



DECEMBER  
1991



# North Snipe Sails Win The World Over!

## Partial 1990 Results

World Championships '89 ..... 1st  
 Masters World Championships ..... 1st  
 Junior World Championships ..... 1st  
 European Championship .....  
 Western Hemispheres  
 Midwinters  
 D  
 A  
 Zil (Circuit) .... 1st  
 South Midwinters ..... 1st  
 \* Top

**NEWS FLASH!**  
**North Sails & Fisher Sails merge!**  
 See details on back cover.



Means Davis photo

*Ricardo Fabini on his way to winning the Western Hemispheres. North Sails took top six places.*

When the best Snipe Sailors in the world get together, the winners go North. North Snipe Sails have won every major international regatta in 1990. Our **AP-2 Main** and **Wave Jib** have become the standard by which others are measured. Improve your performance in 1991, go North!

**Service + Speed + Value = North Sails.**

Now with Chris Snow on the West Coast, and Chris Larson on the East Coast to serve you better.

The winners have North.



**North Sails One Design**  
 Chris Snow, Vince Brun  
 1111 Anchorage Lane,  
 San Diego, CA 92106  
 Tel: (619) 226-1415  
 Fax: (619) 224-7018

**North Sails One Design South**  
 Chris Larson, Ethan Bixby  
 3703A 131st Ave. North  
 Clearwater, FL 34622  
 Tel: (813) 573-0366  
 Fax: (813) 573-2518

**North Sails UK**  
 Peter Bateman, Andy Hemmings  
 Newgate Lane  
 Fareham, Hampshire  
 PO14 1BP England  
 Tel: 44-329-231525  
 Fax: 44-329-220442

**North Sails Japan**  
 Masamichi Kawashima  
 12-9 Nagai, Yokosuka  
 Kanagawa-ken, Japan  
 Tel: 81-468-571262  
 Fax: 81-468-570370

# at the masthead

## COMMODORE'S LOG

MEMORIES.....1991 is full of them...

The year began in full stride, thanks to the momentum built up by my predecessor, Pete Fenner, who will begin in 1992 as National Secretary for the United States, taking over from Phil Richmond, to whom SCIRA owes a debt of gratitude for his organization and tireless work to improve our association and the benefits that it offers to its members.

While I was working from Atlanta, Georgia, USA, across the oceans of the world, others were working equally hard. Vice Commodore Fujiya Matsumoto, has worked very hard to extend SCIRA in Asia, while working to maintain the strong position of Snipe in Japan, and he participated in the management of SCIRA affairs worldwide through communication and travel to Tonsberg, Norway, for the World's Championships and the meetings held there.

Back in the U.S.A., Rear Commodore Terry Timm was hard at work organizing the U.S. National Championships regatta and becoming familiar with the many elements at work worldwide throughout SCIRA.

On another continent, from Montevideo, Uruguay, General Secretary for the Western Hemisphere, Luis Alberto Carluccio, did a wonderful job of getting teams informed, prepared and participating in the SCIRA World Championships and the Pan American Games in Habana, Cuba. Carluccio attended the Pan American Games as Official Delegate of the Uruguayan Sailing Federation, adding to his already considerable prestige and influence in Latin America. He worked very hard to expand Snipes in 5 or 6 more Latin American countries, and we're looking forward to having a larger Snipe family throughout Latin America because of his work.

Carluccio's Vice Secretary, John MacCall in Buenos Aires, Argentina followed his wonderful job of hosting the Western Hemisphere Championships regatta in late 1990 with a strong appeal to modify our rules to include elements regarding advertising, sponsorship, boat weight, weight of wet clothing and the use of anchors—to name a few. Next year, Johnny will also serve on the International Rules Committee while continuing as Vice Secretary for the Western Hemisphere.

In Europe so much took place....

General Secretary for Europe and Na-

tional Secretary for England, John Broughton, ably assisted by his wife, Jo, continued to bring all of Europe closer together. Coordinating the diverse needs and wishes of Snipe sailors in India, Italy, Spain, France, Portugal, England, Belgium, Denmark, Norway, Sweden and Finland is not an easy nor boring task. On top of it all, during this year there has been a real resurgence of the Snipe Class in Eastern Europe, along with a new Snipe country, Russia. No one who attended the Worlds in Tonsberg, Norway, will ever forget the marvelous experience with our Russian friends, who arrived at Tonsberg with a wooden boat under construction and literally built a boat at the regatta! I will always treasure my certificates of "Honorary Beneficial Ownership" in KRISTINA AV TUNSBERG, built and sailed by the Russian team at the 1991 SCIRA World Championships.

Speaking of the World Championship regatta brings memories of our Vice Secretary for Europe and Norwegian National Secretary, Birger Jansen, who organized the regatta and then sailed to a Bronze Medal finish. What a job he, the members of SCIRA Norway, the Norwegian Sailing Federation, and especially Tonsberg Seilforening did in putting on this championship regatta and hosting the many meetings and social events surrounding this world-class event.

No mention of 1991 would be complete without recognizing the tremendous jobs done by Dan Williams, Chairman of the International Rules Committee, Vice Chairman Chuck Loomis, and Snipe Class Chief Measurer Brainard Cooper for their

countless hours of work to bring together the changes for our new rule book for 1992-1995. And there were many, many more who worked long and hard, assisting with boat and sail measuring at events throughout the world, to make our class better.

Another job which all too often becomes expected, taken-for-granted and overlooked for the countless tasks and daily duties is that of Executive Director. Thomas (Tom) Payne has grown in his job each year, and continues to contribute more to our class' ability to be the very best. He is there to push the officers when we fall behind our schedules, and he covers for our oversights when we simply miss the ball. His work with our many and diverse nationalities within our class is excellent. He is fun to watch as he greets and helps the many sailors and boat builders, sail makers, and regatta workers at an international event. He makes them all feel welcome and helps create that great Snipe spirit of comradeship.

But above all of the jobs done by the officers and board members who gave so generously of their time and personal resources to promote and further our great class, I remember the hundreds and hundreds of friendly faces—the encouragement, advice and support from you, our members around the world. Were this *Snipe Bulletin* large enough, I would like to single out each of you and let everyone know just how strong our Snipe Class is because you make it strong by your involvement and active participation.

Thanks for the memories...

Your Commodore, Means Davis

## uncommon sense

by Thomas Payne

Another great year of Snipe sailing is behind us! From where I sit it means another dozen issues of the *Snipe Bulletin*, which lately has been so packed full of Minutes, Rules, and Class business that there has been little room for regatta reports and photos. We have a serious back-

log of fine reports from regattas and happenings around the world. Many will have to wait until we have space to run them.

1991 was a great year for us. Participation at Snipe events throughout the world was very strong, and the level of competition has never been higher. Your (our) of-



# Snipe

## BULLETIN

(USPS 611-500)

DECEMBER 1991

Volume XL No. 12

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

#### Commodore

R. Means Davis

5115 Northside Drive NW  
Atlanta, Georgia 30327

#### Vice Commodore

Fujiya Matsumoto

38-1 Shinoharadai-Cho  
Yokohama City-Kanagawa Pref.  
Japan 222

#### Rear Commodore

Terry Timm

2124 Tuomy Rd.  
Ann Arbor, MI 48104

#### Executive Director

Thomas Payne

4096 Chestnut Drive  
Flowery Branch, Georgia 30542

#### RULES COMMITTEE

Chairman: Dan N. Williams

1220 Maclellan Building  
Chattanooga, TN 37402, USA

#### EDITOR

Thomas Payne

#### EDITORIAL & BUSINESS OFFICE

Address all correspondence to: 4096  
Chestnut Dr., Flowery Branch, Georgia  
30542 USA. Phone/Fax: (404) 287-8405.

#### PUBLICATION INFORMATION

SNIPES BULLETIN (USPS 611-500) is published monthly for \$8.00 per year by Snipe Class International Racing Association, Incorporated (not for profit), 4096 Chestnut Drive, Flowery Branch, Georgia, USA. Second-class postage paid at Flowery Branch, GA 30542 USA, and additional mailing offices. POSTMASTER: Send address changes to SNIPES BULLETIN, 4096 Chestnut Dr., Flowery Branch, GA 30542.

