



JULY 1998



From The Commodore

Dear SCIRA members,

The sailing season is in full swing in the Northern hemisphere while winter has come in the Southern hemisphere. There, in some areas, the sailing season may have already ended.

As for the membership reform of SCIRA, I have shown several proposals to the voting members of Board of Governors to ask their opinion. I would like to let you know as soon as I put their opinions together.

On June 15th, I received an important report from Jerelyn Biehl, the Executive Director. It says, "I have been under the impression for quite some time that many SCIRA rules are not being followed, being ignored or not enforced in the sanctioned regattas of SCIRA." For example, the illegal sail numbers were found to be used in the National Championship of a major country. In other countries, some sailors did not use their sail numbers, or used incomplete sail numbers at the sanctioned regatta. For another, the ISAF scoring was used in spite that we adopt the low-point scoring system. The report also tells many additional cases.

This is truly disappointing. We must get back to basics to keep our Class integrity. Here is the final part of the report: "As you all know, our predecessors devised our SCIRA rules for many reasons. Sanctioned Regattas guarantee competitors a fair regatta, courses, one-design boats, membership, scoring, etc. I feel general rule enforcement is an issue that needs to be addressed worldwide. I am seeing it in all phases of SCIRA rules; from sailing instructions, measurement, membership, constitution & by-laws compliance, etc."

We, as the Board of Governors and National Secretaries, have to make our best efforts so everybody keep the SCIRA rules. And the need of reform emerges because we keep it strictly.

—Commodore Akibumi Shinoda

- Hull number **must** match sail number, unless chartering
- Current SCIRA decal must be on boat for all sanctioned regattas
- Royalties required on all sails
- Measurement Data Sheet must be on file with SCIRA office 30 days prior to participating in a SCIRA Championship regatta.
- SCIRA Sailing Instructions must be used for sanctioned regattas
- SCIRA low point (0.75 for 1st.) or Olympic scoring **must** be used in sanctioned regattas

Germany Joins SCIRA

After a long awaited 66 years, Germany has now officially joined SCIRA!

Led by Fleet Captain **Ben Van Cauwenbergh**, Wörhsee Sailing Club, fleet #849, has officially been formed with 3 boats and 4 members. Many Snipe sailors already know Ben and his wife Nadia. They are Belgians who have been living in Germany for the past 7 years. Ben is the director of the Hessisches Staatstheater Wiesbaden (The State Theatre of Hesse Wiesbaden) and is Ballet Director and Chief Choreographer. He has been sailing Snipes for the last 17 years, competing in several World and European Championships for Belgium, and winning the Belgium Nationals twice and also the Italian Championships. Ben enjoys the Snipe class because of the people, the boat, which he says is inexpensive and equal; has nice lines and it is easy to sail.

SCIRA Directory Changes

SCIRA Germany: Ben VanCauwenbergh; Rheingau Str. 9, 65375 Oestrich-Winkel, Germany; Telephone/fax: +49-6723-1701.

SCIRA Italy: Ezio Braga new telephone: +0039-0332-677037; fax: +0039-0332-620422

SCIRA Japan: Jiro Yamamoto: 902 Neomaimu Tsurumi Riverside; 5-11-12 Tsurumi-Chuoh; Tsurumi-Ku, Yokohama, 230 Japan. Telephone: +81-45-507-2856; fax: +81-45-505-7617.

What is a Sanctioned Regatta?

Sanctioned Events are those events sanctioned by a National Secretary, or District Governor (in the US). They are submitted to the Executive Director for official sanctioning and ratification of race dates. This is required to avoid conflict in racing dates and to issue compliance with the Class 'Rules for Conducting Sanctioned Regattas.

A National or International sanctioned regatta holds that "in considering a location for hosting of these events, no venue award shall be made to any Organizing Authority unable to comply fully with these rules. The understanding, willingness and ability of the Organizing authority to comply fully with these rules is presumed in good faith when the event is bid." In other words, in a sanctioned regatta, SCIRA rules must be followed, which includes using SCIRA Sailing Instructions, scoring system and enforcing and following all rules.

