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BULLETIN

**MARCH
1993**

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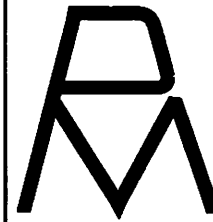
1990

1st & 2nd US Nationals
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THE COMMODORE'S BULLHORN

The next World Board meeting will be held at the 1993 World Championships, Clube Dos Jangadeiros, Porto Alegre, Brazil, in November. There are already several items on the agenda. One topic for discussion is whether or not very old Snipes, which do not comply with current measurement tolerances, should be allowed to compete at the highest levels of competition. The older Snipes are currently grandfathered. By grandfathering the old boats the Class is saying, in essence, "We will not change the rules and thereby obsolete older boats." Therefore, if you purchase a legal Snipe today, it will always be a Snipe.

On the other hand, if, in fact, the older boats have an advantage in certain conditions, is it fair for the owners of Snipes built under the current measurements to compete against a few faster boats? There are a limited number of older boats and therefore not everyone has access to them.

Apparently these older boats are being totally rebuilt but maintain the old numbers and therefore are measured under the older, more lenient standards. (The tolerances for hull lines were much more flexible.) Please express your opinion on this issue so that the Board can make decisions based on your wants and wishes.



BE HEARD

Another issue on the agenda is the centerboard bridle. Some members feel that the bridle allows competitors to raise the board higher than the rules permit. Others feel that it is unsafe to have the centerboard held in place when the boat capsizes and turns turtle.

Rules Committee Chairman Dan Will

iams has polled the Board after John McCall suggested that bridles be eliminated at the Western Hemisphere Board meeting in Nassau. (See Minutes in the February 1993 *Snipe Bulletin*.) His proposal was to return to a hook for holding the board up. The SCIRA Board felt that this was not a serious safety factor and that there was no need to change the rules prior to 1995 when rules changes are allowed by our Constitution. However, the Board did suggest that this issue be discussed in November so that a proposal could be drafted for the 1995 meeting. What do you think? Should the centerboard bridles be eliminated, or should the individual sailor decide the best way to hold the board in a raised position?

If you have issues that you feel should be discussed at the next World Board meeting, please write me or Tom Payne so that your proposal can be placed on the agenda.

Your Sailing Friend, Terry Timm

Sobstad



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San Diego

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92106

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New Year's Resolutions For 1993

1) *Learn more about what makes my Snipe go fast.*

SOLUTION- Call Sobstad and have them send you their tuning guide

2) *Improve the rigging on my Snipe.*

SOLUTION- Call Sobstad for the best rigging ideas and suppliers for the parts you need.

3) *Improve the level of sailing in my fleet so I can improve.*

SOLUTION- Call Sobstad to come out to your fleet and host a seminar

4) *Have more fun sailing my Snipe.*

SOLUTION- Do all the above and get some faster Sobstad Snipe sails.

Dear Snipe Sailors,

There is no simple formula for improving your performance on the race course. It takes a patient attitude and a focused approach toward solving the problems. I hope that we here at Sobstad can give you the direction you need in your quest to improve.

Sincerely,

A handwritten signature in black ink, appearing to read 'Craig Leweck'.

Craig Leweck

AROUND THE SNIPE WORLD

NO CREWS? NO NEWS! One of the first editorial policies that we set when we came on board simply requires that regatta reports must list the crew's names in order to appear in these pages. We've heard the argument that the skipper, as the owner of the boat, may have more to do with participation and results than the crew, but we don't buy that. The crew is part of the team. You can't sail without them. We will continue to enforce this policy regardless of who sends in the results.

At the same time, we urge all skippers to support SCIRA by having their crews join the Class at the new "Crew" membership level. It's only \$15.00 per year and includes a subscription to the *Bulletin*. This could be a thoughtful "thank you" gift for that regular who helps you make it around the course.

1993 U.S. NATIONALS NOTE: Please don't fax to Regatta Chairman Ted Pinkerton III before 6:00 P.M. Please send your faxes after business hours.

SCIRA BAHAMAS has a new National Secretary: Captain Peter Christie, P.O. Box N8164, Nassau, Bahamas. Tel: +809-322-1041, FAX: +809-326-5642

DISTRICT FOUR'S members have voted to make a generous contribution to the U.S. Perpetual Fund. In March, 1993, they will donate \$1,300 from the District's cash reserves. Also, an ongoing program has been established which will contribute \$1.00 from each registered boat in D-4 Sanctioned Regattas. Good move, D-4!

OLYMPIC VIDEO: The official IYRU film of the Games of the XXV Olympiad, "The Story of The Olympic Regatta—Barcelona 1992" is now available. The 52-minute program features interviews, and some great sailing footage. It is available in two formats. The price is 19.95 Pounds Sterling for the VHS PAL copy, or 24.95 Pounds Sterling for a VHS NTSC copy. Include 2.00 Pounds Sterling for postage. The two video formats are because the TV system in the U.S. is different from the system in Europe, but your editor is not sure which is which. Ask an expert! CONTACT: IYRU, 27 Broadwall, Waterloo, London SE1 9PL, England. Telephone: +44 71 928 6611, or FAX: +44 71 401 8304.

VICTIM OF ANDREW: Mitchell Harvey writes: Snipe #25233 was destroyed

by Hurricane Andrew. The insurance surveyor found it on top of a trash pile at the US Sailing Center. The good news is that I now regularly crew with other members of Miami Fleet 007. Please let me or the "Old Man" know if anyone needs a crew for the Don-Q. (Please see Classifieds for Mitchell's sale of salvaged pieces.)

NEW ADDRESS AND FAX: SCIRA's Vice Secretary for the Western Hemisphere, Mr. John MacCall, has a new address: San Martin 379, 5 Piso, Capital (1004), Argentina. His new FAX is: +54-1-325-4970.

LETTERS:

Dear Mr. Payne,

We at the Santa Monica Police Department wish to thank you and the Snipe Association for the donation of the plans and other information that you have supplied us for our PAL program. I really think we have a great thing going and are really putting a max effort into the program.

I presently have ten kids, ages 8 through 15, in the program of building the Snipes. We have made the required templates for the frames and will now start the jig since we got the lumber we needed today. The kids are really excited (as am I), and we have to resist the temptation to rush since we want the boats to measure in.

I will keep you posted on our progress and will send progress photos from time to time.

Please relay our thanks to your Commodore and all who have been instrumental in providing this help.

Respectfully,
Bo Clampett, Rangemaster,
Santa Monica Police Department

THE COVER: Young Tom Coates joins his father and grandfather for his first Snipe sail, becoming the fifth generation to sail Snipe #266±. Please see the complete story in this issue.

NUMBERED SNIPES: 236 numbers were issued during 1992: Brasil, 5; Denmark, 32; England, 5; Finland, 2; Italy, 13; Japan, 105; Norway, 5; Portugal, 6; Spain, 25; Sweden, 5; and USA, 33.

