



AUGUST  
1993



# Sobstad



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## THE COMMODORE'S BULLHORN

Sailing Snipes should be fun for everyone. While the Snipe class provides world-class competition for the avid racer who wants to perfect his or her sailing skills, it's also the perfect boat to provide hours of fun for families and individuals that never sail anywhere but the local fleet. An important job for all Snipe sailors is to be creative and to make certain that everyone enjoys Snipe sailing, whatever the level of competition.

I have received numerous newsletters from several of our U.S. Districts and also from foreign countries. Special thanks go to Bob Bowden, Don Hackbarth, and Tim Dixon for keeping me well informed about their activities. The areas where Snipe sailing is very strong have several things in common. The first is that there is good communication with the members. Another is that creative things are done to promote fleet participation.

Local newsletters are very important in several ways. They are informative, listing upcoming regattas as well as regatta results. Some have advertising which probably covers the cost of printing and mailing. There may be sailing tips about local conditions for upcoming regattas, with winning skippers contributing technical information about tuning, tactics, and sailing techniques. A District Governor's and/or Fleet Captain's message is also a common and popular feature.

Some other ideas for promoting the Snipe include twelve- or twenty-four-hour "marathon" regattas complete with large teams, many made up of potential Snipe sailors who are invited to be a part of the event and learn more about the boat and the local Snipers. A non-stop beach party with the usual food and drink gives the team members time to unwind while their teammates continue with the relay-style racing. It's important to remember to have lap counters on hand to keep track of the action.

Another popular district or fleet activity to build participation is the sailing clinic. Most of the major sail lofts will provide an expert, assuming that the local fleet doesn't have one, and the action is divided between classroom lectures and discussion, parking lot boat inspection and tuning, and on-the-water practice and evaluation. Topics usually include go-fast secrets, discussion of the rules, the fine points of teamwork between the skipper and crew, and tactics and strategy.

Regular meetings are also an important way to keep fleets strong and active. This

is a good time to take care of the important work of the fleet, such as collection of SCIRA, fleet and district dues, regatta planning, and a great chance for all the fleet's members to get to know one an-



### NEWSLETTERS

other, and also to introduce potential or new members to the fleet without the pressures of competition.

If you have some other ideas about these topics, or would like more information, please write to me and I'll be glad to send you some of the correspondence that I have been receiving. And remember, the most important thing is to keep sailing your

Snipe as much as possible and have a lot of fun.

Your Sailing Friend,  
Terry Timm

**THE COVER:** If I had a dollar for every time I've been asked "Tom, how do I get my photo on the cover of the *Snipe Bulletin*?" I'd be a richer man. Maybe now you should start asking Alex Pline, who, with his lovely crew, Lisa Foulke, was photographed at the 1992 Halloween Regatta on Lake Alatoona. Tom Payne photo.

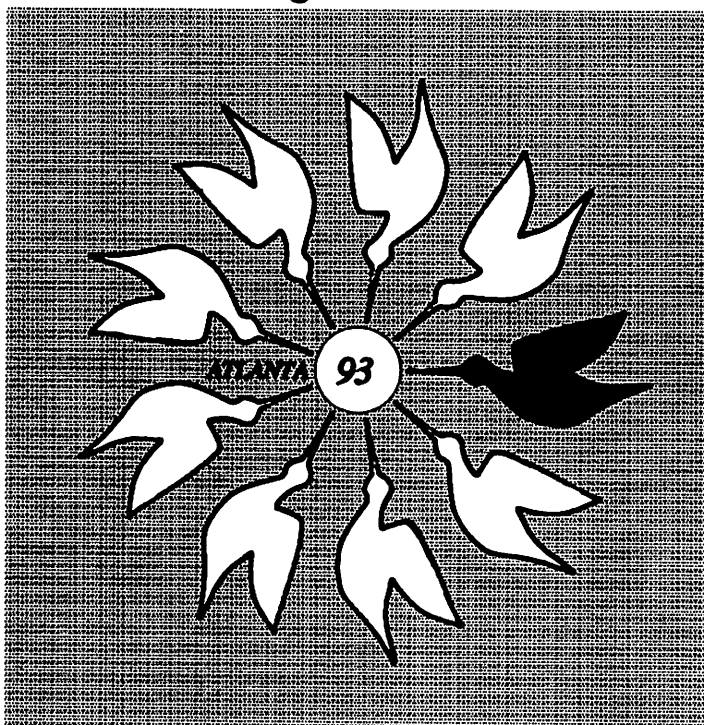
**THE COUNT:** Seventeen numbers were issued in the past month: Ten to Spain, four to the U.S., and one each to Denmark, Belgium, and Sweden.

**NUMBERED SNIPES:** 28628

**CHARTERED FLEETS:** 817

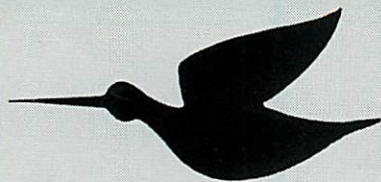
## Halloween Regatta

October 30-31



**\$30 REGISTRATION** includes two mugs, hot buttered rum party on Sunday, Friday night's chili dinner, Saturday night's dance and costume party, trick or treat party for children, Saturday's and Sunday's breakfast. Special motel rates will be available, and camping is permitted on club grounds (no pets please). Contact TITU DOCTOR (Fleet 330) 3832 Fox Hills Dr., Marietta, GA 30067 (404)951-8023





# Snipe

## BULLETIN

(USPS 611-500)

AUGUST 1993

Volume XLII No. 7

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Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

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#### ADVERTISING

Contract rates furnished upon application.

#### SUBSCRIPTION

\$8.00 per year. \$8.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIPES BULLETIN.

#### CHANGE OF ADDRESS

Notify SNIPES BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

## AROUND THE SNIPES WORLD

### U.S. NATIONALS SPECIAL NOTICE

U.S. National Secretary Peter Fenner has announced that this event will participate in the US SAILING differential entry fee system. This is something new for SCIRA U.S. and all participants should be aware that the usual \$100 entry fee applies only to US SAILING members. Members should bring their 1993 US SAILING membership card or a photocopy of the cover of *American Sailor* showing their address label, in order for membership to be verified.

An extra \$5.00 must be paid by non-US SAILING members, making their entry fee a total of \$105.00. Non-US SAILING members who have already sent their \$100 to the Snipe Office should be prepared to pay an extra \$5.00 at registration. (*Your Editor assumes that the good folks at Mentor Harbor will be happy to help you sign up for US SAILING membership at the time of registration!*)

### SPECIAL THANKS

District Four Governor Bob Foster gets our "Volunteer of the Month" slap on the back for his great efforts at regatta reporting for 1993. Several years ago we asked all contributors to the *Bulletin* to make an effort to send their submissions on diskette as this would save us a lot of typing time and help us get the *Bulletins* out on time. Sadly, only a handful of members have complied with this simple request, including District 6 Governor Bob Bowden. Now, in 1993, Bob Foster has done a great job of event reporting, as his write-up on the District Four Championships arrived here only ten days after the event finished and it only took us a few minutes to reformat it and get it into this issue. As a former member of D-4, I want to congratulate Bob on his great work!

