

# Snipe Bulletin™

Volume 32, Spring 2014

Official newsletter of the Snipe Class International Racing Association





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# #1

**North Americans  
US Womens Nationals  
US Pan-Am Trials  
US Master Nationals**

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## Reports & Calendar

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2014 Racing Calendar

**The Count:** 28 new numbers have been issued since the last Bulletin: ARG 1; BRA 3; JPN 12; ITA 2, ESP 1, VEN 8 and 1 to a builder.

**Numbered Snipes:** 31238

**Chartered Fleets:**

894 -Venezuela

895 -Ceresium, ITA

**The Cover:** Giorgio Brezich

and crew N. Zorzetto in

"Quarner" in the mid 1940's.

Snipe Bulletin™  
Volume 32, Spring 2014  
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**NEXT DEADLINE**  
**JUNE 1**

# From the Commodore

Dear Snipe Friends,

In my first column, I talked about how great our Class is inside the current world of sailing. For this issue, I will talk about some important details that every Snipe sailor should pay attention to in order to support our Class organization.

The basic one is to make sure that we are all paying our dues. Since SCIRA has a lean structure, our fixed costs are not high, but we need to have an efficient professional office to maintain our files, including measurement sheets, official correspondence, sailors and boats database and all day-to-day accounting. The office also

maintains our website and it provides support to National Secretaries all over the world regarding all kinds of questions, especially in preparation for a major regatta. There are also other expenses to keep the Class alive such as the ISAF fee and bank charges. Another service is our printed Snipe Bulletin and Rulebook posted to all members. After that, we use the little profit for promoting the Class like the Snipe Clinics this year.

However, the Class services are not limited to this. Actually, the most important part comes from a lot of voluntary work from regatta organizers, Fleet Captains, National Secretaries, Technical Committee and SCIRA Officials. We all benefit from all this work when we sail any Snipe regatta. Paying our Snipe dues is absolutely the minimum expected and it is a rule. In addition, you need to make sure that all your information is correct: mailing address, email, phone and fleet. Another important goal of registering all the sailors to keep the database updated. Statistics are important to figure out how the Class is growing all over the world. It is necessary to achieve a minimum number of boats and countries in order to keep our international status.

There are other important details to pay attention. Please make sure that your boat is properly measured and it has a measurement datasheet filed at the SCIRA office. You can check your status by clicking membership/boat lookup at the upper left corner of [www.scira.org](http://www.scira.org). Choose "database of Snipe boats" and enter your hull number in the appropriate column. The MDS column should display "full". It is also crucial that sailors take part of the Class decisions. We are publishing all rule change proposals on our website (under the menu Class/Proposal). It is important you read it and give your opinion to the Technical Committee and the Board before the decision is made. Finally, if you are organizing a major regatta, please let the SCIRA office know! One of the great things about our Class is travelling around the world having some Serious Racing and Serious Fun.

Thank you all for supporting the Snipe Class and more importantly, let's get on the water!

**Ricardo "Blu" Lobato**



  
**SNIPETODAY**





# SCIRA COACHING INITIATIVE UPDATE



The SCIRA Board created a program that began in 2014 to work with developing nations and growing fleets. Below is the outline to implement the project and offer some of our sailors the chance to introduce Snipes to these newer countries.

To date, we have held 2 successful clinics in Colombia & Argentina with more scheduled for Ecuador, Italy and Peru.

## Countries requesting a Clinic

Complete the Clinic request form and submit to the SCIRA office for consideration and scheduling.

## Sailors Offering Coaching

Complete the Coaching form and submit to the SCIRA office for consideration and scheduling.

## DETAILS

Clinics to new countries/fleets

- Program (SCIRA) provides coach & pays travel & daily rate

- Country provides housing, meals & coach boat/fuel for coach as well as transportation to/from airport and club.

- Country provides equipment (marks, audio/visual, etc) for clinic

- We would utilize coaches in appropriate hemispheres and those that can speak in the host country's language for better comprehension.

- Clinics could be held prior to a regatta to apply knowledge learned.

SCIRA may be able to provide stickers and additional promotional items if requested in advance.

For more information on the Initiative, contact SCIRA Executive Director Jerelyn Biehl at: [scira@snipe.org](mailto:scira@snipe.org) or find additional information on the Snipe website: [www.snipe.org](http://www.snipe.org)

## Snipe Coaching Clinics 2014

### Lake Tomine, Bogata, Colombia January 6-9

I was wondering on a word to describe it and the word I thought is appropriate is "awesome". Having been a Snipist for so many years, Luis understands the needs of Snipe sailors of all levels. And knowing the boat as he does, he can transmit his knowledge in a way that everyone enjoys and learns.

We had 16 crews and every single person had a big smile at the end of the weekend. I'm sure our sailors have a better idea of the boat, the sails and everything about sailing a Snipe.

Luis and I, told everybody about the SCIRA's initiative and sponsorship. Everyone is happy and somewhat surprised about it.

I want to thank you and SCIRA board for this initiative. This has been a big boost for the class in our country and some sailors, especially the young, are thinking about international competition. We have a lot of work to do but this has been a great way to keep doing it.

About Luis, he is an expert in the Snipe details and also a great guy. We all know we have a new friend in the Snipe Class.

Thanks Luis and thanks SCIRA.

Francisco Castillo  
Colombia

### Comments from Coach Luis Soubie

The Clinic is over...

Let me tell you that from the more than 30 clinics I did, this one maybe the one I get the less money and still probably the one I enjoyed the most in every way!! I would do it. For free!

We didn't have great sailing conditions; we had a lot of classroom time instead. The site is just great. No photo can capture this.. The people here in Colombia are outstanding, very warm, and I felt welcome and appreciated. So thank you! This was great, I came with my wife and the baby and they enjoyed it as well very much. I was expecting much less in every way and I hope the feedback you will receive is good, I know I did my best and tried to work as hard as I am capable and made everybody know that this was possible because of SCIRA. Thank you again-- I loved to do it and I hope I have helped them to get more into our SCIRA family.



