

# Snipe Bulletin®

Official newsletter of the Snipe Class International Racing Association

Volume 5, January 2001

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**The Count:** Spain: 10, Brazil: 3,  
Norway: 1, Colombia: 1, 9 to a  
builder, Italy: 1

**Numbered Snipes:** 29857  
**Chartered Fleets:** 854

## SNIPE SNIPPETS

We apologize for the delay in this Snipe Bulletin. The International Board of Governors were deciding several important issues that would greatly affect all Snipe sailors around the world for the 2001 sailing season, and we felt it was in the best interest to delay the Snipe Bulletin so we could bring you the most current news!

### October Correction

We inadvertently forgot another Snipe sailor from the 2000 Olympic sailing list: Andrey Kirilyuk, who finished 3rd in the 1997 Worlds in San Diego, was a crew on the Russian Soling team who finished 6th in Sydney. Congratulations again to all Snipe Olympians!

## Commodore's Column

It was a beautiful sunny Brazilian Sunday afternoon as my oldest brother and I stood on the deck of the sailing club, overlooking Guarapiranga Lake. We were admiring a multi-class regatta being sailed on the Clube de Campo de São Paulo race course. Without diverting his attention from the race and almost as an understatement, he asked: "Remember how much fun that used to be?"

This was 1985 and although we had very actively raced various one design boats in our youth, almost 18 years had passed since we last geared up for a regatta. I guess both of us concluded at the time that since we enjoyed sailing so much, if we didn't give it up completely, chances of getting an education and a career would be pretty slim.

Needless to say, it didn't take long after that Sunday to decide we were going back. The remaining question however, was which boat we were going to sail.

After carefully evaluating the merits of each one design class in Brazil, it became obvious that the choice would be a Snipe. The reasoning then, which I firmly believe still holds true today, was as follows:

- The Snipe is a very technical boat where success on the race course depends more on the crew's sailing skills than the amount of money put into the boat.
- The Snipe's straightforward design and specifications assure that a well built boat will remain competitive year after year, while maintaining a good resale value. Consequently the Snipe is relatively inexpensive to race as compared to other one designs.
- Optimum crew weight is not as critical as for other one designs (470s, Stars, Finns, Lasers, etc.).
- The Snipe Class is truly international. Snipe fleets and top notch competition can be found all around the world.
- Although strictly a one design boat with narrow measurement tolerances, the rules are still flexible enough to allow customizing fittings and layout to meet each specific need.



The final and most important item in this selection process however was getting to know the members of the local Snipe fleets. What a bunch of great sailors and fun people! This has over the years been true anywhere in the world where I have had the good fortune of running into Snipe sailors.

Our people have always been and still are our greatest single asset. They are truly the ones that make "serious sailing, serious fun" a reality.

Yes, it has been fun. I have thoroughly enjoyed every sailing day in my Snipe since 1985 and look forward to many more years to come. For all the above reasons, I feel deeply humbled but also very proud to have been chosen Commodore for 2001, and hope to meet the expectations of each and every one of you.

**Bertel Bojlesen**



Next Deadline: March 1

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## Int. Board of Governors Approves Dues Increase

As many of you are aware, SCIRA has been adjusting to a new membership system and dues structure. January 1, 2000, dues were split between boat ownership and membership. Included with membership are the Snipe Bulletin and the Rulebook as well as a new membership card.

To reduce costs, the SCIRA Board of Governors voted to decrease the issuance of the Snipe Bulletin to quarterly and went to a less costly stock of paper. Despite these measures, the rising costs of printing and postage with the increased mailing list of all members, SCIRAs finances are not balancing.

The Finance Committee studied the problem and recommended to the International Board of Governors, who has approved an increase effective January 1, 2001. The following structure applies:

	Old	new, effective 1/1/01
<b>Membership</b>	\$5	\$15
<b>Boat registration (decals)</b>	\$5	\$ 5
<b>Crew dues</b>	\$2*	\$10 mandatory at Nationals and up.

\*formerly, crew dues were voluntary

This dues increase is for international SCIRA dues. Some countries may have their own dues in addition to what SCIRA International charges. Contact your National Secretary for information.

In addition, new hull numbers will be raised from \$35 to \$50.

### Rulebook

Many countries have contacted SCIRA that they do not wish to receive a printed Rulebook. It was the Board of Governors desire that every member have the Class rules, thus the inclusion with membership. However, many countries have suggested that a downloadable version be available for those who prefer to receive it in that manner, via the Snipe web page. SCIRA will print hard copies of the Rulebook, which will be the official version of the Rulebook, but we need every National Secretary to poll their members so we may know how many copies to print.

### Rulebook 2001-2004

SCIRA's intentions were to have the Rulebook ready in January of 2001. However, many of our rules are based upon ISAF rules. ISAF has indicated they will not be publishing their rulebook until March/April of 2001, so the SCIRA Rulebook will be delayed until the ISAF printing to ensure proper reference to ISAF rules.

## SMC Centerboard Approved for Use

The Board of Governors of SCIRA, acting on the recommendation of the Rules Committee, has voted to allow, with certain restrictions, the use of the SMC centerboard produced by Inapal Plasticos of Portugal in place of the traditional aluminum centerboard.

The text of the proposal approved by the Board of Governors is as follows:

- **Effective Jan. 1, 2001, centerboards made of sheet molding compound (SMC) manufactured by Inapal Plasticos of Portugal may be used in any Snipe regatta up to, but not including, national championships and major international championships. In addition however, the national secretary of any SCIRA country may approve the use of the SMC centerboard in the national championship of that country.**
- **Boats sailing with the SMC centerboard must add weight where it may be easily seen if necessary to comply with minimum weight restrictions of the Class. Such weight shall be permanently attached with peened over bolts, glass cloth, or permanent mastic.**
- **Only one centerboard may be measured and used at a regatta.**

The recommendation of the Rules Committee was based, in part, on the enthusiastic endorsement of the SMC board by the great majority of sailors who tried it and sent in response sheets to the SCIRA Office. The experience of Snipe sailors who righted capsized boats while using the SMC board and the results of stress tests done at Lockheed Aircraft of California also played a part.

SCIRA is in negotiations with Inapal Plasticos regarding timing & availability of the Boards. Price of the boards will be between \$100-\$120 with \$10 proceeds from each board going into a separate fund to promote the Class and juniors.

Watch the upcoming Snipe Bulletin and the Snipe web page for announcements of availability.