SCIRA SPAIN also has an Executive Director, Jose Juan Quer Abellan, who keeps his office in Murcia. We've just received word that they have a new FAX number: +34-68-343002. The telephone numbers are +34-68-341179 and +34-68-217409

### ANOTHER FAX NUMBER CHANGE

Gil Guedes De Queiroz, National Secretary for SCIRA Portugal has informed the Snipe office that he can be faxed at +351-1-353-5005. Please make a note.

### NEW BUILDER IN SPAIN

We've received word that TALINCO COMPOSITES in Barcelona is ready to

produce Snipes. Please make a note of the following in your Rulebook: Talinco Composites, Attn: Ricard Teixido, Amadeu Vives 3 2-2, 08003 Barcelona, Spain. Tel: +34-3-729-27-24, Fax: +34-3-729-26-64

### NEWS FROM LIVERPOOL, NEW YORK

Fleet Captain E.F. "Bud" Booth always sends us a nice letter with his annual dues payment. This year's edition: "Fleet 18 remains dormant. The new boat that we added two years ago looks very pretty sitting on her trailer but the owner has sailed her very little since he and his wife experienced the Snipe's determination to remain in the "Stable II" position when capsized. New OYC members usually appear with one of the many "Plastic Pigs" offered for sale at the neighborhood marine dealers or they seek family comfort in a Catalina 22 or similar craft. The competitive spirit and camaraderie we enjoyed in the years past, when we had the large Snipe fleet, are gone. Ellen and I hope to try one last regatta this year. We have been to one since 1985. Age is taking its toll. I hope that SCIRA has a good year and wish all a happy and successful sailing season."

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# GO WIDE FOR THE INSIDE

by Greg Fisher

Anyone who knows anything about one-design sailing knows Greg Fisher. The former Chairman of the U.S. Sailing Association One Design Class Council, Greg has won too many titles to mention. Now the One-design Coordinator of North Sails, Inc, Greg continues to share some great information with us.

A great deal can be gained or lost at mark roundings. Not only is the actual boat positioning while rounding important, but the "set up" that can determine the position three boat-lengths after the mark is even more important. I took the following series of photos of 1993 Western Hemisphere Champions, John Keane and Ted Keenan, setting up perfectly for position at a light air leeward mark rounding at the 1992 North Americans in Detroit.



2. Now within two or three boat lengths of the mark, they take a hard turn away from the mark, building distance between themselves and 25489.



4. John has made his turn, flattened the boat and is now aiming towards the mark. However, he has obviously left the main luffing, thereby maintaining the distance and separation between himself and 25489. This will give him the opportunity to have complete control over the direction and speed his boat maintains during the rounding. If he had approached with too much speed and 25489 had slowed down unexpectedly, John could have been forced outside to leeward of the inside boat, or to windward and into the mark.



1. John and Ted approach the leeward mark obviously pinned on the outside of 25489. They have dropped their pole early in anticipation of the move that they are about to make.



3. Now with a good boat length and a half between themselves and the inside boat, John heels the boat to leeward and puts the helm down to begin the turn towards the mark.



5. Now at top speed (for the wind!) and with a clear shot at the mark, John and Ted make their rounding tight and on the inside.

# LINCOLN BUILDS FLEET WITH "ROAD KILL"

On the high seas the same, age-old question has been asked for centuries: Which came first, the sailor or the boat?

In Lincoln, Nebraska, long-time Snipe sailor Jack Wagener thinks he has one answer, at least as far as attracting new sailors to a fleet: It's the boat.

"There are two ways to build your fleet. You either get a member and then go looking for a boat, or you get a boat and go looking for a member. It's the old chicken or the egg thing, which came first?"

Wagener's philosophy, which he has put into practice for years, is to find old, unused boats, tune them up and sell them at a low price to new members in an effort to get them off the dock and onto the water.

"The quality of the boat is not important at first; getting sailors started should be your first priority," he says. "The point is to get those old boats back into circulation."

Many prospective sailors, not knowing

whether they will enjoy the sport, may not be willing to invest a lot of money. And new sailors often would not be able to benefit from the advantages of a more expensive boat anyway, he said.

"There are no slow boats, only slow sailors," Jack explains. "There are no 'Dog Snipes'; maybe a few puppies, but no dogs."

Meet ROAD KILL, a veteran puppy of Lincoln's fleet. ROAD KILL got its name because of its, uh, longevity. It has been bought and sold in the fleet at least eight times.

Sailing ROAD KILL, Jim Russell, now one of Lincoln's top sailors, won the B-Fleet title about 10 years ago. Eventually he figured it was time for a newer boat so he passed ROAD KILL on to another novice Sniper.

New Snipe sailor, Dave Fields, is the most recent owner of ROAD KILL. It all started when Fields, a Sunfish sailor, got into a conversation about the sport with Wagener. "I've got just the boat for you," was Jack's reply.

Fields recalls, "It was a deal I couldn't refuse, a boat with sails and trailer for \$400! Jack said it was the 122nd time he'd sold a Snipe!"

Recently, Jack resurrected a sister boat to ROAD KILL from behind a former member's horse barn. This most recent addition to the fleet is a boat literally pulled out of a chicken coop, and is now fondly known as "THE TURKEY."

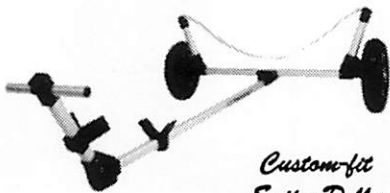


Dave Fields and Jack Wagener with ROAD KILL.

Wagener suggests that every growth-minded fleet should have at least one starter boat available at all times. Sometimes boats will come back if prospective members discover that Snipe racing is not for them. In this case the fleet repurchases the boat for the original selling amount.

As Wagener points out, "There are many critical aspects to building and keeping an active fleet. Having boats like ROAD KILL and THE TURKEY is a great way to start."

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The "TURKEY" emerges! Jack, Mark Martin, Eric Bengsen, and Jim Russell drag their find into the light of day and back into the action!

# JAPAN PREPARES FOR 1994 WORLD SNIPE FESTIVAL

by Tom Payne

It is certainly the most ambitious Snipe event ever planned. While many Snipe nations manage to host only one or two major international events a decade, SCIRA Japan is showing the strength of its organization and volunteers as they are making plans to host three World Championship Snipe events in 1994. Judging from the initial work that has already been completed, those who are planning to attend any or all of the events can look forward to a grand celebration of hospitality, sportsmanship and Snipe sailing.

