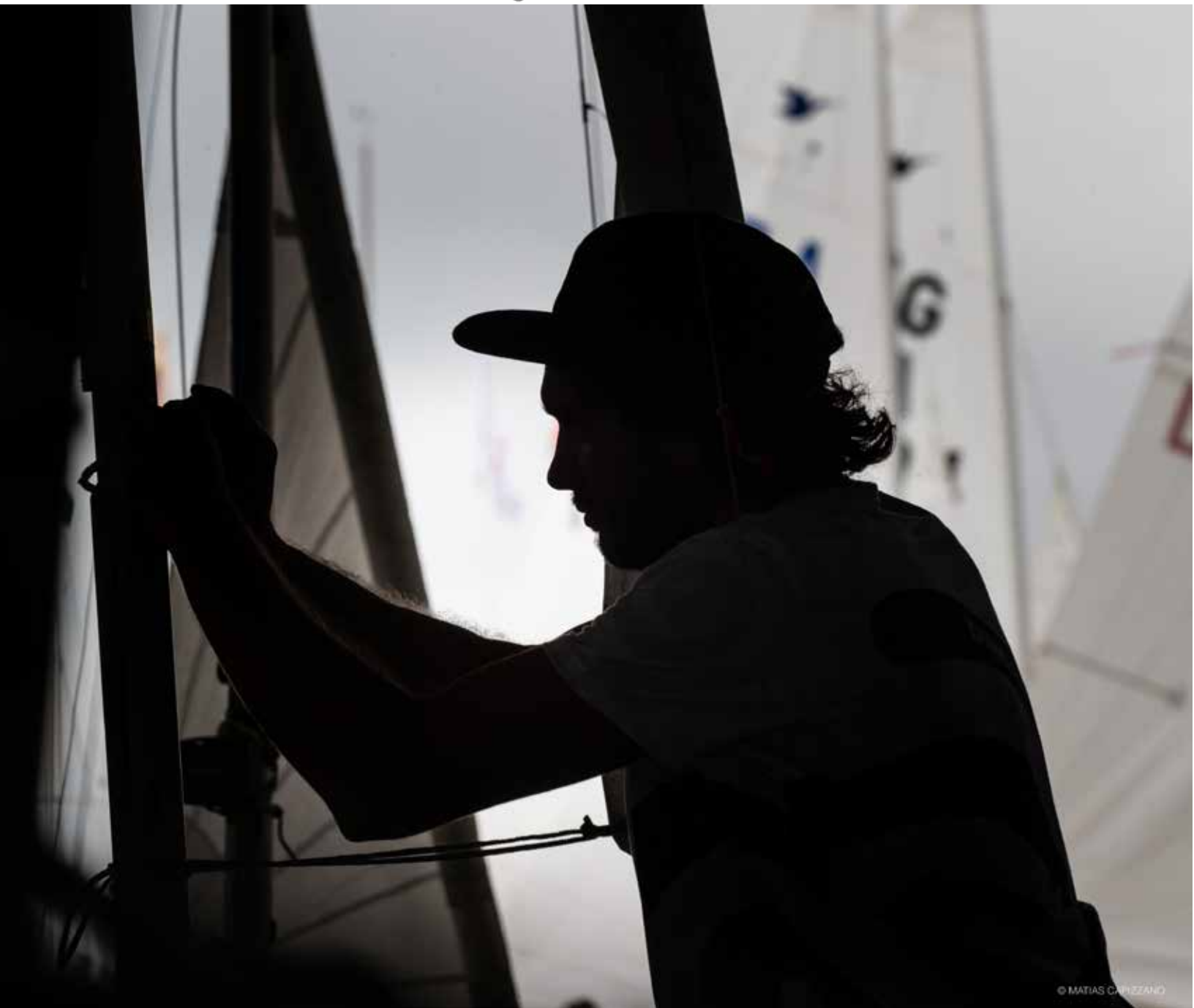


# Snipe Bulletin™

Official newsletter of the Snipe Class International Racing Association



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Spring 2020



# CONTACT QUANTUM TO GET OUR WORLD CHAMPIONSHIP WINNING SAILS FOR YOUR 2020 SEASON.

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## SHOUT OUT TO THE QUANTUM-POWERED TEAMS THAT DOMINATED THE 2019 SNIPE WORLDS:

1ST: Haddad/Nascimento    2ND: Paradedda/Kieling  
4TH: Jesus/ Borges        1ST (Junior): Abdulklech/Motta



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## Snipe Bulletin

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**The Cover: Rigging during the Worlds. Photo by Matias Capizzano**

**The Count:** 20 new numbers have been issued: 4 ESP, 8 JPN, 7 USA and 1 to a builder.

**Numbered Snipes:** 31646  
**Chartered Fleets:** 904

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## **NEXT DEADLINE**

### **August 1**

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## **Snipe Bulletin in the time of Covid-19**

In this unprecedented time of a global pandemic, SCIRA is working hard to keep you informed and connected.

Even though we are unable to sail, race and socialize with our fellow Snipe sailors, SCIRA felt the importance of keeping connected.

While we don't have regattas to report on or even know the schedule once we are all allowed back on the water, the SCIRA Board members each wrote a piece to convey their thoughts on their areas of oversight as a member of the SCIRA Board of Governors.

We reached out to one of the Class' favorite photographers, Matias Capizzano, to provide some great visual photos to keep your entertained, to reminisce and to get you thinking about when you can splash your Snipe and head back out on the water.

The team at SnipeToday is constantly posting content to keep you a bit distracted toward positive thoughts and the future.

Enjoy this issue and the postings of SnipeToday. Stay safe, healthy & we hope to see everyone back on the water soon!

Jerelyn Biehl  
SCIRA Executive Director



## ***From The Commodore***

Hello Snipe family,

I am writing these lines to you from my home, on my 24th day of quarantine, as many of you are as well while reading this.