CHARTERED FLEETS: 817



(USPS 611-500)

MARCH 1993

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S.C.I.R.A. OFFICERS

Commodore

Terry Timm

2124 Tuomy Rd.

Ann Arbor, MI 48104

Vice Commodore

Horacio Garcia Pastori

Av. Libertador 1623 P#1

Montevideo, Uruguay

Rear Commodore

Jimmy Lowe

P.O. Box 1124

Nassau, Bahamas

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.

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CHANGE OF ADDRESS

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

NEW OFFICERS:

LOWE IS REAR COMMODORE

Jimmy Lowe, of Nassau, Bahamas, is the Rear Commodore for 1993. Jimmy is no stranger to international competition as he has represented SCIRA Bahamas in many events, two Worlds, and four Western Hemisphere Championships, including the recently sailed 1992 Western Hemisphere Championship, which he helped organize.

Jimmy has been sailing Snipes since 1972. He has owned four Snipes, including an old Chubasco which he restored for his son, Jody. Jimmy feels that his work with the local junior sailors is important to the future of SCIRA Bahamas. "These 13- and 14-year-old sailors are the foundation for our future."

JAPAN'S SHINODA CONTINUES AS MEMBER AT LARGE

One of the most respected members of the Japan Snipe Association, Akibumi Shinoda has been re-elected to another three-year term as Member-at-Large. A Snipe sailor since 1954, he has been a regular competitor in the Japanese Snipe Championships and the National Athletic Yachting Regatta since 1961. He has also been active in the Dragon Class and is a former Japan Dragon National Champion.

A member of the Japan Yachting Association since 1954, Shinoda-san was a Jury Assistant at the 1964 Tokyo Olympiad. Mr. Shinoda has served on the SCIRA Board since 1990.

MICHIGAN'S FRED ROZELLE—MEMBER AT LARGE

Fred Rozelle, with his wife Jan as crew, has been sailing Snipes since 1979. A life-long sailor, Fred has served as Fleet Captain and District Governor of District Three. The Rozelles are members of Crescent Sail Yacht Club where Fred has served on the Board and continues to be active in club activities. Fred was the Regatta Chairman of the 1985 U.S. National Championship and the 1992 North American Championship. He and Jan are known throughout the U.S. as a very competitive team, having placed as high as fifth in the U.S. Nationals. He and Jan have two young sons, Curtis and Steven. Fred is a Certified Public Accountant.

DISTRICT FOUR'S HACKBARTH—MEMBER AT LARGE

The retiring Governor of District Four, Don Hackbarth, has been elected to fill the remaining two years of Susan Taylor's term, 1993 and 1994.

For the past eight years Don has been one of the most active Snipers in D-4. To say that his sailing skills have improved would be a terrific understatement, as his attendance at so many regattas has moved him from the back of the fleet to the front. In 1991 and 1992 Don won his fleets' coveted Bill Lynn Trophy, presented to the member who traveled to the most SCIRA-Sanctioned events. In 1992 Don's hard work and perseverance paid off as he won

the District Four High Point Championship. (Hopefully he will continue to sail his old, slow boat!)

Don gave an early indication of his interest and willingness to work for SCIRA when he took vacation to be on hand to work at the 1988 Junior Worlds in St. Petersburg.

Don is a native of Pewaukee Lake, Wisconsin, where he spent his youth water-skiing and crewing on Scows. He moved to Atlanta in 1984, joined Atlanta Yacht Club, and began sailing Snipes. He and his wife, Marianne, have two sons, Mike and Brian. Both are active Snipe sailors.

TAYLOR RESIGNS: Susan Taylor, the first woman to grace the SCIRA Board, resigned her position effective January 1, 1993. Susan is the Executive Director of the Santa Maria Cup and the Columbus Cup, held in May and October, respectively, on the Chesapeake Bay. The Columbus Cup format has changed from match to team racing. This radical change in the format upset Susan's planning for 1993, causing her to devote more time to her job and leaving little time for her SCIRA duties. Also, she and her husband/crew, Scott, are expecting another addition to their family.

Susan, the entire membership of SCIRA thanks you for your service and we wish you luck. Hopefully it won't be long until you find the time to return to service for the Snipe Class.

SCIRA EUROPE LOOKS TO THE COMING SEASON

by John Broughton, General Secretary, SCIRA Europe

Europe has wintered well and managed to claim ten new boat numbers over the period.

The World Masters, hosted by SCIRA Portugal in October, was a big success. Appreciation is expressed to SCIRA Portugal for the number of top quality boats supplied. True to their cultural upbringing of extending sincere hospitality to visitors, the membership went to much trouble in bringing Snipes from all over Portugal to the Algarve. Even when last-minute entries came in, requesting charter boats, the organized system was able to absorb and deliver right up to the last minute. Gratitude must be expressed to the President of Portugal's Sailing Federation, Mr. Anto-

nio Roquette, for the genuine show of friendship in loaning his new Snipe to Bebe Juetz of Brasil, while he sailed his old boat. National Secretary Gil Guedes de Queiroz, who had only taken office a few months before, showed great efficiency and control in the administration of the hosting Vilamoura club.

The Paris Boat Show, Prior to Christmas, had a prominent Snipe stand in the Exhibition hall. On display was a new Itamarine Snipe which attracted genuine interest. Throughout the week's exhibition the Snipers manning the stand were kept busy. Full credit must go to the many volunteers who worked day and night to ensure success.

Another great boat show was held in Helsinki, Finland. On the Finnish Federation stand was a Snipe. Applause goes to National Secretary Roger Nylund and officers for the work undertaken. Sailing has taken a "knock" in Finland, but Snipe seems the least-damaged of all the dinghy classes.

Throughout the winter, SCIRA Sweden has held meetings to finalize their plans for the 1993 season, especially getting their teams to Brasil for the Worlds. Many of Sweden's Snipe fleets are alongside lakes, and so many of the sailors lack "sea" experience. Sweden's organizing officers have planned to hold their elimination trials on neighboring country's sea courses;

one such attraction will be Denmark's Vibro Cup.

At the 1992 meeting of the European National Secretaries, Spain threatened to increase its number of Snipes by 10%. That goal looks to be broken by mid-summer. With Spain hosting the European Junior Championship and the European Masters Championship, much credit must be given to National Secretary Eduardo Herreros for undertaking two such important events in this, his second year in office.

Another show of European solidarity was the IYRU Meeting in London. To the traditional November London fog came SCIRA's IYRU Representative, Per-Ole Holm, together with a supporting team of interested and dedicated class supporters. Appreciation to those Snipers that took time off to attend the ten-day meetings. Per-Ole held the SCIRA torch high and gained the class much acclaim.

All European countries have worked throughout the winter to establish another great season of growth. This shows the

confidence and drive of the SCIRA European officers and members to continue the progress of the Snipe. Looking back over 1992, one is well aware that it was one of the worst years of economic recession. Against this background, gratitude goes out to each National Secretary for the hope and drive that they instilled in their respective memberships to uphold the active racing of the fleets.

With the spirit shown over the past twelve months, I see a fruitful and full 1993 for SCIRA Europe.