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

Printed in the U.S.A. at Chattanooga, Tennessee.

#### 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.

ficers did an outstanding job with all of the rules changes and other business that they were faced with. Each Snipe sailor owes these volunteers a big "thank you"!

In my opinion, one of the highlights of the year was the Russians. Their story is here in this issue. Thanks primarily to the hard work of Burt Eaton and the support and generosity of so many at the Worlds, the first Russian Snipe was able to compete in Norway. While no one can accurately predict what lies ahead for our friends in the Soviet Union, we can all rest assured that the seed has been planted and the ground fertilized. Time will tell what will come from this exciting beginning.

On a personal note, there are so many people that I must thank for their hard work and hospitality. Erling and Kirstin Olsen made my trip to Scandinavia a real pleasure. Kjell and Solveig Gjerde opened their home to me and even lent me a car to drive from Asgardstrand to Tonsberg. Also, it was great to see our friends from Karatsu, Japan, in Norway. Kjell and Solveig, and their friends Inga and Jurgen, found homes for all thirteen of them, and I can tell you that there was some great fellowship among these Norwegians and Japanese! Katsuhiko Higuchi's rendition of Elvis Presley's "Love Me Tender" will stick in my mind forever!!!

So now it's on to 1992. Another year of challenges for the Snipe Class. Let's get going! Make your plans to be at a regatta near you! Fleet Captains, start making your plans to get the business of dues collection out of the way early this year. Every Sniper should make a New Year's resolution to find a new member for his or her fleet!

Once again, my personal thanks to every volunteer and member who has contributed to our continued success. Keep up the good work!

## DECEMBER 1991

**THE COVER:** Skipper Henry Filter and crew Terryl King, during pre-start maneuvers at the 1990 U.S. Nationals in Annapolis. Tom Payne photo.

**THE COUNT:** Six new numbers were issued: Five to Argentina and one to the Bahamas.

**NUMBERED SNIPES:** 28,212

**CHARTERED FLEETS:** 817



### KIM THOMPSON, SNIPES SAILOR

Kimberly Lisa Thompson, a bright, energetic young sailor, died this summer as a result of head injuries sustained in a fall from a balcony in Florence, Italy, in 1986. She was the daughter of Staff Commodore Jerry Thompson and Nancy Merrill.

Those who knew Kim understood how much she loved to sail. Not only did she enjoy the combination of sun, wind, water and friends, but she also loved the competition that racing creates. Kim was a competitor.

As a young girl living in Akron, Ohio, Kim started racing with her father on Snipe #17387, "Acapulco Gold." They campaigned in the Midwest for six years. During that time, Kim also competed in the Snipe Nationals, sailed on the Winter Circuit and Bermuda Race Week.

After moving back to Southern California in 1981, Kim raced out of Alamitos Bay Yacht Club. She crewed for Mike Segerblom in the Snipe Junior Worlds in Nova Scotia.

Upon entering Stanford University, Kim joined the Stanford sailing team and sailed in the Intercollegiate for three years. During the summers, Kim worked as a sailing instructor, first at Long Beach Yacht Club and later at San Diego Yacht Club.

Kim will be remembered for her competitive spirit, her intelligence and her fun-filled zest for life. Kim will be missed...

Kim is survived by her father, Jerry Thompson, by her mother, Nancy Merrill, and by her brother, Brad.

A special fund to promote Junior Snipe sailing has been established in Kim's memory. Tax-deductible donations may be sent to: SCIRA—Kim Thompson Memorial, c/o SCIRA, 4096 Chestnut Drive, Flowery Branch, GA 30542.

## BIG SURPRISE FOR CHUCK LOOMIS

Tonsberg, Norway—Part of the awards banquet at the 1991 Worlds Championships was the awarding of plaques to Honorary Vice Commodores, Erling Olsen and Chuck Loomis. While Erling was aware that he had been honored by the Board, it was a well-kept secret for Chuck Loomis.

Chuck, who is well known to all Snipers who have attended a major event where measuring is performed, was the subject of the following comments by Commodore Means Davis:

"The next person to be recognized here tonight has for more than 20 years spent much of this time and money working for the Snipe Class, measuring boats and national and international regattas. He started sailing Snipes in the early sixties. His first national championship measuring was in 1971 at Annapolis, Maryland. He was

made SCIRA Chief Measurer in 1972 and he has been measuring at one or two national or international Championship regattas every year since then. This man has also been named SCIRA Representative to the Pan American Games three times! And, many times his advice on boat measuring has proved invaluable to the International Rules Committee, where he has served as Vice Chairman since 1986. Chuck Loomis has served the Snipe Class very well indeed for many years and it is with great pride and pleasure I present to Charles "Chuck" Loomis this plaque symbolizing his election as SCIRA Honorary Vice Commodore."

Chuck, who was totally surprised, received a standing ovation from the Snipers who were gathered. All of SCIRA is indebted to Chuck for his tireless efforts to ensure the one-design qualities of the Snipe.



*Chuck Loomis receives his Honorary Vice Commodore's plaque from Commodore Davis. Tom Payne photo*

## FINAL ACTION ON THE PROPOSED 1992 MEASUREMENT CHANGES

*by Dan Williams—Chairman, SCIRA Rules Committee*

At the recent Board of Governors meeting in Tonsberg, Norway, the Board adopted the following Measurement Rules changes, effective January 1, 1992:

**RULE 8.14:** We will add a sentence to this paragraph recognizing the use of pole launcher and retracting systems. This system is already in wide use in the Class and the Board felt that it should be on record as approving it, because IYRU has a prohibition against "stored energy" systems. This will be available to ALL BOATS.

**RULE 8.15:** We will add a sentence to this paragraph specifically prohibiting the use of carbon or aramid fibers in the hull or equipment construction. This will apply to ALL BOATS.

**RULE 32:** We will change the second sentence, second paragraph, to require that the rudder be mounted essentially parallel to the transom. This will apply to ALL BOATS.

**RULE 37:** We will correct an error in the 1988-1991 Rulebook and change the mast athwartships metric dimension to 31.8 mm. We will also add a sentence requiring essentially uniform taper of the mast. This will apply to ALL BOATS.

**RULE 41:** We will simplify this paragraph by specifying that the jib stay, shroud, and jib halyard intersections with the mast shall all fall between 14'-8" (4470 mm.) minimum and 15'-0" maximum above the sheer. This will apply to all boats built after January 1, 1992, and older boats may use it in replacement masts if so desired.

**RULE 48: NOW PAY ATTENTION!:** We will add two sentences to this paragraph: 1. The minimum diameter of the jib stay shall be 3/32" (2.4 mm). 2. The length of the jib stay shall be such that it does not allow the mast to touch the back of the partner when the mast is restrained only by the jib stay and shrouds. **THIS APPLIES TO ALL BOATS AND IS EFFECTIVE JANUARY 1, 1992.** The days of the "dental floss" jib stay are numbered and after January 1, 1992, **THEY WILL BE ILLEGAL!**

**RULE 51:** Still awake? We have a slight weight reduction in that after January 1, 1992, we will weigh ALL BOATS with a whisker pole or pole launcher system at 381 lbs. (172.8 kg.) minimum weight.