I hope this moment of global concern finds you and your family healthy and taking the proper steps to stay safe.

Unfortunately, as far as our beloved SCIRA is concerned, we have had to suspend the immediate events, and we also look closely and with doubts at the following events for the rest of the year.

At this point, added to the Master Worlds and South Americans, already indefinitely postponed, plus the dozens of canceled local championships, we will find ourselves in the coming months making important decisions regarding the Europeans and the WH&O.

Any decision made in this regard will be made within the Board, in consultation with the host clubs, and with the main concern of the safety of all.

At this time, we are in talks with the organizers of the 2021 Senior Worlds. As you know, the Olympic Games have been postponed until 2021 and this directly affects our Worlds, since they are both in Enoshima and at very close dates.

SCIRA's priority at this point is, if possible, to keep the Worlds in 2021 as they should be, in Enoshima or another place in Japan, and adapt the rest of the regatta calendar to this. As much as possible, we will try to reschedule events and not cancel them.

Until then, and although we will only be able to communicate electronically and we will not have events, it seems to me the perfect time for those who can get involved in the way they prefer in our Snipe community. This can be done by sharing photos, writing about your own experiences and even participating in virtual regattas that have become so much fun this last few weeks. Everything serves to maintain enthusiasm for sailing !

Also, I hereby request all sailors who have any technical data to contribute, to write and publish it, to be generous with their knowledge. Especially top sailors and those who have been on the water for many years, please share your knowledge. Snipe Today and our Bulletin will help you with this.

Finally, a special request.as you know our family is big. It is not composed only by sailors and clubs, but of small shipyards specialized in Snipe building



around the world, sailing shops, clothing suppliers, coaches, and small workshops with all kinds of services applied to Snipe and sailing in general. Most of these people do not belong to large companies but are small and medium-sized private and family businesses. These months that we are passing are financially hard for everyone, and even more so for the small companies that continue to pay expenses without having income, with work stopped.

I want to ask everyone, each of us within his financial means, to help the Snipe family survive. When this quarantine ends, or perhaps during the quarantine as well, it may be a good time to work on the boat, buy that sail that we need, paint, maintain or contract any service, small or large. Let's help our suppliers. They are a fundamental part of our SCIRA family. We cannot sail Snipes without them, and they really need us now.

I take this opportunity to suggest that you might take advantage of the extra free time to enter the web page of the class and make your comments on the various proposals we have received this year, and we will be voting in the coming months.

Myself and the whole Board are at your disposal--you can find our private contact numbers at the webpage. Don't hesitate in using them.

The SCIRA Board greets you and sends you best wishes to make it safe through these difficult times.

Good health to you all! (Time will come to wish you "good winds" again)

A handwritten signature in blue ink, appearing to read 'Luis Soubie'.

***LUIS SOUBIE - ARG 31701  
Commodore***



## ***From The Vice Commodore***

### ***Promotion in the Snipe Class after the abolition of Restrictions Related to the Coronavirus***

The world and our whole life after the pandemic will no longer be the same! In other words, our old habits and routines will fade away. The new will come, but we don't have any idea what it will be or what it will be like, not to mention how the world and the sport of sailing will change. We don't know how the current situation will affect traveling around the world or other aspects of our sport. Today, everyone is full of fear for what we might lose.

I am, however, optimistic about these changes. I believe that we must make the most of this period to be the first with new ideas to face these new challenges. We should now work hard to make our future lives better and easier than before.

As Vice Commodore, I also have the role as Chairman of the Promotion Committee. I am now getting organized and appointing for our Committee some Snipe sailors from all the continents. I intend to recruit people offering ideas and involvement that will enable us to promote our class during the period of the coronavirus restrictions and the upcoming recession. I would also like to make use of our present ideas and work in the future, after this difficult time. I would like the Board and Promotion Committee to be active in all possible areas. We need to be particularly proactive players in the press, TV and social media. One of the golden principles I follow in my life is that we should get any kind of publicity, no matter whether it is good or bad. In the period when people are confined at home and browse the media, each piece of information about our class might attract the attention of sailors from other classes. After all, our boat is quite cheap. On the other hand, it is pretty demanding in terms of technical and sailing knowledge. Yet, this boat is cut out for the time of crisis and post-crisis. We must emphasize the fact that the atmosphere during our regatta is unique and we need to communicate it to everyone around us.

Therefore, I would like to ask experienced sailors and masters, and there are a lot of them among us, to submit articles, share opinions and good advice on Snipe-related issues. We will be publishing them in place of regatta reports and results, which are now not available. We have SnipeToday (thank you Pietro and Carol) and the Snipe Bulletin. We will appreciate any photos or videos, both actual and retrospective. I hope that in this way we will gain new supporters and get to know each other better.

Today, it is really difficult to plan any actions for the future. Sponsors and organizations supporting sport and sailing are currently in temporary suspension



and are waiting for the economic situation to develop. All expenses for sports promotion are cut down by companies. But the coronavirus will pass and we must have a plan of action for a later period. My goal then will be to gain a strategic sponsor for the class. This would enable us to do more in terms of promoting the class in the media.

Additionally, I want to make training children and young people one of our main goals. Owing to the work of Pietro and Carol, SnipeToday.org is doing very well. But we should not be limited to this channel of communication. Our activity in the electronic media must go further. We should create thematic groups on WhatsApp and be active on Instagram and Twitter. There is already a WhatsApp group in Europe, where NS's join together and exchange views.

I would like to be more involved in joint activities and promote smaller countries as well as countries that have not had fleets for some time. There are boats and clubs there but they are not active. We need to get to them and rebuild their fleets.

To conclude, let me formulate a request to everyone who reads Snipe Bulletin and wants to promote our Class: please send an interesting photo or video to my address, and we will do our best to include it in our publications.