Here is the information that we have received at press time. For further information please write to: Past Commodore Fujiya Matsumoto, 38-1 Shinoharadai-cho, Kohoku-Ku, Yokohama, Japan 222.

## WOMEN'S WORLD CHAMPIONSHIPS: (Open event)

Although this will be the final event of the three, I think it's important to mention it first, because it's something new for the Snipe Class, and I feel that it has the potential to become a major event for a sport that for too many years has relegated women to second-class or (in the cases of the many "Yacht Clubs" that have refused membership for single women) "No-class" status.

While the Snipe Class has always welcomed and valued the equal participation of women in all events at all levels, SCIRA has never officially sanctioned an all-women event. The Japan Yachting Association and SCIRA Japan, on the other hand, have sanctioned many such events over the years, and because of this experience it was SCIRA Japan's suggestion that this championship be established. Part of the reasoning was their realization of the importance of the Snipe as a women's boat and their desire to maintain this status in their native country.

The tentative dates are August 11 through 15, and the site will be Sea Paradise, Kanazawa Hakkeijima, Yokohama City. This is a brand new (1993) Yachting Center about one hour south of Tokyo. Charter boats will be available on a first-come basis. Other plans are still being worked out, so go ahead and make your tentative plans, but keep reading your *Snipe Bulletin* for more information as it becomes available.

## SNIPE MASTERS WORLDS: (Open event)

The tentative dates are July 27-31. The

site will be Gamagori City, a familiar place for the Japanese Masters, because their championship has been held there eight consecutive times. How good is the sailing here? Well, consider that this was the site chosen for the Nippon Challenge America's Cup training site. Winds for the event are expected to be the usual 5 to 7 meters per second. Charter boats of equal vintage and rigging will be available on a first-come basis. Rumors from Japan


have it that some real "superstars" of the sailing world will be on hand.

As for the host city, Gamagori is a popular resort location, known for its hot springs and traditional Japanese hotels.

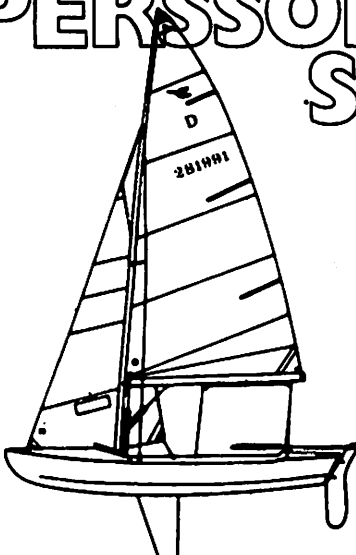
## SNIPE JUNIOR WORLDS: (Entry by qualification as per Deed of Gift)

The tentative dates are August 2-7. The site will be Lake Hamana and the facility

# PERSSON SNIPE



**European Champion 92**



**A FEW HIGHLIGHTS FROM 92**

<b>EUROPEAN CHAMPIONSHIP</b> Kokkola, Finland,	No 1 & 4
<b>South European Championship</b> Gijon, Spain	No 1 & 2
<b>Open Scandinavian Championship</b> Kolding, Denmark,	No 2, 3 & 4
<b>Norwegian Championship</b> Sandefjord, Norway,	No 1 & 4
<b>Spanish Championship</b> Santiago la Ribera, Spain,	No 1, 2, 3, 4 & 6
<b>Danish Championship</b> Greve Str., Denmark,	No 2, 3 & 4
<b>Snipe Gold Cup</b> Juelsminde, Denmark,	No 2, 3 & 4
<b>Spanish Masters</b> Santiago la Ribera, Spain,	No 1 & 3
<b>Princessa Sophia Cup</b> Mallorca, Spain,	No 1 & 4
<b>Trofeo S.M.El Rey</b> Malaga, Spain,	No 1 & 2
<b>World Masters</b> Vilamoura, Portugal,	No 1, 2 & 3
<b>Pacific Coast Championship</b> San Francisco / USA	No. 1 & 2
<b>North American Championship</b> USA	No. 2

- ★ Looking back at '92 we are very proud to see, PERSSON SNIPE dominate the result list only one year after the first PERSSON SNIPE was born.
- ★ Some of our customers won races, but all improved their own results and that's important!
- ★ First time a PERSSON SNIPE went to the EUROPEANS, it won, brilliantly sailed by Carlos Llamas and Javier Gutierrez, Spain.
- ★ Santiago Lange and Cole Parada from Argentina tried a PERSSON SNIPE and won the South European just ahead of Carlos and Javier.
- ★ Paulo Santos and Da Silva, Brasil won the World Masters in a borrowed PERSSON SNIPE in a close fight with Jerry Thompson/ Sherry Eldridge, USA. Claus Carpelan/Freddy Wegilius, Finland finished third - all sailing PERSSON SNIPEs.

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will be the Mikkabi Youth Center, which can only be described as "stunning." All contestants will be housed in this ultra-modern reflection of Japan's ongoing investment in its youth. An important part of this facility are the 30 nearly-new Snipes which are housed only meters from the water's edge. It should also be mentioned that this scenic resort area has hosted the 470 Worlds in the past.

The night of the closing ceremonies hap-

pens to fall on the night that the town will have the fireworks for the summer festival, an event which should leave memories for a lifetime.

In closing, let me remind you of the fabulous international events that SCIRA Japan has hosted in the past. This is not to suggest that these events will be as lavish. In fact at this time the nation of Japan is going through one of the most difficult political times in its history, and like the rest

of the world Japan is having some real economic difficulties. But those of us who have visited Japan realize that it is not luxury or elaborate and expensive preparations that make a visit to Japan so memorable. It is the Japanese people themselves. Their culture, beauty, charm, graciousness, sense of humor, and unequalled hospitality must be experienced. The 1994 Snipe World Festival will be a once-in-a-lifetime chance to do just that.

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## PRIVATEER PLANS FOR 93 U.S. MASTERS

by *Brainard Cooper*

Privateer Yacht Club, site of the 1993 U.S. Masters Championship, was founded in Chattanooga, Tennessee in 1941 by a group of sailors who, with the encouragement of the then-new Tennessee Valley Authority (TVA), intended to engender a sailing tradition on the "Great Lakes of the Tennessee River."

Early in the club's history the Snipe became the dominant class, largely through the tireless efforts of the first club champion, Owen Duffy, who was later to become SCIRA Commodore.

Duffy was the first of three commodores PYC has given the Snipe Class. He served in 1952 until his untimely death at the time of the U.S. Nationals, and was followed by Harold Gilreath in 1956 and Dan Williams in 1977.