# From the International Rules Committee

Dear Snipe sailors,

The Class is close to finalizing the new Rulebook written under the ISAF regulations using the ERS (Equipment Rules of Sailing) definitions.

This process, which involved the Rules Committee and the Board over the past two years, will make our Class rules more clear, hopefully with no need of any interpretation and finally easier to understand and apply by any measurer because the language used is a common language worldwide.

The 2014 Class Rules now available

on the web site are the latest *draft* sent to the ISAF, who will review them and suggest the possible (or necessary) changes to fully comply with both ERS and ISAF requirements. The text is not final and the wording may be modified before the final sign-off.

Nothing will change for the end users (the sailors): the rules remain the same, the boats will be built the same way and the restrictions on the fittings and equipment will not change. Only a couple of marginal modifications were introduced. The most important

is the SCIRA Advertising policy, which had to be changed to comply with the recent ISAF Advertising regulations.

Also the placing of the sail numbers was changed to adopt the RRS prescriptions.

The most important modification is in the language: it will take some time for all to learn it, but once learned everything will be easier.

**Antonio Bari**

Chairman, International Rules Committee

## Rules Change Process in Effect

Following the new Rules Change Process adopted by the Board, March 1 the Class received 5 submissions for changes to be considered. All are posted in full on the Snipe website ([www.snipe.org/Class/Rules/Proposals](http://www.snipe.org/Class/Rules/Proposals)) for review and now is the chance of the SCIRA membership to send in your comments. A table of proposals is below.

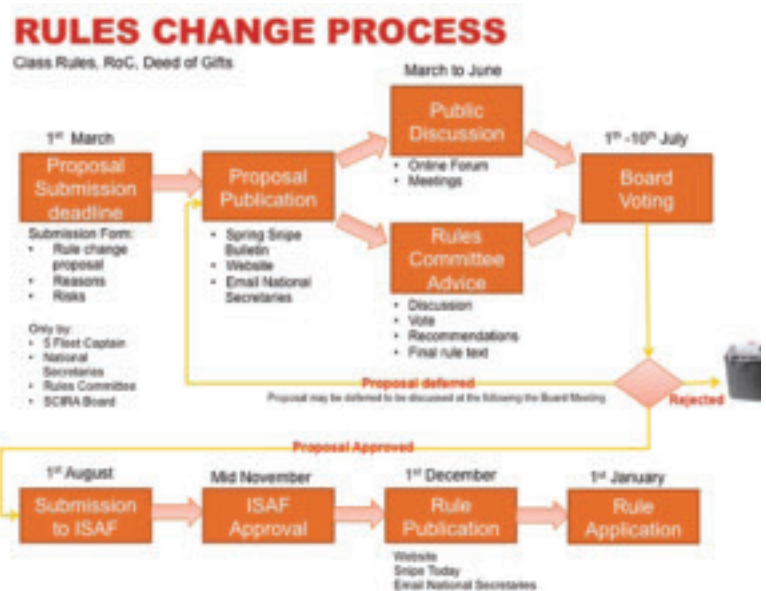
**March 1- June 30:** public discussion via the online forum: [www.snipetoday.org](http://www.snipetoday.org) with the Rules Committee also holding discussions and forwarding recommendations to the Board for consideration.

**July 1-10:** Board voting based upon membership feedback and Rules Committee recommendation.

**Aug 1:** submission to ISAF for November meeting consideration

**Dec 1:** Rule publication

**Jan 1:** Rule application



Proposal #	Title	Affects	Submitter
14-01	Advertising Code	Rules of Conduct, NOR, ByLaws	Commodore Ricardo Lobato
14-02	Centerboard Retaining System	Class Rules	Secretary Pietro Fantoni
14-03	Mast Corrector Weights - Rule 30	Class Rules	Int. Rules Chairman Antonio Bari
14-04	Isaacs Deed of Gift	Deed of Gift	NS Brazil - F. Madureira
14-05	Crook Deed of Gift	Deed of Gift	NS Canada - H. Palm



# Welcome New National Secretaries

The core of SCIRA is the Fleet captain and the National Secretaries. These volunteers are at the grass roots of our Class and we could not have continued on for 85+ years without this format and the countless hours given by these sailors. In this issue we are profiling the new National Secretary for Japan, Takashi Nishimura.

## Takashi Nishimura

Takashi was elected National Secretary of Japan and appointed on January 1, 2014. Takashi began sailing Snipes at the age of 16 and currently is 51,



working for the Toyota Motor



Corporation in the engine development department. He is a member of the Chubu Fleet 519 sailing mainly out of Gamagori where they have 70 active Snipes racing. Takashi's best results were 5th in the 1994 World Masters as crew and 15th in the All-Japan Championship. Prior to being National Secretary, Mr. Nishimura was fleet captain of fleet 519 from 2004-2013. At the Worlds in 2004, Mr. Nishimura was Race Committee chairman and holds Past Commodore Akubumi Shinoda as his mentor. Takashi would like to create a tournament for senior citizens to sail the Snipe with tournament team competition in particular. Welcome Takashi!