See you soon on the water and remember our motto:  
*Serious Sailing, Serious Fun.*

**Zbigniew "Zibi" Rakocy**  
**SCIRA V-ice Commodore**  
zrakocy@gmail.com



## From The Treasurer

### Covid – 19 Treasurer's Update

I wrote my Treasurer's Report (below) before Covid-19 started to devastate our families and our freedom.

I have been trying to predict what the effects might be on our Association's budget and bottom line for 2020 – it isn't looking great.

With fewer boats being built, we are selling fewer new hull numbers. With less sails being made, we have a reduction in income from royalties. More fundamentally, with very limited (if any) sailing taking place and events being cancelled or rescheduled, many Snipe sailors have not yet joined or re-joined SCIRA. These revenue streams are how your Association is able to run.

Whilst our income is severely reduced many of our budgeted costs are fixed.

There are many activities that go on behind the scenes of running an association that members may be unaware of. For instance we have already built and paid for the Championship websites for the major regattas of 2020 which are all up and running (apart from the Women's Worlds which is in progress). The cost for this accounts for one-third of what we would normally receive by way of senior dues each year. So far we have not yet collected even this figure.

Our Executive Officer is still busy working on your behalf keeping everything running smoothly. Covid-19 has increased the workload. For the regattas that have been cancelled, there are discussions to try to reschedule them. Dates of upcoming regattas during 2020 are being carefully monitored with decisions being taken during more frequent online Board meetings. The website is continuing to be updated and the Bulletins are being compiled and sent out (albeit with few, if any, articles on events sailed). It is imperative we keep our Members informed and having a working office allows this to happen.

There are a few countries with outstanding invoices from 2019. For those National Secretaries, you will be getting a reminder very soon. Please can you make sure these outstanding amounts are settled promptly.

The Board Members who have been predecessors to the current SCIRA Board need to be thanked. They left us with a cushion in the bank to weather a storm like that which we are facing at the moment. This reserve allows the

Association to approach these unprecedented times from a position of relative strength but it will be significantly depleted if income does not recover. We cannot do anything about the inevitable reduction in new boat and sail sales, but if we all collectively support the Association by paying our dues for this year, we can preserve the majority of the reserve for when life returns to normality and then have the luxury of considering how it is used to support the revival of the Snipe Class.

**During these unprecedented times I have reviewed the 2020 budget with estimated revised income and expenses. It is anticipated that should SCIRA only received two-thirds of membership fees (in relation to 2019 figures), we will be in deficit by the end of 2020 to an approximated figure of \$13,000. SCIRA really does need you!!**

I know there are serious limitations around the world on being able to go sailing at the moment but please consider re-joining SCIRA (it can be done via Clubspot from your living room!!). Please do not wait until sailing resumes. On a more personal note, as a Board, we want you all to know we are here for you. Should you be in isolation and maybe just want a chat or to know there is someone out there listening – please do get in touch (my email is below). After all, what is special about being a Snipe sailor is we are like one big family. I know that, should I ever have a problem, there will always be a Snipe sailor I can call upon to help me out.

In fact it has happened to me! Spike (Thierry Den Hartigh from Belgium) did exactly that for me and my crew Ian when we went to Antwerp to take part in the Sausage Race some years ago. We were happily celebrating our arrival in a bar with a reception committee representing the local sailors when I realised everyone Ian and I knew had left. We took that as a signal for us to also leave and were about to get a taxi when we realised that, not only did we not know where the Hotel was, but we didn't know its name either!! We called Spike at 3am (so we have been told!) and he drove us up and down the streets of Antwerp until we recognised our Hotel!!!! A true friend, whom I would never have met had it not been for Snipe sailing!

Let's hope we can all get back out on the water and back in the bars soon!

Stay safe and healthy.

## SCIRA TREASURER'S REPORT FOR 2019

As an Association we made a profit of \$19,176.07 in 2019, an increase in profit of \$7,652.04 (66%) from 2018.

Comparing the budget for 2019 with the actual final figures, the following variations are apparent:

- Senior dues were up for the third consecutive year in a row with an increase in income of \$1,515 (4.5%) compared to 2018.

- Junior dues are at their highest for the last 7 years and were \$2,960 (40%) more than budgeted.
- The amount of income from new hull numbers was stable in 2019 compared to 2018. This means we maintained the increase achieved from the beginning of 2018 when these charges were raised.
- Royalties received from sailmakers has steadily increased over the years with 135 more



**Snipe Class International Racing Association**  
**Balance Sheet Comparison**  
As of December 31, 2019

	31-Dec-19	31-Dec-18
<b>ASSETS</b>		
<b>Current Assets</b>		
<b>Bank Accounts</b>		
Checking - Union Bank	44,789.01	31,275.90
PayPal	0.00	345.38
Savings - Union Bank	52,208.89	52,203.78
<b>Total Bank Accounts</b>	<b>\$ 96,997.90</b>	<b>\$ 83,825.06</b>
Accounts Receivable	4,944.45	6,244.45
<b>Other Current Assets</b>		
Inventory - merchandise	4,685.24	4,685.24
<b>Prepaid Expenses</b>		
Championship websites	2,400.00	0.00
Decals	891.24	0.00
Measurement stickers	2,619.00	0.00
<b>Total Prepaid Expenses</b>	<b>\$ 5,910.24</b>	<b>\$ 0.00</b>
<b>Total Other Current Assets</b>	<b>\$ 10,595.48</b>	<b>\$ 4,685.24</b>
<b>Total Current Assets</b>	<b>\$ 112,537.83</b>	<b>\$ 94,754.75</b>
<b>Fixed Assets</b>		
Accumulated depreciation	-25,104.46	-25,104.46
Office equipment	2,478.21	2,478.21
Software Update	22,626.25	22,626.25
<b>Total Fixed Assets</b>	<b>\$ 0.00</b>	<b>\$ 0.00</b>
<b>TOTAL ASSETS</b>	<b>\$ 112,537.83</b>	<b>\$ 94,754.75</b>
<b>LIABILITIES AND EQUITY</b>		
<b>Liabilities</b>		
<b>Current Liabilities</b>		
Accounts Payable	1,369.06	1,762.05
<b>Total Current Liabilities</b>	<b>\$ 1,369.06</b>	<b>\$ 1,762.05</b>
<b>Total Liabilities</b>	<b>\$ 1,369.06</b>	<b>\$ 1,762.05</b>
<b>Equity</b>		
Opening Bal Equity	91,992.70	80,468.67
Net Income	19,176.07	11,524.03
<b>Total Equity</b>	<b>\$ 111,168.77</b>	<b>\$ 91,992.70</b>
<b>TOTAL LIABILITIES AND EQUITY</b>	<b>\$ 112,537.83</b>	<b>\$ 93,754.75</b>

