 hole in from the edge

**Shifting Gears:** We are constantly shifting gears as the wind changes (change was constant at Nationals this year). The major controls are the jib sheet, main sheet and boom vang. We try to move the tiller as little as possible (to reduce drag) and use sail trim to adjust instantaneously to any shift, especially lifts. How many times have you started to head up only to find out that the puff was really a header? Instead of ending up auto tacking (or capsizing), you can just trim the sails back in and use the initial sail ease to accelerate. While you can try to guess whether a shift is a header or lift by your angle of attack to the puff and its direction, the only way of getting good at it is by experience. Once you are confident trying to figure out headers and lifts you can foot or pinch accordingly to get to the lifts and velocity faster. Our starting point for jib trim up wind was keeping the leech 1.5" from the spreader and the foot just touching the splash rail. In medium air, this would keep the tell tail on the leech flying (i.e. good flow in the slot). Developing a pre-race game plan: While it was helpful to get to the race course early to study the wind patterns, it was important to understand that any conclusions you might draw about where the velocity was or where the lifts seemed to be would probably change before and during the race. I never really developed a game plan or decided on a favored end of the line until two minutes before the start at which point I would stand up and look upwind at where the velocity was and where it was likely to be at the start. Missing the first puff and shift by as little as 25 yards could easily send you to the back of the fleet even with a front row start. Judging the favored end of line requires much more than just looking at the wind angle and mark position. You need to answer the questions: Where will the velocity be at the start? and where will the first shift be?

### Rules of Thumb:

- \*During large lifts and holes, always point the bow right at the mark. Only deviate to get more velocity.
- \*Be patient! Go with the flow and deal with change as it happens. Do not over think what you are doing. Lake sailing is an art so be creative!
- \*Understand that changes in pressure at the front of every puff create turbulent air that must be punched through before you get to the good stuff. Therefore, dig into puffs before tacking and do not worry about a momentary luff of the jib as you hit the puff.

## Augie Diaz

Boat: Persson hull, rebuilt after Clearwater disaster  
Mast: Sidewinder Jr  
Sails: Sobstad FN-5/V-2 mylar jib  
Initial rake: 21' .5"  
Final rake: 21' 5"  
Loos gauge: 300lbs  
Spreaders: 30"x

Originally set up tighter on the shrouds for the first day of sailing and loosened for the last day of sailing. Eased aft puller 1/8" forward of neutral to be able to sheet harder and go faster upwind.

## Hal Gilreath

Boat: Persson Nord-Est  
Mast: Sidewinder with full web.  
Sails: Sobstad FN-5/V-2 mylar jib  
Spreaders: 16 3/8" 29 1/2"  
Rake: 21' 5" 1.5" prebend  
chain plates on middle hole of three on Persson  
jib leads: 27.5" apart  
standard Persson board and rudder

I knew it would be a challenging event with a large number of entrants with probably 15-20 crews who could win the whole regatta. I didn't place a high emphasis on exact tuning because the conditions favored a focus on staying in the breeze and going the correct direction over getting a little more boat speed. I felt the breeze in the Crosby played to our strengths. It was heavy enough to eliminate the super lightweights yet it was well within our crew weight (285). We had good speed and were able to obtain several good opportunities to place well in the qualifying races. We emphasized sailing flat all the time except when the boat would stop. We tried to sail on the lee edge of puffs and sail up the backside of new breeze. The transitory nature of wind on Gull Lake favored this approach over digging into new breeze. The Heinzerling was more challenging both in conditions and quality of the fleet. We took the same basic approach and were able to benefit from consistent finishes. Sailing in bad air in a puff was much more beneficial than sailing in clear air out of the puff. Several times we sailed directly in an opponent's bad air just to keep moving.

The Persson Nord-est seems to have a wider groove than the Jibe Tech., but my Jibe Tech did seem to have better height most of the time. I don't think either hull shape makes a difference in flat water. The Jibe Tech is easier to tack and is faster off wind with the pole up. The Persson tracks upwind a little better through any type of waves other than small chop. In small chop the bigger bow seems to dig in rather than cut through chop like the Jibe Tech.

