

Snipe Bulletin™

Volume 31, Summer 2013

Official newsletter of the Snipe Class International Racing Association





photo credit: Fried Elliott: friedbits.com

#1

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

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The Count: 35 new numbers have been issued since the last Bulletin: ARG 2; BEL 1; BRA 10; DEN 1; JPN 13; NOR 1; PER 5; USA 2

Numbered Snipes: 31 | 79

Chartered Fleets: 892

Lima, Peru.

Cover Photo: Weather mark rounding at the Copa Espana.

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**NEXT DEADLINE
SEPTEMBER 1**

From the Commodore



As we enter June in the US, summer is upon us and the sailing season is picking up. I'd first like to thank those who are the organizers of regattas that we all enjoy attending. Without you we wouldn't have such wonderful races to travel to.

I've also been receiving a number of emails discussing how countries can keep Snipe fleets alive. There is great concern in many fleets about the lack of interest in small boat sailing, while other fleets may have plenty of interest but are not attracting new fleet members. I think the common opinion is that growth of the Snipe Class is all centered around the fleet. Some call them the "spark plug", or the "marketing lead", the point is that each fleet needs someone to help all other fleet members introduce new people to the fleet and continue to encourage their participation. This "encouragement" includes not only introductions but also giving new folks a chance at borrowing boats; being sure they know about fleet meetings, parties and races; organizing rigging, crewing and boat speed clinics, as well as other social activities to be sure everyone is on first-name basis with each other. I do encourage each fleet to find their "spark plug" and to spend a decent amount of energy focused on such activities.

I am encouraged that there are so many conversations about keeping fleets alive and growing and I'm sure the attention alone will help to keep our fleets active.

On a more global note, we're now completing the registration for the 2013 World Championships in Rio de Janeiro, Brazil this coming September. The deed of gift has been modified to help to increase the number of participants and all our countries are currently completing their final roster list of competitors. I'm not sure that all know that the number of sailors that each country may send to the Worlds is determined by the average number of registered boats for the previous two years. This means that the more boats you register from your country the more sailors you send to the Worlds. As I've said in previous articles, I highly encourage all Snipe sailors to take advantage of our wonderful international racing; it truly is a discriminator that sets our Class apart. You will find that it is not only some of the best competition you may ever experience but you also have a chance to make great friendships with individuals from around the world. So, do what you can to qualify for an international even and I hope to see you on the water!

-don

**SNIPETODAY**



Around the Snipe World



SCIRA has now been in existence 80+ years. The reach of this popular little boat has hit many corners of our globe and continues to grow through good and bad economic times, wars and political situations.

The archives of SCIRA are vast –recently the SCIRA office assisted the British fleet in determining some of the earliest Snipes in England, which then revealed early Snipes in Ireland and Scotland. From this revelation, we thought we’d do a quick search of all the countries to have a Snipe. Later in this issue, you’ll see an article and photos provided by Sue Pollen, National Secretary of GBR, where a chance meeting and conversation revealed a British fleet of Snipes in Egypt. Notes in the SCIRA files refer to fleets established by many sailors while stationed overseas representing their country, as a means of recreation. The Indian fleet in Bangalore was established by British Army Corps with all mahogany Snipes.

While the early records were held on 3x5 cards carefully typed or hand written by Bill Crosby, we’ve now moved to the computer age. We can’t capture all the owners of a boat, but we are able to discern when and where a number was issued. The list below shows the earliest issued hull numbers to each country.

FIRST SNIPES IN EACH COUNTRY as per SCIRA records

Hull #	Country	Year Built	Boat Name
1	USA	1937	<i>Adelaide</i>
5	Canada	1937	
10	Ireland	1937	
252	Mexico		<i>Halcon</i>
755	US Virgin Islands/St Croix		
839	Spain	1937	
970	Netherlands Antilles	Rob-Ron	
1037	Australia		
1071	Italy	1937	<i>Liv</i>
1220	Tanzania		
1247	Trinidad		
1536	Phillipines		
1838	Brazil	1945	
1884	Venezuela		
1929	Cuba	1953	
2202	US Navy	1937	
2290	Belgium	1937	
2338	Switzerland	1937	
2515	Scotland	1939	
2518	N. Ireland	1939	
2521	Tunisia		
2736	South Africa		
3836	Guam	1940	
4147	Trinidad	1942	
5439	Portugal	1946	
5529	British West Indies/GBR	1945	
5625	Finland	1946	<i>Woodstock</i>

Hull #	Country	Year Built	Boat Name
6177	Uruguay	1947	<i>Say C</i>
7028	France	1948	
7153	Argentina	1949	<i>Totem</i>
7185	Sweden	1950	<i>Tollann</i>
7590	Denmark	1949	<i>Chick</i>
7697	Angola		
7984	Bermuda	1950	<i>Newt</i>
9592	Bahamas	1954	<i>Calyпсо</i>
10133	Turkey	1957	
10370	Ukraine	1956	
10670	Japan	1956	
14707	Austria	1963	
14951	Puerto Rico	1965	
16251	Colombia	1966	
16930	Norway	1987	
21649	Chile		
25241	Paraguay	1982	
26603	Dominican Republic	1986	
28177	Russia	1991	
28476	Korea	1993	
30655	Poland	2007	
30666	Germany	2006	
30846	Ecuador	2009	
30848	Croatia	2009	
31039	Peru	2011	



From the Rules Committee

The Rules Committee has worked hard in this first part of the year to prepare **the new Rulebook**. Traditionally, at the beginning of the year after the Olympic Games the Rulebook was published including the new rules and the latest modification to the class management, such as the Deeds of Gift, the Rules for Conducting regattas and eventually the changes in the Constitution or By Laws.

According to the decision of the Board to follow the ISAF requirements the General Restrictions of the Class have been re-written in a different format without any changes (excluding those mandatory to define missing tolerances or dimensions). A draft has been presented by Luis Soubie (ARG) and will be discussed among the committee members with the goal to have a final draft to submit to the Board at the next meeting in Rio. Until the new version is published, **the 2009-2012 Rulebook is in force**, including the new rules in force from Jan, 1st 2013 and the official interpretations of the Rules Committee. Any updated documents are also currently posted on the Snipe website under the Rules section.

The Rules Committee is also discussing a new proposal for rules changes that have been previously published in the *Bulletin* and SnipeToday.

The proposed rules changes for the 2013 season are:

Rule 31 – to define the position of the jib stay attachment adding the maximum height above the sheer line. This proposal was previously published in the Spring *Bulletin* and SnipeToday.

