

Snipe Bulletin®

Official newsletter of the Snipe Class International Racing Association

Volume 2, April 2000

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® Competitive Crew Weight - analysis

Updates on the Snipe web page

SCIRA Calendar 2000

The Count: 47 numbers were issued in the past 2 months; 1 to UK, 1 to Denmark, 1 to Norway, 2 to Brazil, 2 to Argentina, 6 to Japan, 9 to USA, 10 to Spain, and 15 to builders yet to name the owners.

Numbered Snipes: 29739

Chartered Fleets: 853

Two new fleets were added:

851: Distrito Federal - Brazil

852: Salta - Argentina

On the Snipe web page:

WWW.SNIPE.ORG

- ✓ Officer directory
- ✓ National Secretaries listing
- ✓ Rules
- ✓ International Race Calendar

COMING SOON:

- ✓ Rulebook Addendum

Next Deadline: June 1

Commodore's Column

This is a year of changes for your Class and Snipers worldwide. We have new rules, a new international Bulletin, and new measurements for some items on our boat, and next year a new and revised Rule Book. All these changes do not just happen without lots of time and effort by your SCIRA volunteer board members and also by interested Snipe sailors. The Class is very fortunate to have good knowledgeable people all over the world who put in lots of hours on your behalf, keeping us in the front ranks of one-design sailing. I challenge all Snipe sailors to do some work to help our Class, promote our boat in all the fleets worldwide and see if we can get more sailors converted to our Serious Sailing, Serious Fun. I am fortunate that I get to other class regattas and there really is a big difference—camaraderie so prevalent among Snipe sailors is not evident elsewhere.

I should also mention our new Board position, the Chief Information Officer Alex Pline, who does an excellent job for us with the SCIRA web page. It provides our Class with the opportunity to showcase the boat, the people, and our first class organization. It is interesting to visit our web site and see the interchange of views, ideas, and cries for help going on and being answered. It sure helps many of our sailors and it also provides insight to your Flag officers and Board members.

Snipe sailors can really help SCIRA by providing articles for our new international Bulletin. Let the world know how to make our Snipe go faster, how to build up our Class and share your knowledge with our family! Send your ideas to the SCIRA office, we need your input.

The World Snipe Masters at Horsens, Denmark this summer—what a great opportunity for all our older Snipe sailors to participate in an International event! This is one of the few International regattas open to all Snipe sailors 45 and older where having a good time is as important as the racing. It's a great way to meet people from around the world and you will make friends forever! Make those travel arrangements now and enjoy! See you there!



Commodore Id Crook, Canada

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Publication Information

SNIPÉ BULLETIN (ISSN 08996288) is published 8 times a year for \$10.00 per year by Snipe Class International Racing Association, Incorporated (not for profit), 1833 Tustin Street, San Diego, CA 92106 USA. Periodicals postage paid at San Diego, CA.

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SNIPÉ BULLETIN

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Competitive Crew Weight Is the Snipe Really "One Boat For All?"

by Mark Spicknall

Introduction

Around the sailing club or regatta circuit one sometimes hears individuals complaining about being too heavy or too light to be competitive in the Snipe. Many classes including the Laser, 470, and J24 are known to be very sensitive to crew weight, and, as a result, there is very little variability in crew weight amongst the top performers in these classes. But the Snipe class advertises itself as being, "One Boat For All." Can most any skipper and crew combination, big or small, sail the Snipe competitively, or does the Snipe have a narrow crew weight "sweet spot" like many other classes?

Thanks to the diligence of regatta administrators at the last two World Championships this question can now be answered. At the recent Worlds in Spain, crew weight data was obtained for each boat. And at the 1997 San Diego Worlds, crew weight data was obtained for eleven of the top fifteen teams. This data can now be examined to objectively determine the competitive crew weight range for the Snipe.

Analysis

The 1999 Spanish World Championship Data

Each total crew weight number on the bottom axis of the graph relates to the tick mark above and to its right. There was one team with a weight between 120 kg and 125 kg, five teams weighing between 126 kg and 130 kg, 13 teams with weights between 131 kg and 135 kg, and so on.