royalties being sold in 2019 than 2018. We anticipated there being a positive trajectory for the overall financial position of the Class from 2018 to 2019 and it is pleasing to see that it has occurred. However, it is not expected that this level of increase will be sustainable in 2020 because we know that our expenses are rising. This needs to be taken into account when setting the budget for 2020. Overall, the expenses are expected to increase by \$5,510 (6.2%). The main variations are these:  
We are increasing the activities which fall under the general heading of *Promotion*. This includes

Championship support, coaching clinics, media contract and travel. For this year (2020) we are also increasing the travel expense budget for the Commodore since travel costs are expected to increase due to his location. Our printing costs have reduced significantly since it was agreed during 2017, to rely entirely upon the online Bulletin and Rule Book. The costs saved, \$8,000 per annum (9% of total expenses), were agreed to be used on promotion. A very small number of issues of the Bulletin are still being printed for the archives. Our bank service charges have increased significantly, by \$3,397 (38%), due to all banking transactions taking place online for dues, merchandise & championship entries. Stripe fees, credit card processing fees and any wire transfers are included in these costs. However, in the past we have had to spend regular significant costs on software upgrades of the old database, now that Clubspot is being used, this will not be necessary and so whilst there are bank charges associated with using this new method of banking, some of these costs will be offset by the old system maintenance savings. For example in 2016 the software upgrade cost \$20,411. We no longer have to budget for these costs going forward. The biggest adverse impact on the budget since 2017 is the drop in income from advertising. Since SCIRA stopped publishing the Bulletin and Rule book in printed form, this revenue has seen a rapid decline. We received \$6,000 in 2016, \$3,925 in 2017, and only \$925 in 2019. If we wish to recover this line of income, we will need to find new ways for companies to advertise to our membership. Alternatively, we have to accept that this income will be reduced going forward. Any suggestions

would be welcomed. Although ISAF fees almost doubled in 2019 compared to previous years, this has affected all classes, not just SCIRA. Legal and accounting costs rose in 2019 by \$2,168 (26%) this was due to the renewal of Snipe Trademarks. The Management fee has stayed the same for the past 7 years. Travel expenses are subject to quite large yearly variations. In 2019 the total was \$5,684 compared



to \$8,162 in 2018 (30% less in 2019 than 2018). This item of expense is heavily influenced by the location of the championship events in any one year and by the costs incurred under this category by the Executive Director, Commodore and SCIRA Rep. The Executive Director only travels at the request of the Commodore. The Executive Director customarily travels to two major events a year; that was the case again in 2019.

The website hosting cost (\$4,110) was more expensive than anticipated. This was because we created new URLs for Worlds, WH&O & Europeans. Other costs included the Microsoft fees, Issuu (the Snipe Bulletin digital publisher), snipe.org and other site hosting or domain renewals. During 2019 the Commodore travelled extensively in support of the Association and yet the \$1,500 item of budget was not exceeded. This is because some of their travel costs came out of the SCIRA Rep item of budget (Pietro Fantoni was SCIRA rep at the Worlds) but also because the former Commodore absorbed some from his personal finances.

With 651 more members and 28 more boats registered in 2019 than in 2018, things are looking cautiously positive. Efforts need to be maintained to encourage anyone sailing a Snipe on a regular basis, from Club level to Championship level, to join their national Association. It takes determination from all of us, The Board, Regional Secretaries, and National Secretaries. But, we also need the help of the Snipe club sailors; those who are fantastic in supporting their Association, to encourage their fellow Snipe sailors to join too. It should be regarded that if you buy a Snipe, you naturally join your Association - your extended family.

Let's make 2020 a great year for Snipe Sailing and supporting your Association.

### **Sue Roberts**

Basil 29611

[suepollen@aol.com](mailto:suepollen@aol.com)