## George Szabo

Boat: Persson  
Mast: Proctor  
Sails: Sobstad FB-3, V-2 mylar jib  
Rake: 21' 6"  
Pre-bend: 1" instead of the normal 1.12"  
Spreaders: 29.75" x 16.375"

This year's Nationals was sailed on a very shifty lake. While going upwind you could go from a full hike to weather to max lean to leeward. With these extreme shifts, steering the boat in a straight line was nearly impossible. To compensate for this we set up our boat with the rig forward to help the boat steer itself. This allowed much less rudder movement. We also set the shroud tension looser than normal. I feel that this made the sailing groove much wider, the theory being that a tight rig can be faster and help you point higher, but more difficult to attain top speed. Sailing with the loose rig we gave up some height but we were able to keep the boat moving and accelerating much more easily. Because of the lighter wind, our sail trim was significantly more eased and twisty than what we would use on a bay or ocean. The jib car was as far aft as we could get it.

We were also constantly looking for wind shifts. Upwind big gains could be made if you tacked and sailed towards puffs since they would not move toward you at the speed that you would expect to see on the ocean. Once we got to the puff we would then decide which way to go. Many times when we thought we would be tacking in a puff we later found we should go straight. On many occasions we would tack on what we thought was a shift only to tack back one boat length later after we realized we were wrong.

Tactically we normally like to stay in the middle of the fleet. This was dangerous on Gull Lake because the puffs came in from the sides, and it was difficult to defend from the middle. We decided to stick with our plan and live with more frustration instead of living on the edges. We were also constantly trying to reduce our leverage (distance away from) the fleet. We felt that the closer we were to the fleet the less we could lose when a monster puff would come in from the other side.



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# Carbon Centerboard Testing Program

At every SCIRA Board of Governor's meeting for the last several years one of the main topics of discussion has been the ever-rising cost of a Snipe and its equipment. One of the few concrete proposals has been that of SCIRA European General Secretary Antonio Roquette to use inexpensive thermoset plastics to replace aluminum centerboards.

During the recently-completed European Championships in Porto, Portugal, three SCIRA Board of Governors members, Rules Committee members Brainard Cooper and Giorgio Brezich, and Vice Secretary General for Northern Europe Ola Nygard, were given a tour of two Inapal Plastico, S.A. factories to witness the process by which Roquette, Inapal's head, hopes to revolutionize the Snipe centerboard.

Using the same processes Inapal uses in fabricating automotive parts for Volkswagen, Renault, Nissan and others combining sheet molding compound (SMC), carbon fiber, heat, pressure, and a high degree of automation, the goal is to reduce the cost of centerboards by over two thirds. If tests prove successful, Roquette foresees a time when a sailor can purchase a Snipe centerboard for well under \$100 (US), compared to aluminum board cost of between \$350 and \$500 (US).

Sheet molding compounds are completely formulated, pre-impregnated, chemically thickened, fiberglass reinforced thermoset compounds. The SMC Inapal is using for the centerboard application has a total fiberglass content of 50% (20% random chopped fibers and 30% unidirectional fibers).

As demonstrated to the SCIRA board members, the bottom half of a mold created by the use of CAD/CAM technology is filled with a sheet carbon fiber matrix, a sheet of SMC,

and another sheet of carbon fiber by one of Inapal's employees. The mold is then placed in a 1000-ton hydraulic press and is heated by high pressure steam at 145° to 150° C. The two halves of the mold are brought together under a pressure 80 times as great as that of the atmosphere. This pressure and the heat bond the three layers into one. A centerboard can be produced every 90 seconds.

This is not a lamination process as no glue is used. The SMC flows and is infused into the carbon fiber so that the carbon fiber becomes part of the strengthening core much as rebar strengthens concrete.

SCIRA's Board of Governors in 1997 authorized the Rules Committee to conduct a test of up to 50 centerboards from Inapal. These boards were to be distributed to national secretaries for testing with results communicated to the Rules Committee for final evaluation.

As might be easily imagined, Inapal's undertaking was not without missteps. Early boards were not as uniform in bending characteristics as had been hoped and were too thick to fit in many US centerboard trunks. Careful reformulating the SMC/carbon fiber mixture and reworking the molds have, Roquette and his engineers feel, addressed these problems. Twenty-five of the boards have been produced and are now entering use-testing in Europe, having been given to national secretaries following completion of



the Europeans. Twenty-five more will be distributed in other countries in September.

The boards weigh just under 20lb. (19.44lb. or 8.75kg) and are black in color, but Inapal has stated they can produce the board in any color desired. Though they are quite a bit more flexible than aluminum, the testing program should determine if the Inapal boards are satisfactory in racing conditions.

For initial testing sailors using the Inapal board must agree to place additional weight in their boats to compensate for the board being lighter than the aluminum one it replaces. SCIRA will waive the maximum 33 lb. of ballast rule for those testing the new boards.