Rudder – to clearly define the rudder dimensions. Currently the rudder shape, dimensions and weight are covered in a drawing, a couple of rules, a new rule in force from January 1st and one interpretation of the Rules Committee. There is a discussion about the recesses shape and dimensions and the width at 305 mm from the knuckle. The new rule shall be exhaustive. A draft is circulating within the Rules Committee and when approved, the final proposal shall be posted on SnipeToday and www.snipe.org.

Moment of Inertia: the Rules Committee will submit a proposal to establish the minimum weight of the spring attachment (that piece made of wood to fix at the bow of the boat) to be 350 gr., to avoid differences in the test depending from its weight.

Builder Certification: this is a very important rule to guarantee that a boat purchased by a sailor is really a Snipe. The certification process is defined in detail by that rule, and in paragraph 6 it is clearly specified that all boats shall be completely measured before delivering and a MDS shall be completed. But on the MDS sheet the measurement is not required if the boat is from a certified mould. This discrepancy shall be solved and a discussion is underway amongst the Rules Committee. Actually it appears that in most countries all boats are measured before delivering. Once again, when a proposal shall be suggested by the RC, it will be published on the web sites and submitted to the Board for the final approval.

Measurers' manual: it will be updated according to the new General Restrictions written according to the ISAF format.

Any suggestion from the Snipe community is welcome. Comments may be sent to your regional member or to the Chairman of the Rules Committee.

Antonio Bari

Chairman, International Rules Committee



SNIPES IN EGYPT DURING THE 1950'S

My husband Steve was recently at a retirement business lunch in London where he bumped into an old acquaintance and over a glass of bubbly they got onto the subject of sailing and subsequently Snipes. Ian White informed my husband that he thought his father had sailed Snipes in Egypt while serving the British forces during the Suez Conflict of the 1950's.



Ian was kind enough to look through old photograph albums to try and find photos of his Dad sailing what he presumed were Snipes in Egypt. The next few paragraphs are Ian's words from his exchanges of emails with Steve.

"My father always told me that the dinghy he raced on the lakes near Ismailia in Egypt in the early 1950s was a wooden Snipe. It looks very similar to the modern ones I found on the internet. I look forward to learning your view after you have studied the attached photographs. I have more photos if they are of interest and will look for a silver ashtray that my father won since I seem to recall that it has the acronym of the yacht club (presumably Joint services or similar) that organised the races."



We were, of course, delighted and fascinated to see such wonderful photos of what we also believe to be Snipes.

Ian continues: "I am pleased that you found the photos of interest and attach a few more. I am sure that I have more close up shots somewhere and will endeavour to track them down in the next few days. Please feel free to circulate them to anyone who may find them of interest and can confirm the identification.

I have found the small silver dish that my father was awarded for racing and that is marked U.S.O.S.C., which I take to stand for the United Services Overseas Sailing Club. I believe that it was probably that organisation that transported the dinghies to Egypt to be used by the officers of the various regiments that were stationed at Ismailia in the 1950s."

Ian did manage to find more photos. "The latest selection of photos is from an album that I had stored away. I apologise for the poor quality of the scans but the original photos are stuck in the album and are of different sizes/quality. What seems clear from Snipe 2 is that the boats were indeed Snipes since the sail class motif is very obvious and from Snipe 3 there was clearly a large fleet on the Egyptian lake where they sailed, possibly owned by different branches and even nationalities of the military."



"Glad you like the photos and yes it was my father in one of the boats with two WRENS (Women's branch of the Royal Navy). No doubt he was showing them the ropes....!!!"

"I shall be very interested if you get any feedback to the photos and will see if I can find out any information about the Club where they were based, which I stated before was probably on one of the 'Bitter' Lakes near Ismailia.

I had not noticed that there are three young women in V10 or the envious glances from the other sailors!! My father is the one in the Snipe where you cannot see the sail number that only has two WRENS crewing!! I wonder whether the letter on the sail is to do with which regiment or service owned them as P, D, M also seem to feature in addition to V. A lot of unknowns..."

It would be fantastic if anyone could share any further light on this subject, we would be delighted to hear from you.

Sue Roberts

UK SCIRA National Secretary

Email: suepollen@aol.com

Editors note: unfortunately the Egyptian Snipes were never recorded with the SCIRA office (see page 6). But there's proof a fleet was established by Sue's article.



Updates from the SCIRA Office

SCIRA Rulebook

ISAF has mandated that we convert our class rules to their template. This has proved to be a 2+ year job as trying to convert a 85+ year old boat that can still be built by anyone in wood, plus fiberglass moulds by certified builders is difficult! The current Rules Committee has been working furiously on this portion with the goal to finalize by the end of June. Then we submit to ISAF for their approval and THEN we can print.

In the meantime, all the current "other" documents (Constitution, Bylaws, Rules of Conduct, Deeds of Gift, etc.) are uploaded on the Snipe website: <http://www.snipe.org/index.php/class-mainmenu-2/rules-mainmenu-52> for anyone to download or view.

Updates have been sent periodically to all National Secretaries and we hope to have an update in the next Snipe Bulletin.

Snipe Bulletin

SCIRA is now offering the option for you to receive your Snipe Bulletin electronically, saving the environment and high printing and postage costs for the Class.

You still have options!

This year we've asked National Secretaries, when registering members, to indicate if you would prefer to receive your Bulletin:

- By mail
- By electronic delivery or available to read off the Snipe website

Let your National Secretary or the SCIRA office know your preference and we'll be happy to accommodate you!

Snipe DVD NOW Available!!

Order your Snipe DVD "Traditions Build Winners" from the Snipe website; This is a 80th anniversary edition of the history of the Snipe Class including vintage photos & film and interviews with sailors from around the Snipe world! Only \$35 usd.



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South Americans - Brazilians Win

Sailors from Argentina, Brazil, Colombia, Peru, Ecuador and Uruguay met In Montevideo to race a fun and numerous South American championship.

The race course was very complex with mostly calm winds, although the race officer of the Uruguayan Yacht Club managed to complete the race schedule. The regatta achieve to meet together three snipe world champions; Alexandre Paradera, Alexandre Tinoco and Ricardo Fabini, who ensure competitive races.

As every year, before the championship started, another regatta was held. This time Augusto Amato and Constanza Alvarez won the Mixed South American Championship in which only mixed couples can compete.

The opening ceremony was held at the headquarters of YCU and was attended by national and international authorities, highlighting the presence of ISAF vice president Scott Perry.

At the beginning the regatta protagonist where the couple winner of the mixed South American and the Uruguayans Fabini – Parnizari who took advantage of local knowledge

For the following days the race currt turned out to be very unpredictable and the fleet became more evenly. Thereby, those competitors who were more consistent in the races climbed to the leading places.

Finally the team formed by Mario Tinoco y Alexandre Muto could sail faster and more intelligent reaching the top of the South American championship with a total of 27 points in the 9 races sailed. Second were Luis Subie and Diego Lipszyc, followed by Pablo Defazio and Mariana Foglia. In junior Brenda Quagliotti y Agustín Perez were the winners.