## Snipe Class International Racing Association Profit and Loss Comparison January - December 2019

	Jan - Dec 2019	Jan - Dec 2018
<b>Income</b>		
<b>INTERNATIONAL INCOME</b>		
Bulletin Advertising	925.00	1,433.34
Decal	19,160.00	18,950.00
<b>Dues International</b>		
Dues - Senior	33,075.00	31,560.00
Dues - Junior	7,460.00	4,190.00
Fleet	910.00	1,000.00
<b>Total Dues International</b>	<b>\$ 41,445.00</b>	<b>\$ 36,750.00</b>
Interest income	5.11	6.01
Merchandise	1,256.77	2,358.71
Miscellaneous	0.00	38.54
Numbers	7,425.00	7,500.00
Royalties	33,700.00	30,325.00
Rulebook Advertising		1,150.00
<b>Total INTERNATIONAL INCOME</b>	<b>\$ 103,916.88</b>	<b>\$ 98,511.60</b>
Cost of Goods Sold	751.28	3,668.83
<b>Gross Profit</b>	<b>\$ 103,165.60</b>	<b>\$ 94,842.77</b>
<b>Expenses</b>		
<b>INTERNATIONAL EXPENSE</b>		
Bank service charges	5,468.43	2,070.66
Bulletin Printing	162.68	
Database Maintenance		798.00
Dues & subscriptions	3,218.87	1,759.23
Legal & accounting	2,946.50	779.00
Measurement Stickers & Stamps	160.26	
Office supplies	745.00	730.33
Postage & delivery	1,152.88	1,640.64
Promotion	1,106.27	1,762.05
Championship Support	13,151.68	16,399.24
<b>Total Promotion</b>	<b>\$ 14,257.95</b>	<b>\$ 18,161.29</b>
Royalty		448.00
<b>Travel</b>		
Meals	159.63	148.21
Travel	5,524.42	8,015.07
<b>Total Travel</b>	<b>\$ 5,684.05</b>	<b>\$ 8,163.28</b>
Trophies	46.63	
Website	4,110.04	2,786.03
Yearly Decals	1,036.24	982.28
<b>Total INTERNATIONAL EXPENSE</b>	<b>\$ 38,989.53</b>	<b>\$ 38,318.74</b>
Management Fee	45,000.00	45,000.00
<b>Total Expenses</b>	<b>\$ 83,989.53</b>	<b>\$ 83,318.74</b>
<b>Net Operating Income</b>	<b>\$ 19,176.07</b>	<b>\$ 11,524.03</b>
<b>Net Income</b>	<b>\$ 19,176.07</b>	<b>\$ 11,524.03</b>





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## ***From The Secretary*** **Where We Are and Why We Still Need to Pay Dues**

What a difficult task it is to write this article during the confinement period, when we would really be taking part in our regattas, with our friends, with our Snipe family.

We play a sport under complete freedom, and the recent events have turned the situation into a temporary home isolation where we don't know for sure when we will be able to sail again.

In 2019 we saw the revival of many fleets and we could expect a worldwide increase of the class, but now we must get over this difficult moment and look forward recovering the previous activity. We belong to an international association of sailors of a boat designed in the 1930s, and perhaps the secret of our endurance is our organization. I have worked alongside my National Secretariat for almost 12 years and I can tell that I was not always in accordance with the international policies of the Class. I slowly introduced myself into international positions that led me into joining the Board of Governors, with the purpose of helping and trying to change whatever it was that we could improve.

Throughout these years of travelling I have seen different fleets and ways of organizing, all with very good results. The SCIRA centralises this information and tries, with great effort, to lead the Class worldwide into a sustainable future.

I have a great deal of respect for all the people who voluntarily devote their time to maintain, improve and develop the Class in their countries. Fleet Captains, District Secretaries, National Secretaries, General Secretaries and Board Members, all of whom try to do their best for the fleets of the 32 Snipe active countries.

Based on all that and as you know, I would encourage all of us to make an extra effort this year and keep up with our fees, as they are the support of our Class, including our National Secretariats in many cases. This will make it possible to return to our favourite amusement, with a strong and alive Class.

I count on all of you !

***Martín Bermúdez de la Puente***  
***SCIRA Secretary***



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## *From The General Secretary of Europe*

Keep in contact! Virtually.

One Finnish artist sings in his song that all but sailing is useless. However, at this moment most of us have focus on something which is even more important. Europe is practically in standstill and struggling from the Covid-19. Especially the strongholds of the Snipe class, Italy and Spain are in critical state, followed by other countries.

It is tough now, but sooner or later we are back in more normal conditions and cancelled regattas and training events are rescheduled. While we wait for that it is important to take good care of yourself and your loved ones. Also keeping in contact with your friends is needed to keep up the spirit of hers/his and of yourself.

Snipe communities over Europe are learning new ways to keep engaged. WhatsApp groups are hosting discussions on important and not so important topics. Club meetings are taking place as videoconferences, teams are sharing home exercise tips over the phone and Facebook. Instagram accounts are filling with good memories of previous sailing seasons.

The first virtual Snipe e-Regatta gathered over 20 participants from all over the world in the end of March. Next one will have many times more virtual boats on the starting line. Italy is even planning to organize an eNationals in April.

It is still too early to say if we can run the Snipe Europeans in September as planned. The SCIRA Board and organizing team in Split are following the situation and making decisions closer to the event.

Please do not hesitate to use any of the multiple means to keep in contact and active during these challenging times. Now is really the right time to keep in touch, virtually, and not let anybody of our Snipe family to be left alone.

Wash your hands and keep safe!

***Reino Suonsilta***  
***General Secretary - Europe***



## *From The General Secretary of Western Hemisphere & Orient*

Some of us will be too young to know this, but others will be familiar with the lyrics of the Vera Lynn song “We’ll Meet Again” which are appropriate during this time:

*“We’ll meet again  
Don’t know where  
Don’t know when  
But I know we’ll meet again some sunny day  
Keep smiling through  
Just like you always do  
‘Till the blue skies drive the dark clouds  
far away”*

It is too early to know when we will get the all clear to resume normal activities and that time may vary according to where you live in the World.

So far, the World Masters and the South Americans have been postponed along with various other regattas. As with many things whether these regattas are postponed or cancelled depends on what happens with COVID-19. There is a trickle-down effect when any regatta is postponed, and the Board is meeting to look at all options. The Commodore is in talks with Japan as the Olympics have been postponed until 2021 and the sailing events are taking place in Enoshima, the location of the 2021 Worlds. So far, no

decision has been made on the Western Hemisphere & Orient Championship, the Women’s Worlds or the North Americans. The Board is in communication with the organizers and will give everyone a couple of months notice when a decision has been made.

While we live through these times take advantage of the technology and stay in touch with each other. I have had several virtual cocktail parties using Zoom, Facebook Messenger or Houseparty. There is virtual racing being held and information articles being written. Look to the Snipe website, check out the Matias Capizzano photobook on the 2019 Worlds, and SnipeToday for news and information from around the World.

It is very important that while we stay home, we also stay in touch and look out for one another. Call your crew, some of your fleet members. Have a virtual fleet party! During this time, we need to lift each other up.

I am available if you need to contact me.