**RULE 58:** SCIRA will no longer require an anchor in the boat. It will be optional with the skipper. There was much discus-

sion on this item and it was finally decided that SCIRA would make no prescription on anchors. Please note that local laws or authorities may require them, and regatta organizers should mention this in their Notice of Regatta, if they are required. We will, however, require a TOWLINE. This towline must be 33 feet (10 meters) minimum length, and 1/4" (6 mm) minimum diameter (no jib sheets, please!). Paddles and wearable life jackets will continue to be required. **THIS APPLIES TO ALL BOATS.**

**RULE 65:** Mylar jib cloth material is still not allowed. The sailmakers still don't think the use of this material is worthwhile in the Snipe jib. **APPLIES TO ALL BOATS.**

**RULE 72:** The use of jib hanks will be optional **FOR ALL BOATS.**

**RULE 78:** The Board decided that all boats entered in the 1993 and later World Championships and the 1994 and later European and Western Hemisphere Championships must have a Measurement Data Sheet, including Moment of Inertia test, on file with the SCIRA office. Furthermore, all boats in National Championships in 1996 and later must have an MDS with MOI on file

with their respective National SCIRA offices. These requirements will be incorporated into the Rules for Conducting National and International Championships, probably as Paragraph 3.1. This program is being phased in over the next four years to give National Secretaries time to set up MDS files for their countries. This system has been used in the U.S. A. for many years and it has worked very well.

**THE MEASUREMENT DATA SHEET:** The sketch in the lower right hand corner of page 4 will have the deck radius shown as 1/2" (12.7 mm) maximum deck radius.

The Rules Committee would like to thank those sailors who wrote in to give us their thoughts on the Proposed Rules Changes. Obviously, we can't please everyone, but I sincerely feel that we must

not make any changes that are going to obsolete any existing boats. We do make changes in the Snipe Class, but we do it very slowly.

See you on the starting line!

Happy Sailing,

Dan N. Williams  
Rules Committee Chairman.

---

## MINUTES OF THE SCIRA EUROPEAN OFFICERS AND NATIONAL SECRETARIES MEETING

*Reported by John Broughton, General Secretary—SCIRA Europe*

The meeting was held on August 3, 1991, at the Tonsberg Seilforening, Tonsberg, Norway, and was convened at 12:45 P.M.

In attendance: John Broughton, General Secretary SCIRA Europe and National Secretary SCIRA UK; Birger Jansen, Vice Secretary SCIRA Europe and National Secretary SCIRA Norway; Ola Nygard, Secretary SCIRA Northern Europe; Ben Van Cauwenbergh, Representing Andre Callot, National Secretary SCIRA Belgium; Erling Olsen, representing Holger Hansen, National Secretary SCIRA Denmark; and the European Measuring Committee: Roger Nylund, National Secretary SCIRA Finland; Gilles Boisaubert, National Secretary SCIRA France; Giorgio Brezich, National Secretary SCIRA Italy; Guedes de Queiro, representing Domingos Boralhho, National Secretary SCIRA Portugal; Mats Gothlin, representing SCIRA Sweden; Fernando Velarde, National Secretary SCIRA Spain; Alexei Fomin, National Secretary SCIRA USSR; Thomas Ericsson, European Measuring Committee; and Per-Ole Holm, Staff Commodore.

John Broughton opened the meeting, outlining how France and UK were bidding for the European Cup 1993, while Italy and Spain were bidding for the 1995 Worlds. By getting the four countries together prior to this meeting a compromise had been reached: France will host the 1993 European Cup. Spain will host the 1994 European Championships. Italy will bid to host the 1995 Worlds. U.K. will host the 195 European Cup. This was placed to vote, agreed. These dates to be firm bid at the Board of Governors meeting.

It was noted that no bid has been made for the 1993 European Junior Championship.

### 1992 JUNIOR WORLDS

SCIRA Sweden has a bid before the Board of Governors. In discussion, concern was shown over the lack of information being circulated regarding the 1991 Junior Europeans, hosted by Sweden. This attitude must be improved if Sweden is to host the Worlds. Erling Olsen assured the meeting that the organizers at Motala would be more responsible. As this Junior Worlds was so important to SCIRA Sweden and Europe, it was agreed that a letter would be sent, by the European Secretary to the National Secretary of SCIRA Sweden, outlining this body's concerns.

### TEST FIBERGLASS CENTERBOARD

Italy asked each National Secretary to inspect this experimental centerboard. The Class should understand that the board would not be expensive and it is much lighter than the metal boards.

### ANCHORS

The European Secretary asked for views on whether to carry an anchor in the Snipe. As this was to come up for discussion for Rule Changes, it is most important that the European Secretaries know how Europe wishes the votes to be cast. Full discussion finalized in agreement not to carry anchors.

### EAST EUROPEAN SECRETARY

The Euro Secretary outlined the importance of reactivating the East European Secretary, asking the meeting to support bringing this item up at the Board Meeting. Agreed.

### WEIGHT REDUCTION

Jansen wished for support on a weight reduction program. Concern was shown for the older boats and the difficulty of

their being able to lose weight. Discussion focussed on the amount of lead the fiberglass Snipes carry, plus, the lighter experimental fiberglass board could help older boats. It was finally agreed that the Euro Secretary will speak to the Rules Chairman on the subject, while the Vice European Secretary will ask the Board of Governors to put in operation a Weight Reduction Program.

### 1992 EUROPEAN CHAMPIONSHIPS—FINLAND

Per-Ole Holm outlined details of this event, to be hosted at Kokkola, July 15-21, 1992. Agreed the bid be upheld and supported at the Board meeting. The suggestion was made that SCIRA Sweden be asked to schedule the Junior Worlds for the week prior to the Europeans.

### ELECTIONS 1992

The Euro Secretary reminded the meeting that all offices come up for election at the 1992 European Championships, with the positions being taken up on January 1, 1993. There will be a closing date of mid-June, 1992, to allow nominations and proposals to be circulated prior to the Secretaries arriving at Kokkola. Agreed that the Euro Secretary will mail out the closing date end of April.

With no further matters for discussion, the Secretary thanked the USSR National Secretary for his work in promoting the Snipe and expressed how pleased SCIRA Europe was in their being at this Worlds.

Appreciation was expressed to Birger Jansen and the Norwegian membership for the work undertaken in organizing the Snipe Worlds 1991. With 20 countries represented, this Championship will surely prove a great achievement.

The meeting was adjourned at 13:15.

# KRISTINA AV TUNSBERG

by Tom Payne

"Oh, there are some from Spain," said Erling Olsen as we arrived at Tonsberg Seilforening, gesturing towards a small white van with a single Snipe perched atop a double-deck trailer. The "SR" national decal was just visible on the back of the van.

A few moments later, as we were checking out the facilities, someone told us that "the Russians are here." We quickly went back to where we had seen the "Spanish" and realized that Erling had mistaken the decal on the back of the van. It was the Russians! Why had they parked outside of the Seilforening grounds? When had they arrived? Our questions were many... and not understood. Finally, we met "Shasha", Alexander Pesov, their translator, and he told us that they had traveled for three days, not sure exactly what they were headed to, or what sort of welcome they would find when they arrived. They were nine in number: their driver, the National Secretary, Alexei Fomin, Mr. Fedorko, the boatbuilder, Alexei's girlfriend Margaritte, the two skippers and two crews, and "Shasha." One look at the very small van and one knew that they were either very good friends or were ready to strangle one another!

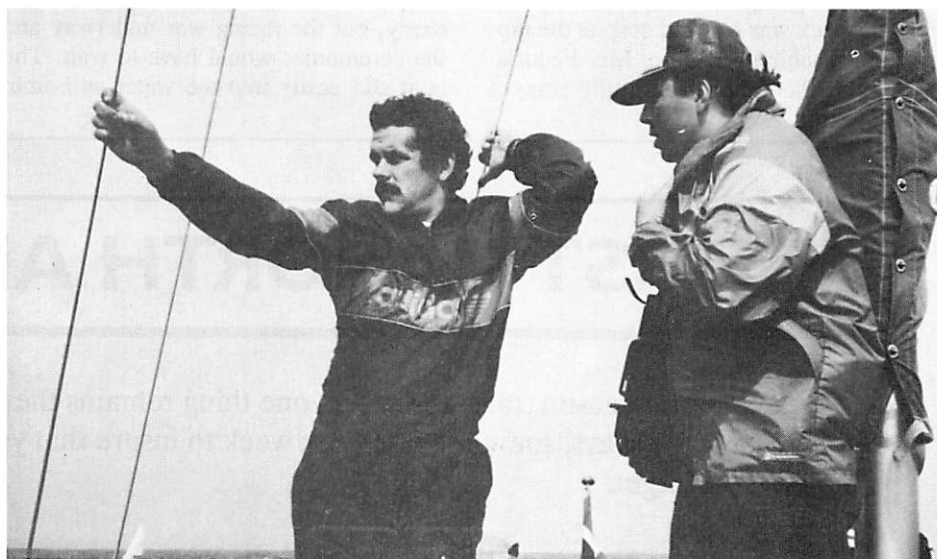
In a matter of moments they were passing out bottles of Russian Pepsi, and explaining that they had a slight problem: Their boat was a long way from being ready. Regatta Chairman Steinar Woein was located and pressed into service. As was this man's talent, he soon arranged housing so that the team could get showers and some rest. The trailer was moved into the Seilforening grounds and slowly, behind the scenes, the "wheels began to turn."