This chart shows that the vast majority of Worlds-level teams weighed between

130 kg (287lb.) and 145 kg. (320 lb.). Presumably, crew weight decisions were made based at least partially on what the teams thought would be competitive for the expected breezy conditions. This 130-145 kg crew weight range also reflects what seems to be a general class consensus on competitive crew weight.

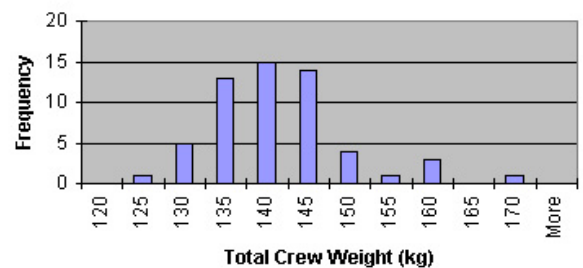
Now let's see if there is any relationship between crew weight and finish position at the 1999 Worlds. Below is a scatter plot of finish position versus total crew weight for the regatta.

Note that total crew weight for the top twenty teams ranges from 123 kg (271 lb.) for the sixteenth-place Japanese team of Okinishi and Ideta, to 150 kg (331 lb.) for the fifth-place Spanish team of Martinez and Vadell. This 27 kg (60 lb.) difference in total crew weight amongst top teams at a World Championship is nothing short of remarkable!

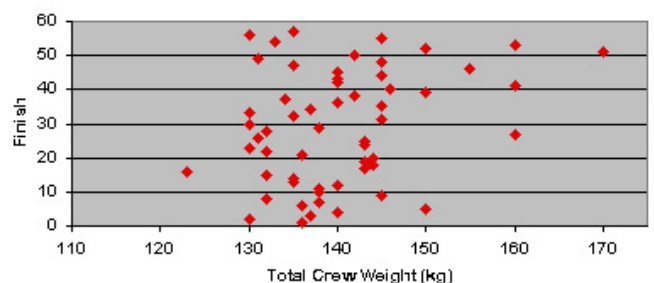
It is important to note, however, that these are the only two boats of the top 38 teams that have a total crew weight outside of the 130-145 kg range mentioned earlier.

This could imply a couple of things - these two teams sailed exceptionally well, and the competitive total crew weight range is wider than generally believed for the somewhat breezy conditions experienced in Spain.

Total Crew Weight Frequency,
1999 World Championship



Total Crew Weight Vs. '99 Worlds Finish



There is no doubt that these two teams sailed exceptionally well. The second assertion can be tested statistically via correlation. In doing this, the crew weight ranges of 123 kg to 138 kg, and 139 kg to 150 kg are examined independently because 138 kg is the average weight of the top twenty teams. There were 28 teams in the first group and 24 teams in the second group. If there is a significant relationship between crew weight and performance, one would expect to see a large negative correlation for the lighter weight group (as crew weight goes up, finish position gets better), and a large positive correlation for the heavier weight group (as crew weight goes up, finish position gets worse).

Correlation coefficients can range from -1 to 1 and represent the degree to which there is a statistical relationship between the two variables being tested. If there is a strong statistical relationship between the two variables, the associated correlation coefficient will be near -1 or 1 . And if there is little or no relationship, the correlation coefficient will generally be between -0.5 and 0.5 , with zero representing absolutely no evidence of a relationship.

The correlation coefficients for the “light” and “heavy” weight groups identified are -0.19 and 0.07 , respectively, both very small. Therefore, the data strongly suggests that there is no significant relationship between crew weight and performance across the weight range of 123 kg to 150 kg, at least for the sailing conditions that existed at the 1999 Worlds. Even when the 123 kg data point is removed from the analysis of the “light” group, the correlation coefficient changed only to -0.31 , suggesting at best only a very weak relationship. This is only reinforced by the strong performance of Okinishi and Ideta. This analysis, then, supports the conclusion one would draw simply looking at the weight range for the top twenty finishers – that the competitive crew weight range for breezy conditions is 123 kg (271 lb.) to 150 kg (331 lb.).