Wash your hands for 20 seconds and remember to stay 6 meters apart.

All the best.

**Gweneth Crook**  
**General Secretary - WH&O**



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## From The Rules Committee

### The Rules side

**What has changed (or not) in the class rules.  
And what might change in the future.**

According to the Constitution, the Class Rules can be changed or modified every four years. The next major modifications will be effective in 2021 providing that the proposals had been submitted before March 1. Nevertheless, in the 4-years term of effectiveness, some rules may need explanation or clarification. That's why, once a year, the Rules Committee collects the most significant requests for clarification, evaluate the need for an explanation and submits those deemed urgent or necessary to World Sailing for approval.

Over the past few months, several requests have been submitted by builders, sailors or measurers to the Rules Committee to clarify or explain rules.

Some questions only needed a simple explanation to correctly apply the rule, others revealed small bugs or uncovered aspects that required clarification or specification of the original text.

Nine requests for amendments were then submitted to the World Sailing Technical Committee, which finally approved their effectiveness beginning March 15.

### What has changed after the latest amendments were approved?

Below the approved amendments and a brief explanation; new text in red, crossed out deleted text:

Class Rules

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

5) Any compass bracket.

**What is changing? Sailors can now place the compass on a support. The compass support was not included in the rules. This fixes the bug. Material is free.**

C.6 BOAT WEIGHT

World Sailing clarified that the current text, as written in the Snipe Rules, includes the main and jib sheets in the total boat weight.

**What is changing? The jib sheet is now weighed with the boat.**

C.8 HULL APPENDAGES

C.8.4.(a)4) **The top of** the daggerboard retracted position limit mark shall not be above the top surface of the deck at the centreline of the boat.

It wasn't specified that the top of the band shall be even with the deck surface.

**What is changing? Nothing. No more excuses to lift the board above the limit due to a possible rule misinterpretation.**

C.8.5 RUDDER

(a) LIMITATION

2) **Hulls measured before February 26, 2018 may use any allowed rudder specified in E.3.4.a)**

This additional text to solve one of the greatest problems we faced the past year, mainly during the World Championship. The current Class Rules required ALL boats to use the rudder shape approved in 2015. This wasn't fair to those sailors whose boats were measured and approved with the old rudder, which was regular at the time of measurement.

The new rule allows the boats measured before February 26, 2018 to use the rudder they were measured with. Boats built after that date shall use the new shape.

What is changing? Boats measured before 2018 may use the rudder they were measured with or any rudder built before 2015, when a new shape became mandatory.



Boats measured after February 26, 2018 shall use the new rudder shape. Rudders built before 2015 shall not be used.

### E.3 MAST

#### E.3.4 DIMENSIONS

	minimum	maximum
From the <b>heel point</b> to the <b>upper point</b>		6499 mm
Mainsail luff mast distance		5112 mm
Standing rigging and jib halyard <b>rigging point</b> above the <b>heel point</b>	4860 mm	4962 mm
Transverse dimension at the <b>upper point</b>	32 mm	
<del>The <b>mast centre of gravity height</b></del>	<del>2521 mm</del>	
<b>From the <b>mast centre of gravity</b> to the <b>upper point</b></b>		<b>3588mm</b>

This amendment is quite complicated to explain. The mast height of the boats built before 2001 was measured from the sheer line (now called Mast Datum Point) because of the different heights of the double bottoms (liner). In 2001 a tolerance of 1cm in the double bottom height and a maximum length of the mast from the Heel Point to the Top Band were introduced. The Mast Datum Point is no longer measured on new boats. This amendment will make the mast CG measurement easier.

**What is changing? Nothing for the sailors. Measurers will check the CG from the top band.**

### C.9 RIG

#### C.9.8 CONDITIONS FOR USE, OTHER RIGGING

- (a) Any number and type of hiking straps cords or lines are allowed providing they are attached to the boat anywhere inside the cockpit within 203mm of the top of the deck

This is a duplicate of F.7.2.(i)

### D.1 PARTS

#### D.1.6

	minimum	maximum
The <b>bare hull weight</b> excluding <b>correctors weights</b> shall be	125,2 kg	

This amendment to comply to D.1.2(b)

**What is changing? Nothing for the sailors. This amendment fixes a text discrepancy only.**

### D.7 MOMENT OF INERTIA

For our purpose,  $D = 2.6233$  m.

There has been a mistake in translating the original formula and, in addition, a unit of measure had been missing from long time in the formula. This fixes the mistakes. Nothing changes in the MOI as the difference is in the 4<sup>th</sup> decimal.

**What is changing? Nothing. No change in the final value of the MOI.**



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## E.3 MAST

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### E.3.3

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	minimum	maximum
<b>Mast spar weight</b> including <b>wiskerpole fitting</b>	9,1 kg	
<b>Corrector weights</b>		100 g

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Several measurers have asked if the whiskerpole fitting has to be included in the mast weight. This amendment explains the rule.

**What is changing? No more concerns when measuring the boats. No need to keep the fitting away. Of course, the mast CG shall comply with the rule with the fitting in place.**

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## E.7 RUNNING RIGGING

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### F.7.2(h) Boom vang **exercising downward force only, providing it is attached to the mast below the gooseneck**

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The boom vang is an optional rigging. World Sailing doesn't provide a definition of vang, thus the need to explain the meaning. The literature reports the vang as a system exerting downward force only, either attached below or above the boom. This amendment prevents the use of a gnav or other systems used to lift the boom, which are not vangs, as in the spirit of the original rule.

**What is changing? Requests for clarifying this rule have been frequent in the past few years. Any system used to push the boom up (either from below or above the boom) or any kind of gnav is not allowed.**

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The complete list of the amendments and the amended Class Rules are available on the Snipe web site (<https://www.snipe.org/class/rules>) and on the WS web site (<https://www.sailing.org/28237.php>)

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## What might change next year?