FIVE GENERATIONS OF SNIPERS

by Tom Coates, Barton Pond, Michigan

This past summer I was encouraged by several members of our Snipe fleet to send the *Bulletin* a photo of my Snipe. The occasion was the first sail of my grandson, Tom, who is the FIFTH generation of Coates to sail on this boat. Young Tom took the helm for several tacks, so now I'm hoping to use him as my crew, very soon.

In the summer of 1936 my grandfather often took me sailing in our new Snipe. One day, after a sail, he said: "take her out," and pushed me out into the lake. That vote of confidence started a lifetime of enjoyment, sailing all sorts of craft.

Years passed, and then it was my turn to watch my son and grandson sailing. It was a great moment for me, especially because it was the same Snipe I had sailed 56 years ago.

My father purchased this Snipe in the spring of 1935 from the Thompson Brothers Boat Works in Pestigo, Wisconsin. I've been told that the cost was \$248.00, which included the boat, sails and shipping to Brighton, Michigan.

For fifty years the boat was anchored out in a small lake. When I joined Snipe Fleet #520 at Barton Pond, the Snipes were dry-sailed. This proved to be a problem for the old boat as she opened up and I had to include bailing as part of racing.

I haven't been able to determine the hull number of my Snipe, either from the hull, or from inquiry to SCIRA. The boat yard burned in the 1970s and the successor to Thompson Brothers have no records from the years before the fire.

The current sail number came about through a succession of fumbling attempts to replace a 1940 cotton mainsail. First, I accepted an old main from a friend. This old salt failed to mention that his son had used felt pens to draw a 3' by 4' Budweiser label in the middle of the sail. So, when

I first joined Barton, the boat was known as "Miss Budweiser." A fleet member offered a fairly new main and we laid it out over "Miss Bud" to see if it fit. Of course it did, and after sewing on 25 sail-track glides an onlooker suggested I remove the last two numbers of the new sail, and as I had been told that the original number must have been under 500. I agreed. Now the sail number is 266±.

The new 266± proved to be too full at the luff for a stiff wooden mast and we had to take out about four inches. Otherwise I have tried to keep the rig as it was, including all the original galvanized hardware.

Many people have asked me if this boat is a Snipe. I'm always shocked, but it is quite different than a modern Snipe. Here are some of the differences:

1. The rig is five or six inches further aft.
2. The cockpit starts about twenty-four inches aft of the mast.
3. There are no spreaders.
4. The mast is made of four pieces of wood and is eighteen inches shorter with brass sail tracks.
5. Thus the boom is 14" lower.
6. The deck is canvas-covered planks.
7. The centerboard is 3/16" steel plate.
8. The rudder is swing-up, with lead weight to keep the blade down.
9. The weight is approximately 600 pounds.
10. The deck layout includes an outboard motor well on the port side.
11. You have a sheet and halyard for each sail...and that's it.

The fact is that the modern Snipes are much faster, but harder to sail. We've never won a race, but occasionally we will slip by someone who has sailed into a deep hole. And for 266± and me, that's as good as a fleet championship!

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FUNSCH AND CASESA FREEZE COMPETITION AT 1993 DEAD OF WINTER

The St. Petersburg Yacht Club and Snipe Fleet 801 welcomed the 1993 sailing season bright and early with the 6th Annual Dead of Winter Snipe Regatta January 2 & 3. Or make that, sunny and early, judging by the sloth-like appearance of the competitors as they rolled into the Sailing Center for registration and practice sailing on New Year's Day. They were greeted by blue skies, warm temperatures and good wind for those who arose early and got out on the water in the morning. Those who chose a cushy pillow and aspirins over a hard deck and doughnuts in the AM could be heard cursing that bright thing setting to the west and the incompetent weatherman who predicted strong winds all day as they drifted back to the dock, hoping to make the welcoming social in the regatta room at SPYC's new building before the food ran out. Those who planned it right, and those who didn't even get up early enough to sail in the afternoon, enjoyed burgers and grilled chicken, watching videos of past year's racing, and catching up with old friends from around the Sniping community. Social activities were what could be described as mild by Snipe standards, perhaps due to the date on the calendar, maybe due to the predicted 15 to 20 with thunderstorms for Saturday's racing. Whatever the reason, most competitors made it a reasonably early evening and saved it for the next day.

45 boats were pleasantly surprised by 8-10 knots and blue skies as R/C Chairman Dick Funsch and his committee fired the gun to start the first race.

Reinhard Noack and Andy Gooding led the fleet upwind in the shifty northeasterly breeze that featured a surprise back to the left as the fleet approached the mark. Marty and Andra Kullman followed in second just ahead of a tight group. The first two held their positions while the pack jugged positions back and forth around the triangle and up and down. Two tacking duels began up the last beat between Noack/Gooding and the Kullmans for first and Mike Funsch/Mike Casesa and Birger Jansen/Carine Juliussen for third. A shift to the right combined with a lull on the left put Funsch/Casesa in second right behind Noack/Gooding. The Kullmans finished third, Jansen/Juliussen fourth and Hal Gilreath/Sherry Eldridge rounded out the top five.

The breeze had increased to 10-15 by the start of the second race. Henry Filter/Liz Merrifield and Larry Suter/Toshi Sakama led a pack from the right middle

across the fleet right after the start but it was the boats who went further right among the top group around the windward mark. Buzzy Heausier/Bryan Hackbarth was the only team to come out cleanly from the left and rounded first, followed by Funsch/Casesa, the Kullmans, Ethan/T Rudy Bixby and the pack. Funsch/Casesa got by Heausier/Hackbarth after the gybe mark and never looked back, extending on every leg by opting for the slightly stronger breeze on the right and staying on top of the fleet. Heausier/Hackbarth dropped several boats on the second beat going right early, putting the Bixby's in a solid second place. The pack traded back and forth on a shifty run, fighting for a good position at the mark to allow a quick jump to the favored right side. Jansen/Juliussen hung tough on the run and the last beat to finish third. Heausier/Hackbarth came back to finish fourth, just ahead of Peter Commette/Connie Suddath who came on strong after getting out to the first race late and finishing 41st. First bad break of the regatta went to Noack/Gooding, who lost their mast going up the second beat.

The breeze held up for the third and final race of the day. After a general recall, the fleet started cleanly and Commette/Suddath tacked quickly to the right from about a third of the way up from the pin and led a group from the middle over to the right. Mark/David Mendleblatt and Funsch/Casesa escaped the cluster at the

pin to lead the pack in from the left while Jansen/Juliussen, the Kullmans, Heausier/Hackbarth and Gilreath/Eldridge brought another group in from the right. At the top mark it was close quarters with Commette/Suddath leading, the Mendleblatts second, Jansen/Juliussen third and the pack on their heels like dogs after a T-bone. Commette/Suddath stretched out on the reaches, securing the position they would keep for the race, while the battle for second raged on. At the bottom mark, it was Commette/Suddath, Jansen/Juliussen, the Mendleblatts, Funsch/Casesa and Heausier/Hackbarth. By the second windward mark Funsch/Casesa had moved up to third and the Mendleblatts had dropped back to fifth behind Gilreath/Floridge. The top three held down the run, followed by Thistle guru Chris Klotz/Jeff Layne who had made big moves on the left side coming down, and Gilreath/Fioridge. The top 5 held position up the beat to finish as they rounded. As the fleet headed for the shore, the showers, and the coolers (the Ohio Snipers forgot their blender and won't be allowed to return without it!!!) the leaders in the clubhouse were Funsch/Casesa, followed by Jansen/Juliussen, the Kullmans, Heausier/Hackbarth and the Mendleblatts.