As we arrived on the following morning, we saw that a "Diet Coca-Cola" tent had been located and set up. This was, as "Shasha" explained, the "Gypsy camp" and he was right. There under the tent, was a beautiful, if somewhat very incomplete, wooden Snipe, its hull planks in place, but the deck only a series of beams and crossmembers. Outside, Margaritte was busy cooking a pot of potatoes for lunch. Everyone was busy doing something. Suddenly Alexei produced a bottle of Russian vodka. We quickly learned that this infamous protocol is, indeed, more than a myth, as in a matter of moments, the bottle was half empty. For this American it was an exciting moment, listening to Alexei's Russian and trying to concentrate on Shasha's translations, while the vodka quickly seeped into my system.

There were so many questions, and so many problems! Somehow, I had confidence that a solution would be found, and that this far-from-completed Snipe would make the Championships.

"Fedorko has been living on instant coffee for the past month. He even had the Orthodox priest come and bless the keel as he started construction," said Shasha. You could see the pride in Fedorko's eyes as he labored on his boat. In her construction you could see his talent and patience, as many of the tasks that would normally be done with power tools were painstakingly done by hand. I thought "At this rate he'll never be finished!"

There were so many problems: The Russian Federation was not sure that this should be their official team. This turned out to be a simple misunderstanding among



Builder S. Fedorko and National Secretary Alexei Fomin are anxiously watching Kristina sail. Tom Payne photo

(l-r) "Shasha" Pesov passes the champagne to skipper Vladimir Bazenov as Regatta Chairman Steinar Woein looks on. Tom Payne photo



bureaucrats and was cleared up by a phone call to Moscow.

There were no sails, either for the new boat, or for the second team, who would charter a boat. Many, many thanks go to Paul Davis, of Sobstad Norway, as he supplied sails for both.

There was no rigging for the boat. Erling Olsen of Sidewinder, and Frank Erikson of Skipper Snipe, along with a host of other generous Snipers, soon took care of this problem, but a bigger problem remained: Our Russian friends had spent all of their money on gasoline!

Thanks to the efforts of Commodore Davis, and the generosity of several "old friends" of the Snipe Class, there was soon enough money to ensure that our newest members would be able to attend the dinners and other social activities.

As there were a few days before the meetings and racing would begin, I took a couple of days to do some sightseeing around Norway. The first thing that I did when I returned was check in to see how things were going at the Gypsy camp. By now the deck was on, and despite the rapidly approaching deadline, Mr. Fedorko had taken the time to carefully inlay a

Snipe bird into the veneers of the decking. The bulk of the building was done, and rigging and measurement were the next items on the agenda.

It was obvious at this point that the boat would not be ready in time for the first races, but that didn't slow things, as work proceeded until finally it was time for measurement.

The first thing to be disqualified was the beautiful titanium tiller and hiking extension. "Oh, this was easy!", said Shasha, "you just take the drawings and a bottle of wine and wait outside the missile factory. Soon you find a workman, give him the drawings and the wine, return in a day or two, and you have what you need." "Exotic materials," said the Rules Committee. Later, with Shasha interpreting, Fedorko said that if he'd known that he would have to add so much weight to bring the boat up to minimum, he'd have used lead for the fittings!

Finally it was the moment for launching. There had been much discussion of a name, and arranging a more formal ceremony, but the racing was underway and the ceremonies would have to wait. The boat slid easily into the water as Fomin

splashed champagne on her deck. She floated and was soon headed out into Oslofjord for the day's action, while aboard the spectator boat it was more vodka, a more fitting libation for celebration. It was the heavy-air day, not suited for shake-down cruises, and before there was any serious damage to the untested boat the crew decided to head back in.

In the days that followed, as the crew struggled to learn how to sail the Snipe, Shasha and Fomin spent all of their non-spectating time working on the remaining obstacles: How would they find the money to pay their lodging expenses, buy the rig that they were using, and finally, have enough left over to get home?

Finally a way was devised, thanks in part to their host, Bernt Christensen. Bernt is employed by NORCONTROL, a large Norwegian electronics concern that supplies simulators and navigation equipment for steamships. Norcontrol does a lot of business in the Soviet Union, so they signed on as the principal sponsor. Later it was decided to sell shares in the boat, to anyone who was willing to contribute. There still remained the problem of a suitable name.

## FIRST IN NORTH AMERICA

Season after season, race after race, one thing remains the same - Sobstad. We are as focused as always, spending our work week to insure that your Snipe performance stays on target.

**1st, 3rd - 1991 North Americans**  
**1st - 1991 US Nationals - Crosby**

Utilize our fall and winter discounts until Dec. 10 to upgrade your sailing program at a savings. We also have a good inventory of used sails at even greater savings. And group discounts too! Call, write or fax Mark Reynolds or Craig Leweck today! We now accept MasterCard, Visa and American Express.



Sobstad Sailmakers, 2832 Canon Street, San Diego, CA 92106 (619) 226-2422 Fax (619) 226-0682

## DEPEND ON SOBSTAD



After careful thought, it was decided give the boat a name that would have great significance to the people of Tonsberg. From the ancient history of the oldest city in Northern Europe came the true story of Christina. It seems that this beautiful princess, daughter of King Hakon, was given by her father to be the wife of one of the brothers of the King of Castille, in Spain. Christina's story, as told in poems and songs, is dear to the people of Tonsberg, and so the Russians decided that "Kristina Av Tunsberg" would be a fitting name. This decision was well-received and attracted much local attention. The official naming ceremony was held during the awards banquet, as Steinar Woein joined in the splashing of more champagne and the unveiling of the boat.

It is here that the second chapter in the history of a new Snipe nation comes to a close. The first chapter, establishing contacts, has already been reported in the pages of the *Snipe Bulletin*. We know of Burt Eaton's tireless efforts to flood the Soviet sports federations with Snipe material, and the subsequent visit to Seacliff, New York, by the Soviet sailors. Now, in chapter two, we have seen that our new

friends are industrious, resourceful and patient, qualities that they will need if they are to overcome the significant economic and social obstacles that characterize present-day life in their country.

The thing that impressed me the most about this story is the openness and generosity of Snipe sailors from all countries. When our new friends needed sails, Paul Davis was there. When it was apparent that they would miss the social activities, Commodore Davis got to work and found generous Snipers who were willing to share. Erling Olsen, Frank Erikssen and others helped out with the mast, boom, and rigging, and the measuring committee was always willing to give guidance and advice to insure that "Kristina" would be a legal Snipe. This is the Snipe Spirit at its best.

Now on to chapter three, which is already taking shape, as the Japanese Snipe Association is currently working to supply five used Snipes to the U.S.S.R., and National Secretary, Alexei Fomin, was chosen by the Board to be the new Secretary for Eastern Europe, responsible for promoting the Snipe in that area. The story continues...