It was a great regatta focus on the worlds in September.

CAMPEONATO SUDAMERICANO DE SNIPE

En las aguas del rio de la plata frente al puerto del buceo se realizó el campeonato sudamericano. Concurrieron tripulaciones de Argentina, Brasil, Colombia, Perú, Ecuador y Uruguay para disputar un campeonato numeroso y divertido.

La cancha de regatas se mostró muy compleja con vientos en su mayoría calmos pero de todas maneras el Yacht Club Uruguayo logró completar el itinerario de regatas. El campeonato logro reunir en el agua a tres campeones mundiales de la clase Alexandre paradera, Alexandre tinoco y Ricardo Fabini, que se encargaron de darle un alto nivel competitivo a las regatas.

Previo al campeonato se realizó el sudamericano Mixto de el cual resultaron campeones Augusto Amato y Constanza Alvarez, éstas regatas resultan una buena manera de conocer la cancha de regatas.

La ceremonia de apertura se realizó en la sede social del YCU y contó con la presencia de autoridades nacionales e internacionales, destacando la presencia del vicepresidente de la ISAF Scott Perry.

El comienzo del campeonato tuvo como protagonistas a la dupla argentina ganadora del sudamericano mixto y la dupla Uruguayaya Fabini - Parnizari quienes hicieron valer su localía y en conjunto con buenas largadas se adueñaron de la punta momentáneamente.

Los días siguientes la cancha de regatas se tornó muy compleja y emparejó la flota. Fue así que los competidores mas parejos fueron adueñándose de los primeros puestos.

Finalmente la dupla formada por Mario Tinoco y Alexandre Muto supo navegar más rápido e inteligentemente y conquistó el Campeonato sudamericano con un total de 27 puntos en 9 regatas disputadas. Segundos terminaron Luis Subie y Diego Lipszyc seguidos de Pablo Defazio y Andrea Foglia. En la categoría junior los argentinos Brenda Quagliotti y Agustín Perez se quedaron con el título.

Fue un gran campeonato con miras hacia el mundial en setiembre del cual ya se van viendo los posibles primeros lugares.

<i>Skipper/Crew</i>	<i>Sail #</i>	<i>Total</i>
1. Mario Tinoco/Alexandre Muto	BRA31139	27
2. Luis Soubie/Diego Lipszyc	ARG28701	32
3. Pablo Defazio/Mariana Foglia	URU29829	33
4. Felipe Llnhares/Eduardo Beirao	BRA31121	41
5. Ricardo Fabini/Florencia Parnizari	URU28026	50
6. Alexandre Tinoco/Matheus Goncalvez	BRA30703	51
7. Roberto Fabini/Juan Borda	URU29826	51
8. Augusto Amato/Constanza Alvarez	ARG29887	56
9. Mateus Tavarez/Daniel Claro	BRA31066	58
10. Rafael Gagliotti/Henrique Wisniewski	BRA31004	59
11. Javier Moyano/Javier Matheu	ARG31008	67
12. Adolfo Benavidez/Luis Canuto	ARG31062	67
13. Alexandre Paradera/Gabriel Kieling	BRA29821	69
14. Gatean Borba/Vincente Peruffo	BRA29689	90
15. Pedro Garra/Federico Moreira	URU29891	94
16. Federico Norman/Diego Rudoy	ARG29342	98
17. Adriano Burgos/Christian Franzen	BRA30778	98
18. Brenda Quagliotti/Agustin Perez JR	ARG30949	101
19. Dany Delgado/Forrest Worthington	COL29652	104
20. Javier Arribas/Franco D'Angelo JR	PER31087	116
21. Diego Garcia/Joaquin Garcia	URU29785	117
22. Federico Waksman/Paolo Sassi	URU30464	121
23. Diego Montautti/Alexandre Niedepauer	BRA30041	121
24. Matias Chemes/Jorge Chemes JR	ARG29228	123
25. Diego Velez/Juan Jose Ferretti	ECU30970	137
26. Alex Schewe/Ignacio Rodriguez JR	URU30462	151
27. Alex Juk/Juan de la Fuente	BRA31136	153
28. Gaston Arregui/Enrique Schikendantz JR	URU29828	169
29. Martin Dovot/Sofia Ferres	URU29786	172
30. Henrique Back/Leo Xavier	BRA30837	177
31. Larissa Juk/Tatiana Ribeiro FEM	BRA30806	181
32. Harry Giuria/Guillermo Pla	URU30461	195
33. Lucia Zerbino/Rafael Ferres JR	URU30643	219
34. Agustin Mendez/Ignacio Varela JR	URU30870	226



Augie Takes Another NA Title

The boats started arriving a month before the event... the lot was buzzing Wed before the first race... the Weigh-ins and measurement started, and so did the rain! That was the beginning of a cold front as it approached Seabrook and Lakewood Yacht Club, home of this year's Snipe North American Championships. "It was beautiful here the last three weeks." I remember saying that quite a few times Wednesday and Thursday. The practice race was not even an issue, no one wanted to go out in 50 degree weather with 30 knot winds and rain. So we all rigged and tuned in the rain Thursday with beer in a keg supplied from the local district, GeauxFastSailing.com, and Soak LLC. The kegs were an everyday part of the regatta.

Friday: More of the same winds and less rain is what we went to the club to rig up and ready our boats for race one of the international event. Teams for Ecuador, Mexico, and all over the US had arrived and were ready for battle. The R/C was headed up by Dwight Bengston and the SCIRA Rep was none other than Brainard Cooper. They put their heads together and chose to hold off for a bit warmer weather and maybe a bit less rain that was forecasted for the afternoon. Just as planned and forecast the rain slowed and the gun was sounded. Off the sailors went down the channel and out to the race area where they were met with winds over 25 in the puffs on a shallow bay with nice think chop. Full planes down to the race course with lots of smiles and hiking. POW, POW, RIP....A side-stay here, an entire deck there, the puffs were dramatic to say the least. Some boats limped in, others had to be towed, and the rest stayed out for a sunny, windy race on a choppy Galveston Bay. When they returned, they found sailors straightening masts and bringing in boats that were there as extras to get back into the races on Saturday. Friday was a one race day. Friday Night: Sweet Southern Hospitality as you would find in the City of New Orleans, a crayfish boil at the host house of Priscilla, Watt, Holland and Sophie Duffy, (Beignet and Deuce, the Duffy's famous yellow labs, spent some time picking up the leftovers). That party was wonderful. The keg showed up from the parking lot and BAM there was a second there as well! Neighbors and hosts from the housing committee showed up. Jack Franco and Family, Kevin Funsch, Debbie Willits, Steven and Joan Willits, it was great party. Some would say too much fun... I'd say "Ayeee".