As has become tradition for the DOW, Saturday night featured a buffet dinner followed by the famous door prize drawing which featured a North main and jib as the most sought-after prizes. All went well except for the awarding of the main, when

Downwind action at the 1993 Dead of Winter Regatta. Dennis Kelly photo.



a jealous crowd got rowdy after the winning name was drawn. To avoid an ugly scene, police dogs, SWAT team, rioting and looting, the winner returned the main to the prize pool, which was then won by a recipient more acceptable to the mob. A special presentation of a Snipe half-model was made to Dick Funsch, who has been R/C Chairman every year the regatta has been held.

A number of competitors, ignoring the race committee's warnings that the race would start on time, allowed the party to spill into the lounge downstairs and then across the street to a local piano bar. While you may not know what all of your friends in the Snipe fleet do for a living, rest assured, none of them make it as singers. Nonetheless, they were entertaining enough to the crowd to convince the owner to keep his establishment open late, a gesture they appreciated when the warning gun fired on time the next day.

Sunday morning came in with a vengeance, with a steady breeze in the low 20s and gusts to 30. Having been forewarned about Snipers' lack of fondness for taking their boats dead down in swells and a breeze, the race committee chose to send the fleet twice around the triangle with a final windward leg instead of the Olympic course used the day before. Several recalls and a postponement due to a wind-shift gave the fleet time to get used to the 3-5-foot swells out of the Northeast. When the race finally started it was a boatspeed contest to the first mark, as the steady breeze primarily offered changes in velocity and not direction. Noack/Gooding led 6 other boats around the top mark a good distance ahead of the rest of the fleet. An exhibition in planing and wave riding ensued, until the first gybe of the race. The wing mark didn't wait long to claim its first victim, as Noack/Gooding beat the '94 Christmas rush to the "Gybe mark wading pool." Commette/Suddath surged to the lead by the leeward mark, followed by the Mendleblatts, Funsch/Casesa, Filter/Merrifield, the Bixby's and Jansen/Juliussen. By the second windward mark, in a scene that would be repeated, Filter/Merrifield and the Bixby's had moved past Funsch/Casesa, with the rest of the top 6 remaining the same. Funsch/Casesa once again got back to third on the reaches, only to drop back to fifth by the finish. Commette/Suddath claimed their second straight bullet, with David Mendleblatt, showing brother Mark how he should have done it when he steered, finishing second. The Bixby's crossed third, just ahead of Filter/Merrifield after overlaying the pin and reaching down to get their bow back out in front.



Sue Reischman and Jane Meinhardt work their way upwind at the D-O-W. Dennis Kelly photo.

1993 SNIPE DEAD OF WINTER
St. Petersburg Yacht Club
Ties Resolved

| Finish | Boat | Skipper/Crew | Places | Points |
|--------|-------|------------------------|-----------------|--------|
| 1 | 25951 | M. Funsch/M. Casesa | 2-1-3-5 | 10.85 |
| 2 | 27410 | B. Jansen/C. Juliussen | 4-4-2-6 | 15.00 |
| 3 | 27274 | M. Kullman/A. Kullman | 3-6-6-12 | 27.00 |
| 4 | 22628 | M. & D. Mendelblatt | 6-8-11-2 | 27.00 |
| 5 | 28914 | Filter/Merrifield | 9-9-12-4 | 34.00 |
| 6 | 25948 | E. Bixby/T. Bixby | 11-2-20-3 | 36.00 |
| 7 | 25045 | Nealister/Hackbarth | 13-4-7-16 | 40.00 |
| 8 | 2666 | Burke/Newman | 7-12-10-13 | 42.00 |
| 9 | 24702 | Thompson/Green | 8-10-14-11 | 43.00 |
| 10 | 27539 | Commette/Suddath | 41-5-1-1 | 47.50 |
| 11 | 25127 | C. Klotz/J. Layne | 23-13-4-10 | 50.00 |
| 12 | 25483 | Gilreath/Flordige | 5-16-5-DNF | 64.00 |
| 13 | 24600 | Beadsley/Pritchard | 12-19-8-25 | 64.00 |
| 14 | 21705 | Suter/ | 25-11-26-7 | 69.00 |
| 15 | 27273 | Schoenberg/Flynn | 26-7-21-18 | 72.00 |
| 16 | 26926 | Pline/Foulke | 29-17-17-17 | 80.00 |
| 17 | 25071 | D & M Hackbarth | 19-29-13-20 | 81.00 |
| 18 | 24807 | Burke/Ross | 10-15-18-DNF | 81.00 |
| 19 | 27772 | B. Welch/D. Klotz | 24-25-16-19 | 84.00 |
| 20 | 24020 | Obenshain/Slocum | 14-31-31-9 | 85.00 |
| 21 | 25659 | Schmidt/Alexander | 18-21-9-DNF | 86.00 |
| 22 | 28202 | Buckler/Murray | 28-14-22-24 | 88.00 |
| 23 | 22478 | Rosenfeld/Drinker | 27-33-23-14 | 97.00 |
| 24 | 25815 | Noack/Gooding | 1-DNF-DNS-8 | 97.75 |
| 25 | 26900 | K & K Voss | 21-24-15-DNF | 98.00 |
| 26 | 26397 | B. Foster/L. Brehmer | 16-22-25-DNF | 101.00 |
| 27 | 24087 | Mollet/Wehrle | 15-23-28-DNF | 104.00 |
| 28 | 25750 | B. Carpenter/N. Carper | 31-30-34-21 | 106.00 |
| 29 | 26763 | Russick/Caesesa | 22-32-29-23 | 106.00 |
| 30 | 25058 | S. Zebny/M. Palm | 20-18-33-DNF | 109.00 |
| 31 | 25428 | Silvernail/Goforth | 33-27-19-DNF | 117.00 |
| 32 | 26761 | Lippincott/Pearson | 17-20-35-DNS | 117.00 |
| 33 | 26110 | McSweeney/Brinker | 39-36-32-15 | 122.00 |
| 34 | 27253 | Reischman/Meinhardt | 30-28-30-DNF | 126.00 |
| 35 | 27027 | Hackstaff/Herbert | 32-34-38-26 | 130.00 |
| 36 | 25952 | Schmit/ | 37-38-34-22 | 131.00 |
| 37 | 26306 | Hudgins/ | 35-35-27-DNF | 135.00 |
| 38 | 24627 | Griffith/Griffith | 43-39-37-27 | 146.00 |
| 39 | 24044 | Huntly/Stockhausen | 36-26-39-DNS | 146.00 |
| 40 | 19795 | Edwards/Fogharty | 34-37-36-DNS | 152.00 |
| 41 | 23177 | J. Hill/J. Hill | 38-41-40-DNF | 157.00 |
| 42 | 27600 | P. Elgenfritz/M. Keech | 42-40-41-DNS | 168.00 |
| 43 | 4264 | B. Dunn/D. Dunn | 40-42-42-DNS | 169.00 |
| 44 | 16314 | R & D Best | 44-43-43-DNS | 175.00 |
| 45 | 26300 | T. Kersker/A. Kersker | DNS-DNS-DNS-DNS | 180.00 |