## National Secretaries for 2014

Full contact information can be found on the Snipe website: [www.snipe.org](http://www.snipe.org)

Country	National Secretary
Argentina	Luis Soubie
Bahamas	Peter Christie
Belgium	Andre Callot
Brazil	Fernando Madureira
Canada	Harri Palm
Chile	Roberto Malsch
Colombia	Francisco Castillo
Croatia	Damir Vranic
Cuba	
Denmark	Henning Sorensen
Ecuador	Rafael Quintero
Finland	Juha Lehtinen
France	Jerome Thomas
Germany	Gunther Hautmann

Country	National Secretary
Italy	Francesco Fontana
Japan	Takashi Nishimura
Mexico	Jorge Murrieta
Norway	Birger Jansen
Peru	Diego Figueroa
Poland	Zbigniew Rakocy
Portugal	Pedro Manual Andrade
Puerto Rico	Raul Rios, Jr.
Spain	Martin Bermudez
Sweden	Tobias Chroner
United Kingdom	Sue Roberts
United States	Brainard Cooper
Uruguay	Federico Waksman
Venezuela	





## In Remembrance

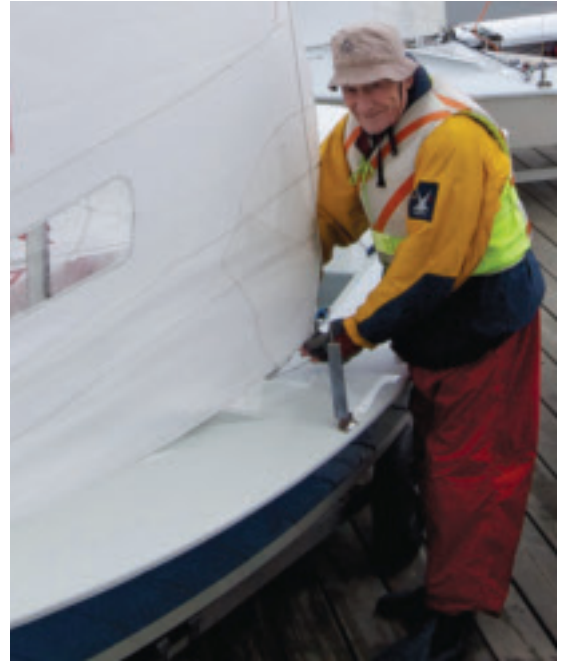
Bjørn Sundby passed away at the age of 85 on January, 2<sup>nd</sup> of 2014 due to an inflammation and pulmonary fibrosis. Bjørn was an enthusiastic sailor of the fleet 195 at Bærum Seilforening in Norway. He was active in sailing races on his blue Snipe "Petrell" NOR 30187 both locally and internationally.

Bjørn got his first Snipe in Oakville in mid 50s, but raced not only Snipes. He was active in Firefly, winning the North American Championship in 1958 as well as the American Championship in 1960 and 1961. Bjørn was also chairman of the same class.

In 2012 Bjørn sailed the Master World Championship in Spain as

the oldest sailor. In 2009 and 2010 he was also present in the Master Worlds in Italy and Brazil, respectively. Impressively, he kept sailing in 2013 often found on the club races and considered sailing the Worlds in Rio.

His enthusiasm for the Snipe class was not only seen in sailing races, but he was also a great contributor as a board member of the class in Norway for several years. He kept sailors informed through his *Snipenytt* emails as well being a great recruiter to our class and training new sailors - one was often introduced to him as a new crew. Bjørn used to arrive early for the races for rigging and for a



pleasant Snipe-chat.

The funeral will be held on Snarøya Church January the 9<sup>th</sup> at 12.00. Bjørn Sundby, an ambassador for Snipe, will be missed by the Class.



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## Treasurer's Report

The Snipe Class International Racing Association is in good financial condition with a strong cash balance as of December 31, 2013.

An increase in cash over the 2012 ending balance is a result of operations for the year 2013.

### Actual vs. budget:

2013 actual revenue was below budget by approximately \$4,400 due to a decrease in royalties received.

2013 actual expenses were lower than budgeted by approximately \$14,000

Material differences were as follows:

Decrease in travel and meals	\$7,600
Decrease in postage & delivery	1,200
Decrease in promotion	1,600

### Current year vs. prior year:

2013 revenues were approximately \$10,000 lower than 2012 primarily due to a decrease in royalties.

2013 expenses were less than 2012 by approximately \$8,600

Material differences were as follows:

Decrease in travel and meals	\$ 3,000
Increase in Bulletin expense	(2,000)
Decrease in printing	1,500
Increase in measurement clinics	1,400

The year 2014 appears to be on track and is projected to have a positive cash flow by year end.

*Renee Bartell, Treasurer*

SNIPE CLASS INTERNATIONAL RACING ASSOCIATION BALANCE SHEETS		
	DECEMBER 31,	
	2013	2012
<u>ASSETS</u>		
<b>CURRENT ASSETS:</b>		
Cash	\$ 113,421	\$ 106,207
Accounts receivable	4,562	5,342
Prepaid expenses	11,721	3,557
Total current assets	<u>129,704</u>	<u>115,106</u>
<b>PROPERTY:</b>		
Data base software	22,627	22,626
Office equipment	2,478	2,478
Accumulated depreciation	(25,104)	(24,710)
Property - net	<u>1</u>	<u>394</u>
<b>TOTAL ASSETS</b>	<u>\$ 129,705</u>	<u>\$ 115,500</u>
<u>LIABILITIES &amp; MEMBERS' EQUITY</u>		
<b>CURRENT LIABILITIES:</b>		
Accrued expenses	\$ -	\$ 986
<b>MEMBERS' EQUITY</b>	<u>129,705</u>	<u>114,514</u>
<b>TOTAL LIABILITIES &amp; MEMBERS' EQUITY</b>	<u>\$ 129,705</u>	<u>\$ 115,500</u>