## New Builders Rules in Effect January 2001

The Board of Governors has approved the following rules changes affecting boats built after January 1, 2001:

- Distance from sheer to bottom of mast step.....**390mm – 400mm**
- Mast length from bottom of top stripe to bottom of butt fitting.....**6450 to 6500mm**
- Centerboard trunk depth (rear of the trunk).....**310mm +3mm – 0mm**
- Top of centerboard trunk parallel to baseline
- Rudder pintles and gudgeons to be **8mm** fittings
- Bearing surface of lower gudgeon to be **155mm** above the intersection of the keel and the transom
- Bearing surface of the upper gudgeon to be **410mm** above the intersection of the keel and the transom
- Position of rudder relative to the intersection of keel and transom unchanged
- No mast fitting used for a whisker pole launcher shall project beyond the front of the mast
- Establish certified builder program

# Western Hemisphere & Orient Championship

## Rosario, Argentina

The 2000 Western Hemisphere & Orient Championship attracted 30 teams from 7 countries to one of Argentina's toughest racing areas. Due to changing weather patterns, leaving the original lagoon venue too shallow for Snipe sailing, local officials collaborated and found a site on the Parana River. The Parana River runs from Buenos Aires to Paraguay, with potential current of 5 plus knots. It is a main thoroughfare for commerce in South America. The course area was off to the side with a measured current of 1 to 2.5 knots. This site proved to be truly challenging not only for the competitors, but the Race Management Team as well.

The challenge was to use the current to your benefit and stay consis-



Team Brazil poses in front of their motorhome. Photo: Diego Rudoy tent! And consistency was the key in this fleet. As evident from the results, top finishes secured the leaders. Breakdowns and a bad race would tell the tale in the end. Here's how it played out....

The first day of sailing gave the sailors 20-25 knots of breeze. Bruno Bethlem/Dante Bianchi of Brazil led the first race closely followed by Roberto Paradedá/Ortega also of Brazil, but Bethlem/Bianchi broke a jib halyard and had to retire. Morita/Seraguchi of Japan, the Vasconcellos brothers (BRA), and Ocariz brothers (ARG) rounded out the top 5. With the screaming reaches there were lots of crashing and burning with 4 capsize at one reach mark! At the finish, Paradedá/Ortega won, followed by Morita/Seraguchi. Matias Pereya/Behrendt (ARG) sailed up into the top pack and

finished 3rd with fellow Argentines Fumagallo/Cuerdo in #12733 (the boat sailed in the 1959 Worlds in Porto Alegre). The Vasconcellos brothers rounded out top 5 followed by brothers Ocariz and Roberto Fabini/Diego Stefani (URU) in 7th. 6 of the 30 boats were unable to finish.

After spending a quick break near shore (out of the current), the racers returned to find the breeze blowing as hard as the first race, out of the Southeast with the current running the opposite way. Conditions began to take their toll. At the start, Filter/Stout of the US flipped and were unable to right the boat to get across the line. Randy Lake/Piet Van Os (USA) had a gudgeon rip on the transom and the Japanese team of Takamura/Maruyama broke a rudder. Pablo Defazio/Diego Ronco (URU) broke their mast on the first reach in a huge puff.

Those who could make the start found two-time Jr. World Champ Alvaro Fonseca/Rodrigo Duarte (BRA) leading the first triangle and making huge gains on the reaches. Pereya/Behrendt and Paradedá/Ortega followed them. On the 2nd beat, Fonseca/Duarte flipped and by the time they were righted, they were in 6th. Bethlem/Bianchi and Pedro Garra/Felipe Garcia (URU) kept in the top group.

The scheduled second day of racing ended up being abandoned due to no wind at all, and the ever prevalent current making racing impossible for the day. Instead, Commodore Id Crook held an informal meeting of all the competitors on issues of the Snipe Class.

The first start of the second day was postponed, as half the fleet couldn't make the line fighting the current in lighter breeze. When the race did start, most the fleet were on port, crossing the current. At the top mark, US boats Filter/Stout and Lake/VanOs rounded 1,2 followed by Yoshioka/Ikebe of Japan,



Club de Velas Rosario. Photo: Diego Rudoy

Vasconcellos brothers (Brazil) and Takamura/Maruyama. The leaders stayed low on the reach while the rest of the fleet went high trying to buck the current. This only extended the leaders lead. Places changed and at the finish, US boats Lake/Van Os and Filter/Stout crossed followed by Vasconcellos Brothers and Takamura/Maruyama. Fonseca/Duarte finished fifth, but received an OCS, giving Augie Diaz/Alex Stout of the US 5<sup>th</sup>.

The following race the wind dropped to 6-8 knots for the Olympic course. Filter/Stout & Bethlem/Bianchi were doing 720's at the start (separate incidences). At the weather mark, the Vasconcellos brothers rounded 1st followed by Noe brothers, Johnny MacCall/Pettinari (ARG), Fabini/Stefani (URU), Pereya/Behrendt (ARG). This time the leaders went high and Lake/VanOs, who rounded the weather mark 6th, stayed low and moved to 3rd. Again, positions changed and at the finish it was Noe/Noe ARG, Fonseca/Duarte BRA, Lake/VanOs USA, Gomez/Montanaro ARG and Fumagallo ARG.

Having lost a day in the schedule, the championship was decided ON the final day with 3 races. Again, close racing among the top sailors with the fleet playing the shore on exaggerated reaches to stay out of the current. When to gybe and tackle the current was a crucial call. Going into the final race either the Vasconcellos brothers of Brazil, local favorite Fumagallo/Cuerdo of Argentina, or Randy Lake/Piet VanOs of the USA could win the Championship. At the weather leg, these three were 5-6-7, still too close to call.

The story here is the consistency of the Vasconcellos brothers who have been training hard and on the steady rise toward winning a major championship. They had no finish worse than 9<sup>th</sup>. As junior sailors, they competed in several Junior Worlds and sailed together in the Worlds in Santiago de la Ribera (Spain). They stayed consistent and cool, and the Championship became theirs. Then there is the story of Eduardo Fumagallo and Nicolas Cuerdo in 12733. Yes, the boat was sailed in the 1959 Worlds in Porto Alegre, and the refurbishment is outlined on another page of this issue, but as we all know, it's the sailors that make the boat go. Editors note: Eduardo Fumagallo followed up his 2<sup>nd</sup> place WH & O finish by winning the Argentine Nationals a few weeks later. Eduardo is a fine sailor whose talents have finally been showcased to the World.

## Snipe Merchandise

Order Yours Today!

### SCIRA Shirts:

t-shirts: \$10:00  
 polo shirts: \$20.00

### Snipe belts:

D-ring style: bird logo or SCIRA logo: \$15  
 SCIRA logo with leather tabs: \$20  
 All leather with bird stamp: \$25

### Snipe Kevlar is back!

Large zip-end duffel: \$70  
 Med. duffel: \$60  
 wallets: \$15  
 Bathroom kits: \$20

### Best of Snipe Bulletin: \$20.00

### Snipe Tales: \$20.00

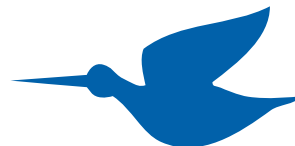
### Blazer patches: \$3.00

### Window decals (inside) \$1.50

### Blueprints to build your own; \$20.00

### Snipe silk ties: \$40.00

### Snipe Sandals: \$20.00 whole sizes



*See the Snipe web page for details and photos or to order!  
[www.snipe.org](http://www.snipe.org). Shipping added as valued. All prices USD\$. Credit cards accepted.*