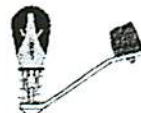
Wolfgang Gerz, had just returned from the Finn World Masters where he finished 3rd when he sent us his information. Wolfgang started sailing local boats at age 10 and the Finn at 16. His accomplishments include: Finn World Champion (1981), 2nd in 1983 and 4th in 1982; German National Finn Champion in 1979 & 1981; 5th in the 1984 Olympics in the Finn; 1985 German Soling Champion and 1st in the German Soling ranking list in 1990. He has also finished 1st., 2nd., 3rd and 4th in the Finn World Masters since 1994. Wolfgang bought a Devoti Snipe and is currently racing with his son Ferdinand.

Günther & Gerhard Hautmann, are brothers who race out of the German Sailing Club in Ingolstadt, close to München. Their first contact with the Snipe Class was in 1996 through Italian sailor Giuliano Dematte. Giuliano offered them the chance to try a Snipe on Lake Caldonazzo, and they were sold! Thanks Giuliano!

We look forward to hearing more from our newest fleet and to welcome them at the European Championships in Porto, Portugal in July!

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District 6 Championship

June 6-7

Alamitos Bay Yacht Club

23 boats competed in the 1998 District 6 regatta which featured a real mix of conditions somewhat atypical of "typical" Long Beach.

Saturday morning dawned clear and cool as the fleet rigged up at ABYC. George Walker said to me as we rigged our boat next to his around 9:30 that morning, "you know what it means when it's blowing 8 knots in the parking lot at 9:30 in the morning in Long Beach don't you Chris?". I said, "it's going to blow?", getting that little sick feeling in my stomach. George gave me a "a huh" and he was right at least on Saturday.

Saturday's racing featured 18-22 knots of wind on a racecourse set just outside the lee of the Los Angeles Breakwater. This gave the fleet some great rides on reaches of the triangle courses Race Chairman, Chris Erickson, wisely decided to set. Slugging it out upwind wasn't quite as much fun as the right side of the course (typical Long Beach) really seemed to pay. The hard work upwind has a great payoff as the downwind sailing was truly exceptional. If the temperature had only been 10 degrees higher (both water and air) it would have been awesome (guess you have to do the circuit for that!!!). There were a few blue lips and chattering teeth at the end of Saturday's three races.

At the end of Saturday George Szabo, Jack Franco and Chris Snow were tightly grouped at the top all within one point of each other. Doug Hart/Scott Lindley had the day from hell having done a number of unwanted circles right after the start of the first race and finishing poorly for them but wound up with a very respectable third place in the third race of the day to finish the day on a higher note.

Sunday morning came clear again and both San Clemente Island and Catalina Island were very clearly visible from the coast. This is normally a good indication of breeze to come and there were some sore muscles in the parking lot that didn't want to see that happen. They were in luck as our old Southern California friend Catalina Eddy and his pal El Niño paid the fleet a visit.

What looked at first to be a classic "bang the right corner" day turned into a "hit the left corner but not so hard" kind of day. In the first race of two scheduled for Sunday, Snow found himself in the cheap seats at the first weather mark and proceeded to foul the regatta up even worse by rear ending Holly and Gavin O'Hare at the weather mark. After doing a quick 720 there wasn't much else to do but hang in there and hope for the best.



District 6 Trophy winners: Back row: Chris Erickson (PRO), George Szabo, Randy Lake, Doug Hart, Jeff Baker. Front row: Jonathan Carroll, Scott Lindley, Jennifer Warnock, Chris Snow, Yumio Dornberg. Photo Todd Smith.

With a lot of the fleet lulled into heading right Snow and Dornberg took a clearing tack to the left with Jerome Fournier/Tom Fisher and Russell Oiring/Gus Wirth coming too. Five minutes later Eddy and El Niño paid their visit and the breeze went from somewhere right of 200 to left of 180 degrees. This brought the Fournier, Oiring, Snow trio to the weather mark 1,2,3. Eventually Snow won the race with Fournier in second and Argyle Campbell and Brian Janney showing good speed and smarts to come I third. There was some major hair loss as Szabo suffered a 10th, Franco a 5th and Hart a 16th.