**SNIPE CLASS INTERNATIONAL RACING ASSOCIATION  
STATEMENTS OF INCOME, EXPENSE AND MEMBERS' EQUITY**

**YEARS ENDED DECEMBER 31,**

	<u>2013</u>	<u>2012</u>	<u>Variance</u>
<b>INCOME:</b>			
Dues			
Senior	\$ 32,535	\$ 32,880	\$ (345)
Junior	6,970	6,320	650
Decal	21,240	20,730	510
Fleet	1,075	1,090	(15)
Total dues	<u>61,820</u>	<u>61,020</u>	<u>800</u>
Royalties	15,030	27,585	(12,555)
Merchandise sales	4,070	3,209	861
Advertising	4,650	4,975	(325)
New hull numbers	4,250	3,500	750
Total income	<u>89,820</u>	<u>100,289</u>	<u>(10,469)</u>
<b>COST OF GOODS SOLD:</b>			
Merchandise purchases	2,866	1,125	1,741
<b>GROSS PROFIT</b>	<u>86,954</u>	<u>99,164</u>	<u>(12,210)</u>
<b>EXPENSES:</b>			
Management fee	40,000	40,000	-
Snipe Bulletin expenses	17,600	15,701	1,899
Travel & meals	2,943	5,885	(2,942)
Bank service charges	2,753	2,823	(70)
Dues & subscriptions	1,875	2,443	(568)
Postage and delivery	1,519	2,285	(766)
Database maintenance	993	1,295	(303)
Promotion	872	2,700	(1,828)
Office supplies	823	223	600
Legal & accounting	769	1,055	(286)
Boat decals	681	656	25
Database software amortization	394	1,233	(839)
Bad debts	275	-	275
Measurement stickers	250	207	43
Trophies	27	-	27
Printing & reproduction	-	1,508	(1,508)
Measurement clinic	-	1,409	(1,409)
Rulebook cost and postage	-	953	(953)
Total expenses	<u>71,774</u>	<u>80,376</u>	<u>(8,603)</u>
<b>OTHER INCOME:</b>			
Interest income	10	10	-
<b>NET INCOME (LOSS)</b>	<u>15,191</u>	<u>18,798</u>	<u>(3,608)</u>
<b>BEGINNING MEMBERS' EQUITY</b>	114,514	95,716	
<b>MEMBERS' CONTRIBUTIONS</b>	-	-	
<b>ENDING MEMBERS' EQUITY</b>	<u>\$ 129,705</u>	<u>\$ 114,514</u>	

# 2014 Dues Paid

as of March 1, 2014

<b>Country</b>	<b>Boats paid</b>	<b>Members</b>
Argentina	6	8
Bahamas	4	2
Belgium	29	43
Brazil	11	8
Canada	8	10
Chile	0	0
Colombia	0	0
Croatia	0	0
Cuba	6	10
Denmark	0	0
Ecuador	0	6
Finland	10	16
France	10	15
Germany	0	0
Italy	27	59
Japan	1	3
Mexico	0	0
Norway	10	10
Peru	0	0
Poland	0	0
Portugal	0	0
Puerto Rico	14	18
Spain	10	8
Sweden	0	0
United Kingdom	0	0
United States	218	346
Uruguay	1	2
Venezuela	0	0
<b>TOTAL</b>	<b>365</b>	<b>564</b>



# From the High Seas to the High Life: Plotting Your Course

**Antoinette Kuritz**

Sports metaphors and lessons have often been applied to business and life, but seldom has it been done as effectively as in *Plotting the Course: Life Lessons from the Sport of Sailing* (Makai Press / April, 2014), a new book by Rick Arneson.

Written in such a way as to inform and engage sailors and non-sailors alike, *Plotting the Course* delivers relatable and essential lessons for personal and professional achievement, drawn straight from the world of competitive sailing. Through a fascinating narrative that compares principles of sailboat racing to business, politics, history and more, you will discover what this diverse and intriguing sport can teach about organization, competition, leadership, decision-making, relationship-building, teamwork, personal growth, and more.

Discussing everything from the elements of good decision-making to what it takes to reach our goals, from how to effectively strategize to the role of competition in our lives, Arneson makes clear the importance of self-confidence and critical self-evaluation to all aspects of our endeavors, and provides accessible explanations of how to manifest personal growth.

While each section of *Plotting the Course* is comprehensive, each is broken into bite-sized portions, providing useful and applicable aha-moment nuggets for the reader to digest. While the book is interesting enough to read in one sitting, it lends itself well to reading and absorbing small sections at a time.

Cover to cover, Arneson's own extensive sailing and racing experience in a variety of tough fleets comes through, as does his broad coaching perspective and keen business acumen.

And these experiences are the basis of engaging and illuminating anecdotes that pepper the book, giving his advice concrete reference points and thus making it all the more poignant.

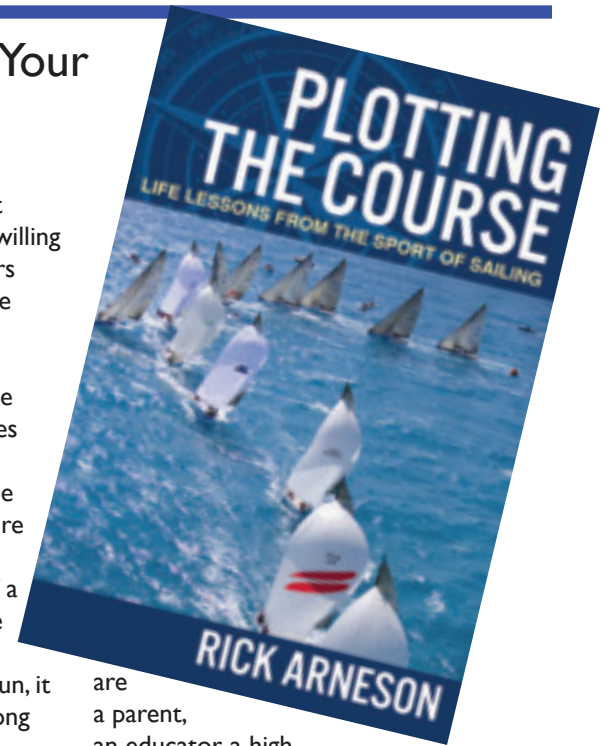
Ultimately, *Plotting the Course* is about planning, about the diligence we are willing to expend, and about teaching readers how to do so effectively; performance is simply the result of good planning. According to Arneson, "Periods of performance are generally seen as the markers along the highway of our lives and careers. These are the moments when planning gives way to action, the results of which will provide a measure of success. But three minutes in the spotlight may be the accumulation of a decade's preparation. Thus, while the moment of actual performance may be the most significant in the short run, it is only a stop along the road in the long run."