## Western Hemisphere & Orient Championship Results

	<b>Skipper/crew</b>	<b>Country</b>	<b>Sail #</b>	<b>Finishes</b>	<b>Total</b>
1.	Federico/Felipe Vasconcellos	Brazil	29631	5-5-4-7-4-(9)-5	30
2.	Eduardo Fumagallo/Nicolas Cuerdo	Argentina	12733	4-6-(15)-5-6-5-7	33
3.	Randy Lake/Piet VanOs	United States	28854	8-ymp-1-3-11-6-(16)	33.75
4.	Bruno Bethlem/Dante Bianchi	Brazil	29799	(dnf)-2-2-11-16-4-1	35.75
5.	Javier/Nicolas Ocariz	Argentina	28647	6-4-(14)-12-3-10-3	38
6.	Roberto Paradedad/Daniel Ortega	Brazil	29366	1-(dnf)-10-9-5-2-12	38.75
7.	Matias Pereyra/Marcus Behrendt	Argentina	28211	3-1-13-8-13-3-(24)	40.75
8.	Alvaro Fonseca/Rodrigo Duarte	Brazil	29254	dnf-9-(ocs)-2-1-1-6	44.5
9.	Yuzo Morita/Akira Setoguchi	Japan	29392	2-7-8-(19)-10-17-15	59
10.	Augie Diaz/Alex Stout	United States	28810	12-11-6-(20)-14-8-9	60
11.	Pedro Garra/Felipe Garcia	Uruguay	29251	9-3-20-13-12-(22)-4	61
12.	Johnny MacCall/Esteban Pettinari	Argentina	28644	23-8-11-6-(ret)-12-2	62
13.	Cristian/Alejandro Noe	Argentina	28643	(dnf)-13-7-1-2-19-25	66.75
14.	Henry Filter/Lorie Stout	United States	28702	14-(dnf)-3-17-18-7-17	76
15.	Ivan Pimentel/Rodrigo Lins	Brazil	29815	10-10-22-22-7-(ret)-8	79
16.	Koji Ida/Hiromu Yamasaki	Japan	29150	17-15-(pms)-15-15-14-10	86
17.	Roberto Fabini/Digeo Stefani	Uruguay	28026	7-dnf-(25)-10-8-21-20	87
18.	Kenji Abe/Tsutomu Yoshida	Japan	29527	13-12-19-(30)-17-15-11	87
19.	Shigeo Takamura/Satoru Maryuama	Japan	29391	16-ymp-5-16-(25)-16-23	89
20.	Lucas Gomez/Marcos Montanaro	Argentina	29230	20-dnf-16-4-(24)-23-14	98
21.	Takashi Yoshioka/Masafumi Ikebe	Japan	28794	11-16-12-25-21-13-(26)	98
22.	George/Stacey Szabo	United States	29672	21-14-17-14-(23)-18-19	103
23.	Pablo Defazio/Diego Ronco	Uruguay	28024	15-dnf-9-(24)-20-20-21	106
24.	Santiago Silveira/Gari	Uruguay	27785	(dnf)-dnf-21-18-26-19-11-13	108
25.	Michael Lenkeit/Lisa Griffith	United States	28686	19-17-21-23-(28)-24-27	131
26.	Diego Garcia/Martin Dovat	Uruguay	24639	dnf-(dnc)-26-18-22-26-18	136
27.	Lee Sackett/Michelle Groeke	United States	28575	22-18-(ocs)-27-26-27-22	142
28.	Rafael/Gustavo Tamayo	Colombia	29454	24-20-23-21-(29)-28-28	144
29.	Daniel Elton/Herrera	Chile	28850	18-(dnc)-27-28-27-25-29	154
30.	Jose Isaza/Felipe Castillo	Colombia	29422	25-19-24-29-(dnc)-dnc-dnc	157

# #12103: Keeping a Good Boat Competitive

As mentioned in the Western Hemisphere & Orient Championship article, the 2<sup>nd</sup> place boat was a 1959 Linenburger built for the 1959 Porto Alegre, Brazil World Championship. The boat was sailed by the Japanese sailor Masyuki Ishii who finished third behind winner Paul Elvström of Denmark and second place finisher Gonzalo Diaz, Sr. competing for Cuba. The name "Japao" means Japan in the Portuguese language. Luis Soubie was the owner for several years and won many championships in Buenos Aires in this boat. Two years ago my brother Mario bought it and we won some championships and the classification for the 1999 Worlds. Now we have finished 2<sup>nd</sup> in the recent WH&O Championship and recently won the 2000 Argentine Nationals in Cordoba.

The hull is very strong, made of a very thick and light Brazilian wood called "timbaoba" and the deck was initially of cedar and we rebuilt it of a lighter wood called "kiri." A few years ago, we closed off the bow and stern to make flotation compartments; one in the bow, two laterals and one at the transom. These were also made of kiri. The hull shape has remained the original throughout re-construction, to conform with SCIRA rules. This boat is very similar to the boat Santiago Lange won the 1985 Worlds in Buenos Aires and finished 2<sup>nd</sup> in La Rochelle in 1987.

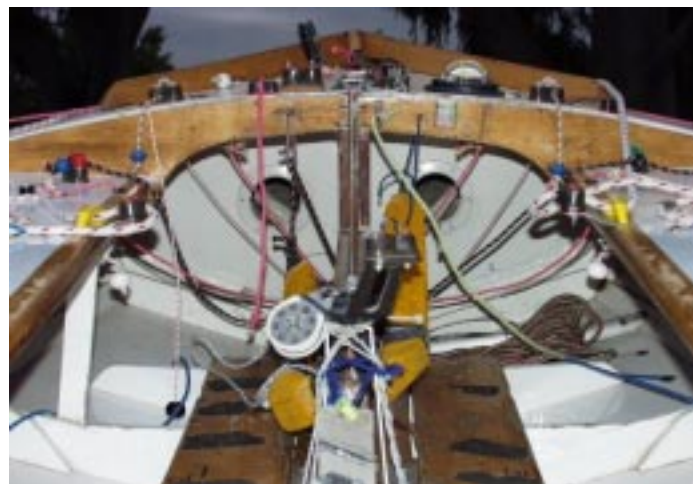
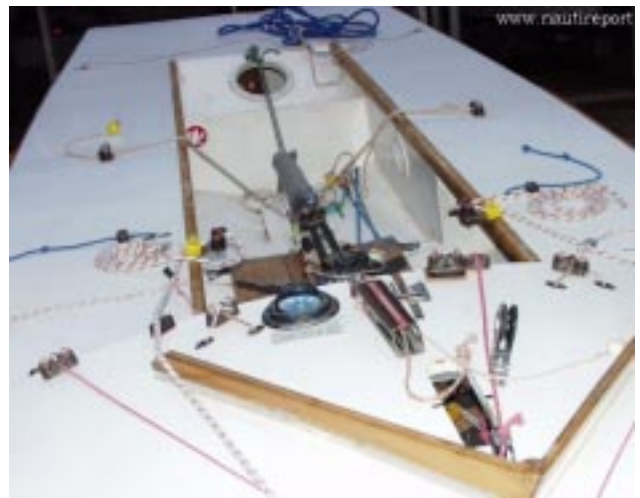
To make our boat competitive we looked for and made the following items:

- Good hull shape. Only experienced eyes can rate that. (The Brazilian boats that we use are very special). Each section of the hull must be flat or convex, not concave
- Boat must be of good construction, very stiff!! (a great advantage with wind and waves)
- Minimum weight: cut or change the floorboards, cut "lightening" hole(s) in the centerboard, cut the centerboard trunk (at a higher level than the Persson!!!, about 4 inches). We made a new deck of lighter wood, (but where we hike it remains of cedar).
- Moment of Inertia: in our boat we finished the inside of the bow and parts of the structure to comply with Class rules.