PYC junior sailor Billy Roberts, after

finishing second in 1952, went on to win the U.S. Junior National Championship (and the Owen Duffy trophy) in 1954 and 1955, and long-time PYC members Buzz and Marge Lamb administered the affairs of the Snipe Class from the Executive Secretary's office for fourteen years through 1988.

Snipe builders Steve Sherman of McLaughlin Boatworks, and Mike McLaughlin at Eclipse, are members of PYC, as are SCIRA Rules Chairman Dan Williams and U.S. National Measurer Brainard Cooper.

Other regatta regulars such as Pete Duvoisin, Bill Simons, Hill Simons, Scott Cline, former Masters World Champion Ken Simons, Matt Gregory, and the late District and Midwinter Champion Van Wesley have called PYC "home."

The club moved to its present location on the north shore of Lake Chickamauga, two miles above the dam, in 1950, and currently has about 120 family members. Privateer has hosted the annual Southern Snipe Championship since 1952. Past winners of this prestigious event have included some famous Snipers, including Owen Duffy, Harold and Hal Gilreath, Zimmerman, Dan and Eddie Williams, Levinson, Duvoisin, Buckles, Tillman, Lenhart, Chapin, Fisher, Suddath, Adams, Gregory, Pritchard, Burke, and Commette.

Make plans now for a great event! Charter boats are available on a first-come basis, as is lodging in private homes. For more information please contact Mr. Herman Green, 4124 Hamil Road, Hixson, TN 37343, telephone: 615-842-7262.

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## TIPS AND TECHNIQUES: THE POLE LAUNCHER

by *Gonzalo Diaz*

*Many Snipers are going to the pole launcher system. It's a tough transition for some and these tips from the "Old Man" should help.*

### WHEN SAILING UPWIND:

Trim the jib and then automatically trim the pole line to stop it from hanging loose below the boom. Mark this position on the pole line with a magic marker.

### LAUNCHING THE POLE:

If you have trouble in bringing the jib clew onto the pole, try adjusting the shock-cord tension. It helps to have the skipper hold and trim the weather jib sheet to have the jib drawing instantly when the pole is

launched.

### DOWNWIND JIBING:

Let the pole go in slowly and cleat the line a few inches before the pole is completely retrieved on the boom. Mark this position on the pole line with a magic marker. This way you keep the pole line from hanging loose from the boom while jibing.

### APPROACHING THE LEEWARD MARK:

Keep trimming the jib halyard (magic box) and readjusting (releasing) the jib sheet in preparation for rounding the leeward mark. Do this in two or three stages.

In the last stage, and along with other adjustments, do a final set of the jib halyard and retrieve the pole right on the mark.

### RETRIEVING THE POLE:

Do not release the jib sheet. On the contrary, trim it hard before releasing the pole. This is mandatory in heavy weather! To further help retrieve in heavy air: try to pull on the jib sheet while the pole is being retrieved.

In all cases when retrieving, it helps if the skipper trims the main to bring the boom in line with the pole's trajectory. This action is very important if the pole is to leeward of the boom!!!

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# LIGHT AIR SAILING

By Peter Commette

In 1973 I won the U.S. Youth Championships, single-handed division, with all firsts. Luckily, though, I was saved the certain embarrassment of losing badly at the World Youth Championships by a rather unfortunate set of circumstances. These circumstances ultimately dictated that I participate in another regatta being held at the same time, and that the runner-up from the U.S. Youth Championships attend the World Youths in my place. That runner-up was Augie Diaz and he blew away the competition at the World Youths, winning easily.

Why would I undoubtedly have lost? And why was our runner-up such an easy victor? The answer is simple: The U.S. Youth Championships were sailed in heavy air, and the Worlds were held off Portugal in light air. Augie had developed a keen light air technique in the Snipe, and at the time, I didn't have a clue as to how to sail in light air.

Over the years I have learned how to sail in light air, thanks to the Finn and Snipe, and I would like to share with you how one once abysmally slow light air sailor has learned how to go fast in these conditions.

First, foremost, and at all times, you must be smooth. I am constantly telling my crew to "be like a gazelle." When a boat is slowed down in light air, due to the skipper and crew crashing about, it takes absolutely ages for the boat to get back up to speed.

Second, you must always keep the boat moving. This means that you must forget

about pointing and foot, foot, foot.

You must also reduce your wetted surface. Watch Brent McKenzie, from Lake Lanier, one of our fastest light air skippers. He sits practically up at the front of the cockpit in light air to reduce wetted surface. Some have even theorized that the centerboard should be raised a bit, reducing its wetted surface, but I have never had the nerve to try this! I do remember what Jeff Lenhart did at the predominantly light air 1990 U.S. Nationals at Annapolis with a grandfathered cut-back, low surface area board.

Next, use gravity to help you fill the sails. Only when the boat is really moving, and there are no bad waves around, should you ever bring the boat to a flat position, not even after a roll tack. The boat should never approach vertical. This will give you a little feel in the helm, too, as well as reduce wetted surface even further.

Finally, your sails must have the correct shape. You need them to take up the shape that was cut into them for approximately ten to twelve miles per hour of breeze. You do not want the leaches tight, the drafts forward, or the sails too full. Therefore, you want to use your forepusher to induce mastbend which also will sag off the leading edge of the jib. Sagging the jib is good because it allows the jib to take a more full, powerful draft-aft shape. However, you cannot point at all with a jib that is sagging too much, so you have to be careful not to overdo it. My rule of thumb is that when the crew is off the side-

tank and sitting in the boat, I begin to induce bend in the mast and sag the jib. If it is extremely choppy water, I will induce less bend in the mast to keep my mainsail more powerful and let my jib halyard off some. If it is extremely flat water, I will sag my jib exclusively by bending my mast more.

Your outhaul should be fairly tight in light wind in both chop and flat water. The reason is to open up the bottom of the leach.

Some final tricks that I use are: Cassette tape for the telltales. With flat water I always stand up, looking for puffs and balancing the boat on the balls of my feet. I will take off as much clothes as possible without disgusting the rest of the fleet, as a sweaty body can really feel the windshifts and puffs better. I stay as low as possible and heel the boat more when there are waves. Put your vang on at the highest point to which you want your boom to rise so that you can ease in the waves and the lulls without ruining the upper trim of your mainsail.

It's important to remember that concentration and patience are crucial if you are to do better in light air. No one enjoys these conditions, but a great percentage of sailing is done in light air. The gains made in light air are sometimes impossible to recognize, but if you take the advice that I've given you here it won't be long before you'll find yourself at the front of the fleet!