After viewing the carnage on the water, and the number of DNS's and DNF's, the committee decided the competitors had had enough and called it a day. Having survived the race ahead of their closest competition, Funsch/Casasa claimed their first DOW championship. Second went to the long-distance award winners, Jansen/Ju-liussen. The Kullmans beat out the Mendleblatts in a tiebreaker for third and Filter/Merrifield edged the Bixby's for fifth. A special thanks to Bill and Sherry Welch for organizing an outstanding event, all the volunteers on the race committee, and the members of Snipe fleet 801.

Warning: The dates for next years event will be Dec. 31-Jan. 2. Tentative schedule is for 2-3 races Friday, maybe one race late Saturday afternoon, and two races Sunday. Understatement of the year: "There might be a party Friday night." Look forward to seeing you there.

Author's note: A special mention of honor goes to Gordon Hackstaff and Cindy Herbert, the newest members of St. Pete's 801 fleet. Gordon, who made the beautiful half-model trophies, and Cindy decided to learn how to sail and bought a Snipe this summer. It has been fun to watch their enthusiasm explode into a love for the

sport and the class. While they acknowledge their current position near the back of the pack, it will most assuredly be only a matter of time before they are in the hunt due to their desire and drive. As evidence of this testimony, one needed only to watch them persevere numerous capsizes, refusing assistance which would have kept them from finishing the race. Cindy summed it up best, when she said "It may have been last place, but it was *our* last place!" My own personal congratulations to the two of you.

MADE IN ENGLAND

by John Broughton

In 1945, Englishman Douglas May was looking to build a sailing dinghy. Scanning the sparse literature then available on sailing, he came across the Snipe. Deciding that this suited his requirements he sent to the States for plans and was duly rewarded. Completing the project in 1946, Doug applied for a number and received #5959. The Snipe was christened "SHA NU" which is Chinese for "Wooden Woman." There is a reason for using this Chinese name, but Doug is tight-lipped when asked why.

SHA NU was launched at the Cookham Reach Sailing Club, on the Thames. From day one she was raced; unfortunately, being that there were not enough Snipes to form a fleet in or around Cookham, Doug's competitive spirit could not be satisfied. It was time to move on.

Doug and his wife, Mary, settled on the great expanse of the English Channel, at Poole. Here SHA NU got her first taste of sail water, open seas, and winds that would make her lift her skirt and go like hell. This was real Snipe sailing!

To obtain every minute of pleasure from their boat, Doug and Mary decided in 1949 to expand their horizons by gong cruising. This new venture became so attractive that they decided to make an awning to fit over the boom so they could sleep in the cockpit. This allowed them to use their holidays to go searching for competition. Their first trip was a 190-mile sail around the Isle of Wight to finish up at the Mecca of Yachting, Cowes Race Week. This was the first of many such trips in the early 50s, of which they hold such fond memories.

In 1965 a move to Chatham brought them to their present address, while the

Medway Sailing Club saw 5959 on the active boat list.

As time progressed, SHA NU began to show signs of her years. Doug and his son, Stephen both figured that a move to a more retired life and quieter surroundings was in order, so she was moored on Conyer Creek. There she sulked, for within her wooden timbers SHA NU did not think that it was time to retire. Maybe after 65 years, yes, but here she was a mere 47 years old and she ached to once more feel the excitement and challenge of a Snipe race.

Then, by a great turn of luck, the UK Technical Officer, Graham Campbell, came

to hear of her plight. Curiosity got the better of Graham and off he went to have a look.

Life has turned the full circle, for culminating from this visit, Doug is considering allowing Graham to take SHA NU back to his club at Erith. Here time will be spent on a general tidy-up, with a view to getting her back among the modern Snipes lined up in the dinghy park, where, once more, SHA NU can get into the excitement of racing, lift her skirt and tear off among the young lions showing sail numbers of 27000-plus.

Age? What age? For SHA NU life begins at 47!



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PREPARATION FOR THE NON-PRO

By Peter Commette

Here in the Northern Hemisphere it's time to get ready for the new season. Here's a few thoughts from the 1992 North American Champion:

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.>) Ask: "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.

FRIGID DIGIT 1992

by Hal Gilreath

Forty boats showed up in Annapolis to bid farewell to summer at the 1992 Frigid Digit. The Severn Sailing Association provided perfect winds (12-15 both days), great food, the beer truck, and, in a new twist, Velcro jumping (more on that later). John Danneberger and crew coordinated the whole successful affair.

Saturday was warm and sunny with southwesterly breezes and a running current. The Race Committee, headed by veteran Hugh Elliot, ran three solid races: a windward-leeward, and two Olympic courses. Henry Filter and Nancy Green battled Greg Fisher and Joni Palmer to win the first race, but Fisher and Palmer rebounded to win the second. Filter and Green won the third race but finished the day trailing Fisher by 4.5 points. Pedro and Mimi Lorson, Lisa Foulke with crew, Phil "I love to hike" Richmond, and Jerry Thompson and Sherry Eldridge were right behind the leaders at the end of Saturday's

action.

Saturday night the Snipers took part in a new sport—Velcro Jumping. Is it as dangerous as it looks? YES! Is Snipe sailing in danger of being replaced? Based upon the skill level of those participating: NO! Those who could be lured from the Labatts truck donned Velcro suits and threw themselves into a Velcro-covered board. Lexee Andrews of Newport emerged as the most talented jumper, but Alex Stout and several others gave it their all. The beer truck flowed well into the evening, and Fred Thurston (sporting a new van) supplied the fleet with oysters.

Sunday the breeze filled in from the northeast and skies were overcast. Filter won the first race, but still trailed Fisher by 3.50 points. Only Filter's victory in the final race, in which Fisher finished 6th, ensured victory. Thompson, Foulke and Lorson continued to battle it out in shifty conditions along with Alex Stout and Lee

Ann Randall, who unfortunately suffered a PMS on Saturday. In the Silver Fleet, Guy and Petra Johnson took the honors, and Jason Huggins was awarded the youngest sailor trophy.