Saturday: back on the water, windy, choppy, shifty, and challenging. Some more breakdowns for a few, some more great sailing for most. The sun had come out and it was getting warmer. The race committee was wonderful, and we banged out three races in no time....That left plenty of time at the keg in the lot again, and some time to get ready for a sit down at the Lakewood Yacht Club where we feasted on some CHICKEN FRIED STEAK! All except Kathleen and Augie, "that is just not healthy enough for us" was the quote I think.



[results.php?regatta_id=6368&show_crew=1](http://www.regattanetwork.com/clubmgmt/applet_regatta_results.php?regatta_id=6368&show_crew=1) it was a tie for first, and a tie for second. The rest of the scores are tight as well. A true battle of hiking and brains. Thank you all for coming and I hope that more will come and enjoy some Serious Sailing and Serious Fun the next time we host here on Galveston Bay, at Lakewood Yacht Club.

Watt Duffy

Photos by Andrea



Sunday: Can you believe we all made it to the first start after two VERY hard days of racing? It was sunny again and windy still! What a work out. Peter and Finlay had some of the sea breeze we had counted on, and in fact my Junior first-time-in-a-Snipe skipper, Mason S. Crowell, was leading at the weather mark in a race on Sunday. He would go on to win the Jr. Trophy. Ernesto had some trouble with his boat the first day (he was the one that the deck ripped right out on the port side) and a few problems with 720s at the starts but was able to still battle Augie for the championship with all the problems he had. Check out the scores and see for yourself at: http://www.regattanetwork.com/clubmgmt/applet_regatta

Skipper/Crew	Sail #	Finishes	Total
1. Augie Diaz/Kathleen Tocke	USA30288	1-1-1-(3)-1-2-3	9
2. Ernesto Rodriguez/Julia Melton	USA30473 (dns)	-2-2-1-2-1-1	9
3. Diego Velez/Juan Ferretti	ECU310272	3-4-5-4-(6)-2	20
4. Peter Commette/Bruno Mello	USA29442	3-4-3-2-(5)-4-4	20
5. Eric Heim/Amy Benner	USA30337	6-5-(8)-4-3-3-6	27
6. Andrew Klein Sharon Seymour	USA30089 (dns)	-6-6-6-7-5-7	37
7. Simon Strauss/Kelly Dunn	USA30551	4-7-(9)-9-8-8-8	44
8. Masson Crowell/Watt Duffy	USA31157 (dns)	-dnf-5-7-6-7-5	45
9/ Martin Bebb/Priscilla Duffy	USA31157 (dns)	-8-78-11-9-11	54
10. Stephan/Monica Irgens	USA29143	5-11-11-12-9-(13)-10	58
11. Gene soltero/Laura O'Leary	USA30477	8-(12)-12-10-10-10-9	59
12. Arael Sanchez Tavira/Santiago	MEX29646	7-10-(ret)-11-12-12-dnf	67
13. Mark Williams/Cris Molina	USA30218 (dnf)	-ocs-10-13-13-11-dns	77
14. Jerry Thompson/Mandi Smith	USA24702 (dns)	-9-dnf-dns-dnc-dnc	85



2013 Snipe Midwinter Regatta

The winter months bring a stronger breeze and for three days, 24 boats from five countries competed in six races in some of the best sailing Florida has to offer. From March 10-12 the Clearwater Yacht Club hosted the 2013 Snipe Mid Winters.

Sunday morning Eric Heim, Quantum San Diego, and I arrived to the Clearwater Community Sailing Center, puffy eyed and exhausted from racing the Miami Bacardi Cup the days prior. But the breeze at Midwinters gave us no mercy; she huffed and puffed throughout the regatta.

Races were held in the Gulf of Mexico, giving the race committee plenty of room to set a lengthy Olympic course to kick the regatta off with a bang. The easterly was strong enough to have some exciting reaches and waves to surf. The first race offered up some excellent foreshadowing for the outcome of this regatta: Bruno Amorim and Dante Bianchi started off with a win, with their fellow Brazilians, Mario Sergio de Jesus Jr. and Gabriel Portilho Borges, coming in second, and Augie Diaz with Julia Melton coming in third.

"This was my 4th consecutive year sailing in the Midwinter's event and it has been gratifying to improve slightly each year," Julia said. "The open, deep water venue on the gulf and smaller fleet with sailors of varying abilities makes speed and kinetics through waves an important factor. In this varied wind we focused on 'changing gears' through puffs and lulls - I played the vang a lot and consciously rolled our tacks more or less depending on the pressure. We would re-heel a few more degrees and ease through the lulls,

then get flatter in the puffs. These changes may seem obvious but premeditating how you are going to move in the boat is essential to marinating speed."

The day finished with a slightly shorter second Windward/leeward race.

Monday offered us a little relief with steadier conditions and smaller seas. RC took full advantage and ran three Olympic courses. The hard work paid off in the evening when the sailors gathered at the Clearwater Yacht Club for a wonderfully hosted dinner and grapefruits filled with your choice of either rum or vodka.

A storm system brought overly heavy breeze and scattered showers on Sunday. Greeted by the AP flag upon arrival, sailors dispersed around the center to find ways to pass the time. Some tuned their boats and talked tactics, others used the time to take care of work while a few crews decided to stretch their worn bodies with a little yoga. AP down, gear up - or so we thought. It wasn't soon after every boat had dawned their boots and neoprene that the AP flag was raised again due to fog. The afternoon sun finally cleared up the weather enough for one final big-wave course.

The San Diego Quantum loft keeps a roll of pink sail tape in stock, mainly for one pink boat. Hanna-Leena Lehtinen and Juha Lehtinen made the trip from Finland to the states to sail the three part winter circuit. The "easy-going people, great nature, great waters to sail and dolphins" keep the Fins hoping to return next year to do it all over again. Race conditions were not easy with the "crazy tide under the bridge," Juha remembered.

The ripping current paired with the



bounce back of waves made for an eventful downwind return through the inlet. How we didn't capsize is still a wonder; behind us was a particularly large wave rolling in. I gave Eric a look. We were quickly on top of it with our bow being buried into the wave ahead of us. Somewhere in the scramble for the high side we were able to blow the sails and get the boat back under control. A few nervous laughs later we continued towards the beach.

As the awards commenced that evening, along with honoring the top placing boats, Steve Lang from fleet 801 was also recognized with the Sportsmanship award, for actively recruiting so many new crews for the regatta and into the snipe class. Julia Melton's final thoughts on the regatta are key words for any sailor to remember: "I feel very lucky to sail with such talented skippers. Always take notes and love the learning opportunities Snipe competition has to offer!"