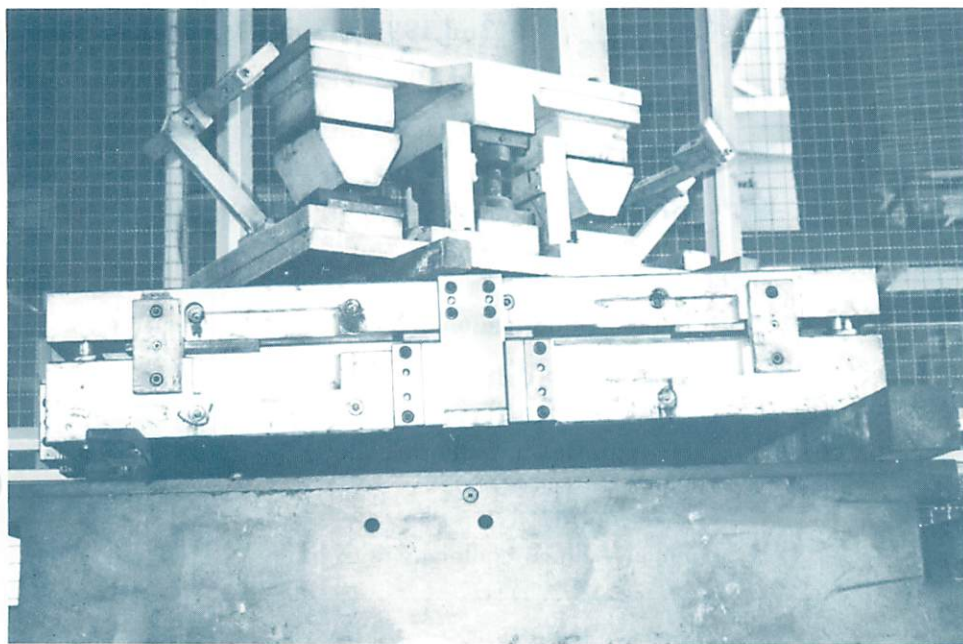
If this new approach is successful and the new Inapal board is accepted, it is envisioned that Inapal will provide the boards only to SCIRA. Sailors and builders will purchase the board from the SCIRA Office in San Diego. Inapal has agreed to absorb the development costs so that the price of the board will reflect only material, labor, and equipment time costs.

Antonio Roquette and his engineers have invested a tremendous amount of time, energy and money in this project. Regardless of the outcome, SCIRA is indebted to them.

—Brainard Cooper,  
Chairman, International Rules Committee

*Photos: top: Giorgio Brezich, Antonio Roquette and Brainard Cooper discuss the production of the Snipe carbon fiber boards with Inapal engineer Carlos Beirao.*

*bottom: Snipe centerboard mold at Inapal Plastics. Photos by Ola Nygard*





# Grand Lake Snipe Championship

August 15-16

The 1998 Rocky Mountain Snipe Fleet's Invitational at Grand Lake, Colorado opened with 15 boats from Nebraska, Texas, Oklahoma, Kansas, Missouri and Colorado. Once again, our special thanks go to the Grand Lake Yacht Club for hosting the regatta 8,376 feet above sea level on its beautiful mountain lake surrounded by snow fields and forest. Mark Miller and Idarae Prothero, with the Denver Sailing Association, also deserve recognition for serving brilliantly as our race officers. And the weather gods came through. After a week of rain, both Saturday and Sunday were sunny, dry, cool and breezy.

Saturday's races started at 11:00 under bright blue skies with relatively steady 4-6 mph winds. The first race was a three-leg windward leeward course cursed by a short starting line. Following a confused start, the race settled down to identifying the best wing as the fleet spread across the lake. Bruce Hurst and Gene Soltero converted good starts into commanding leads and took the race one, two respectively. The second race was run immediately on the same course but with a longer line. Doug Swenson, learning from the first race that the left side was favored, reached the windward mark first and then walked away with the win. After a break for lunch, the breeze climbed to 8-12 mph, shifted East and an unusual four leg windward triangle course was set. Gene Soltero grabbed first at the first mark and held off Bob Ewoldt and Bruce Hurst for three more legs. With increasing 11-15 mph winds and a further shift to the East, the fourth race was set as a conventional triangle windward. As the race commenced, the breeze added 15-20 mph puffs that sent four boats back to the docks. Gene Soltero and Ken Rix proved best at using the puffs to accelerate rather than vibrate and finished one, two. Boats were off the water by 4 pm.