(we used it for many years but is recommendable not to capsize!!)

- Rig: it must be made in accordance with the measurements of the new boats (shrouds, jib leads, mast step, etc.)
- Another advantage: THE PRICE!!! about \$3,000, lower than a new boat.!!!

**Eduardo Fumagallo**  
**Skipper #12103**  
**Fumagallo@citynet.net.ar**



structure to comply with Class rules.

- Flotation: this is the greatest problem with these boats! They were not built with a double floor, so we made compartments using lighter wood (one in the bow, two laterals and one aft). If you sail on a lake you can use Optimist floaters below the deck



The Yacht Club Sanremo invites all the Snipers to



41° CRITERIUM DI PRIMAVERA  
SNIPE SOUTH-EUROPEAN CHAMPIONSHIP  
Sanremo-Italy April 13, 14, 15 2001

info: tel.+390184503760 fax.+390184502023 e-mail : ycs@sistel.it

## Campeonato Argentino de Snipes 2000

Octubre 27-29, 2000

Villa Carlos Paz, Cordoba

	<i><b>Skipper/crew</b></i>	<i><b>Sail #</b></i>	<i><b>Finishes</b></i>	<i><b>Total</b></i>
1.	Fumagallo/Cuerdo	12733	4-(9)-1-2-7-3-1	17.5
2.	Marcattelli/Zapotsky	29339	2-6-(7)-4-1-4-4	20.75
3.	MacCall/Mellino	28644	7-1-2-3-2-(8)-8	22.75
4.	Casadei/Gordillo	29342	1-3-10-1-3-(11)-7	24.5
5.	Noe/Noe	28643	8-11-3-(23)-9-1-6	37.73
6.	Covaleda/Guerra	29672	3-(16)-5-9-12-9-10	48
7.	Fernandez/Vina/Oggero	28696	12-7-(18)-8-6-6-11	50
8.	Longarella/Lopez	29797	19-10-(21)-7-10-2-5	53
9.	Arrambide/Wybert	29012	13-4-8-14-(dnf)-7-14	60
10.	Grellet/Naval	28986	17-5-11-13-17-(19)-2	65
11.	Benavidez/Rudoy	29228	9-15-4-(18)-14-14-13	69
12.	Alvarez/Alvarez	28962	16-13-14-6-(23)-18-3	70
13.	Saul F./Giassone	28640	5-20-24-11-8-5-(dnf)	73
14.	Nazario/Matas	321	14-14-13-15-4-(19)-17	77
15.	Triggiano/Reidy	17480	25-12-6-10-13-(dnf)-12	78
16.	Peralta/Peralta	74	(23)-22-12-12-5-10-18	79
17.	Botello/Zarza	27860	18-19-9-(22)-11-16-9	22
18.	Guerra/Vasquez	2	15-17-17-5-(20)-17-15	86
19.	Villalba/Farias	29869	11-8-20-(24)-24-12-19	94
20.	Saul G./Blanco	28788	(22)-2-22-17-22-15-20	98
21.	Berelejis/Mangupli	21450	10-21-19-16-16-(dnf)-16	98
22.	Moyano/Cozarín	29730	6-25-23-25-15-13-(dnf)	107
23.	Agusti/Sanchez	29012	21-18-16-19-18-(dns)-dnf	119
24.	Rodriguez Gil/Wolosewicz	29234	20-23-(26)-20-21-20-24	128
25.	Karadajian/Avila	28963	24-(26)-25-21-26-22-21	139
26.	Navarro/Martin	24249	26-24-(27)-27-19-21-22	139
27.	Canale/?	12107	(dns)-dns-15-26-25-23-23	139



# WINTER RACING CIRCUIT



## SCIRA Mid-Winter Championship

March 18-20, 6 races with one throw-out  
On the Gulf of Mexico, Clearwater Y.C., Clearwater, FL  
Contact **Bob Foster**, 2031 Otter Way, Palm Harbor, FL 24685  
727-771-8744, [fosterbob@juno.com](mailto:fosterbob@juno.com)

## Don Q Rum Keg Series

March 23-25, 5 races  
Biscayne Bay, Coconut Grove SC, Miami, FL  
Contact **Gonzalo Diaz, Sr.**, 5520 SW 72<sup>nd</sup> Avenue., Miami, FL 33155  
305-667-0492, [gcdiaz@accesspro.net](mailto:gcdiaz@accesspro.net)

## Bacardi and Gamblin Memorial Series

March 28-30, two series of 3 & 5 races (March 28, 2 Bacardi races, March 29, 1 race for Bacardi/Gamblin, 2 races for Gamblin; March 30, 2 races for Gamblin)  
Royal Nassau SC, Nassau, Bahamas

## North Americans

March 31-April 3, 6 races (measurement 3/31; 2 races per day April 1,2,3)  
Royal Nassau SC, Nassau, Bahamas  
Contact **Peter Christie**, PO Box NI628, Nassau, Bahamas  
fax: 242-326-5642, [bswestbrook@hgchristie.com](mailto:bswestbrook@hgchristie.com)  
Local housing available

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

## 2001 Nassau/North American Championship

Pre-Registration Form - Please register before March 15, 2001

Skipper: \_\_\_\_\_ Crew: \_\_\_\_\_

Skippers address: \_\_\_\_\_

Telephone: \_\_\_\_\_ e-mail: \_\_\_\_\_

Fleet or club: \_\_\_\_\_ Sail Number: \_\_\_\_\_

Member of SCIRA (nation): \_\_\_\_\_

I will be accompanied by (please list guests): \_\_\_\_\_

I request housing: Yes or No (# of people): \_\_\_\_\_

Enclosed is my cheque made payable to: The Royal Nassau Sailing Club for the following activities:

Registration - per boat

Bacardi/Gamblin (includes presentation dinner & social events) \$ 160.00

North Americans (includes presentation dinner & social events) \$ 160.00

Shipping (round trip) \$ 400.00

Total amount \$ 720.00

*extra social event tickets available at registration*

Mail to:

Royal Nassau Sailing Club

P.O. Box SS-6891

Nassau, Bahamas

*Late fee of \$50 after March 15, 2001*

Signature of entrant: \_\_\_\_\_

Please contact Mrs. Linda Eldon @ RNSC, 9am-3pm est M-F, telephone: 242-393-0145 Fax:242-393-5345 and/or Peter Christie fax: 242-326-5642, e-mail: [bswestbrook@hgchristie.com](mailto:bswestbrook@hgchristie.com) for further information.