## SPECIAL NOTICE TO ALL 1993 U.S. NATIONAL CHAMPIONSHIP ENTRANTS

SCIRA and Mentor Harbor Yacht Club will participate in the U.S. Sailing Association's Differential Entry Fee Program.

Non-U.S. Sailing members must pay \$105.00 registration fee. Please see "AROUND THE SNIPE WORLD" on page 4 of this issue for complete information.

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# PREPARATION FOR THE NON-PRO

By Peter Commette

Those of us who work for their living at something other than sailing are faced with the constant dilemma of too little time for practicing to get better. The answer to effective practice is setting a realistic goal and good planning. Setting a goal of doing the best that you can in every regatta is NOT what I mean. Pick one or two regattas every year in which you want to excel. Keep the number low because your opportunities to practice for the regatta(s) will be limited.

After you choose the regatta(s) in which you would like to excel, you must prepare a game plan, just as in any serious sport. No other regatta matters, except as it fits into your game plan. For example, let's pick the U.S. Nationals to be sailed this year at Mentor Harbor Yacht Club in Ohio.

First, we have to find out what the expected conditions will be. For that you might call a local. As Mentor is in the Cleveland area you might want to call Bill Buckles. Don't just say, "Bill, what's the weather like?" Grill him. (*Blenderize him? Ed.*) Say: "Bill, what directions should we expect? What strength and what will the chop be like? Is there any wind-blown current? If the wind doesn't blow from the expected direction, where will it blow from? What sides are favored when the wind blows from the various directions?

Why? Where exactly will the race course be located? What are the best weather stations to contact in the morning for weather reports? Is there a NOAA weather forecasting station nearby? What newspaper has the best weather map or weather reports and forecasts in the morning? What TV station has the best weather coverage? Who else can I contact to get these answers?"

Armed with that information, next look at your abilities which need to be sharpened for the event. First, look at your crew weight. If you are stuck with your crew, can either or both of you gain or lose a little weight to optimize for the expected conditions?

Look at your equipment. How is it geared for the expected conditions?

Look at your weather knowledge. Are you ready to deal with the expected conditions? Should you try to find some books or articles on weather to study up on?

What about your skills? Are you ready to sail in conditions similar to those expected at the Nationals? Look for some regattas that will have similar conditions to those expected and use them as tune-ups.

Next, how are your tactics? If they need work, read some books, read

some sailing articles, and sail whatever class' boats that happen to have a regatta which you can attend.

What about teamwork? Set aside some weekends for practice.

How's your physical conditioning? Work on it. If you have enough strength, then work on endurance. If you don't have the strength, then work on that and then work on endurance. If the regatta is going to be held in a hot, humid area, then do your physical workouts during the hottest time of the day.

Finally, make sure that your equipment is ready. Make check-lists. Get the boat working dependably. Every time you sail take a pencil and write down the things that need to be done. Have the crew write it on the deck when you notice it. You'll be able to get to work on it when you get back to shore.

If you follow these guidelines your good finish at the regatta will be ensured.

## COMMETTE & SUDDATH ARE DISTRICT IV CHAMPS FOR 1993

Perfect weather made for a great District IV Championship at Melbourne Yacht Club on the east coast of Florida, June 11th and 12th. Thirty-two Snipes competed, with Peter Commette and Connie Suddath winning in a commanding fashion. The temperature was in the 90's with steady southeasterly winds of 10 to 15 knots. Three races were held Saturday and Commette came in for the day with three wins. Ethan and Trudy Bixby had a 2,4,5, for second place after three races. Brent McKenzie and Scott Adams had a 9,2,2, "Old Man" Diaz and Aaron Haller had a 5,3,7, with Marty Kullman and Sandy Bjurmark at a 7,6,3.

Sunday morning surprised every one with an early breeze again from the southeast. Two excellent races were sailed, with Chris Klotz and John Hagman winning the first race followed by Bixby and Shawn Burke with crew Jenny Turner. Tarasa Davis with Alan Capellin crewing was fourth and Commette was fifth. The fifth and last race was won by Commette to wrap up the Championship. Bixby finished second to take a solid second in the regatta.

Scott Zebny and Jennifer Sharp finished third in this race followed by McKenzie and Diaz.

Chris Klotz took the third-place trophy for the regatta, Brent McKenzie took fourth and Old Man Diaz fifth. David Muhlhausen, with Alex Molitor crewing, won the Hooks trophy for the highest finish by

a junior skipper and crew. Dave Noble, Melbourne's one-man Snipe fleet, did a great job running the regatta along with a lot of friendly help from local yacht club members. Dinner was held at the club Saturday night and a hamburger cookout following the races on Sunday. A question and answer panel was held Saturday night with Commette, Bixby, Bustamante, and Diaz on the panel.

### DISTRICT IV RESULTS June 11th and 12th, 1993 (Top 20 of 32 boats)

Commette/Suddath	3/4-3/4-3/4-5-3/4	8.00
Bixby/Bixby	2-4-5-2-2	15.00
Klotz/Hagman	3-10-8-3/4-7	28.75
McKenzie/Adams	9-2-2-13-4	30.00
Diaz/Haller	5-3-7-12-5	32.00
Kullman/Bjurmark	7-6-3-6-12	34.00
Burke/Turner	8-7-10-3-9	37.00
Burke/Ross	6-11-4-7-15	43.00
Bustamante/Busta	11-5-14-8-6	44.00
Zebny/Sharp	19-14-11-10-3	57.00
Obenshain/Riechman	10-16-9-16-8	59.00
Reeves/Hill	18-12-15-11-10	66.00
Beardsley/Pritchard	14-8-22-14-14	72.00
Davis/Capellin	15-19-24-4-16	78.00
Hackbarth/Tumlin	13-24-17-9-18	81.00
Diaz/Zimmer	4-9-6-DNC-DNC	83.00
Duvoisin/Duvoisin	17-22-19-15-20	93.00
Welch/Welch	24-15-21-17-19	96.00
Elliot/McCullough	20-28-12-27-11	98.00
Lizano/Lizano	12-21-31-20-22	106.00

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## HERB SHEAR MEMORIAL

by Lisa Leweck *From the Racing Form, "The Voice of Fleet 495" Mission Bay, California.*

For those of you who didn't know Herb Shear, he was one of the founding fathers of Mission Bay Fleet 495. Stories of Herb's sailing adventures and witty personality are still being echoed throughout the fleet. It is because of him that we are all out there having a great time.

Snipers were forced to stretch their wings early this spring to get out on the water. The weekend brought beautiful sunny skies despite the gloomy forecast. The light and fluky wind and the splitting of the fleet made for some tight racing.

After the first day in the "Gold" fleet, Laura Nottoli and Mike Pinckney were in first with 6-3/4 points, followed by Mary Bridgen and Chris Snow with 7-3/4 points and Craig and Lisa Leweck with 8-3/4.