Taking his premise one step further, Arneson also discusses the role of learning in our lives, saying, "Learning is the cycle that never stops, and must be actively and perpetually pursued. Learning is how we grow... Learning is the



backbone of any great civilization and the foundation of any successful individual's life and career, expanding potential to unfathomable heights."

This is a book which informs, inspires, and engenders intelligent thought and discussion. Its advice is practical, easy to implement; it makes sense. Whether you



are a parent, an educator, a high school or college student, a manager, an executive, an entrepreneur, or someone looking to improve your personal relationships, there is a lot to be learned from *Plotting the Course*, not the least of which is that while there are no guarantees you will achieve all your goals, making certain to intelligently plot your course makes success in all endeavors far more likely.

*Antoinette Kuritz is the Founder of the La Jolla Writers Conference and the Nightstand Reviews contributor for KUSITV in San Diego.*

**Author Rick Arneson is a Snipe sailor and native of San Diego. He has been a member of the US Snipe team since 2003, competing at 3 Worlds and 2 Western Hemisphere championships. He has been a marketing professional and holds a B.S. and M.B.A. degree from Pepperdine University.**

*Plotting the Course* will be available April 28 in paperback and electronic copy. Amazon and Barnes & Nobel will be carrying online and check your local bookstore for availability.





# snipe world champions again

## 2013 SENIOR WORLDS

1<sup>st</sup> BRA 31203 Bruno Bethlem & Dante Bianchi ( XPM- XPJ)  
3<sup>rd</sup> BRA 29821 Alexandre Paradedda & Gabriel Kieling (XPM-XPJ)

## 2013 JUNIOR WORLDS

1<sup>st</sup> BRA 31118 Lucas Mesquita & Douglas Gomm  
4<sup>th</sup> BRA 29799 Bernardo D.Assis & Pedro Leao  
5<sup>th</sup> BRA 31047 Leonardo Lombardi & Victor Sabino



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## Snipe Mast History as Viewed by Gonzalo Diaz, Sr.



In 1945 when my father bought me my first Snipe, (Rosi II # 3686) we all at the Miramar Yacht Club (from now on MYC) had wood squared section masts with no spreaders. It is funny that at that time, since we did not have to take the boats home, we all kept the masts up the entire year and for years, to the point that it was considered a tragedy to have to take the mast down to turn the boat upside down to paint it. The word was that if you did that you would lose the tune of the boat. The 1945 National champion did not believe that and he took it down to have the boat painted. When he put it back up and went racing he had lost all the tune and the speed. He sort of ignored that while he had the mast down some of the other sailors improved their performance by buying new sails, etc. Those wood squary mast were tapered. Hummmm.

In 1947 after the visit to Havana of Jack Wirt with his new boat Tiger featuring two round wood masts for different winds, round wood mast started to be build in Cuba with internal halyards. Jack was a visionary as he realized that round and thin masts would be faster (Hummmm??) Gonzalo Melendez, our National Secretary, pushed for this and many others advances of our Snipe Fleet at MYC and other Clubs. We had to import spruce wood from USA and they were lighter than the squary masts. They also were considerably tapered from the hounds up. They proved to be faster. By 1948 I was sailing El Almirante # 4835 (also built in Cuba by the same carpenter that built 3686) and I know that by 1952 I had a new wood spruce round super tapered with internal halyards on 4835. I know that because when I got the Gerber built Jupiter # 10111 hull only in 1952, we just transferred the whole rigging from my 4835 to 10111.

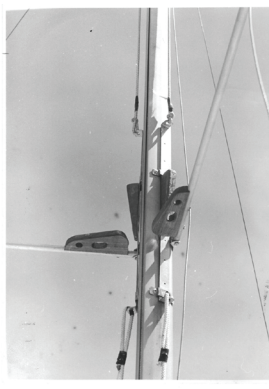
We left Cuba in 1964 and were able to squeeze out the Jupiter from Cuba. Still with the round wood mast no spreaders and sailed like that until approximately 1968 when we purchased a Proctor E aluminum tapered mast with spreaders and internal halyards. (those were faster, Hummmm, I wonder why??) Soon after

that in early 70's we got some Cobra I masts made by Earl Elms for members of the Miami Snipe Fleet. They were better (faster) than the Proctor E, but Earl had problems in the hardening of the mast process. Because of this, in mid 70's Augie and I were using Proctor Alphas.

I crewed for Augie in the 1975 Worlds in Punta del Este, Uruguay were we were badly defeated by Felix Gancedo. Gancedo was using a Bruder mast, very thin, aerodynamic mast while we were using a Proctor Alpha. (the Bruder was faster. Hummmm!) or maybe Gancedo was faster??

I am not sure how this came about but shortly after 1975 the Snipe Class revised the mast measurements and I believe that the Bruder mast did not comply with the newly set width measurement of the Snipe mast. In 1977 Earl Elms came up with a total new design that I believe it was the consequence of those recently revised mast measurements and tolerances. In 1977 Tom Nute won the U.S. Nationals with a Cobra II Mast (Hummmm, I wonder why?).

In 1980, I finally gave up on the Proctor's Alpha and put a Cobra II on my McLaughlin # 23713 in Clearwater Midwinters sailing with my daughter Ani and we found ourselves suddenly very fast. Suddenly we were in a position to win the Midwinters. That is when I realized the importance of the mast windage (Hummm, I wonder why it took us so long?).



The Cobra II continues to be our Snipe "Standard" because the very successful and popular Sidewinder is very similar. I can tell because I have had to cut them both many times to adapt to different snipes and I have a collection of those cut sections I can show you. They are identical in the outside measurements and the walls are very similar!

I think the Cobra II and the Sidewinder Regular sections will continue to be our standards for a long time because we got to the point of both complying with the measurements and they are about in the limit of surviving to heavy weather conditions.

In 20 to 25 miles of wind I strongly recommend to push the mast forward and leave it there for the entire race. I also recommend to: easy the boom vang as you turn downwind and not let the boom rest on the shrouds at any time. I am not sure, but you can save your mast from a permanent bend if it inverts in a puff by trimming the main close to the center of the boat. I have only done it once, I was successful. Retrieving the pole probably works also!