Going into the last race, Franco had to be second or better and Szabo had to win with Snow being third or worse. As the breeze was light anything could happen. Franco got a awesome start at the leeward end and crossed the fleet by 4-5 boat lengths headed right in

what looked sure to be a wire to wire victory. Szabo got a good start and was in the top group off the line heading middle/right. Shortly after the start the right faded big time and Franco who now had most of the fleet to his left packed it in as his finish could be no worse than third. Szabo continued battling and near the finish line was right at the front of the fleet. A late left shift brought Doug Hart/Scott Lindley in first place with George in second. Snow took a throw-out 7th and the regatta was over.

Many thanks to ABYC for another event. Chris Erickson did a great job running the races and Todd Smith did a wonderful job as regatta chairman. Thanks the Cathy Black for designing the trophies and North, Sobstad and Ullman Sails and many others I'm sure for the sponsorships.

—Chris Snow

Skipper/Crew	Boat #	Finishes	Total
1. Chris Snow/Yumio Dornberg	29151	1-3-4-1-(7)	8.5
2. George Szabo/Jonathan Carroll	28672	3-2-2-(10)-2	9.0
3. Jack Franco/Jeff Baker	29702	2-4-1-5-(dnf)	11.75
4. Doug Hart/Scott Lindley	29314	8-7-3-(16)-1	18.75
5. Randy Lake/Jennifer Warnock	28854	7-1-7-(15)-6	20.75
6. Chuck Tripp/Stacey Dumain	28472	5-9-8-(11)-3	25.0
7. Argyle Campbell/Brian Janney	29015	(10)-8-10-3-5	26.0
8. Jim Grubbs/Collette McKeever	28446	4-6-6-12-(16)	28.0
9. Dave/Barbie Tillson	29112	9-5-(12)-6-11	31.0
10. Ken Redler/Julie Manzer	29315	11-10-9-4-(15)	34.0
11. Jeff McDermaid/Nancy Grubbs	28467	(16)-13-5-7-10	35.0
12. Steve Stewart/Kenyon Martin	29108	6-(15)-11-14-14	45.0
13. Jerome Fournier/Tom Fisher	28679	18-17-(dnc)-2-8	45.0
14. Gavin/Holly O'Hare	29016	13-12-14-(18)-12	51.0
15. Sean/Jerelyn Biehl	29104	15-11-(dnf)-13-13	52.0
16. Russell Oiring/Gus Wirth	28858	(19)-16-16-9-17	58.0
17. Keith Dodson/Kathy Tevlie	28702	20-(dnc)-15-17-9	61.0
18. Jerry Thompson/Renee Bartell	24702	dnf-(dnc)-dnc-8-4	61.0
19. Jeff/Becky Lenhart	25715	12-14-13-(dnc)-dnc	65.0
20. Jorge/Shelly Suarez	23753	21-(dnc)-dnc-19-18	84.0
21. Tim Forrester/Teddy Wood	28361	17-(dnf)-dnc-dnc-dnc	87.0
22. Tom O'Neill/Laurel Timpson	28678	14-(dnc)-dnc-dnc-dnc	92.0
23. George Walker/Carolyn Brown	28369	dnf-(dnc)-dnc-dnc-dnc	101.0

Weight Reduction - for your Snipe

Here is a sure-fire diet that worked for us.

We recently purchased #23964. When we first brought it home we were so excited. We were told that our boat was top of our local fleet in its prime racing years. The previous owner was not into racing, but purchased the boat as a daysailer for he and his kids. Needless to say, he was unaware of the necessity of maintaining a healthy environment for his boat's well being. And we were unaware of his naïveté.

Soon after we launched our boat at it's old/new home, we called in the scale master. Imagine our amazement when the scale read 451lbs. The first thing was to open the drain plug and tip the boat up. We immediately lost 25lbs. of water, down to 426lbs. Still a long way to go though. The next step was to buy a small 1500w forced air heater that had a thermostat and a safety switch in case it

tipped over. We then went to our local home improvement store and bought a 4x8 sheet of 1" rigid insulation. We put the heater in the forward cockpit near the inspection port openings. Into the inspection port opening, we put a 4" diameter 90-degree dryer vent elbow to direct the heat into the hull. A word of caution: make sure the dryer vent elbow doesn't get too hot because it will warp the inspection port threads, which happened to us. We placed the foam insulation over the cockpit and waited and prayed. This was the middle of December, but our little heater maintained about 80 degrees F throughout the winter.