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By March 15 (official deadline extended 15 days forward by the Board to allow late submissions), six Rules changes proposals have been submitted for discussion and evaluation by the Board. The full text can be viewed on [snipe.org](http://snipe.org) or on [snipetoday.org](http://snipetoday.org), Rules section.

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### **Proposal 19-02 - Junior Age (still pending from last year)**

When writing this article, no decision has been taken by the Board yet. The proposal is included in the next Board online meeting agenda.

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### **Proposal 20-01 - Reducing the number of Races, the number of discards and allow different courses**

According to the requests by the World Championship skippers' meeting and the subsequent survey, the pertinent Deed of Gifts and the Rules of Conduct have been updated reducing the number of races and the excluded races.

The Board will discuss the remaining part of the proposal.

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### **Proposal 20-02 - Black flag**

Following the request by the World Championship skippers' meeting, a proposal was submitted to allow the use of the black flag, now forbidden in all Snipe regattas.

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### **Proposal 20-03 - Rules Committee composition and duties**

The Rules Committee composition isn't specified in Section 28 of the Constitution.

In addition, it is proposed to appoint members who are not otherwise members of the Board and to extend the possibility to advise the Board on the Rules of Conduct as well as on the Class Rules.

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### **Proposal 20-04 - Measurement Committee at Open World Championships**

To appoint the SCIRA Chief Measurer as chairman of the Measurement Committee at the Open Worlds.

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### **Proposal 20.05 - Jib sheet in the total weight of the boat**

Proposal withdrawn after World Sailing clarified (see above in this article) Class Rule C.6

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**Proposal 20-06 - to establish a fixed position for correctors weights**

The purpose is to allow the placement of the correctors weights only inside the cockpit to prevent the weight to be placed inside the water tight tanks. This will make on the water checks and measurements at major championships easier.

The above proposals will be discussed within the Rules Committee which will give advice to the Board. Evaluation and vote by the Board in July.

All SCIRA members can post their opinions and comments on the proposal on [snipetoday.org](http://snipetoday.org)

This will help the RC and the Board to take their decisions.

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**What will NOT change**

The use of carbon fiber is strictly ruled by the Class.

According to the Class Rules and the ERS definitions, carbon is allowed in running rigging and fittings (blocks, cleats, fittings supports...), see Rule F7/, in the tiller extension, see Rule C.8.5.a.6), in the compass support, see Rule C.5 above in this article, and in the splashboard, if not moulded with the boat, see Rule D.1.5 below.

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**D.1.5 MATERIALS**

a) The hull and any part moulded with the hull shall be built from a combination of one or more of the following materials: wood, GRP with woven roving or mat, with either polyester or epoxy resins. Glass content shall be at least 30% by weight. The following exceptions are permitted:

- 1) Local reinforcement of GRP (Glass Reinforced Plastic), wood, plywood or metal as backing for fittings may be added.
  
- 2) Carbon or aramid fibres may be used only in the splash board if it is not moulded with the boat

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If you need any explanation or clarification, feel free to email me.

Looking forward to seeing you on the race course again,  
follow the rules!

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**Antonio Bari**  
**Rules Chairman**



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# Restart from the Fleet Activity

By Pietro Fantoni

More or less all regattas have been canceled due to the Coronavirus. The exceptions are very few. In some countries, such as Italy and Spain, any outdoor activity is not allowed. Staying at home is the rule and going out is only possible in limited cases (essential work activities, buying food or medicines). So, in this lockdown period, not only aren't there any regattas, but it is also not possible to practice any outdoor sporting activity or even go out by boat (at least in my country).

## Global Scenarios

Better to be realistic. According to the scientists and virology experts there can be basically four scenarios (source: Article in Italian: Il Sole 24 Ore - MT Island - <https://24plus.ilsole24ore.com/art/coronavirus-because-when-sara-finita-non-back-right-away-normality-ADouZeG>).

### *First scenario: the virus disappears*

Respiratory viruses occasionally behave like this: it happened for SARS, and also for the Spanish flu, which disappeared in a week for no apparent reason. It will take us some time to be sure and declare the "all clear", but this is obviously the most favorable scenario.

### *Second scenario: the virus becomes endemic*

That is, it could circulate freely all over the world, living with human beings without giving particular problems: behaving more or less, therefore, as the other Coronaviruses already do, which are responsible for about 25% of our colds. Here too we would take a while to understand that the evolution has gone in this direction, but it is all in all a favorable hypothesis because the complications given by the other four Coronaviruses (which also exist and can also cause lethal pathologies) are very limited.

### *Third scenario: the virus becomes seasonal*

Here things start to get complicated. At first we could confuse this scenario with the first one (i.e. disappearance), unless it continues to manifest itself in other parts of the world and can be clearly associated with climatic and temperature conditions. In any case, we would see it return with the arrival of winter or late autumn, and we would have to be ready to act quickly to distinguish the very first new cases.

This scenario is less favorable than the first two, but would allow a few months to have the availability of a vaccine or a truly effective drug.

### *Fourth scenario: the virus slows down, but does not disappear*

This is the least probable hypothesis if we consider every single country as a closed cluster, but it could become realistic due to the so-called "return infections."

In this hypothesis, the virus does not become endemic, a kind of annoying travel companion, but continues to cause serious illnesses on a much smaller scale than today. We may have small outbreaks, often triggered by the return infections just described, which must be immediately delimited to avoid another epidemic. Knowing the risk, it will be easier to act.

The consequences depending on the scenarios:

First and second cases: it will take some time to declare the virus officially disappeared, as well as to have the certainty of its transformation towards an endemic form. Moreover, it will be hard to differentiate between the first scenario (disappearance) and the third (the virus becomes seasonal). To be able to say that it has truly disappeared, we will have to be sure it is not coming back by waiting for a period of time exactly equal to that needed to understand if it has become seasonal. Until November-December, therefore, we cannot distinguish between the two conditions.