In the mid 90's we had a well attended Snipe Class meeting in Atlanta at the Atlanta Yacht Club. There was a large group of Snipe Sailors worried for our loss of numbers and they blamed the shrinking of the Class on how sophisticated the Snipe had turned through the years, so many controls, so expensive masts, the complicated pole launcher, etc. It was an excellent meeting and we formed several tables for concentrated discussions item by item





## Pan Am Games Qualification Grid for Snipes

Year	Regatta	Countrys to qualify	Venue	qualified countries
2013	South American Championship	2	YC Uruguayo	BRA, ARG
2014	South American Championship	2	Porto Alegre, BRA	
2014	WH&O Championship	5	San Diego YC, USA	
	Host country	1		CAN
	total countries	10	total sailors	20

and also and open discussion meeting one afternoon.

The main pushers for simplifying the Snipes were among others Buzz Levinson and Bill Buckles that I can remember. There was a push for getting a simpler mast section and without taper, but many of us fought against that because we knew that would make the Snipe slower and many of us did not want to accept that! (Hummmm! Why did it take us so long?) We could not agree with any of the simplifications proposals. I think the results of this meeting, unfortunately, heavily disappointed Buzz Levinson and moved him away from the Snipe Class.

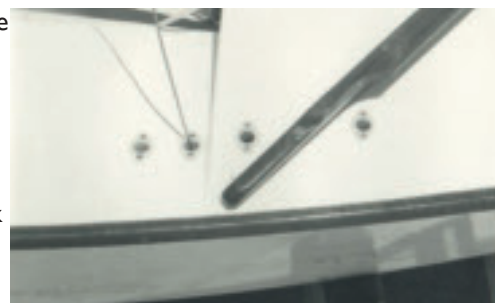
I only propose one simplification: the elimination of the Mollet haulers also known as the Lenhart haulers (both designed them at the same time) because that would not have made the Snipe



significantly slower. I could not get it approved, but the barber haulers died anyway because of the use of Snipe courses (windward/leeward) and also the development of the pole launcher use in close reaches.

If you ask me, the Snipe Class shrinks in the World only because of the competition. Go back to 1940 and think on the choices you had to go sailing or on the water sports. Very few! Now

think at the choices you have now. A million of them! That is what has made our Class to shrink. As a matter of fact, I remain hopeful that in the future with our organization and keeping the level of satisfaction of our Snipe sailors, we will thrive!  
God bless you all!



## 2014 WOMEN'S WORLD CHAMPIONSHIP

NOVEMBER 03 - 10



SAN ROQUE LAKE  
VILLA CARLOS PAZ - ARGENTINA  
HOSTED BY CLUB NÁUTICO CÓRDOBA



Notice of Race and information about accommodation, parties and gifts coming soon to [www.clubnauticocordoba.com.ar](http://www.clubnauticocordoba.com.ar)



## Open French National in LH 7-9 June

Dear Friends,

We are delighted to invite you to join the French National in Le Havre from the 7<sup>th</sup> to the 9<sup>th</sup> of June.

Le Havre is well known for its challenging condition (high waves, strong tide, Atlantic Ocean's wind) and we expect a great competition with many National Champions joining: Jean-Jacques Frebault (multiple French National champion), Peter Wolstenhomes (multiple UK National champion), Bart Jansens (multiple Belgium National champion). With 99.5% of chance to have sunny weather on these dates according to the North Korean weather forecast ministry, all parameters should be united for a great race to prepare the European Championship in Poland!

As for your crews and "significant others" who are more thinking about food, beaches and other trivial issues,



please tell them that LH Beach is almost as famous as LA Beach and Copacabana in Rio (even though sand has been replaced partially by very esthetic round pebbles for the purpose of differentiating itself). Also, they will be fascinated to learn that the cousin of Kin Jong Un, the North Korean dictator, is studying currently in LH political science. We hope to have the high honor of his presence for the prize giving ceremony. Finally, food wise, everything is being taken care with a great dinner at the prestigious "Les Regates Palace" (view on the sea, etc) and a more informal invitation to dine at the Family's Romain home.

If you would like to register or get more information, please email [romainmaxim@hotmail.com](mailto:romainmaxim@hotmail.com)

We hope to see you many of you in Le Havre as it should be great fun!

*The Organizers*



## 2014 Snipe World Master Championship

**August 25-31**

**Fukuoka City Yacht Harbor, Japan**

The Snipe World Masters Championship is open to all Snipe skippers who are 45 and older, with a combined age of 80 in the boat.

The schedule will be as follows:

August 25-26: Registration and measurement

August 26: Practice race

August 27-31: racing with warning signal for first race at 1300

August 31: Prizegiving

Prizes will be given to the 3 divisions outlined in the Deed of Gift and also recognizing a special Legend division for those 65 and older.

Website: [www.fsaf.net/snipe](http://www.fsaf.net/snipe)







# European Championship Snipe 2014

**Sport and Artistic Programme  
and Kamień Pomorski Days,  
Kamieński Bay and Municipal  
Amphitheatre, 13-23 August, 2014**



For the first time in the history of the European Snipe the European Championship will be an open Championship. The regatta will take the form of two separate competitions: for the regatta winner and for the best

European competitor. The organizers have taken lots of efforts to acquire numerous sponsors to make the event attractive, but also great involvement of the authorities of the Zachodniopomorskie Province and the mayor of Kamień Pomorski. Each day the sport events will be accompanied by a rich artistic program with performances of folk groups and local stars. Daily awards will also be presented. Below you will find a detailed programme of the event.