A new feature of this year's event called for the "Silver" fleet's scores to be disregarded for the first day's action so those who spent Saturday concentrating on that night's party could start Sunday with a clean slate.

After the Saturday night dinner and drinks at the YC, some eighty-plus Snipers headed out to the barefoot bar for some outdoor dancing. As soon as they closed down the outside bar the diehards headed into the sand pit where no shoes are allowed (hence the name "Barefoot Bar"). Sunday morning brought some sore calves as well as some sore heads. Special mention goes to Joe, our bartender, because even though he was abandoned most of the evening, Joe stayed open for those true party animals.

Because of the crazy "lake-like" conditions on Sunday, the "Gold" fleet had many different leaders throughout both races. The regatta came down

the final race where it was "who beat who" between team Leweck, team Snow, and the Pinckney/Nottoli team. And to make it more exciting, each one was leading at one time or another. With a lot of luck and a little skill, team Leweck was able to pull off two bullets and take the event.

The "Silver" fleet was equally as exciting, as Lisa Griffith and George Walker battled it out with team Biehl and team Sinks, with Lisa and George coming out on top.

### RESULTS—Herb Shear Memorial Regatta

#### Gold Fleet

1. Lisa and Craig Leweck
2. Mary and Chris Snow
3. Tucker and Argyle Campbell
4. Laura Nottoli and "Buddha" Pinckney
5. Alex Phillips and Jim Bowers

#### Silver Fleet

1. Lisa Griffith and George Walker
2. Lynn and Chuck Sinks
3. Jeralyn and Sean Biehl
4. Martin and Bart
5. Susan and Bob Bowden

## SPRING REGATTAS IN ITALY

Brenzone, on Lake Garda, and San Remo, on the western Riviera, hosted the first two regattas in Italy during the Easter holidays. The scores from these events were then combined and the overall winner received a great Grand Prize of a week's holiday in Ibiza.

The event was made more interesting by the different prevailing weather conditions at the two venues, with Lake Garda featuring medium to heavy air in the 15 to 20 knot range, and San Remo with me-

dium to light winds.

This year unseasonable weather made for some changes in the usual patterns so only two races were sailed at Brenzone, thanks to the "Ora," the southerly wind that blows in the afternoon.

The first race was won by Birger Jansen and Carine Julissen of Norway, who took the left side of the course, rounded the weather mark in first, and never looked back. Michel and Turazza of SVOC were second and Bari and Bertanzon of CUSTN were third.

Race two started immediately after the finish with the wind up to 10 knots and slightly more from the right-hand side of the course. Braga and Parodi rounded the mark with Andersen and Larsen and Bari and Bertanzon. Braga maintained the lead on the reaches and disappeared on the second beat, forcing to the right side of the course. The finish was very close from third to eighth with six boats seeming to cross the line in a pack. Thompson and Eldridge put their bow across first and Jansen and Julissen lost four boats at the line to end up seventh.

The second day saw no chance for racing as the usual northerly "Peler" didn't blow and so the Race Committee tried a start in the afternoon but "Ora" failed to blow, as well, and the race was abandoned at the first mark, giving the overall win to Braga and Parodi with Jansen and Julissen taking second and Bari and Bertanzon in third.

At San Remo, the event was the 34th Annual Pre-Olympic Regatta and 48 Snipes competed along with 26 Flying Dutchmen, 28 Solings and 106 420s. The usual Easterly winds blew on schedule allowing the Race Committee to hold all five scheduled races.

The easterlies usually favor the right side of the course and most of the fleet chose that side in almost

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*Kurt Mayol and Laurel Timpson leading the fleet at the 1992 US Nationals. They finished 3rd overall.*

all of the beats sailed in the five races. This was a good choice in races one and three, which were sailed in the mornings with regular eight- to twelve-knot winds, but not always so in the afternoon races as the wind diminished and shifting a bit. The right side was really poor for race four as only 14 boats finished under the time limit as the wind stopped for a few minutes causing a complete change of positions within the fleet.

There were five different race winners with Dematte taking the first, Zaoli the second, Jansen the third, Conelli the fourth and Bari the fifth, but the Zaoli brothers took the overall title. SCIRA Italia National Secretary Giorgio Brezich and Cittar didn't win a race but three seconds were good enough for second overall. Jerry Thompson and Sherry Eldridge posted a consistent 2-6-10-3-4 to take third overall.

Jansen was fourth overall, after taking a big loss from second to sixth in the above-mentioned fourth race, as he was caught on the wrong side of the shift, but still managed to combine his second and fourth in the two regattas and took the vacation prize which was given by Salieri Travel Agency. Thompson and Eldridge were second with 5-3, and Bari and Bertanzon were third with 3-6.

Antonio Bari

### DISTRICT 12 CHAMPIONSHIP

Lake Garda

Top 10 of 32 boats

1	ITA 27125	Braga/Parodi	AVAV	6-1	11.70
2	NOR 27410	Jansen/Juliusen	VSF	1-7	13.00
3	ITA 6313	Bari/Bertanzon	CUSTN	3-4	17.00
4	ITA 26812	Michel/Turazza	SVOC	2-8	17.00
5	USA 24702	Thompson/Eldridge	ABYC	8-3	19.70
6	DEN 27698	Andersen/Larsen	EYC	11-2	20.00
7	ITA 28275	Bernardis/Bernardis	AVT	5-5	20.00
8	FIN 28146	Carpelan/Valjus	HSK	4-9	23.00
9	DEN 28470	Persson/Persson	EYC	9-6	26.70
10	DEN 28465	Ullmann/Kiszka	EYC	7-11	30.00

### 34TH PREOLYMPIC REGATTA

San Remo

Top 10 of 48 boats

1	ITA 26145	Zaoli/Zaoli	YCS	8-1-2-13-3	22.70
2	ITA 28488	Brezich/Cittar	STV	11-2-19-2-2	26.00
3	USA 24702	Thompson/Eldridge	ABYC	2-6-10-3-4	28.40
4	NOR 27410	Jansen/Julliusen	VSF	6-3-1-6-9	29.10
5	DEN 27698	Andersen/Larsen	EYC	3-8-7-10-5	42.70
6	ITA 6313	Bari/Bertanzon	CUSTN	4-10-14-DNC-1	44.00
7	ITA 27131	Dematte/Fantoni	AVT	1-PMS-6-5-19	46.70
8	DEN 28465	Ullmann/Kiszka	EYC	7-9-3-9-14	48.70
9	ITA 28275	Bernardis/Bernardis	AVT	10-PMS-4-7-10	53.00
10	ITA 26812	Michel/Turazza	SVOC	14-5-8-16-6	55.70

## DON HACKBARTH REPEATS AS DISTRICT IV HIGH POINT CHAMPION

District IV's High Point Championship, designed to encourage regatta attendance in the District, was won by Don Hackbarth, who raced in twelve of the District's fifteen regattas. Don is probably District IV's most improved skipper over the last two years as demonstrated by his fifth-place finish in the recent Southern. This says something for the value of regatta attendance and time in the boat. Don had a total of 372 points, over Shawn Burke who finished second with 364 points. Third was Steve Burke, followed by Brent McKenzie in fourth and Craig Beardsley in fifth. A new year's High Point Championship starts with the Race for Space regatta at Melbourne in July and will end with next summer's District IV Championship.