Nickels Boat Works ad - see zip disk

## Swedish Championship gets International

For the first time in Swedish Snipe history the Swedish National Championship will be open for participants from other countries. This step is taken to have a larger fleet at the starting line and better competition.

The regatta will be held in Borstahusen, Landskrona in the south of Sweden and they promise there will be free camping available close to the clubhouse and nice social events after the races. For those who do not want to camp there will be small holiday cabins in the same area or Hotels with special offers in the Centre of Landskrona about 3 km from the club.

The races will be held Thursday June 28th - Saturday June 30th and spare day Sunday July 1st. Measuring starts Wednesday 27th and 9 races are planned on the water in Öresund between Sweden and Denmark. The normal weather is light summer breeze and maybe some current, but not too strong.

As usual there will be a Master Class and also Junior and Women's class and special for this year a Veteran boat class (boats build before 1971) to celebrate the Snipe class 70th anniversary.

The Club has had a Snipe fleet and maybe with this regatta the Snipe Class is re-established in this area and fleet 560 is brought back to life. The Club is also one of the candidates to arrange our World

Championship in 2003. They have good experience in arranging big events, latest the Yngling World Championship that was very appreciated by the participants.

As usual Lake Wattern Snipe Fleet is promising a great regatta in Motala July 19-21st with Garres bodega, Sweet water sailing (drinkable) and lot of social events. Hope to see you in all in Sweden 2001.

<b>May 5-6</b>	<b>GUL-regatta</b>	<b>Malmoe</b>
<b>May 12-13</b>	<b>MAJSNIPEN</b>	<b>Gothenburg</b>
<b>June 16-17</b>	<b>Harken Black Magic Cup</b>	<b>Marstand</b>
<b>July 19-21</b>	<b>Wattern Snipen</b>	<b>Motala</b>
<b>August 11-12</b>	<b>Nynäshamn Regatta</b>	<b>Nynäshamn</b>

For more information about regattas in Sweden see below!

Karin Pettersson  
National Secretary, Sweden  
Phone: + 46 31 508592  
**e-mail:** [scira.sweden@swipnet.se](mailto:scira.sweden@swipnet.se)  
**home page:**  
<http://home.swipnet.se/snipe>

# Western Hemisphere & Orient National Secretaries Meeting

## Rosario, Argentina October 13, 2000

The meeting was called to order by WH&O General Secretary Don Hackbarth at 7:25 am at the Club de Velas de Rosario. Don welcomed all in attendance and introductions were made. Those in attendance were: National Secretaries in attendance were: Pancho Agusti, Argentina; Mariana de Isaza, Colombia; Jiro Yamamoto, Japan; Sebastian Gorostiaga, Paraguay; Pedro Garra, Uruguay; Vice Secretary Celia Garrafa, Commodore Id Crook, Chairman, Rules Committee, Brainard Cooper and Executive Director, Jerelyn Biehl.

A review of the previous meeting minutes was made and approved.

### National Secretary Reports:

**Argentina:** The economy is tough and affecting sailing and sailors. There are 2 groups of Snipe sailors: those who attend the Gran Prix races and those who just attend the qualifying regattas. Junior participation is dropping. Argentines could not attend the South Americans due to the economy, but we were able to send 2 teams. Argentina sent 2 teams to the World Masters in Denmark and one team to the Women's Worlds in Italy. We had 37 boats at our selections for this regatta. Our Nationals will be held at the end of October in Cordoba and we expect 50 boats. The Gran Prix series has 6 regattas in different places with 70 boats competing. The winner goes to the MidWinter Circuit in Florida & Bahamas. The next South American Championship will be held in Tucuman. The ODESUR Games will be held in 2002 in Cordoba and the Snipe will be the largest class. We expect a lot of support in the future from our Federation because  $\frac{3}{4}$  of the recent Olympic medals for Argentina came from the sport of sailing.

**Brazil:** Many of our juniors want to sail the Laser Radial. We continue to hold the World Snipe Day in São Paulo which pairs Optimist sailors with Snipe owners for a day of racing. This year we had 18 boats.

**Colombia:** We had 30 boats at our Nationals. 9 new boats were shipped in and all were sold. We currently don't have any junior sailors, but we are starting the jr/sr sailing twice a year. We are purchasing another 9 new boats in the coming year. We sail on a lake in Bogata and hold races once a month. World Champions Nelido Manzo/Octavio Lorenzo from Cuba came and did a clinic and raced in our Nationals with us which was an enormous help to our fleet and country.

**Canada:** We have 1 active fleet, but are working on reactivating fleet #95, Armdale in Nova Scotia. Our economy is also a problem.

**Japan:** Registration this year is around 750.

Activity in company Yacht Clubs is declining, and next year at the National Athletic Games the Snipe will be replaced by a 14 foot boat similar to the 29er, for Sr. women and Jr. men and women. However, currently the Sr. men sail the 470, but it will be changed back to the Snipe. Each Prefecture can select the class to sail, and most choose the 470 because it is an Olympic class, but in the near future, the Snipe will be chosen. We are in transition with the new SCIRA membership system.

**USA:** Our Nationals had 58 competitors with 10 women's teams, 8 junior teams and 5 jr/sr teams. We have 59 active fleets and approximately 680 active members and 2 active builders. Our chief measurer instituted a new measurement program which cut Nationals measurement time in  $\frac{1}{2}$  and it will be implemented around the world shortly. Women's sailing is very popular in the US. Cleveland will host the 2001 Jr. Worlds June 26-30. The North Americans will be held in Nassau, Bahamas following the Winter Circuit. St. Petersburg, FL would like to bid for the 2002 World Masters and Women's Worlds. Alamitos Bay Yacht Club in Long Beach, CA is placing a bid for the 2002 WH & O Championship.

**Paraguay:** Since the 1994 South Americans, Snipes in Paraguay have been dead. But 3 months ago we began to build our fleet. Snipes have been sailing in every multi-class event in Paraguay. We had 12 boats at our Nationals and 11 skippers at 1 fleet in Asunción. We are looking forward to the next South Americans and Worlds. We have many juniors interested. I am proposing the following schematic drawing for consideration by SCIRA; including 2 full upper battens in the mainsail and a new centerboard with a constant width, maintaining the same length.

**Uruguay:** In 1995 we saw a decline in the Snipe, but we are gradually building. With the Worlds coming to Uruguay next year, there is a lot of interest and we are purchasing 20 new boats from Denmark. 12 will stay in Uruguay and we would like sell the others to neighboring countries.

**New Membership Program:** Questions were raised on the World Championship Deed of Gift and the NS proposed that the quota be based on the average number of members, not boats.

**Youth Participation at WH & O:** North America qualified a junior team from the 1999 NAs. South America did not provide one junior team. Japan held a qualifier but the junior decided not to come.

**Possible increase in Participation at WH & O:** A motion was made to increase the participation to 1 women's team per country; make-up of all women or mixed to be de-

ecided later. Proposed by Id Crook, seconded by Celia Garrafa. Motion passed.