For news and further information visit our regularly updated website: [www.eurosnipe2014.com](http://www.eurosnipe2014.com)

Date		Event	Social
Aug 13	Wed	Jr reg/measurement	
Aug 14	Thursday	Jr reg/measurement; racing	
Aug 15	Friday	Jr Euro racing	
Aug 16	Saturday	Jr Euro racing	
Aug 17	Sunday	Jr Euro racing, prizegiving	
		Sr reg/measurement Opening ceremonies	Swedish band: Velvet
Aug 18	Monday	Sr reg/measurement	Piracka Prozygoda (Pirate Adventure)
Aug 19	Tuesday	Sr reg/measurement	
Aug 20	Wednesday	Sr Euro racing	Local music
Aug 21	Thursday	Sr Euro racing	JAF RAF concert
Aug 22	Friday	Sr Euro racing	Concert for sailors
Aug 23	Saturday	Sr Euro racing, prizegiving	Jubilee concert & star band Loka



# How We Traveled in the Old Days

**Giorgio Brezich**

(excerpted and translated from the book "La Vita dello Snipe in Italia" – Sergio Michel – 2004 Alberto Perdisa Editore)

My younger friends are astonished when I tell them how transportation was at the time of my first trips.

In those days the cars were very few and it was very rare to find one equipped with hitch and trailer, so there were two options: either load the boat on a railroad car, or rent a truck. Both options were quite expensive, so it was common to load more boats on the same vehicle to share the costs.

In Trieste, my town, things began with the hiring of a four-wheeled cart, towed by hand. Then we went to the "Innocenti" company, a producer of scaffolding pipes, to rent pipes and clamps to build a structure on the body of a truck, and then load three boats one on top of the other.

Loading the two lowest was not easy, but not dramatic—it was a very different story for the one that was higher.

This solved the boats problem, but the problem of how the sailors would travel. One or two could stay in the cab with the driver. However, four others remained ... who stealthily sneaked, without the driver noticing, into the boats. This certainly helped keep expenses down.

I think the driver always noticed, but each time we arrived at destination, he pretended to be surprised when some zombies emerged from the boats.

He needed us and we needed him, and times were not easy, so ...

The first important trip I made was to Luino, on Lake Maggiore. Luino in its heyday was a regatta that had nearly a hundred boats at the start. I was very young, under age, and I still did not have documents - Trieste was the Free Territory of Trieste, and was governed by the Allied Military Government (US

and UK). To enter and leave the city it was necessary to cross the border - the problem was solved in the usual way: inside the boat and covered by sail bags!

Traveling by railway, things were more complicated, because you had to bring the boats to the train station with the usual cart pulled by hand, load the boats on the wagon, lock them with wire to prevent movement, pass the verification by the station chief, pay the freight and, most importantly, hope that sooner or later they arrived at the destination undamaged and on time for the race.

At that time the Italian Sailing Federation regulations provided that information regarding shipments by railways was specifically written in the notices of race (and this was logical because the organizing club was instructed to clear boats at customs upon arrival and bring them to the club).

The boats were then made strongly out of solid wood, which, during the trip, dried, creating gaps between the various courses of the planking. Very often, at the destination, you had to wet the hull to make it tight again.

Over time the availability of cars increased, so then we needed to have the trailers. But these were not available and therefore were hand made with axles of crashed cars and abandoned gas pipes.

It should be noted that the trailer was not allowed by the Code of the road, and when we started to carry boats with this system, I also started the adventures and surprises with policemen who often prevented us from continuing the journey



as illegal.

Sounds crazy! But things were just like that and we had fun too maybe because we had so much enthusiasm and we felt privileged, when the majority of our peers did not leave the town, that we were travelling through Italy and Europe.



Notes:

- When the Fascist regime collapsed in October 1943 and Italy capitulated, the territory was occupied by German forces, that created the Operational





divided into two areas: one being the port city of Trieste with a narrow coastal strip to the northwest (Zone A); the other, larger (Zone B) was formed by a small portion of the north-western part of the Istrian peninsula.

- However, the territory never received its planned self-government and it was maintained under military occupation respecting the

administrative division into two zones: Zone A was administered by British and American forces, while Zone B was administered by the Yugoslav National Army.

- On October 5, 1954, the London Memorandum was signed by ministers of the United States, United Kingdom, Italy, and Yugoslavia. It gave former Zone A with Trieste to Italy for an ordinary civil administration, and Zone B, which had already incorporated a communist government since 1947, to Yugoslavia.
- In 1975 the bilateral Treaty of Osimo was signed in Osimo and ratified 2 years later, definitively stopping respective claims over the former Free Territory of Trieste by Italy and Yugoslavia.
- On June 25, 1991, Slovenia became independent from Yugoslavia; Slovenia joined the European Union on May 1, 2004.

Zone of the Adriatic Littoral.

- The Yugoslav Army entered Trieste on May 1, 1945, after a battle in the town of Opicina. The 2nd Division (New Zealand) of the British 8th Army arrived on the next day.
- On September 15, 1947, the peace treaty between the United Nations and Italy was ratified, establishing the Free Territory of Trieste.
- The Free Territory of Trieste was



*If you ever need a regatta to remind you why you sail a Snipe, then attend the Piada Trophy. You won't be disappointed, no matter how well you sail!" K.T.*



Anno di fondazione 1933

**PIADA TROPHY 2014**  
**Snipe International Regatta**  
**Regata Nazionale "Coppa Duca di Genova"**  
**Riccione – Italy 27<sup>th</sup>-29<sup>th</sup> June, 2014**

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# 2014 Western Hemisphere & Orient Championship

September 5-12, 2014  
San Diego Yacht Club



San Diego Yacht Club and Fleet 495 is proud to host the WH&O Championship bringing some of the best Snipe sailors to our home waters. Since the 2009 Worlds, our state-of-the-art Malin Burnham Sailing Center has been completed which only makes the event more enjoyable as it was built to host big events!



For this event, the competitors will be racing on two venues: outside in the Pacific Ocean and inside the Bay in the flat waters of South Bay, off the island of Coronado. These two venues will test sailors skills and bring out the best of Snipe sailing!

As usual, Serious Sailing, Serious Fun will be had with regatta breakfasts each day and after racing snacks & beverages delivered right to the dock. Mid-week, the Radio Controlled fleet is offering up their boats for friendly competition off the front dock after racing Wednesday followed by a short prizegiving party and dinner. And of course more dinners & the awards banquet to top it off throughout the week.