1992 FRIGID DIGIT REGATTA Top ten of thirty-four entrants

| Finish | Skipper/Crew | Points |
|--------|--------------------------------|--------|
| 1 | Henry Filter/Nancy Green | 11.00 |
| 2 | Greg Fisher/Joni Palmer | 12.75 |
| 3 | Jerry Thompson/Sherry Eldridge | 35.00 |
| 4 | Lisa Foulke/Phil Richmond | 42.00 |
| 5 | Pedro/Mimi Lorson | 43.00 |
| 6 | Fred Rozelle/Roger Smith* | 48.00 |
| 7 | Hawkeye Dull/Miss America* | 50.00 |
| 8 | Alex Stout/Lee Ann Randall | 51.00 |
| 9 | Rick Harris/Nancy Anderson | 52.00 |
| 10 | John MacRae/Melita King | 58.00 |

FIRST ANNUAL BARTON 24-HOUR SNIPE RELAY

Barton Pond is an impoundment of the Huron River in Ann Arbor, Michigan. If you become proficient in sailing on Barton Pond, you can handle most of the rest of the world. The hills around the pond ensure that wind direction and speed change drastically every few seconds. It is common to have a course leg change from a beat to a run and then back to a beat. Even in light-air conditions, racing on Barton Pond can be exhausting.

One of the Barton Boat Club members was determined to stage an event that would stretch out the exhaustion for a full twenty-four hours. They have a twenty-four hour Snipe race on Mission Bay. Why not on Barton Pond? One of the why-nots is the fact that in the summer wind often dies completely at seven o'clock in the evening. Some club members have become very proficient in fanning the sails to get to shore when stranded on the pond in the evening.

John Johns kept pushing for the event and finally agreed to a shortened version. The race would start at eleven a.m. on July 4, and it would end at eleven p.m. on the same day. There would be breaks in the sailing for eating and partying. We used some of the Mission Bay format to make up rules that would encourage large participation and would not give any team an overwhelming advantage. Unlike the Mission Bay rules, there was no mandatory consumption of booze, but there was an ample supply of beverages for voluntary consumption.

It was an international affair. Thirteen sailors and partners, Bent Paulsen, Id and Ann Crook, Dave Belford, Jennifer Ayers, Sue Redford, Jack and Jean Mitchell, Jack Mitchell Sr., John Cooke, Geoff, Sayre, Betty and Ted Cook, arrived from Oakville, Ontario. They staffed two teams, the Crazy Canucks and the Crazy Canucks II. The three American teams were made up of Barton Boat Club members and their friends. They were the Raiders of the Lost Pond, Rainbow and the Barton Bulldozers.

There were no signs of the mid-summer doldrums. Strong winds blew out of the east, south and west. There were gusts in the thirties and lulls in the zeros. We raced in hour shifts before going to the dock for chaotic crew changes. The strong shifty winds made each hour seem unbearably long.

Having a large team proved to be a big advantage. On the smaller teams, some sailors got only an hour's rest before having to go out again. Injuries such as sore backs, banged-up feet, slivers, and blisters, took their toll on team sizes. We had a rule that the skipper and the crew member were to rotate duties on every other lap of the course. This was abandoned early in the event because it became clear that it would not be safe to put inexperienced sailors at the helm in the tough conditions.

Considering the strong gusts, extreme shifts and inexperienced crews, there were surprisingly few mishaps. Bob Randolph and his wife Kathy got to sail a Snipe together for the first time. When a strong gust hit, Bob commanded, "Hike," but Kathy replied, "I don't hike." Bob did not have long to contemplate that piece of bad news because the boat promptly tipped over. Bob and Kathy righted it in time to have it go over in the next gust. When they righted it again, they spent several minutes in the water discussing the procedure for getting on the boat. In the interim, several boats lapped them. On reaching the dock, Kathy resigned from the already small Barton Bulldozers team.

A smooth transition was critical to keeping up with the fleet. Matt Heywood ensured a fast approach to the transition by simply ramming the dock. On one spectacular approach to the dock, Matt was dismayed to find none of the other members of the Raiders of the Lost Pond ready to relieve him. They were all on shore partying.

There was no hint of rain in any forecast. How-

ever, during the dinner break there were some rumblings that seemed too strong for fireworks. A few minutes later, the sky darkened and we had to scramble to get food, drink and people into our primitive club house. While we worked on the food and drink, the boat house trembled under the force of thunder, strong wind and golf-ball-sized hail. Sirens in the distance signaled that a tornado had been sighted.

At nine o'clock, John Johns reluctantly announced that the twelve-hour relay would be shortened to an eight-hour relay. Each boat had been equipped with a flashlight, and John had lusted for the spectacle of the lights flashing on the sails at the rounding of each mark. However, nobody showed any disappointment about the premature end. The first place trophies went to the Crazy Canucks. Ann Crook's scorecard showed they had sailed forty-seven laps of the course. Even the last place Barton Bulldozers team received valuable awards for its forty-five-lap effort. In one of the breaks in the storm, we went outside to sing *Oh Canada*. Those of us who had been awarded kazoos provided lively accompaniment.

Bruce Laidlaw

READING THE WIND ON LAKE LOTAWANA

If the wind is swirling out of never-before-seen directions, it must be Lake Lotawana and it must be the Joe Ramel Memorial Regatta! Those who attend the Joe Ramel Memorial never know what to expect except that it will be a challenge to their skills. Mother Nature was kinder and gentler in terms of weather and wind force, but reading the wind shifts puzzled all but the sharpest wits on this 600-acre residential lake twenty miles east of Kansas City. An ample supply of wits were on hand, enough to furnish four for the Junior, five for the novice fleet, and fifteen for the championship fleet. Four of the keen wits were from Lake Jacomo, Kansas City's newest Snipe fleet, and the first on a public lake.

Doug Goppert with son James continued the winning ways that had bagged him first place at Lake Weatherby, Omaha, and Grand Lake. Not only did he score three bullets, but he led virtually wire-to-wire in all three races. Lesser places were more hotly contested. Ex-Lincoln sailor John Briggs, now living in Kansas City, worked with the help of a half-dozen friends for two hours Saturday to repair his damaged boat, enabling him to move up to second overall with a second place in the final race, edging John Buckley by one point.

Unknown to the visiting guests, the resident kitchen staff at the Missouri Yacht Club had walked off the

job only a few days before the regatta. Volunteers and catered food filled in seamlessly with no damage done except to the Snipe Fleet treasury. Special thanks in this regard go to the Frashiers and the Bachmans, long-time members of the fleet who never get a trophy.

The regatta featured four boats that had been inactive for years. The fleet made special arrangements with the owners to rent or loan the boats to new sailors for the season. The fleet also owns two boats which it rents out for the season. Next year we may try the highly successful Lincoln Fleet plan, wherein old boats are sold with the guarantee of a 100% refund at the end of the season, if the buyer requests it. Jack Wagner, author of the plan, claims to have sold the same boat four times. We would add a proviso that the owners must sail five races to get the refund. During our regular season, 42 starts were contributed by new sailors in rented boats, nearly half of our total.