## McLAUGHLIN SNIPES

### WIN:

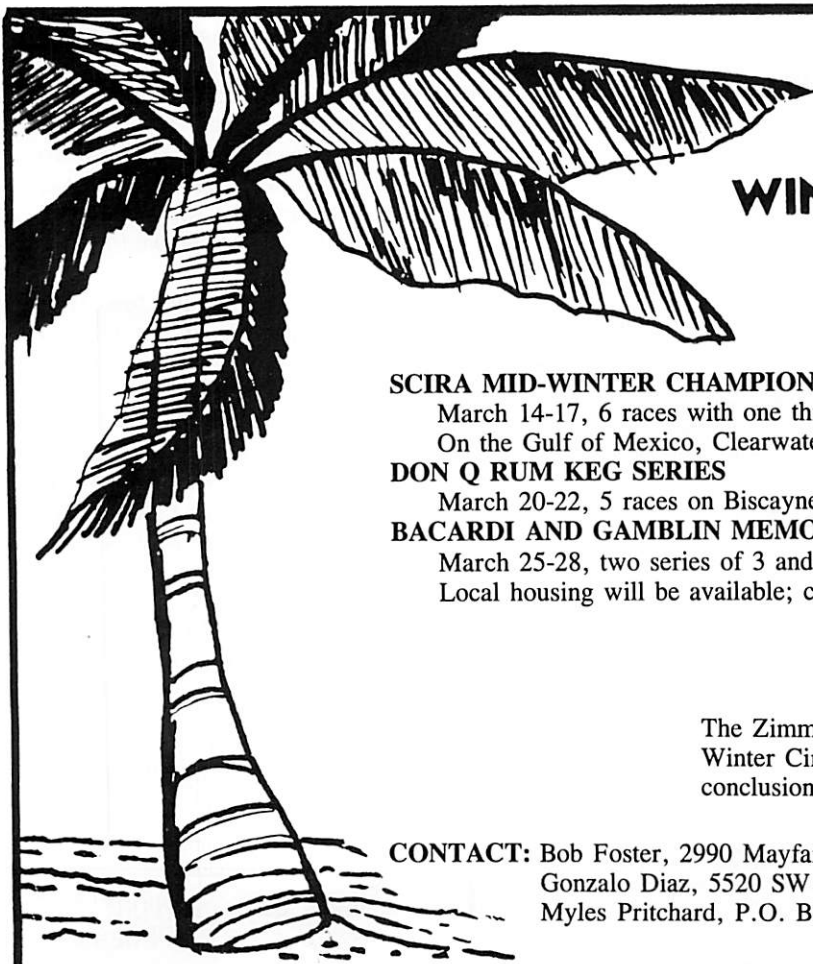
- 1st, 2nd, 3rd 1990  
U.S. Nationals
- 1st Overall 1990  
Winter Circuit
- For quality that  
lasts and lasts

*For quality that lasts and lasts, look to McLaughlin!*



STEVE SHERMAN  
4737 Adams Road  
Hixson, TN 37343  
(615) 875-4040

Now available in Europe  
Antonio Bari  
via Lorenzo 7  
38100 Trento Italy  
TEL 04-61/911-877



## WINTER RACING CIRCUIT

### SCIRA MID-WINTER CHAMPIONSHIP

March 14-17, 6 races with one throw-out  
On the Gulf of Mexico, Clearwater Y.C., Clearwater, Fla.

### DON Q RUM KEG SERIES

March 20-22, 5 races on Biscayne Bay, Coconut Grove SC, Miami, Fla.

### BACARDI AND GAMBLIN MEMORIAL SERIES

March 25-28, two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas  
Local housing will be available; contact Myles Pritchard.

The Zimmerman Perpetual Trophy, emblematic of the Winter Circuit Championship, will be awarded at the conclusion of the circuit in Nassau.

**CONTACT:** Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621, 813-796-3805  
Gonzalo Diaz, 5520 SW 72nd Ave., Miami, FL 33155-5517, 305-667-0492  
Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas, Fax: 809-393-0822

# SCIRA EUROPE REFLECTS ON 1991

by John Broughton, Secretary General—SCIRA Europe

SCIRA Europe has enjoyed an excellent 1991 season. There will be changes in secretaries for 1992, with the replacements being good hardworking class members; therefore our European attitude will not change in working or thinking. This continuity is vital, for our continent has now settled down, and I am quite arrogant in

the viewpoint that collectively, Europe shall be contributing much to the Snipe World.

On the asset side of the European column is the election of Antonio Roquette as President of the Portuguese Sailing Federation, while, in Spain, Arturo Delgado will be placed most prominently in the

Olympic Games sailing administration. Finland has made great strides in getting the Snipe into the limelight with their federation, possibly to the extent that the Snipe could replace the favoured position of the 505. Norway and Sweden are building excellent relationships with their respective federations, while Italy has cemented excellent foundations with the Federazione Italiana Vela throughout the last two years.

Certainly the move of Fernando Flores from National Secretary for SCIRA Spain into the position of South European Secretary has not left a vacuum as Spain's new secretary is a worker and an excellent husband/wife racing team.

1991 has seen new boats from Lillia in Italy, and Persson in Denmark, coming into the market, while Skipper Snipes, under new management, reflects the European strength and confidence in the Snipe. Our eleven countries are forming a queue to host major regattas. In fact, the European program is fully booked up until 1995. The interest of Juniors has been established in every country, and this development is most encouraging for the future. With Europe hosting the Junior Worlds and Masters Worlds during 1992, the confidence and momentum is being sustained.

The entrance of the U.S.S.R. into the arena has shown the Snipe World what can be achieved with limited resources but great determination. They captured all our hearts at Tonsburg, and we look forward to growth within their country. Many individuals have contributed to SCIRA Russia, and, quite correctly, these individuals can be proud that the flag of the U.S.S.R. flew at the 1991 Worlds, but we should not take the spotlight off the real instigator of SCIRA Russia. Full credit and gratitude has to be focussed on New Yorker Burt Eaton, who made first contact, gave so much encouragement and extended an invite to the first Russian Snipe team to race at this home club, Sea Cliff.

On behalf of SCIRA Europe I applaud Burt for his dedication and work, feeling confident that the whole of the SCIRA World will echo the praises. Thank you, Burt Eaton, for adding the U.S.S.R. to our ever-growing Snipe World.

**ONE MAST FINISHED  
1,2,3,4,5,6,7,8,10,11  
AT THE 1991 WORLD CHAMPIONSHIPS.  
SOME WOULD SAY  
"THAT'S A MIRACLE!"  
WE CALL IT *SIDEWINDER*.**



## Sidewinder International

Bybjergvej 19, 3060 Espergaerde, Denmark  
Fax: 011-45-42-232650

U.S. Representative: Clay Hudgins, P.O. Box 1509,  
Flowery Branch, Georgia 30542  
(404) 287-8408



## Our Covers Are Expensive ...so they can cost less!

Sure our covers may cost more, but they last longer! So your cost per year of use is actually less than cheap imitations.

### 3 in 1 cover

Polyester Army Duck.....\$202. ppd.  
Acrylic - White.....\$208. ppd.  
Acrylic - Colors.....\$219. ppd.

(Also Available in Skirted Style)

Bottom Cover.....\$201. ppd.  
Flannel lined waterproof grey  
canvas with drain hole.

Football Cockpit Bag.....\$12. ppd.  
Hangs in cockpit and zips closed.

Daggerboard Cover.....\$36. ppd.  
Flannel line canvas - specify size  
and shape.

### Rudder Covers

Flannel lined canvas.....\$26. ppd.  
Nylon shell foam lined.....\$40. ppd.