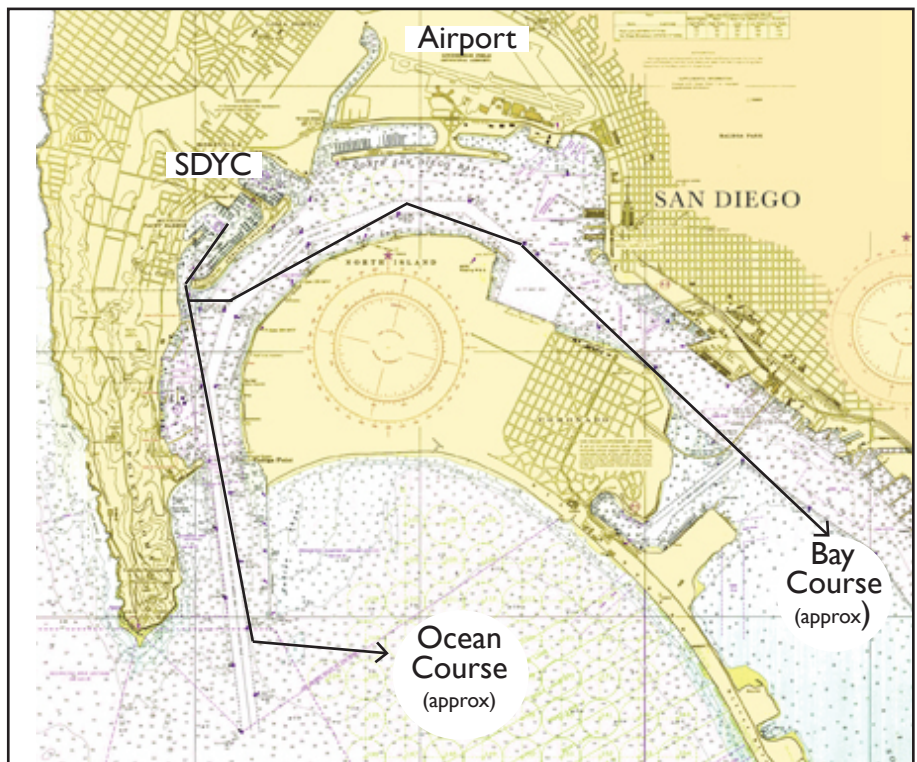


Registration and information can be found on the new website: [www.snipeWHO.org](http://www.snipeWHO.org) or contact regatta chair Joanne O'dea: [jmodea@gmail.com](mailto:jmodea@gmail.com)

The chart to the right shows the 2 race course areas to be used. Both are about a 40 minute sail/tow to the race area and offer varying conditions that will challenge all sailors.

The South Bay course is protected, flat water with clear wind from the Pacific or San Diego Bay.

The Ocean course is open water with swells and the famous kelp.



# Snipe Racing Calendar

## 2014

### Major Regattas

South Americans-Mixed/Masters -Jr & Sr	April 13-15	Porto Alegre, BRA
Copa de Espana	April 16-19	Porto Alegre, BRA
Mai Snipe	May 1-4	Cartagena, Murcia, ESP
Short Course Regatta	May 3-4	Gotenborg, SWE
Musto Cup	May 17-18	Tuusula, FIN
Baerum Cup	May 24-25	Baerum SF, Oslo, NOR
Palm D'Or Regatta	May 31-June 1	Bergen, NOR
Harboe Cup	May 31-June 1	Guelph, CAN
Yves LeBour – FRA*	June 7-9	Espergaerde, DEN
German Open+	June 7-9	Le Havre, FRA
East European Championship	June 13-15	Caldonazzo, ITA
Nordic Championship	June 13-17	Poznan, POL
Broadstairs Regatta*	July 1-6	Motala, SWE
Piada Trophy+	July 5-6	Broadstairs, GBR
Campeonato Leste Brasileiro	July 27-29	Riccione, ITA
European Championship Junior	July 27-29	Cabo Frio, BRA
Senior/Open	August 13-17	Kamien Pomorski, POL
North American Championship	August 17-23	Kamien Pomorski, POL
World Masters	August 15-17	Cottage Park, MA, USA
Pori Open	August 25-31	Fukuoka, JPN
Western Hemisphere & Orient	August 6-7	Pori, FIN
Viking Snipe	Sept 6-12	San Diego, CA, USA
Semana de Buenos Aires	Sept 20-21	Baerum, Oslo, NOR
Host Cup	Oct 4-5, 11-13	Buenos Aires, ARG
Snipe Winter Trophy	Oct 11-12	Baerum, Oslo, NOR
Women's Worlds	Oct 31-Nov 2	Talamone, ITA
	Nov 3-10	Villa Carlos Paz, Cordoba, ARG

+Summer Circuit

\*Yves LeBour

### National Championships

Japanese Junior & Women's	June 7-8	Gamagori
France	June 7-9	Le Havre
Germany & Italian Masters	June 13-15	Caldonazzo
Poland	June 13-17	Poznan, POL
Norway	June 26-29	Asgardstrand
Canada/Ontario Open	July 5-6	Royal Hamilton YC
Italian Juniors	July 12-13	Cattolica
Spain	July 14-20	Vilagarcia de Arousa, Pontevedra
Italian Seniors	July 23-27	Bracciano
United States	July 25-Aug 1	Lake Okoboji, Iowa
Finland	Aug 1-3	Kotka
United Kingdom	July 25-27	Stone Sailing Club, Essex
Belgium	August 9-10	Scharendijke, NED
Norway Masters	August 9-10	Baerum, Oslo
Norway Women's	August 30-31	Baerum, Oslo
Japan	November 12-16	Ishikawa
Argentina	November 20-24	Yacht Club Olivos, Buenos Aires



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Photo Marcos Mendez



*One Design*