Now let's look at the San Diego Worlds data to see if it also shows a very wide competitive crew weight range.

The 1997 San Diego World Championship Data

The data available from San Diego is much more limited (eleven teams all from the top fifteen positions), but there is still enough to allow for some interesting observations.

At the 1997 World Championship the average total crew weight of these eleven top teams was 134.7 kg (297 lb.), about 3 kg (7 lb.) lighter than the average crew weight of the top twenty teams in Spain. This would be expected for the more moderate conditions in San Diego. Also to be expected is the success of lighter teams, the lightest recorded being the ninth-place Swedish team of Ljunggren and Arnkuaern at 115 kg (253.5 lb.). What one would not necessarily expect in these moderate conditions, however, is the fifth place finish of the Danish team of Iversen and Rasmussen weighing in at 150 kg (331 lb.). The 35 kg (77 lb.) weight range between these two top teams is even greater than that of the top twenty teams in Spain!

Unfortunately, there is not data in this case to do a meaningful correlation analysis, but the data we do have strongly suggests that the competitive crew weight range for moderate conditions is 115 kg (254 lb.) to 150 kg (331 lb.).

Some Conclusions: One Boat For All?

The Snipe truly seems to be one boat for, well, nearly all, at least with regard to crew weight. The data from the 1997 and 1999 World Championships suggests that a crew made up of two skinny teenagers and one made up of two average-size men could be equally competitive in nearly every common sailing condition.

A few characteristics of the Snipe make this wide range of competitive crew weight possible: its relatively heavy displacement for its size, its moderate amount of sail area, and its very adjustable rig.

What then becomes critical for teams that are near either end of the competitive weight range is knowing how to tune and sail the boat in their most disadvantaged wind condition. In this regard, it would be great to have an article from Okinishi and Ideta entitled, “Heavy Air Tuning and Sailing Techniques for Lightweight Crews,” and another from Iversen and Rasmussen entitled, “Light Air Tuning and Sailing Techniques for Heavyweight Crews.”

Reduce the Weight of the Snipe?

As the weight of a boat is reduced, crew weight becomes a greater percentage of overall displacement. If other characteristics of the boat remain the same, the result is that the boat inevitably becomes more sensitive to crew weight. For dinghies the top of the competitive crew weight range decreases. This is well demonstrated in similar but lighter dinghies that are often used in collegiate sailing in the USA. Because of the severe weight disadvantage that heavier sailors have within these boats, they are often excluded from collegiate double-handed dinghy sailing. Therefore, if or when discussing weight reduction for the Snipe, the Class should seriously consider not only the potential impact on the tactical nature of Snipe racing and the durability of the boat, but also the potential impact on competitive crew weight range.

Replace A Boat That Is 4 kg (9 lb.) Over Minimum Weight?

The evidence suggest that unless a crew's total weight is approaching 150 kg or heavier, a few extra kilograms of boat weight will have virtually no impact on their competitiveness, especially for club and district level racing. So get those slightly heavy older boats back on the water and sail!

About the Author

Mark Spicknall has been racing Snipes since 1966.



He also sailed Sunfish, Lasers, 5-0-5's, sailboards, Lightnings, J-24's, and “big boats.” He is a naval architect and

makes his living as a research scientist with the Marine Systems Division of the University of Michigan Transportation Research Institute and also with UM's Department of Naval Architecture and Marine Engineering. Most importantly, he is married to Bev and father to 3-year-old Soren and 1-year-old Ginny.

51ST BRAZILIAN NATIONAL CHAMPIONSHIP / 2000

Although it hadn't rained for over 2 months and the Guarapiranga Lake was only half full, that didn't scare any of the 66 Snipes that signed up for the 51st Brazilian National Championship, held from the 23 to 29 January. With this amount of Snipes the organizing committee divided the fleet into 4 groups (A, B, C and D). These 4 groups sailed 2 at each time, making a total of 24 starts that kept the Race Committee really busy. During the whole week the wind blew around 10-14 knots and all 12 planned races were sailed. The competition was strong and the first position changed in all races.