- Fabrics finished to our specifications
- Strongest possible flat-felled (Levi) seams
- More reinforcements than other brands
- 5/16" shock cord in hem & tie down points
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Snipe covers since 1972

**INVEST IN THE BEST... Covers by The Sailors' Tailor**

Send check or Money order to :

 **The Sailors' Tailor**

191-SN Bellecrest, Bellbrook, OH 45305

Visa/MC orders call Sandy Rowland: (513) 862-7781  
OR see Bob, Sandy or Scott in Snipes 26747 & 26303



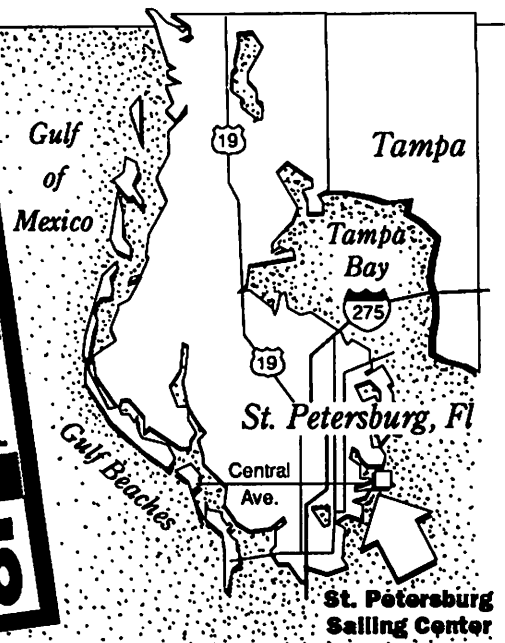
**SUPPORT YOUR  
SNIPE CLASS**

# THE FIRST SHALL BE BEST

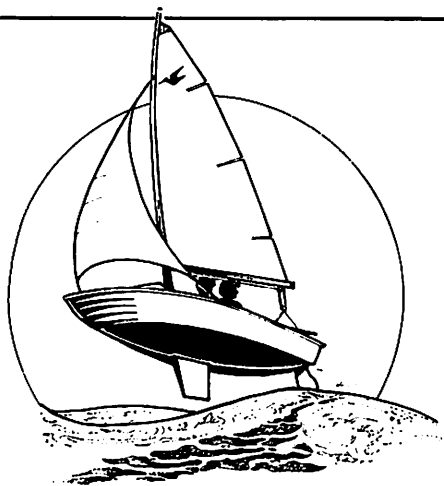
*The best regatta of the year is the first regatta of the year*

Five races planned on Tampa Bay.  
Single start, three fleets; A,B, and Jr.  
January 4 & 5, 1992  
Sponsored by the St. Petersburg Yacht Club and Snipe Fleet 801  
Sanctioned by SCIRA, 1991 decals will be honored.

\$40 per boat includes Saturday night buffet for two  
T-shirts and lunches available at extra cost  
Friday night Preregatta gathering at Harvey's 4th St. Bar & Grill  
Registration starts at 8 a.m., Skipper's meeting 9:30 a.m.  
Keeper trophies for skipper and crew in all three fleets.  
Door prizes Saturday night include new sails.



St. Petersburg Sailing Center has 40 floating Snipe cradles and ample parking for cars and your trailers.  
Housing available with local Snipers. Numerous nearby hotels to suit any taste and budget.  
Storage for your Snipe until the Midwinters can be arranged  
For information or housing: Bill Welch, PO Box 2154,  
St. Petersburg, FL 33731  
Phone (813) 821-0900 or (813) 822-0900



## “AT LAST”

A “One Design”  
insurance policy  
custom-tailored for the  
active one-design racer

*Featuring:*

Low cost, same rates coast to coast • No old age surcharge, surveys *not* required • All-risk coverage, agreed value policy  
12-month coverage for unlimited navigation and trailering in continental U.S. and Canada; Bermuda and Bahamas by endorsement.  
Includes \$300,000 marine liability, \$1,000 medical payments, \$10,000 uninsured boaters coverage, \$500 personal property coverage.  
Underwritten by one of North America's premier marine underwriters.

*“For racers by racers”*

Call John or Judy at Wanenmacher Insurance Agency Inc., 19120 Detroit Rd., Rocky River, OH 44116, 216-331-0351

## BRITISH SNIPE NATIONALS

Twenty-one entries fought for the 1991 British National Championship at Broadstairs, July 25th through 28th.

The measuring was masterminded by Graham (Camfico) Campbell and Alan Williams. Using the jig that Graham has made, boats were checked for correct mast position. While some owners cursed quietly, others breathed a sigh of relief. When it came to the weigh-in, Chris and Sue Surrage (Blue Circle) were amazed to find that their boat was 25 pounds underweight. "Anybody want to sell some lead?"

The first race was held in a good force 4, with a difficult short chop. Matthew Smith and Matthew Baldwin led round the windward mark, followed by reigning champion Peter Wolstenholm and Alan Williams, with Eric Broughton and Liz Crouch in third. At the wind mark a momentary lack of concentration caused Wolstenholm to capsize, and this put him out of the race. Smith held his lead to the end, Broughton and Crouch were second and third went to John and Deborah Love.

Race two started in lighter winds which kept the fleet together. Smith led from start to finish, Wolstenholm was second, the junior crew of Carl Silver and Stephen Lane took third and Broughton and Crouch were fourth.

The next three races were abandoned as a heavy sea fog did not lift. Race five was started but had



Jack Wolstenholm "weighs in" at the 1991 U.K. Nationals. Sarah Mees photo

Carl Silver and  
Stephen Lane hope to  
represent the U.K. at  
the 1992 Junior Worlds.  
Sarah Mees photo

## SNIPE CHRISTMAS CAROLS

Old Santa's annual visit is just around the corner, so what better time to get together with friends and practice some refreshingly new versions of a couple of your old favorites? Our thanks to the Annapolis Fleet and to Lisa Foulke, who authored these "classics".



### CREW'S CAROL

(Sung to tune of "Hark the Herald Angels")

Hark the Herald Skippers Scream,  
"Hike! Hike! Hike! We're mast abeam!"  
Peace on Earth, not on the course,  
They scream until they're damn near hoarse.

"Hike! Hike! Hike! We're losing ground!"  
On the deck how they do pound.  
Hark the Herald Skippers Scream  
Silence is a Snipe crew's dream.



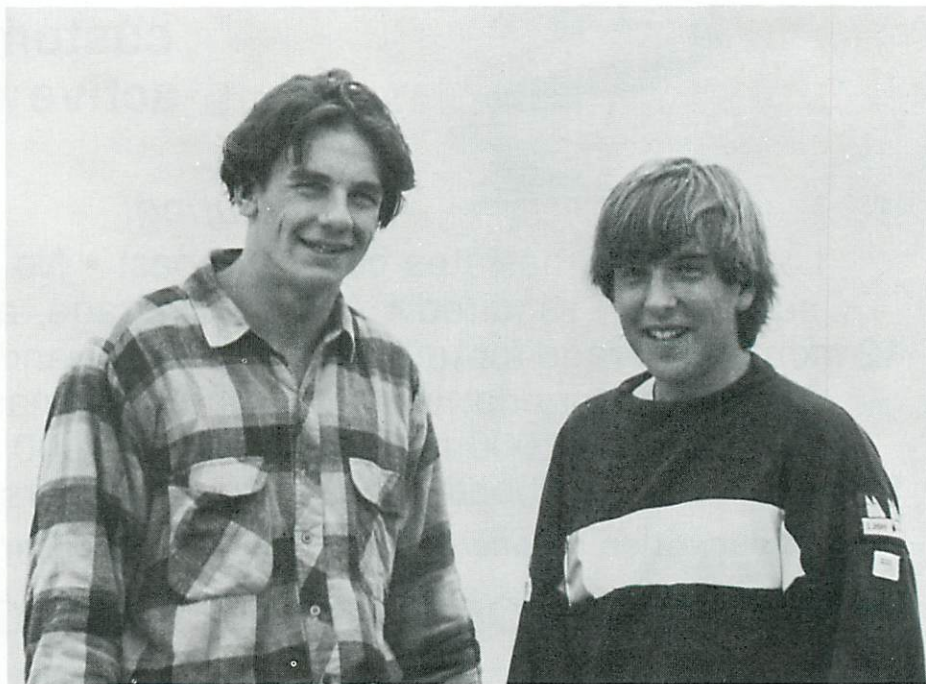
### SAILING IN A WINTER WONDERLAND

(Sung to tune of "Winter Wonderland")

Halyards ring, are you listening?  
On the bay, breeze is whistling.  
You know we're insane  
To raise that new main,  
Sailing in a winter wonderland.

In the river it is blowing twenty,  
and, my God, I think I might get wet.  
There must be something happening on the T.V.?  
A sail today!? I'd just as soon forget!