By March we were ready once again to weigh the boat and see if we had made any progress. The scale still tipped at 397lbs., not where we wanted to be, but great progress. Next we were ready to bring the boat home for bottom refinishing. So this time we ran to a local fisheries supply store and bought a piece of styrofoam dock flotation measuring 1'-6" x 3'-0" x 9'-0".

paint flow. Prepare your paint in a typical rigid roller tray. Put the first coat on only after the boat is completely clean and dry. We were told to use the paint manufacturer's paint thinner to clean the boat. Do this in a wipe on wipe off fashion with paper towels or lint free cloths. Roll the paint on with a no nap foam roller (roller must be compatible with LP paint since LP paints contain strong solvents). Have your partner back brush over it to remove the large bubbles. Brush slowly and lightly. This we found works the best. It is highly recommended to spend some money on a high quality badger-hair brush. Break the paintbrush in by brushing it across a piece of 240-grit paper until it is pliable. Clean the brush thoroughly with paint thinner before painting. Make sure when painting to work in a space that is a minimum of 60 degrees F and has low humidity since LP paints are sensitive to heat and humidity. After you finish the first coat, let it dry until you can't leave much of an indentation with your fingernail. Try to avoid going back over areas that you just painted since the paint begins to set-up within minutes. We found that typically you created more damage by trying to fix your mistakes than if you just left them alone. Don't worry if you have bug implants or micro-bubbles. After the first coat is dry, go back to your 320-grit sandpaper and sand all the bugs and micro-bubbles out. This is pretty easy, so go lightly. Proceed to 400-grit then 600-grit. Clean the boat with soap and water then with the paint thinner again and let the boat dry thoroughly. Apply the second coat in the same manner as the first, but use a new foam

We cut this piece into two equal pieces which measured 1'-6" x 3'-0" x 4'-6". We then proceeded to turn the boat over and support it on the styrofoam blocks (this requires at least four people to safely turn the boat over). Within seconds of turning the boat over, about another gallon of water ran out onto the floor from the aft hull to deck joint at the stern. Later while reading our Snipe rules and regulations we realized that we should not have been weighing the boat with the sails in it.

Well, at our fleet weigh-in date, we came in at 372lbs. Wow, we now have to add 9lbs. It is amazing how a little preventative maintenance can save a lot of work and worry. Had we not put the heater in when we did, we might have faced our worst nightmare: a cracked hull liner from ice expansion. Not a pretty picture. A \$20 heater and a sheet of rigid insulation are a small price to pay. Thanks to all that gave us advice in helping us bring our boat down to minimum weight.

Painting

Want to have to fastest paint job ever? We gathered as much information and advice about painting from as many books and manufacturers as we could. We then were ready to proceed. The first step is to identify what paint your boat is currently wearing and what paints are compatible with it. Ours was some type of LP (Linear Polyurethane) paint. After some deliberation, we decided to go with the single part (no mixing) LP. The two part polyurethane paints last about 50% longer, but can be 200% more difficult to apply and cost 400% more. Our decision to go with a single part LP was based on, that within a few years our boat will require fairing once again and at that time we would repaint, since its wearable life is shorter than a two part polyurethane.

The next step is to prepare the boat to accept the new paint. This is accomplished by sanding with wet/dry sandpaper to be used with soap and water. Use a sanding block and start at around 240-grit. Use this grit to smooth out small scratches. If you need to repair larger scratches, use something like Marine-Tex. Let it dry for a day or two and sand down with 240-grit, then follow with 320-grit. After this, it is a good idea to wash down the boat to remove the sanding residue, then follow with 400 and 600-grit. Finally you are ready to paint.

Some LP paints require thinning to make them flow smoothly, check with your local paint dealer. We were told to apply the paint as thick as we could while still maintaining

roller and clean the brush in paint thinner. After the fingernail test, continue sanding, starting at 320 or 400-grit to again remove the bugs and micro-bubbles. Continue sanding with 600, 800, 1000, 1200, and finally 1500. It is important to not skip a step. By this time, sanding the whole boat is a quick endeavor. Clean the boat with soap and water and let it dry thoroughly.