Terra Lee Berlinski



Don Q 2013

The Snipe Class slogan is "Serious Sailing, Serious Fun." After spending the weekend covering the XLVII Annual DON Q Rum Keg regatta, I have to say they take their slogan, well . . . , seriously. Thirty eight Snipes from nine different countries converged on Miami's Biscayne Bay for the second stop of the Snipe Winter Circuit. The Don Q is a five race event with no drop, so every race is serious. One false start or bad shift can make the difference between trophies or memories.

Friday brought out another Miami chamber of commerce day with clear skies, light to moderate northerly winds and temps in the low seventies. Race one got under way at a very civilized noon. Ernesto Rodriguez with crew Julia Melton jumped out to an early lead, and never looked back. Ernesto had been scheduled to sail with perennial Snipe champion crew, Kathleen Tocke. When it looked like illness might keep Kathleen on the dock, Augie Diaz stepped in and offered to have his crew Julia join Ernesto. According to Ernesto, "That's the great thing about this class. Everybody helps everybody. For Augie to offer to have Julia sail with me is the ultimate gesture of sportsmanship."

Kathleen decided she felt well enough to sail the first day, and joined Augie to earn a first day score line of 5-1 leaving them in first place over former world champions Bruno Bethlem and Dante Bianchi of Brazil who rolled a 4-2. Ernesto and Julia's 1-6 left them in third. After the two scheduled races, the fleet was back on shore early enough to go out and explore the local Coconut Grove nightlife. It seemed like half the fleet wound up at Scotty's Landing a local waterfront restaurant and favorite of the sailing community.

Day two began with a postponement on shore. The predicted sea breeze was late in arriving, which gave the sailors time to talk shop, with many of the more seasoned Snipe skippers offering rigging tips to the newcomers. This is another nice facet of Snipe sailing. Peter Commette said, "We all try to help everyone learn how to best rig and sail the boat." He continued, "Just recently, Augie and I were helping Ernesto with the set up on his main sail. We discovered we had been using different standards for measuring mast rake settings. Once we figured that out, we got him dialed in, and look how well he sailed."

By the time the Coconut Grove Sailing Club race committee had brought the fleet out to the bay, and set a course in the light and shifty conditions, it was getting late. After one general recall and a couple of mid-sequence AP's caused by big oscillations, the race got off in a light five to six knot Southeasterly breeze. Recent University of Miami graduate and long-time Snipe sailor, Nick Voss, lead the race wire to wire. His, and crew Nicole Popp's, local knowledge of the conditions, paid big dividends. Rounding out the top three were Brian Kamilar with crew, Enrique Quintero in second, while Ernesto and Julia added a third to their line, giving them the day three lead. Kathleen was unable to sail Saturday leaving Augie, who has won the Don Q many times, on the beach. After the first race, PRO Jamie Ramon decided that the failing breeze and late hour didn't leave enough time to get in the second scheduled race, so the fleet headed back to shore.

Once the fleet arrived back to CGSC, one of the best aspects of the Don Q Rum Keg Regatta began. It is a long-standing



tradition of the regatta that upon returning to the dock on Saturday, the non-sailing family members meet the competitors with trays of Don Q daiquiris. This ceremony is followed by a big party for all featuring a feast of good Cuban and Caribbean food, and of course, more daiquiris. Remember that earlier part about "Serious Fun?"

Sunday was the last day, and the race committee was determined to get in both remaining races. A problem was that several of the competitors were leaving that afternoon, with their boats, for Nassau, the third stop on the Winter Circuit. A ten o'clock first warning meant the racing might not get finished in time to pack up for the ferry. The first race started in a nice 12-14 knot southeasterly, under mostly cloudy skies. Peter Commette and crew Bruno Mello took the left side of the course and rounded the top mark with a nice lead on the Brazilians, Bethlem and Bianchi. They extended over the next three legs and won the race with a twelve boat length lead over Kamilar and Quintero. Bethlem and Bianchi fell back to third. Ernesto Rodriguez took fourth keeping him in the overall lead.

By the start of the second race, the breeze had lightened a bit. Rodriguez and Diaz headed out to the left side along with Nick Voss. Peter Commette, who had a difficult start, spotted a bit of better breeze on the right, and rode that to a huge comeback rounding the top mark just on the sterns of Voss and Rodriguez, and just in front of Diaz. That order lasted all the way to the finish with only one or two boat lengths separating each of the top four.

Ernesto Rodriguez and Julia Melton won the regatta with a nice, consistent line of 1-6-3-4-2. The former world champions Bruno Bethlem and Dante Bianchi finished second. Peter Commette and Bruno Mello tied for third with Brian Kamilar and Enrique Quintero but won on the tie-breaker. Nick Voss and Nicole Popp rounded out the top five. Though the fleet was down from last year, it still featured top level competition. The Don Q Rum Keg has always been an international event with this year's boats coming from as far away as Canada, Finland, Norway, Italy, Columbia, Uruguay, and Brazil in addition to the United States and Puerto Rico. Much of the fleet now moves to Nassau and the Royal Nassau Sailing Club for the third leg of the Snipe Winter Series.

Complete results: <http://www.cgsc.org/regattas>



2013 Snipe Nassau Winter Championships dominated by Class Commodores past and present

Our current international commodore and three past commodores of the class duked it out for top honours in the beautiful Bahamian sunshine and crystal clear warm waters of Nassau's Montagu Bay, head and shoulders above the rest of the fleet. Each of the denizens of our class won 2 races in a combined series totaling 8 races. The Bacardi Cup, the first series of the week, was taken by the American team comprising Commodore Don Bedford and Erik Heim who nipped local Bahamians Jimmie Lowe and Adam Boorman by one point over three light air races with shifty breezes from the south on flat water giving conditions mighty reminiscent of lake sailing. Third and Fourth were rounded out by Norwegians Birger Jansen and his daughter Jeanette Jansen and American Jerry Thompson and Mandi Smith. As the regatta progressed the wind increased each day and, unusually for Montagu Bay, backed to the East. The Dudley Gamblin was won by Birger and Jeanette whose conditioning as a result of having just sailed the Clearwater and Miami legs of the Zimmermann trophy showed and also garnered them top honours overall in Nassau, the Charles Kelly Trophy as well as the coveted Zimmermann Trophy for top boat overall in the Clearwater Midwinters, Miami Don Q and Nassau events. This was surely a nice way to put a cap on Birger's thirtieth consecutive year of attending the Nassau particularly as the Charles Kelly Trophy included a very nice pair of Tag Heuer watches kindly provided by local merchants John Bull. Second was taken by Don and Eric with Jimmie and Adam taking third and thus the Concord Trophy for top Bahamian boat. On the final day of the regatta with winds commencing at

14 and climbing to 18 the back to back races proved a little too much for our oldest team of Jerry Thompson and Mandi Smith who, while finishing 5th in the Gamblin, nevertheless and by reason of their two bullets earlier in the week managed to beat out locals Fernando deCardenas and Sarah Morley for the Basil Kelly Memorial Trophy awarded to top finisher not winning any other trophy. As always the Royal Nassau Sailing Club with their volunteers, members and primary sponsors, both Bacardi and shipping company Betty K Agency worked together to provide great racing, great parties and great home stay for the competitors notwithstanding an initial snafu with clearing the boats through Bahamas Customs. Although the fleet this year was small, it was a truly international event with sailors from America, Norway and Finland. The local fleet is in a re-building process and hopes to double the local entrants next year and is looking to discuss with Clearwater and Miami the possibility of having next year's event start in Nassau as a means of reducing the return time for US sailors coming out of states other than Florida.