## BOOK REVIEW:

*Winning in One-Designs*, by Dave Perry (reviewed by Scott Graham). Published by US Sailing, Newport, RI, 1992, 2nd Edition. Paperback; 318 pages with illustrations by Brad Dellenbaugh; \$14.95 (US Sailing member price). Available from U.S. Sailing Association, Box 209, Newport, RI 02840-0209 USA.

The title of this book should read "Winning in Sailboat Racing," because it's about much more than one-design sailing. The lessons on planning, practicing, tactics, strategy, mental and physical preparation, crew work, and human relations that Perry explains so clearly in 34 self-contained chapters are applicable to all types of sailors and sailboat racing.

The text is beautifully organized for pleasant reading and easy review. Dave's style is a joy to read: Clear, concise and conversational in tone. The illustrations are well done, too, complementing the text and clarifying the sometimes puzzling picture of boats on a race course. The book is arranged to be easy to come back to, but you won't want to put it down at all. This book has legs; you'll want to reread it frequently for years.

Reading *Winning in One Designs* is guaranteed to get your competitive juices flowing; it makes a terrific off-season review. This new edition of Dave's book is perfect with its new, updated, extensive materials. Don't let the title fool you...this book is about winning, period!

## PUMP IT UP!

How often have you found yourself in this situation? It's the final leg of the race and the wind is still building. You've got a trophy on the line but things are getting desperate! Your legs are killing you and you can't catch your breath. You watch in vain as boat after boat gets by, some on sheer boat-speed, others because you're just unable to find the endurance to handle the boat with strength and authority. As you cross the line you collapse into a heap of quivering flesh, gasping for oxygen, humiliated by your out-of-shapeness.

Sound familiar? Maybe you should check out a great new software package from Digital Systems Research, Inc., Joe Weider's TOTAL FITNESS. This personal training software package is from the Publishers of *Shape, Muscle & Fitness, Men's Fitness, and Flex*.

Program features include: You can use it at home or the gym with no special exercise equipment required. It includes over 25,000 exercise variations in a format that allows you to set realistic personal conditioning goals. Using this program you can print out workout cards, analyze your volume and intensity levels, set automatic workout duration and target heart rate calculations, and track and graph key personal fitness data.

This program is loaded with dozens of professionally designed exercise programs specifically tailored to optimize performance in golf, racquet sports, skiing, running, swimming and yes, there are two programs designed to increase your sailing performance.

Using this program helps you balance your training program in five key areas: flexibility, strength, power, muscular endurance, and aerobic conditioning. So if you want to maintain an ideal weight and fitness level, improve your athletic performance, establish a fleet conditioning program, improve your

cardiovascular fitness level, prevent back strain and pain, and increase your self-confidence and sense of well-being, write or call today! Digital Systems Research, Inc., 10085 Scripps Ranch Court Suite A, San Diego, CA 92131. Telephone 619-695-3598.

Follow this program and next time it will be you who'll be feeling great, praying for more wind as you grind down the quivering, flabby turkeys!

## COVER PICTURE PUZZLE SOLVED!

*The cover photo used on the July issue of the Bulletin could not be identified. Now, Roger Ream, of Akron, Ohio, has written to say,*

"...The picture was taken in 1947 (as close as I can determine) of the docks of Portage Lakes Yacht Club on Turkeyfoot Lake in Akron. The boats are as follows:

Interlake #45—D. K. McBride, founding member of PLYC and former Sniper;

Snipe #2679, Roger Pinkerton, M.D.;

Snipe #3317—W. Birney Mills, SCIRA Executive Secretary after Bill Crosby's death;

Snipe #4230—Joan Dawson, one of Carl Zimmerman's crews.

I will take a similar shot this summer—an update forty-six years later might be interesting."

*Thanks, Roger.*





## Sanctioned Snipe Regattas

AUGUST 13, 14, & 15: NORTH AMERICAN CHAMPIONSHIP: Bronte Harbour Yacht Club, Oakville, Ontario, Canada. Id Crook, 6 John St., Apt. 1404, Oakville, Ontario, Canada FAX: 416-844-0672

AUGUST 14 & 15: MOTHER SVEA CUP: Lennart Rook, Vasterergsgatan 2, 43169 Molndal, Sweden Home: +46-314-15599 Office: +46-311-01120 FAX: +46-311-33314

AUGUST 18-27: US NATIONAL CHAMPIONSHIP: Mentor Harbor Yacht Club, Cleveland, OH. Ted Pinkerton III. 3060 Coleridge Rd., Cleveland Heights, OH 44118 FAX: 216-751-0230

AUGUST 21 & 22: GOLD SUN TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

AUGUST 26-28: MAHON CITY TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011. Murcia, Spain. FAX: +968-21-50-44.

AUGUST 28 & 29: ROCKY MOUNTAIN SNIPE CHAMPIONSHIP: Carl Lundstrom, 8105 W. 22nd Ave., Lakewood, CO. 80215 303-238-5070

AUGUST 28 & 29: AUTUMN REGATTA, Turku: Roger Nylund, P.O. Box 169, Turku, Finland. Office: +358-21-388100, Home: +358-21-588049, FAX: +358-21-388578

AUGUST 28 & 29: BOARD OF GOVERNORS REGATTA: Dave Rogers, 385 Park Ave., Naugatuck, CT. 203-729-9617

SEPTEMBER 3-5: IBERIAN CHAMPIONSHIP: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011. Murcia, Spain. FAX: +968-21-50-44.

SEPTEMBER 4 & 5: MELILLA GREAT TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

SEPTEMBER 4 & 5: VIKING SNIPE: Birger Jansen, Broveien 44, 1315 Nesoya, Norway +47-28-849509 Fax: +47-2-848262

SEPTEMBER 4 & 5: PORI OPEN: Roger Nylund, P.O. Box 169, Turku, Finland. Office: +358-21-388100, Home: +358-21-588049, FAX: +358-21-388578

SEPTEMBER 11 & 12: INDIANA OPEN: Paul Zent, 7251 Irvington Ave, Indianapolis, IN 46250. 317-849-0779.