**Pan Am Games:** The 2004 Pan Am Games will be held in the Dominican Republic. SCIRA will need to provide 8 Snipes, which we hope to sell, possible to start a new Snipe country (Venezuela, Mexico, Ecuador). Mariana de Isaza would help with possibilities.

**2002 WH&O:** Alamitos Bay Yacht Club presented a preliminary bid for Sept. 15-21, 2002. Preliminarily approved pending final bid submission.

**2004 WH&O:** Colombia is interested.

**Older Boats:** Don Hackbarth encouraged the donation or selling at a lower price of older boats or even loaning to get more people to sail.

**Plastic Centerboard:** There was a mixed reaction among the NS. Colombia never received their boards. Brazil had to pay \$160 in customs fees. In Argentina, most have not seen the board. In Uruguay, they are worried about the quality and consistency of the board in the future. A point was made that an aluminum board is for life and keeps all boats equal, old and new. Many received them very late and have not had much time to test them.

**SCIRA Dues:** The Commodore reminded all that yearly dues are due January 1, late March 1.

**Sailors Meeting:** an informal meeting of the competitors was held on the day racing was cancelled to discuss various topics including the carbon centerboard and costs of attending regattas. Id Crook outlined what the sailors discussed:

Suggested entry fee for the WH&O Championship: from \$200-250 and charter fees of \$500 including insurance. Most sailors want to get back to the philosophy of hosting people in their homes or loaning boats. Everyone agreed that the entry fee should include the opening ceremony, closing/prizegiving dinner and another dinner during the week.

**Advertising:** Many competitors felt that SCIRA should open advertising to the WH/ European & World Championships (currently it is not allowed in these events).

**Mylar cloth:** A question was brought up if raising the cloth weight of mylar has affected sails.

**Women's sailing:** The sailors brought up that if there is a qualifier for women's championships they they can receive money to travel. A suggestion was made to possibly add women's teams to the WH&O.

**Yearly Worlds:** A question was raised of holding the World Championship yearly. 2 juniors suggested holding the Jr. Worlds every year.

Meeting was adjourned at 7:30pm.

**Ed. Note:** subsequently, changes to the WH & O Deed of Gift were not passed by the Board of Governors of SCIRA.

# 2001 Calendar

## International Championships

South Atlantic Championship	Punta del Este, Uruguay	February 24-26
North Americans	Nassau, Bahamas	March 31-April 4
South Americans	Tucuman, Argentina	April 8-14
South European	Sanremo, Italy	April 13-15
Junior Worlds	Cleveland, Ohio, USA	June 29-July 4
Scandinavian Open	Vestfjordens, Oslo, Norway	August 3-5
European Cup	Brouwershaven, Holland	August 23-26
World Championship	Punta del Este, Uruguay	November 27-December 1

## 2001 National Championships

Brazil	Vitória, Espirito Santo	January 21-28
France	PléneufVal André, Brittany	April 28-May 1
UK – Ladies/Junior	Budworth, UK	May 28
Sweden	Borstahusen, Landskuna, Sweden	June 28-30
Finland	Hanko, Finland (#3)	June 29-July 1
Norway	Tønsberg, Norway	July 5-8
Denmark	Hellerup, Denmark	July 6-8
United States	Eugene, Oregon	July 7-13
United Kingdom	Broadstairs, UK	July 26-29
Belgium	Brouwershaven, Holland	August 24-26

## Other Major Regattas

Brazilian Mid-Summer	Rio de Janeiro, Brazil	February 24-28
Midwinter Circuit	Clearwater, FL, USA	March 18-20
Don Q Rum Regatta – Circuit	Miami, FL, USA	March 23-25
Bacardi/Gamblin – Circuit	Nassau, Bahamas	March 28-30
Yves LeBour Challenge #1	PléneufVal André, Brittany	April 28-May 1
GUL Regatta	Malmö, Sweden	May 5-6
Majsnipen	Gothenburg, Sweden	May 11-12
Vitus Bering Cup	Horsens, Denmark	May 26-27
Helluntai Hengaus (#1)	Helsinki, Finland	May 27-28
Wiibroe Cup	Espergærde, Denmark	June 2-4
Tampereen Regatta (#2)	Tampere, Finland	June 9-10
Harken Black Magic Regatta	Marstrand, Sweden	June 16-17
Helsingin Regatta	Helsinki, Finland	June 16-17
Brazilian Eastern	Cabo Frio, Brazil	June 29-30, July 1
Hangon Regatta	Hanko, Finland	July 6-8
UK SouthEasterns	Maldon, UK	July 7-8
Wetternsnipen	Motala, Sweden	July 19-20
Finnish Team & Ranking #4	Mikkeli, Finland	July 21-22
Nysäshamn Snipe Regatta	Nynäshamn, Sweden	August 11-12
Finnish Ranking #5	Turku, Finland	August 18-19
Pori Open (#6)	Pori, Finland	September 1-2
Brazilian Southern	Florianópolis, Brazil	September 7-9
UK NorthWesterns	Budworth, UK	September 22-23
Pre-World Championship	Punta del Este, Uruguay	November 17-18

# Report From The ISAF Annual Conference

Edinburgh, Scotland

3-11 November 2000

by Per-Ole Holm SCIRA ISAF Representative

The intention of this report is to give some news and information to Snipe sailors concerned and interested in the work of ISAF and sailing in general, around the world.

The meeting in Scotland could be counted as one of the more successful ones, although you can find many differences of opinions from various nations and yacht associations, representing several different cultures and ways of looking at the sport of sailing. SCIRA is represented in the International Classes Committee (ICC), whose name is now changed to ISAF Classes Committee. The ICC meeting is usually held at the beginning of the Conference, this year on Saturday 4 November. 26 Class Associations attended the meeting, which was opened half an hour late by the vice chairman Jeff Martin (Laser Class). The chairman Jeremy Pudney resigned after the mid-year meeting in Cyprus in May. The change of chairman might have had some effect on the preparations for the meeting, although Jeff Martin handled the agenda items in an acceptable way.

This year was the one when the Ordinary Meeting of the General Assembly was to be held. One could notice a lot of lobbying for getting "the right persons" in the right positions. There was also an election of members from ICC to a number of committees, a procedure that took quite a lot of time reserved for the meeting. Many of the agenda items consisted of submissions received from different associations. These are collected in a "blue book" sent to Member National Authorities and Class Associations. You can also find the submissions on the ISAF Website, but you should know which ones could be of interest because you can't print all of them, this year there were somewhere around 200. If someone wishes to discuss one not mentioned on the agenda, you might be out of the discussion. I have complained about this, but nothing seems to help.

The Annual Conference starts with a meeting with the Council and the Committee Chairmen. At the beginning of the ICC meeting, we used to get a Council's guidance on the policy items affecting our Committee. Here follows an overview of some of the main items, which might be of interest, and some of the key decisions taken.