29254: Andre Fonseca/Rodrigo Duarte shows their winning form on Lake Guarapiranga

The Brazilian Olympic 470 Team Alexandre Paradedda/Andre Fonseca took a break from their training and each brought their own Snipe, which gave the competition a higher standard. The Protest Committee had a lot of work too. At the end one could see that the Brazilian "Lemao" Snipe competing against the Persson Snipe with equal chances.

The winning team was 29254 Andre Fonseca/Rodrigo Duarte (vice World Champions), followed by 29459 Alexandre Paradedda/Bruno Motta as second (vice Pan Am Champions) and in third place 29496 Bruno Bethlem/Alexandre Tinoco.

Celia Garrafa

Vice Secretary, Western Hemisphere & Orient

Master: 6 competitors

- 1st 29639 -Paulo Santos/Ricardo Santos
- 2nd 29143 -Bibi Juetz/Hector Longarella
- 3rd 27820 - Flavio Caiuby/Manon Martins

Junior: 10 competitors

- 1st 29366 - Roberto Paradedda/Daniel Ortega
- 2nd 28650 - Marcos Mascarenhas/Pedro Caldas
- 3rd 29457 - Eduardo Chapchap/Gustavo Harada

Mixed Team: 11 competitors

- 1st 27539 - Pepe D'Elia/Luca D'Elia
- 2nd 29153 -Renato Machado de Almeida/Juliana Azevedo
- 3rd 29602 - Carolina Volponi/Eduardo Neves

Final Results: 66 competitors, top 30

Skipper/Crew	Boat #	Category	Finishes	Total
1. André Fonseca/Rodrigo Duarte	29254	Sr.	9-1-3-1-1-2-4-2-1-2-1-dnf	16.75
2. Alexandre Paradedda/Bruno Motta	29549	Sr.	10-1-6-1-2-3-1-1-7-3-1-dnf	24.75
3. Bruno Bethlem/Alexandre Tinoco	29496	Sr.	4-5-2-6-2-1-5-1-2-4-5-2	27.5
4. Frederico/Felipe Vasconcellos	29612	Sr.	14-3-4-2-4-1-3-ocs-3-3-4-5	37.75
5. Paulo/Ricardo Santos	29639	Mstr.	1-2-5-2-5-2-7-9-4-2-7-4	33.75
6. Ivan Pimentel/Breno Bianchi	23012	Sr.	3-6-4-7-5-3-1-4-ocs-1-4-dnf	37.5
7. Roberto Paradedda/Daniel Ortega	29366	Jr.	12-3-8-5-7-5-4-3-4-1-3-3	27.75
8. Daniel Glomb/Eduardo Lebreiro	29319	Sr.	8-2-9-3-1-4-9-7-ocs-6-2-1	42.5
9. André Wahrlich/Bruno Gauer	26804	Sr.	7-4-5-8-3-9-6-3-2-5-12-4	47.
10. Carlos H. Wanderley/Marc Scheidt	28632	Sr.	1-10-1-5-4-5-10-11-7-15-6-8	56.5
11. Fernando Kessler/Henrique de Lorenzi	27535	Sr.	17-7-8-14-9-7-8-4-3-7-2-5	60.
12. Marcos Mascarenhas/Pedro Caldas	28650	Jr.	2-13-13-13-12-6-2-2-5-8-10-1	60.75
13. Pepe/Lucia D'Elia	27539	Mixed	ocs-5-1-7-9-10-6-8-9-6-5-7	62.75
14. Eduardo ChapChap/Gustavo Harada	29457	Jr.	3-4-7-3-8-8-9-5-18-20-13-11	71.
15. Ricardo Barbosa/Johan Riechen	29156	Sr.	4-7-21-13-3-11-13-14-5-4-15-6	80.
16. Dante Bianchi/Fabio Horta	29263	Jr.	7-9-11-19-8-8-19-6-6-12-9-7	83.
17. Francisco Lysandro Vianna/?	29530	Sr.	18-8-2-10-6-13-10-10-11-5-11-10	83.
18. Renato Almeida/Juliana Azevedo	29153	Mixed	5-21-10-15-12-13-14-14-1-9-11-3	91.75
19. Ricardo Rezende/Walter Diaz	17474	Sr.	10-6-15-10-6-14-12-7-12-11-13-6	93.
20. Gabriel Raulino/Cassio Rodrigues	28909	Sr.	5-18-3-14-14-12-2-dnf-8-18-8-15	99.
21. Fernando Bocciarelli/Richard Zietemann	29	Sr.	9-12-19-ocs-11-18-11-6-6-13-7-9	102
22. Rafael Godoy de Lima/Lucas Andrade	29523	Jr.	15-20-24-23-10-6-3-5-9-11-15-9	103
23. Guilherme Raulino/Johann D'Ellipes	29969	Sr.	6-16-10-19-19-11-7-13-10-12-8-12	105
24. Gustavo Farah/José Eduardo Ribeiro, Jr.	29495	Sr.	22-23-21-9-11-15-14-11-13-10-3-2	109
25. Carolina Volponi/Eduardo Neves	29602	Mixed	18-13-24-4-7-12-5-21-17-14-14-15	119
26. Abilio do Amaral/Carlos Ney Ribeiro	27388	Sr.	11-14-9-6-13-17-8-20-22-13-16-14	121
27. Mario Simões/Deborah Wilcox	29656	Mixed	16-15-16-11-15-16-11-15-8-7-17-dnf	130
28. Bibi Juetz/Hector Longarella	29143	Mixed	6-9-17-22-10-20-13-ocs-15-10-17-13	130
29. Renato Cunha/Pedro Ramalhetete	27909	Sr.	dnf-11-dsq-4-16-4-24-9-20-14-12-16	130
30. Ferndnao Madureira/Cesar Obino	29688	Sr.	13-11-11-12-14-19-15-12-16-8-19-ocs	131