After hot showers and cocktails, dinner Saturday was at the Daven Haven Lodge on linen with candlelight. Jim MacKenzie presented awards to outstanding contributors, travelers, marathoner, ex-governors and sailors. Embarrassing sea stories of Snipe adventures were traded. The fleet of foot adjourned to the Lariat Saloon for a little two-stepping.

Sunday the wind refused to rise before 12 but then steadied at 10-15 mph. A single and then double triangle race were run back to back. Sunday's races were probably the weekend's best, marked by two general recalls, hot tacking, jibing duels, and tricky roundings. Gene Soltero walked away with the day's first race and John Buckley held off the fleet for first in the last. The SIs called for a throw-out and penalized boats that did not report-in before each race. The final point totals reflect both calculations.

When all was scored, Gene Soltero won the Ed Kueck Traveling Trophy for the fourth time since 1980. Some sailors, like fine wine, just get better. Jim Lowrie, with quiet, consistent thirds, took second for the third time in the last five years. John Buckley, Doug Swenson and Ken Rix followed in 3<sup>rd</sup> through 5<sup>th</sup> within four points of each other. Great conditions, good friends, a marvelous facility, and hot competition. It just doesn't get any better. Put Grand Lake on your schedule for 1999.

—Doug Swenson

## Results

### Rocky Mountain Fleet #210

Skipper/Crew	Fleet	Finishes	Total
1. Gene/Karen Soltero	Dallas	2-8-1-1-1-6	11
2. Jim Lowrie/Beth Wahl	Bow Mar	11-3-7-3-3-3	19
3. John/Mary Buckley	Lincoln	6-4-6-4-10-1	21
4. Doug/Karen Swenson	Rocky Mtn.	7-1-5-6-6-2	23
5. Ken/James Rix	Wichita	4-2-13-2-7-10	25
6. Pat Keane/Mindi Peter	Lincoln	5-7-4-5-8-4	28
7. Bruce Hurst/C. Walmer	Tulsa	1-9-3-fnd-13-5	31
8. Jim/Rita MacKenzie	Rocky Mtn.	3-6-10-10-4-11	33
9. Bob Ewoldt/Faye Sabata	Lincoln	14-5-2-dns-5-7	33
10. Carl Lundstrom/D. Smith	Rocky Mtn.	8-10-12-7-9-9	43
11. Mary Ann Rix/Bill Loyd	Wichita	9-12-11-dnf-2-13	47
12. Lou/Sonja Joline	Lotawana	dns-dns-9-8-14-8	54
13. Jack/Betty Clodfelter	Rocky Mtn.	13-11-8-dns-11-12	55
14. Bob Bischoff/Don Mapes	Rocky Mtn.	12-14-14-9-12-15	61
15. Harry/Greg Livingston	Wichita	10-13-15-11-15-14	63

# Snipe Open Nordic Championships

September 5-6, 1998

Pori, Finland

Three races were sailed each day in excellent condition, 4-8 m/s wind in a choppy sea. Thomas Iversen of Denmark got quite comfortably 5 guns, with the other Danish team finishing second. Current Finnish National Champion had a good second day and finished 3rd. The all girl Russian team made an impressive appearance at this event. Skudina - Lartseva sailed my Skipper-Snipe and Maliouk - Kitchic sailed a Skipper-Snipe supplied for the event by Tommy Svensson of Skipper Snipe Sweden. The finished 4th and 5th.

DAN 29371	Iversen/Schmidt	1-1-1-1-1-dnc	
DAN 29248	Iversen/Hansen	3-2-3-2-to-4	25.4
FIN 26650	Ville Aalto-Set/Jussi Nevas	6-to-4-3-2-1	28.4
RUS 1	Skudina/Lartseva	2-4-5-to-3-2-	29.7
RUS 4	Maliouk/Kitchic	4-3-7-to-4-8	48.7
SWE 29360	Gustafsson/Newman	9-6-2-10-to-5	55.8
FIN 29019	Claus Carpelan/Timo Jaumlrvinen	7-5-8-5-5-ocs	57
FIN 26922	Peter Bjurstrum/Roger Nylund	5-10-12-8-9-3	60.7
FIN 29704	Sampo/Reeta Valjus	8-7-6-5-6-to	63.7
FIN 25775	Kai Saarhelo/Jouko Saarhelo	11-to-9-9-8-6	72.7
FIN 2665	Jouni Valli/Henry Raumlty	12-to-10-4-12-9	75
SWE 29244	Svensson/Svensson	10-8-13-6-10-to-	76.7
FIN 28349	Jussi Saumlvelauml/Nousiainen	16-14-to-14-18-7	99
FIN 28707	JuhPekka Vuorinen/Rene Nurmi	to-11-11-18-16-13	99
FIN 27277	Mikkonen/Mikkonen I	3-15-to-17-11-14	100
FIN 28350	Mikko Valjus/Teija Kaarlela	14-13-14-13-17-to-	101
FIN 26923	Juhani Sillanpa/Kainulainen	to-17-16-16-13-10	102
FIN 26645	Robert/Fredrik Bjurstrom	15-18-to-19-14-12	108
FIN 26925	Rainer Vilkkil/Kiviniemi	to-19-15-12-19-15	110
FIN 2901	Harri Vihriauml/Antti	to-21-20-20-20-16	127
FIN 19806	Simo Lehtinen/Pertti Purola	19-20-18-to-dnc-dnc	131