MARTIN WINS AT BUDWORTH

Twenty-eight boats, including eight visitors from southern clubs, took part in the Snipe North West Championship, the last major event in the 1992 calendar. Light SW winds were forecast for the weekend but it was a mirror calm combined with a fine drizzle which greeted the competitors. After numerous postponements, someone claimed to have detected a zephyr and the fleet finally took to the water late Saturday afternoon. Don Smith, followed by Matthew Smith, crept clear of the starting bunch inch by inch and held their positions for the best part of a whole lap when the race officer, John Shaw, decided to put everybody out of their misery by shortening course.

Sunday dawned dry with a distinct breeze albeit from the SE and the second race got away cleanly. By the first windward mark, Matthew Smith, Neil Martin and John Love had got clear of the pack and the lead alternated among the three as holes and shifts took their toll. When shorten course was signalled, John Love was in front and he held his lead to take the gun. For the final two races, the wind freshened and steadied in the west enabling racing skills to pay off. In race 3, Neil Martin led from Matthew Smith, Peter Wolstenholme and John Love and these positions were held throughout the race. Race 4 saw Martin and Smith disappear into the distance whilst lesser mortals including junior Carl Silver scrapped for the lower places. Thus, Neil Martin, this year's National Champion, was winner overall with Matthew Smith a close runner-up.

John Love, Budworth

JOE RAMEL MEMORIAL REGATTA September 19-20, 1992 Championship Fleet

| Finish | Boat | Skipper/Crew | Fleet | Places | Points |
|--------|-------|-----------------------------|---------|----------|--------|
| 1 | 28383 | Doug Goppert/James Goppert | MYC | 1-1-1 | 2.25 |
| 2 | 20936 | John Briggs/Mary Briggs | Jacomo | 2-6-2 | 10.00 |
| 3 | 24042 | John Buckley/Mary Zabel | Lincoln | 3-3-5 | 11.00 |
| 4 | 24111 | Lou Joline/Sonja Joline | MYC | 4-4-6 | 14.00 |
| 5 | 25783 | Ray Goppert/Rita Goppert | MYC | 5-2-10 | 17.00 |
| 6 | 27005 | Bob Recker/Sara Recker | Omaha | 6-8-7 | 21.00 |
| 7 | 25731 | Harry Drake/John Martin | Jacomo | 8-11-3 | 22.00 |
| 8 | 25652 | Bob Ewoldt/Kristi Rethmeier | Lincoln | 9-5-NS | 29.00 |
| 9 | 24321 | Pat Keane/John Layman | Lincoln | 11-14-4 | 29.00 |
| 10 | 27111 | Carl Chinnery/Mary Voitenko | MYC | 7-10-12 | 29.00 |
| 11 | 27904 | Bob Hyland/Suzanne Steffen | Jacomo | 10-9-11 | 30.00 |
| 12 | 26078 | Chris Gammill/Mike Gammill | Jacomo | 13-7-13 | 33.00 |
| 13 | 25075 | Bob LaScala/Vicki LaScala | MYC | 14-12-8 | 34.00 |
| 14 | 21914 | J. Christensen/Susan Wohl | Lincoln | 12-13-9 | 34.00 |
| 15 | 6776 | Jim Goetz/Tina Goetz | MYC | 15-15-NS | 45.00 |



MARCH 13-16: MIDWINTER CHAMPIONSHIPS: R.C. Foster, 2990 Mayfair Ct., Clearwater, FL 34621, 813-796-3805

MARCH 19-21: DON Q REGATTA: Gonzalo Diaz, Sr., 5520 SW 72nd Ave., Miami, FL 33155-5517

MARCH 24-27: GAMBLIN/BACARDI: Myles Pritchard, P.O. Box s/s 6220, Nassau, Bahamas, FAX: 809-393-0822

APRIL 3 & 4: CASTELLETTO DI BRENZONE (Four races on Lake Garda): Antonio Bari, Tel: +39-46-1913001 or FAX: +39-46-1236781. Combined with:

APRIL 8-9-10: SAMREMO (6 races Worlds selection). Sergio Borea, Tel: +39-18-4531580 or FAX: +39-18-4561629.

APRIL 6-10: XXIV TROFEO PRINCESS SOFIA: Federacion Balear de Vela, Joan Miro s/n. San Augustin, 07015 Palma de Mallorca, Spain. (not SCIRA Sanctioned)

APRIL 24 & 25: HORSENS CUP: Horsens, Denmark. Holger Hansen, Skovly 48, DK-6000, Kolding, Denmark, FAX: +45-5-586202

APRIL 30-MAY 2, VALENCIA GREAT TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

APRIL 30-MAY 2, SPANISH CUP: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

MAY 1 & 2: ACQUAFRESCA (Lake Garda—Worlds selection): Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313257

MAY 1 & 2: MAYSNIPIEN: Lennart Rook, Vasterergsgatan 2, 43169 Molndal, Sweden, Home: +46-31-415599, Office: +46-31-101120, FAX: +46-31-133314

MAY 8 & 9: CORUNA CITY TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

MAY 8 & 9: BLUE CIRCLE OPEN & 1st ROUND UK JUNIOR NATIONALS: Richard Lambert, Garden Flat, 2, Leopold Ave., Wimbledon, London, SW19 7ET

MAY 8 & 9: SOUTHERNS: Herman Green, 4124 Hamill Rd., Hixson, TN 37343, 615-842-7262

MAY 15-17: SAN ISIDRO TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

cia, Spain. FAX: +968-21-50-44.

MAY 15 & 16: KNUD P. CUP: Kolding, Denmark: Holger Hansen, Skovly 48, DK-6000, Kolding, Denmark, FAX: +45-5-586202

MAY 15 & 16: ASGARDSTRAND SPRING CUP: Pauline Book, Edvard Munchsgatan 49, 3155 Asgardstrand, Norway, Telephone: +47-33-82665

MAY 15 & 16: MONFALCONE (Worlds selection) Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313257

MAY 15 & 16: OXFORD REGATTA: Tred Avon YC. Lisa Foulke, 122 Vue de L'eau St., Cambridge, MD 21613-1637, 410-228-2739

MAY 22 & 23: DISTRICT I SNIPE CLINIC: Hal Gilreath, 2746 S. Troy St., Arlington, VA 22206. 703-892-2719 (not SCIRA sanctioned)

MAY 22 & 23: SOUTHEASTERN CHAMPIONSHIP: Lake Lanier Sailing Club, GA., Craig Beardsley, 4075 Wembley Forest Way, Atlanta, GA 30340 404-938-2809

MAY 29, 30 & 31: WIBROE CUP: Espergaerde, Denmark: Holger Hansen, Skovly 48, DK-6000, Kolding, Denmark, FAX: +45-5-586202

JUNE 4-6: IBIZA CITY TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

JUNE 5 & 6: DISTRICT FIVE CHAMPIONSHIP: Leo Murphy, West Shore Rd., Cuba Lake, NY 14727, 716-372-2853

JUNE 5 & 6: COLONIAL CUP: Annapolis, MD., Lisa Foulke, 122 Vue de L'eau St., Cambridge, MD 21613-1637, 410-228-2739

JUNE 5 & 6: RIFF RAFF: Jay Carey, 160 W. Locust St., Wilmington, OH 45177, 514-382-7207

JUNE 12 & 13: VITUS BERING CUP: Horsens, Denmark: Holger Hansen, Skovly 48, DK-6000, Kolding, Denmark, FAX: +45-5-586202

JUNE 12 & 13: BERGEN CUP: Birger Jansen, Broveien 44, 1315 Nesoya, Norway +47-28-849509 Fax: +47-2-848262

JUNE 12 & 13: HELSINKI REGATTA: Roger Nyland, P.O. Box 169, Turku, Finland. Office: +358-21-388100, Home: +358-21-588049, FAX: +358-21-388578

JUNE 12 & 13: SNIPE HUNT: Cliff Browning, 5315 N. Capitol Ave, Indianapolis, IN 46208. Tel: 317-251-3467, FAX: 317-637-7561.