## The Advertising Code

The new Advertising Code, to replace Appendix G, published on the ISAF website 1 August 2000 was accepted by the Council 4 November 2000. After handling some submissions on this subject during the week, the Council made some minor changes at the meeting 11 November and finally approved to adopt the Code to be effective 1.1.2001. No changes will be made to the Code during the coming two years. The new Code is an attempt to give the class organisations, and through them the individual sailors, more rights to decide about advertising. The difficulty is only to find the right balance between the interested parts. SCIRA's Board of Directors already decided in Spain 1999 about the Snipe Class Advertising Policy and the Category, which means that the SCIRA Rulebook will be in conformity with the new Code to be printed in the ISAF Racing Rules of Sailing. The

Code will be on the ISAF website in a near future.

## World Championships.

The question of limiting the number of World Championships has been discussed over the last two years. One can notice that there are a lot of events where individual and mostly commercial initiatives have been taken when it comes to organizing world championships and other big events.

That is why ISAF wants to "safeguard the interests of our sport in a fast changing media- and business-driven world." The athletes, i.e. the very best should compete in

a few high value events. It was pointed out to the ISAF Classes, that they should look outside "their own boats" on the world around, and make decisions in the interest of sailing. As it is today every ISAF Class should be granted the right to hold one annual World Championship per Gender, Age or Discipline (Regulation 7.3), if it can maintain participation at each of the respective events of a minimum of 8 nations (5 for women) from 2 continents. This is the Regulation under discussion.

Because the elimination of the right to hold a World Championship would remove one of the significant benefits of international status, the Executive Committee, in the mid-year meeting last spring, appointed a Working Party to look into this matter and make a report to the Council at the November meeting. The Working Party had done a serious job and made an excellent report but did not yet make any final suggestions. They wanted

- to impose the present regulations and
- start Mandatory Registrations of entries, nations and continents

They thought World Championships should be:

- "attractive to competitors"
- "raising the general profile of sailing"
- "events where the value of the titles maintain"
- "competitive with a World Champion title of any sport"
- "attractive to the media"
- "of strong national interest"
- "planned under a longer term, to give time for a serious arrangement"

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continued on page 14

# SCIRA Officers 2001

SCIRA Board of Governors elected new officers who took office January 1, 2001. Outgoing officers whom we all owe our thanks to include:

**Lori Lowe, Bahamas**, Member at Large

**Terry McSweeney, USA**, Member at Large

**Fred Rozelle, USA**, Treasurer

**Per Ole Holm, Finland**, ISAF Representative

Others who have assumed new positions on the Board of Governors are:

**Brainard Cooper, USA**, Rear Commodore, leaving as International Rules Committee Chairman

**Giorgio Brezich, Italy**, moving from Vice Chairman to Chairman of the International Rules Committee

**New members on the Board of Governors:**

**Gonzalo (Gonzo) Diaz, Jr., USA** as ISAF Representative  
**Steve Stewart, USA**, assumes the role of Vice Chairman of the Rules Committee

**Felix Gancedo, Spain**, and **Sherry Welch, USA** both join the Board as Members at Large for the years 2001-2003.

Contact information for all Officers can be found on the Snipe

## New Officers for 2001

### Commodore

Bertel Bojlesen, Brazil

### Vice Commodore

Birger Jansen, Norway

### Rear Commodore

Brainard Cooper, USA

### Rules Committee Chairman

Giorgio Brezich, Italy

### Vice Chairman, Rules Committee

Steve Stewart, USA

### Chief Measurer

Hisanao Kato, Japan

### European General Secretary

Ezio Braga, Italy

### Vice European General Secretary

André Callot, Belgium

### Northern European Secretary

Ola Nygard, Norway

### Southern European Secretary

Pedro Pons Morales, Spain

### Eastern European Secretary

### Western Hemisphere & Orient Gen. Secretary

Don Hackbarth, USA

### Vice WH & O Secretary

Celia Garrafa, Brazil

### Members at Large

1999-2001

Pedro Lorson, USA

2000-2001

Enrico Michel, Italy

2000-2002

Jiro Yamamoto, Japan

2000-2002

Pancho Agusti, Argentina

2001-2003

Felix Gancedo Gomez, Spain

2001-2003

Sherry Welch, USA

### ISAF Representative

Gonzalo Diaz, Jr., USA

### Legal Counsel

Leigh Savage, USA

### Treasurer

Pedro Lorson, USA

### Chief Information Officer

Alex Pline, USA

## National Secretaries for 2001

### Argentina

Francisco Jose Agusti

### Bahamas

Sir Peter Christie

### Belgium

Guy Celis

### Bermuda

Nancy Pitman

### Brazil

Henrique O. Motta

### Canada

Christopher Hains

### Chile

Pablo Cisternas

### Colombia

Mariana de Isaza

### Cuba

Vicente de la Guardia

### Denmark

Henning Sorensen

### Finland

Kai Saarhelo

### France

Philippe Roy

### Germany

Gunther Hautmann

### India

Dr. M. Gunasheela

### Italy

Stefano Longhi

### Japan

Jiro Yamamoto

### Korea

Park Ki Cheol

### Norway

Birger Jansen

### Paraguay

Sebastian Gorostiaga

### Poland

Jacek Bloch

### Portugal

Miguel Bunte de Graca

### Russia

Alexei Fomin

### Spain

Ricardo Rubio Vilar

### Sweden

Karin Pettersson

### Switzerland

Michel Nerbollier

### United Kingdom

John Love

### United States

Jerry Thompson

### Uruguay

Pedro Garra

## ISAF Report, continued from page 12

The Council decided that the Working Party's further recommendations with a general strategy, timetable and a submission should be presented to the Council at the mid-year meeting 2001.

### The Equipment Rules of Sailing

In 1999 the ISAF Measurement Committee presented a "Guide to a Total Boat Measurement", The Equipment Rules of Sailing (ERS), a structure by which you measure. This was their answer to the Sailing Committee's suggestion of using an electronic system when measuring one-design hulls. ISAF is planning to have a Grand Unified Rule System in the Rulebook 2004 including

- right of way rules
- race management rules
- judging rules and
- measurement rules.

The aim is to achieve rules of sailing that form a unity, and that are as easily understood to sailors, manufacturers, measurers, race officers, judges, sponsors and media.

In the Current Situation we have the following rules:

The Racing Rules of Sailing containing:

- Race management rules
- Right-of-way rules
- Judging rules
- Rules for use of the equipment
- Equipment definitions
- Measurement rules

The Equipment Rules of Sailing containing:

- Rules for use of the equipment
- Equipment and measurement definitions
- Measurement rules

The IYRU Measurement Instructions containing:

- Equipment and measurement definitions

The IYRU Sail Measurement Instructions containing :

- Equipment and measurement definitions

The draft new ERS 2001-2004 consists of the following parts:

1. rules for the use of the equipment that apply when racing
2. equipment and measurement definitions that can be used in all ISAF rules
3. general measurement rules to be used when class rules state that measurement shall be in accordance with the ERS.

The Council supported amendments to Regulation 10 (ISAF Classes) in principle, but the application was recommended to be deferred for one year, as it was considered that new classes need more time to recognise and adopt ERS. The Council also stated that the ERS should not be mandatory for existing current classes.