The next step is to rent a 1700-RPM auto waxer (angle grinder with a rubber wheel and a polishing pad). Buy at least two polishing pads, not wool pads (polishing pads guarantee to not leave swirl marks). Use "Finesse It" by 3M. This is pretty pricey stuff (\$30), so we shared a bottle with another couple in our fleet. Put some of the compound on the polishing pad and rub it on the hull. Then turn on the waxer and follow the manufacturers recommendations. You buff it on until it turns cloudy then proceed to buff it out with a little more pressure. Make sure to only do a small area at a time, since it dries very quickly and it becomes much more difficult to buff out if it is allowed too much drying time. After you finish buffing out the whole hull. Proceed with a new polishing pad and some Teflon boat wax, apply in the same manner.

By the time you finish, your boat should shine and reflect your tired but proud face. This whole process took us approximately 100 hours or 50 hours for two people. Good luck, you will be all the envy of your local fleet after this.

—Stuart and Meredith Reynolds

United Kingdom Regatta Circuit

Snipe pen Milton Keynes UK

The second leg of the UK Snipe racing circuit attracted fifteen crews to a new venue for the class at Milton Keynes Sailing Club, held over three races on Sunday 7 June. Winds were a blustery force 4-5 throughout.

In the first race, Maldon YC's Iain and Phil Marshall led early on but went to the wrong mark on the second leg, burying them at the back of the fleet. Sailing a Devoti, they powered through the pack to eventually win easily in front of Budworth SC's Mark Antonelli and Robert Whitehead. Richard and Nicky Lambert of Blue Circle SC were third.

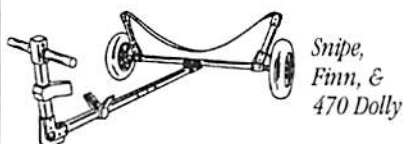
In the second race the Marshall's started Overall results:

1st	GBR 29405	I & P Marshall	Maldon YC	1.5pts
2nd	GBR 20323	M Antonelli & P Whitehead	Budworth SC	4.00
3rd	GBR 27098	J & D Love	Budworth SC	5.75
4th	GBR 23980	R & N Lambert	Blue Circle SC	7.00
5th	GBR 20558	T Sporne & P Studd	Milton Keynes SC	7.00
6th	GBR 26671	G Edwards & P Winsland	Budworth SC	10.00

Boat Specs:

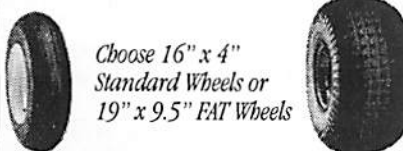
	Hull	Mast	Sails
1st	Marshall Devoti (UK)	Holt-Allen	North (SD)
2nd	Antonelli Skipper (Den)	Holt-Allen	Jack Holt (UK)
3rd	Love Skipper (Den)	Sidewinder	Hood (Esp)
4th	Lambert Skipper (UK)	Holt-Allen	Sobstad (SD)
5th	Sporne Skipper (Den)	Proctor	Hyde (UK)
6th	Edwards McLaughlin (US)	Holt-Allen	Fisher (US)

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well and established a huge lead, which they held to the finish. Antonelli was a distant second and Tong Sporne and Peter Studd got a well earned third for the home club. The wind decreased significantly for the final race and this suited John and Debbie Love of Budworth who finally prevailed over Antonelli. Having already secured victory, Phil Marshall took over the helm from his brother and worked his way up to third after a poor start. Marshall's win was his second of the season and the first Open event victory in the UK for Devoti Snipes.

—Chris Surridge
GBR 28398

Fishers Green Open Meeting UK

The third leg and ranking event of the International Snipe UK racing circuit attracted sixteen crews from six fleets to Fishers Green Sailing Club in the Lea Valley near Waltham Abbey, Essex. All three races were held on Sunday 14 June and the wind never exceeded a constantly shifting force 2.