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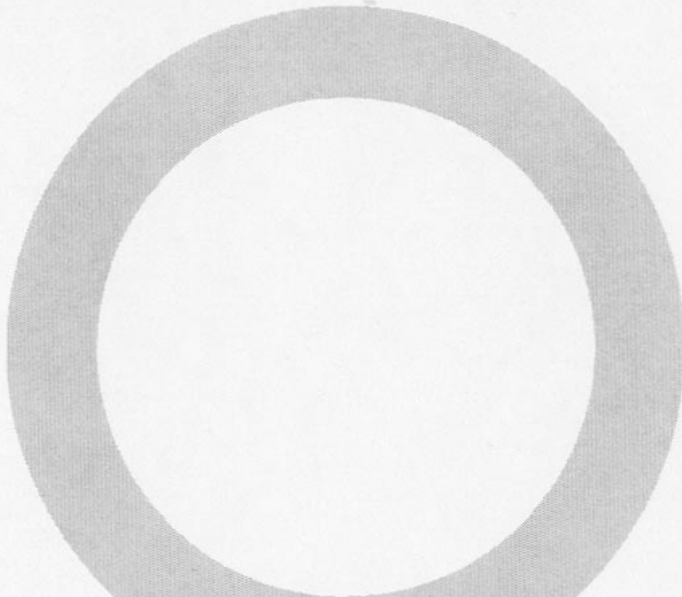
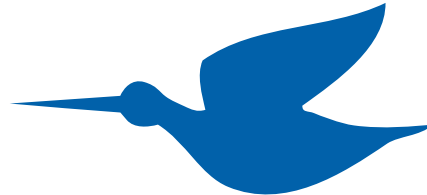
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- 1st US Nationals
- 1st North Americans
- 1st Finnish Nationals
- 1st Spanish Nationals
- 2nd Brazilian Nationals
- 3rd World Championships
- 1st South American Open
- 1st Midwinter Championships