Lori Lowe

Midwinters - Clearwater, FL - top 10

Skipper/Crew	Sail #	Total
1. Bruno Bethlem/Dante Bianchi	BRA30111	9
2. Mario de Jesus/Gabriel Borges	BRA31126	11
3. Augie Diaz/Julia Melton	USA30288	12
4. Ernesto Rodriguez/Megan Place	USA30473	18
5. Kevin/Ashley Reili	USA29112	26
6. Peter Commette/Bruno Mello	USA29442	27
7. Eric Heim/Terra Berlinski	USA30337	38
8. Pietro Fantoni/Pere Puig	ITA15790	40
9. Kathleen Tocke/Dave Hughes	USA30287	41
10. Henry/Christian Filter	USA21007	46

Don Q - Miami, FL - top 10

Skipper/Crew	Sail #	Total
1. Ernesto Rodriguez/Julia Melton	USA30473	16
2. Bruno Bethlem/Dante Bianchi	USA31111	24
3. Peter Commette/Bruno Mello	USA29442	34
4. Brian Kamilar/Enrique Quintero	USA30759	34
5. Nick Voss/Nicole Popp	USA28814	37
6. Andrew Pimental/Megan Place	USA31061	39
7. Raul Rios/Edgar Diminich	PUR39841	39
8. David Hernandez/Lior Lavie	USA30287	50
9. Augie Diaz/Kathleen Tocke	USA30288	58
10. Carol Cronin/Kim Couranz	USA30860	59

Bacardi Cup - Nassau, Bahamas - top 10

1. Don Bedford/Eric Heim	USA30618	6
2. Jimmie Lowe/Adam Boorman	BAH28811	8
3. Birger Jansen/Jeanette Jansen	NOR30090	8
4. Jerry Thompson/Mandi Smith	USA24702	10
5. Fernando deCardenas/Sarah M.	BAH29616	17
6. Lori Lowe/Michael Holowesko	BAH30511	21
7. Halvor Poulsson/Donico Brown	NOR29673	21
8. Martin Bebb/Terra Berlinski	USA30942	22
9. Hanna-Lenna/Juha Lehtinen	FIN30833	22
10. Steve Lang/Jeni Shaefer	USA28678	30

Gamblin - Nassau, Bahamas - top 10

1. Birger Jansen/Jeanette Jansen	NOR30090	10
2. Don Bedford/Eric Heim	USA30618	13
3. Jimmie Lowe/Adam Boorman	BAH28811	15
4. Fernando deCardenas/Sarah M.	BAH29616	20
5. Jerry Thompson/Mandi Smith	USA24702	24
6. Martin Bebb/Terra Berlinski	USA30942	30
7. Hanna-Leena/Juha Lehtinen	FIN30833	35
8. Lori Lowe/Pyfrom/Brown	BAH30511	38
9. Halvor/Edel Poulsson/Mousiz	NOR29673	42
10. Steve Lang/Jeni Shaefer	USA28678	48

**Zimmerman Overall Circuit Winner:
Birger & Jeanette Jansen**



Finnish Sailors Spend day with Blind sailor

This June members of the Finnish Snipe fleet gave some people a great day on the water, by taking blind people sailing. Reino Suinsilta organized the event with help from Kai Saarhelo and Juha Lehtinen.



Blind skipper: Veli-Pekka Rantanen.
Other participating blind sailors were Timo and Seppo, with their guides Pirkko and Jussi.



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Majsnipen 2013

The traditional season opener in Sweden and Scandinavia, Majsnipen, was one again sailed the first week-end of May outside Gothenburg. This year in the small harbour village Lerkil, arranged by Lerkils Båtsällskap, eminently promoted by Per Edwall of Gothenburg's Snipe Club. The Star class sailed its Blackcat regatta at the same time on the same windward-leeward course doing three laps while the Snipes sailed two laps. With a very long winter behind us and an unusually late spring in Scandinavia participation numbers were not as high as some of the previous years (but up from last year). Participants came from various parts of Sweden and from Norway. The course was on the open sea right outside the harbor. 6 races were held in total. It was cold in the mornings but some spring sun helped us later during the days. The wind on both days was a moderate to strong south-westerly breeze, stable in direction but with some gusts. On Sunday it was slightly stronger and there were also some waves. Races were tight and the left hand side of the course was favoured in most of them, probably because of less waves closer to land. The team that eventually ended up

on top was locals and last year's Swedish champs Lucas Örn / Axel Edwall breaking a long-time dominance by our Norwegian friends. Tomas Berg / Patric Wollmersson placed second with Per Edwall / Simon Edwall in third place. On Saturday we had a nice regatta dinner at the Hovås Golf Club socializing, gossiping and making plans for the upcoming season. We are already looking forward to coming again next year.

Lars Burman
SWE 29416



12° German Open Championship Lake of Caldonazzo - Italy

This 12th edition of the German Open has been really "particular", because never before we have had a weather like this three days, with problems to being able to complete three races in very shifty conditions.

Friday 24th of May, fresh snow till 700 msl, the lake is at 480 msl, temperature around 5 °C, and wind (4-7 m/sec). But nevertheless the Judges have not renounced to prepare the starts and the approx. 40 Snipes are starting doing the best for win the regatta. A small fleet of tenders and their crews (freezes like the sailor's) do their best for being ready for help eventual incidents; the "Sherpa's (voluntaries of the AVT)" prepared the "brulè (hot wine) and tea with rum at the back coming from the boats (it was absolutely necessary).

Saturday 25th the roast pig for today dinner started at 8.00 a.m. !!! for being ready at 7.00 p.m. (on behalf the outside temperature). The wind conditions (very changing) have not permitted to race, the boats have been at the water for 4 hours and have been surprised also by a hail (for completing the worst metrological conditions), but the evening diner with polish beer, the wines from Cantina Isera (Trento), the italian grappa and the guitar players (Snipe helmsman of AVT) have been ... very ... well accepted. Fortunately ... Sunday 26 no raining, the P.R.O Gino Costantini did a great work completing the challenging conditions on the race course for at least one race, so we completed in three days only 3 valid races, but nevertheless everybody was happy for having completed these races and for the appreciated hospitality of the club, Associazione Velica Trentina.