Later on, we'll perspire,  
As we drink by the fire.  
My toes are still numb.  
Boy, we were dumb!  
Sailin' in a winter wonderland.



to be abandoned as the fog returned and a compass course had to be sailed back to the beach.

The hordes of holiday-makers on the beach were oblivious to our problem. Many people made the strenuous haul back to the compound and gave up on the hope of any more racing.

Eventually the fog lifted, and the committee was persuaded to run an inshore course. The race was sailed in brilliant sunshine with a reasonable wind. Peter and Gillian Frost led until they misjudged the tidal stream and were overtaken by Broughton and Crouch. The wind slowly died, and many boats were in hopeless positions in view of the ever-present strong tide. Carl Silver and Stephen Lane in "JAWS" had the tactical edge and took the lead on the final beat. This excitement was all too much for Carl's father who said that he could not watch! The Loves were second and Smith and Baldwin (also Juniors) were third.

Matthew Smith and Matthew Baldwin had done enough to become the new National Champions. They left Broadstairs and went directly to Norway for the Worlds and then to Sweden for the Junior Europeans. The National Secretary was also very impressed with Team "JAWS" (Silver and Lane) and tried to get them to Sweden, too. It was not possible, but he hopes that they will be able to represent the UK next year at the Junior Worlds in Sweden.

As a result of their position in this Championship, the Broughton/Crouch team immediately expressed their decision to enter the Europeans in Finland next year.

During the times we were not racing, alternative entertainment went down well. The "Guess the weight of Jack Wolstenholm" competition was well received. The winner received a stick of rock, SCIRA UK got 6 Pounds Sterling, and Jack got weighed on the official scales. We did not attempt to put him

on the measuring jig!

We also had a visit from a gentleman and his family who own Snipe 5959. This is the first boat to be registered in the UK after the end of World War II. Mr. Douglas May recently wrote to the Snipe Class via William Crosby's address obtained from old literature Mr. May has got. The letter was returned with the reply that it was felt that the Snipe Class must have died with Mr. Crosby! Needless to say, we put him right! Mr. May has lots of photos and memories.

Other news of note: The Erith fleet is quite pleased with their new triple trailer, and the many hands made light work of getting the boats unloaded and loaded.

It was a pity that the racing was not as good as it might have been, but we did manage to get in a

Championship dinner and the Annual General Meeting proved eventful.

One very important presentation took place on Sunday afternoon. The Snipe Class UK members realized the immense hard work and dedication of their long-time National Secretary, John Broughton. The past 18 years have all been due to John. In recognition of this fact, the members had all contributed towards a new trophy for the UK, to be awarded to the highest placing helmsman 45 years or over. Generally it will be known as the UK Masters, but John still has to decide whether he will allow it to be called the John Broughton Trophy. It is a solid silver cup, made in 1912. The design is unassuming, yet perfect —much like the man.

by George and Sarah Mees

**1991 UK NATIONAL CHAMPIONSHIP**  
Broadstairs Sailing Club  
(top six of twenty-one boats)

Finish	Boat	Skipper/Crew	Fleet
1	26996	Matthew Smith/Matthew Baldwin	Budworth Sailing Club
2	24154	John/Deborah Love	Budworth Sailing Club
3	26159	Eric Broughton/Liz Crouch	Stone Sailing Club
4	27871	John Sewell/Ian Sinclair	Maldon Yacht Club
5	26581	Carl Silver/Stephen Lane	Blue Circle Sailing Club
6	20225	Nick McGonigle/Guy Fawlkes	Royal Corinthian YC

**MASTERS TROPHY:** John and Deborah Love, Budworth Sailing Club

**1991 UK JUNIOR NATIONALS**

1	26996	Matthew Smith/Matthew Baldwin	Budworth Sailing Club
2	26581	Carl Silver/Stephen Lane	Blue Circle Sailing Club

# 1ST IN SNIPES



Ullman Sails

Improve your Snipe's performance with the **BEST** Snipe Sails available!

**Ullman Sails, Inc**

410 - 29th Street

Newport Beach, CA 92663

(714) 675-6970

**Ullman Sails, Atlanta**

(404) 945-0788

**Ullman Sails, Dallas**

(214) 741-2364

**Ullman Sails, Florida**

(813) 951-0189

**Ullman Sails, Japan**

466 26 6324

**1991 Results**

- 1st Winter Circuit Overall
- 1st Nassau Overall
- 1st Bacardi
- 1st Gambin
- 1st Midwinters West
- 1st, 2nd, 3rd & 4th ABYC Olympic Classes Regatta
- 1st Bermuda Race Week
- 1st Southern

**1990 Results**

- 1st US Nationals
- 1st & 2nd North Americans
- 1st, 2nd, 3rd & 4th US Masters
- 1st Japan Nationals
- 1st Europeans

**It takes a MIRACLE to WIN!**

**MIRACLE RESULTS**

**1990**

- 1st & 2nd US Nationals
- 1st, 2nd & 3rd North Americans
- 1st Japan Nationals
- 1st Winter Circuit

**ALSO**

- 1st 1988 & 1989 US Nationals
- 1st 1988 & 1989 N. A.'s
- 1st 1987 & 1988 Winter Circuit

**Proctor Masts, USA**



410 - 29th Street  
Newport Beach  
California 92663  
(714) 673 - 7817

Also available:  
1x7 Rigging  
Adjustable Spreaders

## CLASSIFIED

Classified ad rates: ten cents per word. Minimum charge is \$3.00 per month. Ads are accepted on a cash basis only. **WE WILL NOT BILL YOU FOR AN AD!** Don't even ask! Ads accepted by mail only. We cannot accept ads over the telephone and we will not return calls relating to ads. The deadline is the first of the month preceding publication. Ads received after that date will appear in a later issue.

**ACRYLIC SNIPE DRYSAIL COVERS.** Acrylic will not rot, mildew, shrink or become brittle. Best cover material available with outstanding workmanship including velcro stay enclosures and main zipper made of delrin fully enclosed with velcroed zipper flap. A flat type cover with halyard cockpit lifting bridle made for the boat with the mast up or down and boom off. No. 1 has a 6" skirt \$189.00 in white and \$199.00 in blue. No. 2 has full sides to the chine @ \$265.00 in white and \$275.00 in blue. No. 2 same as No. 1 but has custom looking tapered full skirt for ultimate protection with zipper at bow for glove like fit. Rudder covers \$38.00 shipped UPS ppd. for orders with payment in full. Visa, MC, AmEx, or COD available. Special colors upon request. Contact Chris Rooke (901) 744-8500, ROOKE SAILS, 1744 Prescott So., Memphis, TN 38111

**WEATHERMARK-TOP COVER:** Full deck and topside cover including PVC/Polyester construction, drawstring skirt, velcro closures, tie down straps, main halyard support, fully reinforced contact areas \$160 (white only). **SUPER-PADDED CENTERBOARD COVER** with carry handle \$49. **SUPER-PADDED RUDDER COVER** \$35 (both blue). **CONTACT:** WEATHERMARK, INC. Dave Pritchard, 6087 Holiday Road, Buford, Georgia 30518. (404) 945-0788. FAX (404) 932-0622

**CAN'T AFFORD A NEW SNIPE?** Call Bill Buckles at One Design Leasing for details about leasing a new Mueller. (216) 288-0002 or write: One Design Leasing, P.O. Box 78, Lorain, OH 44052

**MISSING:** From the 1991 U.S. Snipe Nationals: 1991 North SS2 jib. 1991 Fisher main #25841. Anodized centerboard, Reynold's rudder. Please contact: Terry Timm, 214 W. Michigan Ave., Saseline, MI 48176. Phone 313-429-5433.

**WANTED:** We are reactivating Snipe Fleet #729 at the Eagle Creek Sailing Club on the west side of Indianapolis. We need a number of old fiberglass Snipes or Snipe hulls (Lofland, Lemke, etc) to help things along. Contact Mike Girdley at 317-745-5788 evenings, or 317-230-2718, weekdays, with information and price.