An ISAF Measurement Symposium will be held 29 March -1 April 2001 in Athens, Greece. The topics would include Olympic Measurement, Equipment Rules of Sailing and Standard Class Rules, Hull Measurement machines and Fundamentals of Measurement.

### The Olympic Equipment for 2004

The usual manipulations about Olympic equipment took place the whole week. After much discussion and voting, it ended up with both disappointment and happiness.

With the total number of athletes limited to 400 or under, and

the ISAF policy that the fleets should be at least 15 boats, the best option for the additional women event was to have a crew of three. The women wanted a match-racing event with a crew of four, but that could not be accepted, so match racing went out altogether both for men and women. With four women events we will have 35 % women participating in Athens 2004 (22 % in Sydney).

During the very complex voting ceremony, starting with the dinghy events, both the 49er and the Finn were close to a deletion. The thought of the 49er being removed from the Olympic schedule convinced the Council to change the three keelboat and five dinghy events to two keelboat and six dinghy events. With two keelboat events approved, one for men and one for women, Council, because of participation, thought both events should be fleet racing.

Now the Council had to choose between the two keelboats for men, Soling and Star. This was a tough fight. The vote was close when the Star won with a 3-vote advantage.

For the women keelboat event the Council had to choose between the Yngling and the J 22. The election was in favour of the Yngling (62 %). The Yngling manufacturer was prepared to supply the boats for 2004. The equipment for the events was approved as:

<u>Event</u>	<u>Equipment</u>
Windsurfer Men	Mistral One-Design
Windsurfer Women	Mistral One-Design
Multihull Open	Tornado w/spin & dbl trap
Single-handed dinghy Women	Europe
Double-handed dinghy Women	470
Single-handed dinghy Men	Finn
Double-handed dinghy Men	470
Double-handed dinghy Open	49er
Dinghy Open	Laser
Keelboat Men – fleet racing	Star
Keelboat Women – fleet racing	Yngling

### ISAF Classes Representation in the General Assembly – Membership Fees

During the last twelve years, this is the third time when the ISAF Classes have tried to get voting powers (5 votes) in the General Assembly, and failed. The answer always the same: "The Council rejects the request and confirms that only fully constituted MNA's should have voting rights at a General Assembly". The reason is that the MNA's think we are represented by them. In other words, the SCIRA members need to be more active within their National Associations.

But if we cannot vote, we can pay. The membership fees were increased with 5 % from January 1, 2001 as decided two years ago. The annual fee is then £ 210.

### Elections

The General Assembly concluded the November Conference with the election of officers (Executive Committee). The elections resulted in the current officers being re-elected which was not surprising after they had served only a two-year term.

## Executive Committee:

President	Paul Henderson	(CAN)
Vice-Presidents	George Andreadis	(GRE)
	Fernando Bolin	(ESP)
	Nucci Novi Ceppellini	(ITA)
	David Kellett	(AUS)
	Göran Petersson	(SWE)
	Ken Ryan	(IRL)
	James Schoonmaker	(USA)

## ISAF Classes Committee:

Chairman	Jeff Martin
Vice-Chairman/Events Representative	David Sprague
Council Rep.	Jeff Martin
Centreboard Rep.	John Johnstone
Keelboat Rep.	Peter Galloway
Measurement Rep.	Geoff Appleton
Multihull Rep.	Thomas Poulsen
Sailing Rep.	Ricardo Simoneschi
Windsurfing Rep.	Luc Rogiers

Other results from the elections will be on the ISAFWeb in a near future.

At the ISAF/Sperry Annual Dinner Tuesday 7 November 2000, the Beppe Croce Trophy was presented to **Livius Sheerwood** from Canada for many years of excellent work for IYRU/ISAF and the Sport of Sailing.

At the same occasion ISAF honoured the sailors, who have made outstanding achievements in the World of Sailing, with The ISAF/Sperry World Sailor of the Year Awards 2000.

Sixteen crews were in contention for the one Female and one Male Award in any discipline of the sport over the past year. The Awards were presented by ISAF President of Honour, His Majesty King Harald of Norway.

**Shirley Robertson (GBR)** received the Female Award for her Gold Medal in the Europe Class at the 2000 Olympic Regatta, a success achieved at her third Olympic Regatta.

**Mark Reynolds and Magnus Liljedahl (USA)** took the Male Award in recognition of their consistent successes in the Star Class, both World Champions and Gold Medallists. For Mark (also Snipe sailor) who started sailing Stars in 1986, the 2000 Olympics marks his third Olympic Medal in the class, having previously taken Gold in 1992 and Silver in 1988. **Congratulations!**

### Future Meetings

The next ISAF Annual Meeting will be held in Bermuda and the year 2002 Meeting in Thailand. The meetings are moving around the world, but for my part, having participated in twelve Annuals, this was the last one. The ISAF work has been both interesting and frustrating, but mostly I have met dedicated representatives, from all over the world, sitting hours and hours at meetings just to decide how to improve the sport of sailing. In my first report I said, "it is like climbing a mountain". The mountain is still there.

**SCIRA & ISAF:** As a recognized International Class, SCIRA pays £ 210 (approx. \$310) in annual membership dues with an additional \$10 per each new hull number issued, to ISAF. SCIRA averages 170 new hull numbers per year, equating to approximately \$1,700 per year to ISAF.

## 2000 Dues Paid by Country and Entries for 2001 Worlds

Country	boats	skipper	crew	quota 2001 worlds
Argentina	75	91	47	3
Bahamas	13	12		2
Belgium	28	31	1	2
Brazil	102	92		3
Canada	8	13		2
Chile		20		<b>no report</b>
Colombia	24	29		2
Cuba	2	5		2
Denmark	29	35	20	2
Finland	25	58	25	2
France	48	45	41	2
Germany	3	3		2
India	5	5		2
Italy	171	165		4
Japan	422	485	56	8
Norway	119	144	10	4
Paraguay	9	11		2
Portugal				<b>no report</b>
Russia	29	25	30	2
Spain	263	244		6
Sweden	62	66	32	3
Switzerland	3	3		2
USA	648	723	26	8
U.K.	66	70	16	3
Uruguay	10	10	1	2

### Commodore Hub E. Isaacks Trophy Snipe World Championship

The following formula shall be used. Registered Boats means number of properly registered boat owners submitted to the SCIRA office by each National Secretary on the dues paid members for that year. Information **must** include: name, address, fleet number and hull number to which the member has paid dues upon.

#### Average Number of Registered

Boats for the past 2 years	Entries
5-60	2
61-110	3
111-180	4
181-250	5
251-300	6
301 and up	8

#### Other entrants in addition to country quotas

- World Champion
- European Champion
- Western Hemisphere & Orient Champion
- First and second place in the Junior World Championship will qualify for the senior worlds in a succeeding year.
- One additional skipper from the host country, providing that it does not have among its other representatives the Junior or Senior World, European or Western Hemisphere & Orient Champion
- One additional skipper from the host fleet.

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North Ad

SCIRA  
1833 Tustin Street  
San Diego, CA 92106-1735 USA



Periodicals

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