The German Open and the National regatta - "Duca di

Genova" has been won and dominated by Enrico Solerio and Sergio Simonetti (Y.C. San Remo), Gunther and Gerhard Hautmann took the German title (see enclosed final results). The Snipes from our club arrived 3° German Open and 2° "Duca di Genova" (PIAZZA – PENDESINI) and 9° German Open and 5° "Duca di Genova" (ZUANELLI – ROSSI) and our first junior boat arrives 13° (Libardi – Froesa).

Thanks' to every boat for their participation, hoping to see them also next year.

Herbert Hoerterich

Pres. Ass. VELICA Trentina

Photos by Teresa Pegoretti

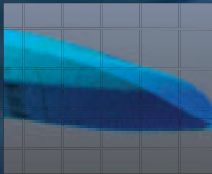
right: Polish Team

Above: Solerio,
Piazza, Simonetti,
Rakocy, Hautmann





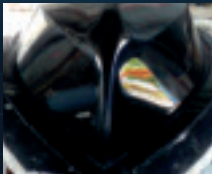
A NEW SNIPE IS BORN



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Los Hermanos Parron, Vencedores en la Copa de España de Snipe celebrada en Almería



Esta magnífica tripulación formada por Alberto y Angel Parrón del Real Club de Regatas de Adra (Almería) que lleva algunos años siempre cerca de la cabeza, finalmente han conseguido llegar a lo más alto en esta Copa de España.

Magníficas pero duras condiciones tuvieron que afrontar en las cinco pruebas celebradas con vientos de poniente que siempre estuvieron entre los 19 y 22 nudos con rachas de 25, pero aunque tenían enfrente tripulaciones tan buenas como Raúl de Valenzuela/Antolín Alexandre, Jordi Triay / Lluís Mas, Alejandro Fresneda / Cristian Sánchez, Damian Borrás / Jorge Llopis y otros muchos tan buenos como ellos, finalmente supieron imponerse con tres segundos, un tercero y un séptimo puestos.

Esta prueba cerraba el Rankig clasificatorio para los Mundiales de Brasil al que podrán asistir 10 tripulaciones al Absoluto entre las que se encuentran Raúl de Valenzuela/ Antolín Alexandre, Campeones de Europa 2012, Álvaro Martínez / Gabriel Utrera, Campeones del Mundo Juveniles 2011 y las hermanas Marta y Angela de la Higuera Campeonas del Mundo Femenino 2012.

Para el Mundial Juvenil, además de las 10 tripulaciones juveniles que pueden asistir, lo harán Jose M^a Guerrero / Andrés del Riego como actuales Campeones de Europa Juveniles.

Magníficas las instalaciones y organización del Real Club de Mar de Almería así como el trabajo desarrollado por los Comités de Regatas y de Protestas.

Pepe Pérez

The Brothers Parron, the Cup Winners Spain Snipe held in Almeria

The magnificent crew of Alberto and Angel Parrón from the Real Club de Regatas de Adra (Almería), have finally managed to reach the top in this Cup of Spain.

Magnificent but having to face harsh conditions in the five races contested with westerly winds that were always between 19 and 22 knots with gusts to 25, they had tough competition with Raul Valenzuela/Antolin Alexandre, Jordi Triay/Lluís Mas Alejandro Fresneda/Cristian Sanchez, Damian Borrás/Jorge Llopis and many others as competent and they finally were able to prevail with three seconds, a third and seventh positions.

This ranking closed the Worlds qualifier for Brazil which may attended-- 10 crews with Raul Valenzuela/Antolin Alexandre, Champions of Europe 2012, Alvaro Martinez/ Gabriel Utrera, 2011 World Junior Champions and sisters Marta and Angela de la Higuera, 2012 Women's World Champions.

For the Junior Worlds, the addition of 10 crews to participate will assist youth sailing. Spanish representative will include Jose M^a Guerrero/Andrés del Riego and current European Youth Champions.

Superb facilities and organization from the Real Club de Mar in Almeria and the work developed by the Race Committee and Protest.

Pepe Perez

Copa de España Clase Internacional Snipe
Club de Mar Almería
28 al 31 de Marzo de 2013

CLASIFICACIÓN GENERAL FINAL

Clase: Snipe Núm Inscritos: 51
Descartes: 1

Pos	Núm Vela	Tripulación / Club	Cat	Regata					Puntos Total - Net	
				1	2	3	4	5		
1	ESP 29158	Alberto Parron/Angel Parron Real Club Náutico de Adra		2	2	7	3	2	16	9
2	ESP 29609	Raúl De Valenzuela/Antolin Alexandre Club de Mar Almería		1	1	2	16	9	29	13
3	ESP 31097	Jordi Triay/Lluís Mas Illesport/Pires de C.M. Mahón/R.C.N. Palma		6	3	5	1	11	26	15
4	ESP 24555	Alejandro Fresneda/Cristian Sanchez Club de Mar Almería/C.N. Arrecife		5	5	4	2	6	22	16
5	ESP 31112	Damian Borrás/Borja Llopis Club de Mar Almería		11	16	1	6	1	35	19
6	ESP 28678	Victor Perez Campos/Gonzalo Morales Club Deportivo Canal Isabel II		3	4	16	5	8	36	20
7	ESP 30366	Diego Pérez/Pedro Mancláres Club de Mar Almería		4	6	17	4	14	45	28
8	ESP 30682	Mariano Sarmiento/Francisco Martín-Lago Club de Mar Almería		7	8	11	15	4	45	30
9	ESP 28269	Marc Terrasa/Ivan Moreno Peuxapa Edition CN Ibiza		8	7	6	19	15	55	36
10	ESP 29435	Jordi Tur Casado/Gerardo Sanchez Solo La Sirena CN Ibiza		15	25	3	7	13	63	38
11	ESP 30768	Alvaro Martinez/Gabriel Utrera Real Club Mediterraneo		18	17	10	9	3	57	39
12	ESP 29543	Matias Ros/Fulgencio Ortega ASM Transporte Real Club de Regatas Santiago de La Ribera		9	DNC	18	8	7	94	42
13	ESP 28262	Teo Matheu/Pedro Cabrer Blue Arrow RCN Palma		19	13	26	11	5	74	48
14	ESP 28363	Bernardo Paz/Oscar Gómez Centro Medico Ja Liceo Casino Vilagarcía		13	10	19	13	17	72	53
15	ESP 30987	Juan Deben/Gerardo Prego Testa Matxa Liceo Casino Vilagarcía		10	DNF	8	20	19	109	57
16	ESP 29372	Francisco Ramirez/Pablo Martinez OP Real Club Mediterraneo		14	11	23	23	10	81	58
17	ESP 31053	Jose Maria Guerrero/Andrés Del Riego Navy Real Club Mediterraneo	J	12	12	22	14	20	80	58
18	ESP 30415	Pablo Diaz/Marina Sánchez Real Club de Regatas Santiago de La Ribera		17	24	14	10	18	83	59
19	ESP 8969	Rafael Diaz Sorja/Alejandro Contreras Paralelo 2 Real Club Mediterraneo		16	15	9	22	24	86	62
20	ESP 30936	Martin Bermudez/Cristina Osset Ceibe XX Real Club de Regatas Galicia		21	14	15	12	DNC	114	62
21	ESP 30937	Alejandro Cruz/Astrid Arenas Xalao Real Club Náutico Madrid		20	19	13	26	21	99	73
22	ESP 28898	Juan Manresa/Cristian Vidal Mosquito III CM Molinar/CVP d'Andratx	J	23	9	OCS	32	12	128	76
23	ESP 28662	Antonio Mayor/Jose Luis Garcia Guillen Anyro XII Club de Mar Almería	M	26	20	12	21	DNF	131	79
24	ESP 28197	Marta Hdez. de la Higuera/Angela Hdez. de la Higuera Club de Mar Almería	JF	24	21	RET	17	26	140	88
25	ESP 28807	Luis Durban/Manuel Lozano Sin Miedo Club de Mar Almería		22	18	RET	18	33	143	91
26	ESP 29534	Julia Martí/Manuel Hdez. de la Higuera Tronic IV Club de Mar Almería		28	23	20	25	23	119	91