SEPTEMBER 11 & 12: RONALD C. PRIME MEMORIAL REGATTA. Arthur Cunningham, 27 Poor Richards Rd., Bow, NH 03304.

SEPTEMBER 15-18: EUROPEAN MASTERS CUP: Real Club Regatas La Ribera, Murcia, Spain. Tel: +34-68-570250 FAX: +34-68-570254 or Secretaria Nacional para Espana, Juan Ramon Jimenez 2-2c, Murcia, 20011 SPAIN TEL: +968-217409 FAX: +968-21 50 44.

SEPTEMBER 18 & 19: BRITISH SOUTHEASTERN CHAMPIONSHIP: Essex, Leslie Lancaster, 1 Park Drive, Maldon, Essex, CM.

SEPTEMBER 18 & 19: OMEGNA: Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313-257

SEPTEMBER 18 & 19: COLUMBUS OPEN: Matt Fisher, 846 Babbington Ct., Westerville, OH 43081. 614-891-4744 or FAX: 619-891-9746

SEPTEMBER 25 & 26: BATTLE OF ATLANTA: Clay Hudgins, P.O. Box 1509, Flowery Branch, GA 30542-1509. 404-287-8408

SEPTEMBER 25 & 26: SNIPE SILVER CUP: Ray Sepanski, 8 Ginger Ridge Ct., Edwardsville, IL 62025. 618-656-3428

SEPTEMBER 25 & 26: BRITISH NORTHWESTERN CHAMPIONSHIP & SECOND ROUND JUNIOR NATIONALS: John Love, 8 Pasture Dr., Croft, Warrington, Cheshire, WA3 7LH

SEPTEMBER 25 & 26: LONG ISLAND OPEN & CALL OF FALL: Jack Williams, 25 Orchard St., Glen Head, NY 11545, TEL: 516-759-0732

SEPTEMBER 26 & 27: IBERIAN CHAMPIONSHIP: Real Club Astur De Regatas Tel: +34-85-342260 or SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

SEPTEMBER 26 & 27: BOBES CUP: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 2 & 3: HOST CUPEN: Birger Jansen, Broveien 44, 1315 Nesoya, Norway +47-28-849509 Fax: +47-2-848262

OCTOBER 2-5: U.S. MASTERS CHAMPIONSHIP: Privateer Yacht Club, P.O. Box 1041, Hixson, Tennessee 37343 (more details when available).

OCTOBER 2 & 3: FRIGID DIGIT: Severn Sailing Association, Annapolis, MD. Contact: Andrew White, 917 May Lane, Stevensville, MD, 21666. Days: 410-268-1161 or Eves: 410-643-5109 or FAX: 410-263-5779.

OCTOBER 4-9: SPANISH NATIONAL CHAMPIONSHIP: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 16 & 17: FIRST SHOT OVER CHARLESTON: Mike Coffman, 12 Sheridan Rd., Char-

leston, SC 29407. Tel: 803-769-5095 Fax: 803-792-8319

OCTOBER 16 & 17: HISPANIDAD TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 23 & 24: GUECHO TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 29th-NOVEMBER 7th, 1993 WORLD CHAMPIONSHIPS: Marco Paradedda, c/o Clube Dos Jangadeiros, Rua Ernesto Paiva, 139 Triesteza 91900, Porto Alegre 0 RSF, Brasil. FAX: +55-51-592-3829

OCTOBER 30 & 31: ALMIRANTE FARRAGUT: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 30 & 31: DILLER'S TROPHY: Real Club Nautico Madrid Tel: +34-1-411 2394 or SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

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**SNIPE 19740—3 jibs and mains** (1 main is Fisher, used only one season). Cobra II mast, top, bottom, rudder and tiller covers, compass and trailer. Excellent boat for beginners on up, ready to go. \$1,000 OBO. Call 216-992-5450 (Ohio) (jjas)

**CHUBASCO 16333—Natural Western Red Cedar.** Light, beautiful, fast. 716-392-5152 (jas)

**CHUBASCO 20002—White LP hull and deck,** Cobra II mast, completely optimized, all Harken or Servo blocks and cleats, custom recessed side deck dual control panels, floating jib lead blocks, pole launcher, modern blades, galvanized trailer, cover, North sails, minimum weight. Location: SoCal. Call Tom Nelson 310-575-1548. (jas)

**MCLAUGHLIN 23176—White w/gray deck and** teak trim. Aluminum spars, trailer, 2 suits of sails, Ullman and new Fishers only used two races, bottom cover, new rudder, tiller and board. Always dry sailed and covered. \$2,000. Call Senneit Dutenhofer: 305-858-2629. (j)

**MCLAUGHLIN 23187—Cobra II mast, all racing** gear. Dark green hull, white deck. Bottom and top covers, trailer, all good condition. \$1,500. Cincinnati 513-683-1525 (mj)

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**MCLAUGHLIN 24116—Blue, white deck & bot-** tom. Cobra II, pole launcher, dual controls, minimum weight. Fast boat, great shape, ready to race. Full covers, 2 suits sails. \$2,500. SoCal. 310-395-9842. (jj)

**MCLAUGHLIN 24633—Excellent condition, un-** der minimum weight, 2 suits of sails, double ended controls, pole launcher, 2 Cobra II masts, trailer, top and bottom covers good race record. \$3,200. Call 203-723-8694. (jja)

**MCLAUGHLIN 25460—Good condition, white,** Cobra II, competitive, no bulkheads but fully loaded. Super stiff bottom, comes out dry, \$3,300. 516-676-4186. (jas)

**MCLAUGHLIN 25872—White hull, cream deck,** Cobra II, Proctor boom, Lindsay rudder, Harken ratchets, jib and main. Hull faired, chines sharpened, minimum weight. Galvanized trailer, top and bottom covers. One suit Fisher sails, Sobstad main, North jib. Boat is in excellent condition, garaged, has not been sailed in two years. Boat is in Laguna Niguel. Asking \$3,500. Paul Gillis, 714-661-4042 home or 213-549-2300 work.

**MCLAUGHLIN 26026—Light gray/white, Cobra** II, pole & launcher, all covers, compass, extra sails, galvanized trailer, ex-builders boat. \$3,500, will consider Laser and cash, phone/fax: 203-225-5225 (jaso)

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ven winner. \$5,000. Contact Paul Dovey in Indianapolis at 317-842-2271. (aso)

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**MCLAUGHLIN 27627—Only THREE regattas** old. Never raced on Sundays. White hull with off-white deck. Cobra II mast. Both covers, adjustable spreaders, Tennessee trailer with spare. Two suits of sails (one new). Plates for ratchets. \$4,200.00. Bill Draheim 214-741-2364. (a)

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