In the first race, John and Debbie Love of Budworth SC pulled clear early on and won by a comfortable margin. Maldon YC's Phil Marshall and Nick Bray, sailing one of three Devoti Snipes in the fleet, worked their way up to second and Jon Simpson and Graham Hoy edged out Richard and Nicky Lambert to take third. The trying conditions and somewhat excessive one hour thirty minute race duration forced several retirements. In the second race Simpson, also in a Devoti led for some time, but was eventually overhauled by Love. George and Sarah Mees of Erith YC overtook Simpson on the final beat to claim second. In the final race, sailed in virtually no wind, Simpson soon overhauled Alan and Janet Hoy to take his first line honours of the season. The Lamberts came third. The regatta displayed another impressive showing for Devoti Snipes with three boats placing in the top four.

Position	No.	Club	Race 1	Race 2	Race 3	Points
1st	27098	J & D Love	.75	.75	DNS	1.5
2nd	29411	J Simpson & G Hoy	3	3	.75	3.75
3rd	29408	A & J Hoy	5	4	2	6
4th	29303	P Marshal & N Bray	2	5	4	6
5th	23980	R & N Lambert	4	7	3	7
6th	28385	G & S Mees	2	6	8	
7th	20265	S Sporne & D Read	10	6	5	11
8th	25451	B & A Gregory	7	8	DNS	15
9th	23003	I Varney & D Stevens	8	10	R9	17
10th	28276	P Seager & E Francis	12	14	7	19
11th	27329	J White & G Sacchi	9	11	DNS	20
12th	20323	M Antonelli & E Seager	Ret	8	DNS	24
13th	28550	G Campbell & J Desmond	11	13	DNS	24
14th	20557	E Crouch & L Tharp	Ret	12	DNS	28
15th	19892	T Sporne & Russell	Ret	15	DNS	31
16th	23626	J Williams & Aaron	DNS	16	DNS	33

Boat Specs for Fishers Green Snipe Open 15th June 1998

	Hull	Mast	Sails
1st	Love Skipper	Sidewinder	Hood, San Pedro
2nd	Simpson Devoti	Holt-Allen	Sobstad, SD*
3rd	Hoy Devoti	Euro Proctor	Sobstad, SD*
4th	Marshall Devoti	Holt-Allen	Lowton & Gray
5th	Lambert Skipper	Holt-Allen	Sobstad, SD*
6th	Mees Persson	Holt-Allen	Hood, San Pedro

* Mylar jib

South Easterns

Anyone that has sailed more than a few times on Lake Lanier has experienced how wonderful the lake can be when the breeze comes from the Southeast at 10 to 15. Unfortunately, for the 21 boats that attended this year's Southeastern Championship, the conditions were nothing like that. Summer came early this year to the lake and brought temperatures in the mid eighties, a full complement of power boats and the light and variable breeze that we're all so fond of.

Despite the challenging conditions, the breeze settled in for two races on Saturday. Dave Pritchard and crew, Alan Capellin, got out of the blocks quickly in the first race to lead around the double windward leeward course. Steve Burke and Nancy Gilreath finished second.

The second race featured the same course with even less breeze. Shawn Burke and Joyce Harvey recaptured their form after an uncharacteristic finish in the first race and lead the fleet from puff to puff in the challenging conditions. It appeared as though the breeze was done for the day so the fleet retired to cold beer and a wonderful dinner coordinated by Nancy Gilreath.

Sunday dawned much the same as Saturday. As the starting time drew near, a light

breeze developed, and up went the first shape. We all set up for light air, thankful that the power boat fleet had decided to sleep in.

Steve Burke rounded the first weather mark in first, but Shawn Burke showed great speed in the dying conditions and won the shortened race. The lake showed no promise for

afternoon breeze, but tremendous potential for powerboat traffic, so the event was concluded. Shawn and Joyce captured first and Steve and Nancy finished second. A tight group of five boats, separated by four points rounded out the top seven places.