**WANTED:** 4 used Snipes for children's summer camp in Albonquin Park, Ontario. No trailers necessary. Our ideal boat is fiberglass, in good condition, very sturdy, with one suit of sails, and rigged simply. Fax: (416) 975-9060, or write: Camp Arowhon, 72 Lyndhurst Ave., Toronto, Ontario M5R 2Z7. (nd)

**16' SNIPE CLASS #19337—Fiberglass boat.** Levinson sails, jib and main. Extra rudder. Whisker pole, trailer. 1972 year model. \$1,250.00 St. Simons Island, GA. 912-638-5475 (ndj)

**FOR SALE:** New Cobra II mast. Used aluminum mast and boom. Used Fast sails! Fiberglass Chubasco hull, self-rescuing, with hardware and one suit of sails. Perfect for lake racing. \$350.00. Write for details: Gonzalo Diaz, Sr., 5520 S.W. 72nd Ave., Miami, FL 33155-5517. (djf)

**CHUBASCO 21361—Yellow and white.** Lofland trailer. Two suits North sails, Cobra mast. Aluminum boom. Cover, compass. \$1,500. George Nichols, Decatur, Illinois. 1-217-429-1407. (asondj)

**MCLAUGHLIN 24109,** Blue hull, white deck, Cobra II mast. Pole launcher, Sailor's Tailor covers, New galvanized trailer, race ready, good condition, asking \$2675 OBO. Key Largo Eves: 305-664-8843 (nd)

**MCLAUGHLIN 24631—Tan with red accent stripe.** Covers, magic box, one suit of sails, trailer with spare. Excellent condition, little used. Might deliver. \$2,600.00. Weekday phone: 716-546-7241 (New York). (ond)

**MCLAUGHLIN 24950—White hull with blue graphic.** Covers, excellent condition. New Fisher sails, pole launcher, blue cover, Cobra II mast, galvanized trailer. Must sell, asking \$3,200. Miami area call Dan Zinn. Days: (800) 237-2308. Eves: 305-666-5557. (ndj)

**MCLAUGHLIN 25007—Excellent condition.** Top and bottom covers. Trailer. One suit of Shore sails. Will Sloger 803-881-5592 (home) or 803-743-0797 (office) \$2,775.00. (ond)

**MCLAUGHLIN 25090,** White hull and deck. Cobra II mast with 2 year old Tennessee trailer. 3 sets of sails: North main and jib—4 years old, Sobstad main and jib—used 15 times, Fisher main and jib—never used. New teak rails and many new Harken blocks. Ready to race. This boat has an excellent race record and has only been dry sailed. Asking \$2,400. Call Jay at (508) 358-5952 evenings. (ndj)

**MCLAUGHLIN 25869—Excellent condition.** White hull and deck. Cobra II mast. Older Shore and new Fisher sails. Top, bottom, rudder, and centerboard covers. Southern trailer. \$4,000. Eliot Schecter 405-478-8662. (d)

**MCLAUGHLIN 26451—Built in 1986.** Light grey hull, light grey deck. Rarely sailed, in excellent condition! Includes: Cox trailer, one suit Shore racing sails, one suit Shore practice sails, Cobra II spars, Trailer toter and boat cover. For more info call Charlie Pendleton, Marblehead, Mass. 617-639-0688 (d)

**SAILS:** New Shore main \$200.00. New Shore jib \$100.00. Used jib, excellent condition, \$40.00. Len and Diana Dolhert (301) 531-6349. (d)

**MUELLER 26897—White hull and deck,** Bryant mast, pole launcher, top and bottom covers, trailer, two suits Fisher sails. The infamous "Edna". \$4,000. Call John Dentinger, Rochester, NY 716-461-1551 (ndj)

**MUELLER 27443—White hull, grey deck.** Excellent condition. Cobra II spar, pole launcher, compass and magic box. Fisher sails, only a few races. Top, bottom and rudder covers with Tee-Neer trailer. Must sell quickly, \$4,500 or best offer. Suzanne (813) 972-2079. Tampa, FL (d)

**PHOENIX 23658—White.** 2 sets Ullman sails. Firestick mast. Registered Highland trailer. Competitive boat! \$2,800. Call Borje, Newport Bch, CA. 714-760-9195 (home) or 714-725-2783 (work)



## Sanctioned Snipe Regattas

January 4-5, **DEAD OF WINTER**, Bill Welch, P.O. Box 2154, St. Petersburg, FL 33713, 813-821-0900

March 14-17, **MIDWINTER CHAMPIONSHIPS**, Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621, 813-796-3805

March 20-22, **DON-Q RUM KEG REGATTA**, Gonzalo Diaz, 5520 SW 72nd Ave, Miami, FL 33155-5517, 305-667-0492

March 25-28, **BACARDI AND GAMBLIN REGATTAS**, Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas. FAX: 809-393-0822

July 7-12, **JUNIOR WORLD CHAMPIONSHIP**, Motala, Sweden. Chairman: Christer Jacobson, Foreningsgatan 37, 25241 Helsingborg, Sweden. TEL: +46-42-14-6182

July 15-21, **EUROPEAN CHAMPIONSHIPS**, Gamlakarleby Segelforening, Karleby, Finland. Chairman: Per-Ole Holm, P.O. Box 22, SF-67101 Kokkola, Finland, FAX: +358-68-20087

August 1-7, **U.S. NATIONAL CHAMPIONSHIP & JUNIOR NATIONAL CHAMPIONSHIP**, Alamitos Bay Yacht Club. Chairman: Ron Fox, 2131 Tevis Ave., Long Beach, CA 90815, TEL: 213-596-1801

September 13-16, **U.S. MASTERS CHAMPIONSHIP**, Medford Boat Club, Chairman: Ralph Swanson, 1 Windsong Lane, Winchester, MA 01890-2218 TEL: 617-729-2423 (Dates subject to change)

September 16-19, **NORTH AMERICAN CHAMPIONSHIP**, Crescent Sail Yacht Club. Chairman: Fred Rozelle, 850 Oxford Rd. N., Grosse Pointe Woods, MI 48236, TEL: 313-882-3533

October 3-10, **WESTERN HEMISPHERE CHAMPIONSHIP**, Royal Nassau Sailing Club, Chairman: Jimmy Lowe, P.O. Box 1124, Nassau, Bahamas FAX: 809-393-3592

\*\*October 22-25, **MASTERS WORLD CHAMPIONSHIPS**, Clube Internacional da marina de Vilamoura, Vilamoura, Portugal. (Contact and more details when available.)

## SUPPORT BULLETIN ADVERTISERS

# SKIPPER *Snipe*

Want's to  
congratulate the  
SKIPPER TEAMS  
in the World  
Championship  
1991, especially  
with the 1. 3. 4. 5.  
6. 7. 8. marks.

*Prices and Quality that  
stand all comparison*

IT DOESN'T HAVE  
TO BE EXPENSIVE TO  
**WIN**



# North & Fisher join forces to bring you the world's best Snipe sails & service!

Yes, you heard it right . . .

North Sails and Fisher Sails have merged! Now Snipe sailors have access to the most comprehensive one-design experience in the world.

The same legendary Fisher Snipe designs are still available, along with the North Snipe designs used by sailors who won the Worlds in 1991.

You'll also get the same outstanding reliable personal service. Add to that the famous quality and support from the North Sails organization and you've got an unbeatable combination.

Look for the same Fisher and North representatives on the Snipe circuit. We're anxious to help you get the most out of your sails, and are always ready to help you make your Snipe sail even faster.

We hope you'll continue to consider us your personal sailmaker!

*"Give me a call. I'm fired up about this change! I'd love to tell you why it is going to be so great sailing with the North Team."*

*Greg Fisher*



**North Sails One-Design West**  
Vince Brun, Chris Snow  
1111 Anchorage Lane  
San Diego, CA 92106  
TEL 619-226-1415  
FAX 619-224-7018

**North Sails One-Design Central**  
Greg Fisher  
330 W. Spring Street  
Columbus, OH 43215  
TEL 614-221-2410  
FAX 614-221-1228