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District Governors and Fleet Captains  
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# 1998 U. S. Board of Governors Meeting

## Gull Lake Yacht Club August 11, 1998

US National Secretary Terry Timm called the meeting to order on Tuesday, August 11 at 8:07 am. Those present were: National Secretary Terry Timm, US Chief Measurer & Chmn. Int. Rules Committee, Brainard Cooper; Treasurer Fred Rozelle; Vice Commodore Lee Griffith; Member at Large Terry McSweeney; District Governors Ray Schmit (D1); John Sepanski (D3), Vince Casalaina (rep. D7), and Executive Director, Jerelyn Biehl.

Terry Timm announced the passage of the new Board of Directors for the US Perpetual Fund, headed by Terry Timm with Phil Richmond and Ralph Swanson as members, to oversee the fund. The ballot was distributed through mail/fax and e-mail prior to the meeting.

- US Pan Am Trials will be held in New Orleans, March 24-27, 1999 at Southern Yacht Club. Watt Duffy is Chairman. The US has volunteered to provide boats for the Pan Am Games in Gimli, Canada.
- 2000 Nationals: District 5 has declined to host and District 2 has accepted. They are currently looking at various sites and will present to the Board when ready.
- The gold/silver voluntary program for US dues has been a tremendous success. Thanks to Lee Griffith for his foresight and determination. We hope to continue the program which has generated over \$5,000 toward the US bottom line.
- The US 1998 Western Hemisphere & Orient team is in place and will compete in Japan in November.
- 1998 Women's Worlds will be held in Annapolis, Maryland October 3-7.
- 2002 Jr. Worlds; US would like to bid, we are interested in fleets that would like to host them.
- 1999 North Americans - site needed.
- 1999 US Masters - site needed; 2000 US Masters will be held in Winchester, MA in conjunction with the clubs 100<sup>th</sup> anniversary.
- 1999 US Nationals - Mission Bay fleet and Mission Bay Yacht Club submitted a bid which was accepted by the Board.

**Treasurer's Report:** Fred Rozelle reported that direct billing seemed to work well. Even though the silver/gold program is a success, we cannot lower the dues because our membership numbers are still down. Our 1997

already ahead this year because of the silver/gold program.

**Rules & Measurement:** Brainard Cooper reported that 2000 is a rules change year for SCIRA. We need input from sailors. There are currently 36 items on the agenda and most are housekeeping. We are currently testing a carbon centerboard. We are looking at the cost of the boat, course changes, licensing of builders, solar/digital compasses, standardizing of the boat, etc. Please forward any comments to Brainard and the Rules Committee. Brainard proposed Steve Stewart as the new US Chief Measurer. Seconded by Ray Schmit and Fred Rozelle. Motion carried.

### Qualifiers

1999 Worlds - 3 from the 1998 Nationals and 1 (top US sailor) from the 1998 North Americans.

2000 Westerns - 5 total: 3 from 1999 Nationals, 2 from another regatta to be decided.

1999 Jr. Worlds - availability of extra funding to be discussed by new Perpetual Board. *Meeting stopped for racing at 9:30 am and re-convened later that afternoon at 2:07pm.*

**US Constitution:** All US Board members have received a copy of the draft. Please send any comments to Terry Timm by September 15. A committee of Brainard, Fred Rozelle and Terry Timm will look over the procedures and draft the final for the Board to vote upon.