JUNE 19 & 20: WOLVERINE REGATTA: John Johns, 2965 Hickory Lane, Ann Arbor, MI 48104, 313-971-0024

JUNE 19 & 20: SPRING CUP: Motala SS. Peter Nilsson, Violgat.1, 59170, Motala, Sweden, Tel: +46-14-112251

JUNE 19 & 20: BLUE GREY REGATTA: Island Heights YC. Darryl Waskow, 8-E Brookline Ct. Princeton, NJ 08540 609-683-1198

JUNE 19 & 20: STONE INTERNATIONAL OPEN: Eric Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BG, FAX: +44-081-467-0983

JUNE 25-27: INAGURATION TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

JUNE 26 & 27: ATLANTIC COAST CHAMPIONSHIPS: Larchmont YC: William Kelly, 447 E. Boston Post Rd., Mamaroneck, NY 10543,

Tel: 914-698-0676, FAX: 914-698-2870.

JUNE 26 & 27: DISTRICT THREE CHAMPIONSHIP/Michigan State Open: Daniel Orr, 7080 Oakley Park, West Bloomfield, MI 48323. Home: 313-363-3378, FAX: 313-994-6418.

JUNE 28—JULY 4: SWEDISH JUNIOR NATIONALS: Karlstad Sailing Club. Lennart Rook, Vasterergsgatan 2, 43169 Molndal, Sweden. Home: +46-31-415599, Office: +46-31-101120, FAX: +46-31-133314

JUNE 29 & JULY 3: ITALIAN NATIONAL AND JUNIOR NATIONAL CHAMPIONSHIP (Luino, Lake Maggiore): Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313257

JULY 1-4: FINNISH NATIONALS: Jyvaskyla. Roger Nyland, P.O. Box 169, Turku, Finland. Office: +358-21-388100, Home: +358-21-588049, FAX: +358-21-388578

JULY 1-4: DANISH CHAMPIONSHIP: Horsens, Denmark: Holger Hansen, Skovly 48, DK-6000, Kolding, Denmark, FAX: +45-5-586202

JULY 3 & 4: BROADSTAIRS OPEN: Keith Harding, "Pennybridge," Weedon Hill, Amersham, Bucks HP6 5RN

JULY 7-10: SWEDISH CHAMPIONSHIP: Royal Sailing Club, Stockholm. Christer Jacobsson, Foreningsgat. 37, 25241 Helsingborg, Sweden. Tel: +46-42-146182, FAX: +46-40-290665

JULY 10 & 11: PACIFIC COAST CHAMPIONSHIP: Ray Mahaffey, 213 Fowling St., Playa Del Rey, CA 90293, 310-827-4008, or FAX: 310-306-2743, Or: Dick Schmidt, 510 Cashmere Terrace, Los Angeles, CA 90049, Tel: 310-472-3933 or FAX: 310-206-5895.

JULY 19 & 11: DISTRICT ONE CHAMPIONSHIP: Jack Williams, 25 Orchard St., Glen Head, NY 11545, Tel: 516-759-0732

JULY 11-13: EUROPEAN CUP: Audierne, France. Gilles Boisauvert, 2 Rue Didetor, Esc. D-4. 94500 Champigny, France. Tel: +010-331-48866875, FAX: +160-17-37-33, attn: Snipe Fdze

JULY 17 & 18: KOKKOLA REGATTA: Roger Nyland, P.O. Box 169, Turku, Finland. Office: +358-21-388100, Home: +358-21-588049, FAX: +358-21-388578

JULY 17 & 18: NEW YORK STATE CHAMPIONSHIP: Jane Gram, 357 North Shore Rd., Cuba Lake, NY 14727, 716-988-3324.

JULY 17 & 18: GOVERNOR'S CUP REGATTA: Tim Dixon, 12 Hickory Point, Springfield, IL 62707. 217-529-7414.

JULY 24 & 25: BRIODY (Lake Ontario Regional Open): Norm Dahl, 577 Bending Bough Dr., Webster, NY 14580, 716-872-5485.

JULY 24-27: EUROPEAN JUNIOR CHAMPIONSHIP: La Coruna, Spain. Secretaria Nacional para Espana, Juan Ramon Jimenez 2-2c, Murcia, 20011 Spain. Tel: +968-217409, FAX: +968-21 50 44.

JULY 30-AUGUST 1: NORDIC CHAMPIONSHIP: Birger Jansen, Broveien 44, 1315 Nesoya, Norway, +47-28-849509, Fax: +47-2-848262

AUGUST 1: MINOR SEA ROUND: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

AUGUST 7 & 8: GOLD CUP: SKB Hundige, Denmark: Holger Hansen, Skovly 48, DK-6000, Kolding, Denmark, FAX: +45-5-586202

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AUGUST 6-7-8: BRITISH NATIONAL CHAMPIONSHIP: Harwich, Essex. George Mees, 17 Acacia Rd., Greenhithe, Kent, DA9 9DJ

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

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—U.S. MASTERS: Privateer Yacht Club, Chattanooga, TN.

SEPTEMBER 15-18: EUROPEAN MASTERS CUP: Murcia, Spain. 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 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: 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 4-9: SPANISH NATIONAL CHAMPIONSHIP: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

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 Allegre 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: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

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

DECEMBER 4-6: SPANISH NAVY TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

DECEMBER 4-6: PALMA CITY TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

PERSSON SNIPE



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European Champion 92

A FEW HIGHLIGHTS FROM 92

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



PERSSON MARINE

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Jan Persson

PERSSON MARINE
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Paul Davis

SOBSTAD SAILS, N.
Dalveien 6
N-1390 Vollen

NORWAY

Phone:
+47 - 2 - 79 89 14
Fax:
+47 - 2 - 79 74 83

Santiago Lange

LANGE SPAIN
Els Desmais 4
Cabrera de Mar
Barcelona (08349)

SPAIN

Phone:
+34 - (9)3-750-2084
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LANGE ARGENTINA
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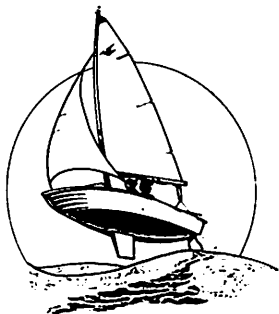
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