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2000 South American Championship

Fleet 159 of the late Clube do Rio de Janeiro, Brazil received 45 boats to race in the 2000 South American Championship from 4th March to 7th March. Present World Champions and Pan Ams Gold medalists Nelido Manzo and Octavio Lorenzo attended, as well as boats from Argentina, Belgium, Chile, Uruguay and USA, turning the event into quite an international one. Guanabara Bay and the weather man, as a welcome to all sailors, granted sunshine, warm waters and winds ranging from 12 to 15 knots on the first 5 regattas. On the last day cloudy skies and a strong southwest wind (gusts of 20 knots+) came in for the first race of the day but disappeared for the last race that had to be canceled by the RC after the completion of the first triangle. Races were technically very difficult as a consequence of the wind shifts and strong tides (1.3 meters) on the race course. On 6 races we had five different winners and although being the only crew that won two races, World Champions Nelido & Octavio had finishes of 11 and 12 on other races confirming the difficulty of the regattas.

Bruno Bethlem/Maxim Wengert from Fleet 159 with "Old Black" are the new South American Champions with a consistent 4-1-2-2-5-2. The veterans Paulo Santos/Ricardo Santos (1-5-6-3-9-3) and Ivan Pimentel/Rodrigo Lins (6-2-7-19-2-6) finished 2nd and 3rd with Nelido Manzo/Octavio Lorenzo (CNF(2)-3-1-11-12-1) from Cuba in 4th place following a CNF penalty for not checking out/in at the 1st race that certainly had an influence on their final place, but not enough to win the event. The other foreign crews that did well were Kevin Funsch/Watt Duffy from Houston, Texas (11th place) and Thierry den Hartigh/Greet Jans Em from Belgium that finished 18th. Cocktails on the first and last day were a must, with hot-dogs and beers as intermezzo on Sunday.

Argentina will host the 2001 SA at a beautiful lake near Tucuman and we are confident that they will grant us all a great event.

Henrique Motta
National Secretary, Brazil



Competitors sail with the backdrop of Sugar Loaf and Corcovado in Rio de Janeiro. Hector Echebaster photo.