—Craig Beardsley
District 4 Governor

Skipper/Crew

Skipper/Crew	Points
1) Shawn Burke/Joyce Harvey	7
2) Steve Burke/Nancy Gilreath	9
3) Dave Pritchard/Alan Capellin	15
4) Craig Beardsley/Mimi Beardsley	16
5) Tom Smith/Mark Smith	19
6) Dustin Kays/Clayton Dix	19
7) John Mulhaussen/Kelly Bradley	19
8) Scott Cline/Cindy Hackett	27
9) Brian Haile/Miss Haile	29
10) Brent McKenzie/Scott Tarrell	29
11) Brad Dunn/Diane Robinson-Dunn	33
12) Gary Beck/Julia Kinnaid	34
13) Jerry Kimble/Jeremy Kimble	36
14) Alan Carscaddon/Eleanor Bradley	38
15) David Mulhaussen/Todd Alexander	42
16) Marc Duvoisin/Steven Duvoisin	45
17) Don Hackbarth	50
18) Bill Moss/Martin Frank	53
19) Randy Wilson/Virginia Lawson	53
20) John Hill/Stephanie Carroll	56
21) Brad Hammerlich/Nicole St-Martin	63



All active or dormant elders of the Class are invited to attend the 1998 US Snipe Masters National Championship at the sanctuary of the Atlanta Yacht Club on Lake Allatoona in Acworth, Georgia **October 19 through 22.**

Limited complimentary housing at the Yacht Club and charter boats will be available for the event.

Registration forms will be included in the September **Bulletin.**

Hang-around for AYC's **infamous Halloween Regatta** that begins Friday evening.

Don Hackbarth 770 587.3653

3rd Biennial Snipe Women's World Championship
Request for Registration Packet

Skipper

Crew

Name:

Name:

Address:

Address:

Country:

Country:

Phone:

Phone:

Fax:

Fax:

E-mail:

E-mail:

Brief Sailing History:

Brief Sailing History:

Will you need a charter boat?

☐ ***Yes***

☐ ***No***

Would you like to be housed in a home-stay?

☐ ***Yes***

☐ ***No***

Are you currently a member of SCIRA?

☐ ***Yes***

☐ ***No***

To receive a complete Registration Packet, please send this form to Mr. Ramsey Murray Alexander:

Fax: 410-224-0324

***Mail: 6 Weems Creek Drive
Annapolis, MD 21041
U.S.A.***

***Packets will be available after July 1, 1998. Registration Deadline is August 31, 1998.
Registration information can also be found on our web page: www.snipe.org***



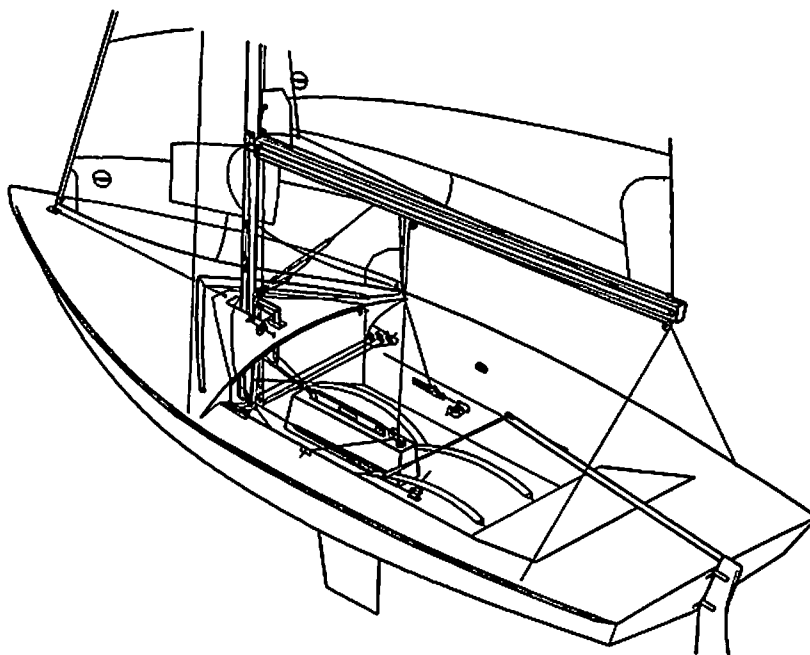
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LILLIA NORTH AMERICA
190 Hagman Rd. - Winthrop, MA 02152
d- 617-539-0992 e-617-846-1772
Fax 617-539-0614