### District Reports

**District 1** - Bob Coyle will assume the DG position with Pedro Lorson and Ned Jones as District officers. The Call of Fall now has 4 regattas on the schedule: Larchmont, Annapolis, Medford and Surf City. The District made a donation of \$500 to the Women's Worlds. New Snipe sailor Bill Kelley is organizing a semi-trailer to bring boats to the Nationals in San Diego next year. Contact him for more details: willkelley@banet.net or home: 516-757-4453.

**District 7** - Vice Casalaina reported that overall the membership numbers are down in D7. There is growth in smaller fleets though and people are making an effort to attend big regattas.

**District 3** - John Sepanski reported that the District is healthy. The Dunphy trophy is presented to the B fleet of the Districts, and that is popular. Vice DG is Cliff Browning of Indianapolis. D3 will be holding the North Americans the last weekend of September and volunteers are needed.

**Deed of Gift change proposal:** Lee Griffith's proposal to change the Heinzerling and Wells

was decided to present to the General Membership meeting for a consensus there.

**Proposal to Split District 7** - discussion and the decision to leave the District as is prevailed.

**Membership** - a discussion concerning the allowance of collegiate and club sailors was initiated, and after much talk, it was decided that an "entity" must register the boats with SCIRA, and sailors may beco-owners through the entity. Lee Griffith volunteered to help re-write the proposal for the International Board of Governors. Fred Rozelle proposed the motion, seconded by John Sepanski. Motion carried.

**US Position at 1999 World Board meeting** - discussion of dues, Snipe Bulletin, Rulebook restructuring and boat changes was held. A meeting in January is proposed to discuss and prepare for Spain.

Meeting adjourned at 3:35 pm.

## Sanctioned Snipe Regattas



**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 10-11; FIRST SHOT OVER CHARLESTON.** James Island Yacht Club. Charleston, SC. Mike Coffman or Steve Burns. Burns@musc.edu, 843-795-3682.

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

**OCTOBER 17-18; PACIFIC COAST CHAMPIONSHIP.** Coronado Yacht Club. Mission Bay Fleet. Jerome Fournier.

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

**OCTOBER 24-25; HALLOWEEN REGATTA.** Atlanta Yacht Club. Atlanta, GA. Doug Cleveland. 770-410-1885.

**OCTOBER 31-NOVEMBER 1; CAROLYN NUTE MEMORIAL.** Mission Bay Yacht Club. Tom O'Neill.

**NOVEMBER 1-7; WESTERN HEMISPHERE & ORIENT CHAMPIONSHIP.** Enoshima, Japan. Nobuhiro Torii; 974-2 Kogasaka, Machida-shi, Tokyo, 194-0014, Japan. Fax: +81-427-21-5705.



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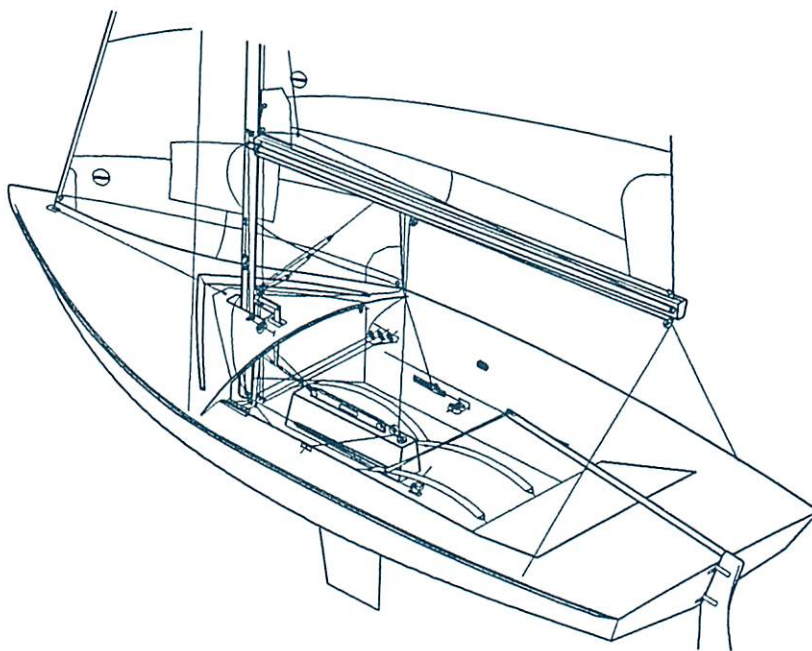
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# ON TOP OF THE WORLDS!

## 1997 WORLDS RESULTS

- |                        |               |
|------------------------|---------------|
| 1. Mauricio Santa Cruz | North         |
| 2. Alexandre Paradede  | 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.

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