Fourth scenario: persistent circulation of the virus, albeit on a small scale, would have an effect diluted over time. But we would also be constantly on high alert to prevent future outbreaks.

What is realistic to assume, for all scenarios, is that the measures will be phased out gradually. For the first and second scenarios, they should be tightened and loosened based on epidemiological evidence, always maintaining a safety margin (done by the scientists, not politicians) to avoid the resumption of large-scale contagion.

And measures such as the closure of borders, or mandatory quarantine for those arriving from abroad, could also be considered in the period of time necessary to eradicate the virus worldwide.

## Snipe Sailing Scenarios

These are the possible virus scenarios. So what are the consequences on our sailing activity and on regattas?

Obviously, resuming sailing and regattas is a high priority for all of us in the international Snipe family. We must hope that Snipe activities will resume as soon as possible. The risk, if too much time passes, is to lose friends, enthusiasts, competitors, members, frustrating all the promotional activity that has been carried out so far and creating the need to restart from





ground zero.

We must also be realistic, though not pessimistic.

After this emergency phase, we will enter a transitional phase when our activity will still be limited. There will be limitations on international travel, limitations on movement within a state, quarantine obligations, and limitations in air transport, with many airlines in trouble or bankrupt. It is difficult to predict how long this transitional phase will last.

Then there is another aspect to consider. Depending on your country and profession, there will be big life changes for all of us (both during this emergency lockdown, and after). After the emergency, how will we be economically? There will probably be an economic boom. But after such a global slowdown we will want to work hard as well as sail, and we may not have the time or money to travel to regattas.

The positive thing is that the Snipe is cheap, lasts long, and can be towed easily with a small car on a trailer. Also the Class association is very well structured at the local level. So, paradoxically, a moment like this can be used to our advantage, not only to overcome the crisis, but also to grow in number and in quality of activity.

### **A possible solution: Snipe Fleet Activities**

If the first imperative is to resume sailing Snipes as soon as possible, it will be necessary to limit costs and make the most of our limited time. Handled correctly, that can give a new impetus to fleet activity.

Fleet activity should not necessarily consist solely of regattas. Even a local regatta imposes costs on both the participants (fees) and the clubs (volunteers, judges, safety criteria, fuel and boats). A regatta

also requires a whole series of formalities that can overwhelm those with little time, starting with registration process.

To get us sailing again while minimizing travel, costs, and lost time, an informal training session or regatta will be easier to organize and requires very little planning. We ourselves can bring the marks, set the course, and set up a rabbit start without any assistance from outside.

### **Conclusions**

But even in such times we can't forget our major national and international regattas, because these regattas are equally important. Perhaps for some of us it will be difficult to participate, because it will be more difficult to travel. We will have to choose which regattas we really want (and can) do: fewer major races, carefully chosen, supplemented by more local fleet activities.

The Board, Continental Secretaries, National Secretaries, and Fleet Captains should already be thinking about these scenarios and plotting the best strategic solutions - post coronavirus. Now that regattas are canceled or postponed, there are small measures that can be taken, though this will vary somewhat by country. Perhaps reducing the number of regattas on the calendar makes sense, choosing what should be rescued? Or reducing the days of racing at a Nationals? Or in small countries, consider holding a four day Nationals over 2 consecutive weekends, instead of 4 days straight.

All such solutions should be studied and evaluated. It is important to be ready for the next phase.

Meanwhile, stay healthy!



**Photo montage by Matias Capizzano**





CIRCOLO VELA TALAMONE, ITALY.  
PHOTO: © MATTIAS CAPIZZANO







## DUES 2020 as of March 31

Country	Members	Boats
Argentina	41	28
Austria	0	0
Bahamas	2	3
Belgium	70	18
Brazil	182	97
Canada	5	9
Chile	0	0
Colombia	0	0
Croatia	2	1
Cuba	0	0
Denmark	0	0
Ecuador	0	0
Finland	43	23
France	0	0
Germany	1	1
Guatemala	0	0
Italy	97	52

Japan	312	133
Lithuania	0	
Mexico	0	0
Norway	23	14
Peru	0	0
Poland	3	2
Portugal	41	24
Puerto Rico	0	0
Spain	208	93
Sweden	0	0
Switzerland	3	2
United Kingdom	40	21
United States	214	169
Uruguay	12	8
Venezuela	0	
	<b>1184</b>	<b>449</b>





## Snipe Ranking Guidelines

SCIRA has an agreement with the SSL (Star Sailors League) whereby if we provide regatta results, they will calculate an international ranking system for us. In order to have a great ranking system, we need the cooperation of all regatta organizers and National Secretaries to encompass as many events and sailors as possible.

Read the guidelines to the right to help gather the information. Use this link to download the excel template (save as a csv file) and then send to the SnipeToday editor or the SCIRA office. It's that easy!

[Results Template](#)

### Guidelines for sending regatta results for the International Ranking

The purpose of these guidelines is to facilitate the loading of results into the SSL database.

- It is necessary to fill in all fields in the attached file.
- In particular it is important to fill in the "Sailor ID" field.
- Sailor ID means SCIRA memberID number.
- The SCIRA member ID can be found by entering the name of the sailor and checking the corresponding number at this [link](#):
- The SCIRA member ID is used to avoid duplications or errors with the names of sailors (for example: Martin Bermudez or Marin Bermudez de la Puente or Martin Bermudez de la Puente Gallego).
- Using the SCIRA member ID also makes it possible for SCIRA to check that the sailor is a member in good standing.
- Fill in the number of races, correctly indicating the DNC or DNS boats in the individual races.
- Send the file to [editor@snipetoday.org](mailto:editor@snipetoday.org)
- The file will then be forwarded to the SSL Team, which will upload it to the "machine", a complex excel file, on which the International Ranking regattas are loaded.
- Results in .jpeg format are absolutely to be avoided.

Thanks for your collaboration!