Results: top 40 of 45

	Skipper/Crew	Country	Hull #	Finishes	Total
1.	Bruno Bethlem/Maxim Wengert	Brazil	29496	4-1-2-2-5-2	15.75
2.	Paulo/Ricardo Santos	Brazil	29639	1-5-6-3-9-3	17.75
3.	Ivan Pimental/Rodrigo Lins	Brazil	23012	6-2-7-19-2-6	23.
4.	Nelido Manso/Octávio Lorenzo	Cuba	29518	cnf-3-1-11-12-1	26.5
5.	Frederico/Felipe Vasconcellos	Brazil	29612	5-6-4-4-zpg-8	27.
6.	Maurício Santa Cruz/Eduardo Neves	Brazil	29445	3-8-dnf-1-13-5	29.75
7.	Gustavo Farah/José Eduardo Ribeiro	Brazil	29495	10-13-3-7-4-14	37
8.	Daniel Glomb/Eduardo Lebreiro	Brazil	29319	7-11-5-14-1-dnc	45
9.	Roberto Paradeda/Daniel Ortega	Brazil	29366	9-20-9-8-16-4	46
10.	Francisco Vianna/Fábio Horta	Brazil	29530	12-4-dnf-15-7-11	49
11.	Kevin Funsch/Watt Duffy	USA	29628	13-9-14-22-11-13	60
12.	Marcos/Maurício Mascarenhas	Brazil	28650	14-19-10-6-22-12	61
13.	Pepe/Lúcia D'Elia	Brazil	27539	8-10-11-cnf-14-25	65
14.	Fernando Vadureira/Filipe Novello	Brazil	29688	21-16-19-5-17-9	66
15.	Victor R./Victor H. Demaison	Brazil	29521	32-12-23-12-zpg-7	69
16.	Ricardo Rezenda/Glauber Ribeiro	Brazil	17474	cnf-7-8-dnf-15-18	72
17.	Mário Simões/Deborah Wilcox	Brazil	29656	11-15-21-9-24-dnf	43
18.	Theirry den Hartigh/Greet Jans	Belgium	29252	18-26-24-24-21-10-3099	
19.	Eduardo/Inge Penido	Brazil	9496	26-22-12-32-8-dnc	100
20.	Kadu Bergenthal/Isaak Radin	Brazil	28631	24-27-22-23-18-15	102
21.	Alfredo Rezende/Carlos da Rocha, Jr.	Brazil	1747	cnf-21-16-17-26-24	104
22.	Felipe Meira/Cássio Lobo	Brazil	27665	20-28-18-25-zpg-21	112
23.	Kurt/Guido Diemer	Brazil	29261	23-17-26-cnf-20-dnc	113
24.	Fernando Bocciarelli/R. Eleremann	Brazil	29	19-34-31-dnf-27-10	121
25.	Guilherme Born/Alexandre Tinoco	Brazil	29582	29-33-28-20-28-16	121
26.	Carlos H. Wanderley/Marc Scheidt	Brazil	28632	16-23-ret-10-29-dnc	122
27.	Bibi Juetz/Fernando Krahe	Brazil	29143	28-32-20-26-30-20	124
28.	Ricardo Canepa/Johann Riecken	Brazil	29156	33-37-25-31-21-17	127
29.	Henrique Motta/Fernando Garrafa	Brazil	29666	30-31-29-24-23-22	128
30.	Eduardo ChapChap/Eduardo Chaves	Brazil	29547	cnf-14-rdg-16-dsq-dnf130	
31.	Hugo Neto/Miriam de Franco Moreira	Brazil	2966	27-24-27-28-25-32	131
32.	Federico Saul/Esteban Giassone	Argentina	28788	37-30-15-29-32-26	132
33.	Marco A. da Sá Ribeiro/Paulo Mello	Brazil	29556	38-35-32-30-19-28	144
34.	Eduardo Peeters/Cristian Giacomelli	Brazil	27660	cnf-18-dnf-dnf-dnf-19151	
35.	Alex Bunese/Piero Furlan	Brazil	29502	dnc-cnf-17-36-31-27156	
36.	Jorge González/Tomás Depolo	Chile	28840	cnf-25-13-33-dsq-dnf158	
37.	Carlos Eduardo Sodré/Rocardo Costa	Brazil	27397	31-29-dnf-27-zpg-29159	
38.	Marcelo Bellotti/José Salles	Brazil	28457	36-36-33-35-38-31	171
39.	Gabriel Raulino/Cássio Rodrigues	Brazil	28909	25-38-30-34-dnf-dnc171	
40.	Affonso Abreu/Sylvia Abreu	Brazil	29686	cnf-40-34-39-37-dnf193	

CALENDAR 2000

International Championships

North American Championship	Spanish Point, Bermuda	May 4-6
European Championship	Oslo, Norway	July 24-30
World Master Championship	Horsens, Denmark	August 9-13
Women's World Championship	Trieste, Italy	Aug. 31-Sept. 3
Western Hemisphere & Orient	Rosario, Argentina	October 7-14

National Championships

France	Le Havre	April 29-30, May 1
Uruguay	Montevideo	May 13,20,21,27
Sweden	Marstrand	June 1-4
Finland	Tampere	June 16-18
Russia	Moscow, Klyazminskoe Lake	June 21-25
Italy	Lake Como	June 29-July 2
Norway	Vestfjorden, Oslo	June 30-July 2
Denmark	Lynæs	July 6-9
United States	Oklahoma City, OK	July 7-14
United Kingdom	Stone Sailing Club	August 16-20
Canada	Oakville, Ontario	August 19-20
Belgium	Brouwershaven	August 26-27
Argentina	Villa Carlos Paz, Cordoba	October 27-29
Japan	Nagasaki	November 22-26
Spain	Las Palmas, Gran Canarias	December 5-9

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