31/03/2013 17:13:28 NOTE: * Penalty Points Pos or Obs Points 1/2



Snipe Team Racing and youth attraction

As already commented on Snipe Bulletin Winter 2013, the first Italian Snipe Team Racing Championship will be held in Ledro (Trentino) in next July.

To prepare this event it has been organized in Caldonazzo a Snipe Team Race test event in May 18th – 19th, the Punta Indiani Team Race Regatta. Ledro is close to Caldonazzo and many teams of this area, some of which composed of young sailors, are training for the championship.

The Punta Indiani event was attended by 5 teams composed of 3 boats each. A complete report may be found at <http://snipe.it/2013/05/19/punta-indiani-team-racing/>

Even if the Regatta has been won by the Seniores team composed by Piazza-Piazza, Bellotti-Candida, Zuanelli-Rossi, the real revelation of the event was the Juniores team from Ledro composed by:

Carlo Collotta (normally crew of Bruni, actually first in the Italian Ranking List) + Marco Rigobello.

Daniel Stefani + Micael Oradini; this crew has a long experience in match racing and Team Racing, having attended in the last 3-4 years about 6-7 Team Racing events on Rs-Feva, Snipe, J22.

Anna Viglino + Carol Oradini, a female crew, normally requested in Team Racing events; we can say they are very experienced team racer too.

Carlo Collotta says: "since we were 12, we have been used to attend Optimist Team racing events. In Ledro in the last 6 years many European Optimist IODA team racing championships have been organized. It is really fun either to participate or even to watch this kind of event. It's a completely new kind of racing; the strongest crew in the team helps other crews...."

Snipe is perfect on my opinion for team racing as, normally you don't need spinnaker. Fast boats (skiffs) are not suitable for team racing; the snipe is slow but very manoeuvrable; it is the ideal boat for team racing."

Carlo is used to sail at high level in fleet racing but he grants <<Team Racing on my opinion is really much more exciting

than Match racing or Fleet Racing>>.

Daniel is sitting side by side with Carlo. He totally agrees; he also says that generally there are few possibilities for Team Racing; maybe it depends on the complexity in organizing events (you need a lot of judges on the water; the committee must be fast in managing the round robins). He would be really happy if this kind of racing increased importance and he thinks that many boys that love Match Racing could discover the Snipe class.

Thank you Carlo and Daniel for your opinion, see you at the Championship! From the National Secretary Piazza comes this piece of news: << During the German Open the European Secretary Zbi and I discussed about the possibility for a European Team Racing event in 2015 or 2016...>>. Waw!!!!

Alberto Schiaffino (Ledro Fleet)

Italians Hold Team Racing Championship

The first ITALIAN Snipe Team Racing Championship will be held in Ledro, July 20-23 2013.

This team event is designed to attract particularly young sailors, maintaining the Snipe class aligned with the recent ISAF guidelines.

The location is a magnificent choice for team racing. The Associazione Vela Lago di Ledro (AVLL) has gained substantial experience in international-level Match-Racing and Team-Racing, and is very well known for its fantastic hospitality. There will even be the possibility to borrow or charter local boats for crews coming from the furthest clubs. Participants to 2012 Team-Racing event have been very impressed by the organization. Here are some comments from Daniela Rochelli (the winner with

Fabio Rochelli, Sergio Irredento and Marina Senni), a Team coming from Trieste: AVLL – led by its President Paola Mora – hosts sailors just as if they were their children. During the two-day event we were nurtured and spoiled as if we were at home. Luncheons, dinners and snacks were made available with utmost generosity. The hospitality and the breathtaking Alpine surroundings were well worth a long trip. We were intrigued by the Team Racing format, and have come away very excited. The winning formula can be summarized in a single concept: TEAM! A winning team must be interpreted as striving for un-selfish mutual help and sacrifice. The competition is in very tight quarters, with adrenaline-filled situations that demand laser-focus concentration. It is constant side by side battling, with continuous switches in positions. The judges were very competent and insured full respect of the rules by monitoring the races up close. Since races are very short (generally between 9 and 12 minutes) there is constant action on the start line and frequent changes in the standings. Team racing is a new and different format of competitive sailing, and promises to be very fun. You must try this in Ledro, it will be worthwhile! See you next year!!! Alfonso Donati (Ledro Fleet Captain) and Paola Mora (AVLL President)

Andrea Piazza



Dover Snipe Fleet No 8 – 80th Anniversary Celebrations

In March 2013 Snipe sailors met with the Royal Cinque Ports Yacht Club (RCPYC), Dover, Kent, England. Graham Campbell reminded George, Sarah and Sara Mees that March was the 80th Anniversary of the forming of Fleet no 8 at Dover. All four Snipe sailors are members of Erith Yacht Club in South East London on the Thames, but in recent years have moved to live near Dover.

RCPYC Commodore Bernard Sealey, Secretary Garry Doherty and the Erith Snipe band met on Sunday 10th March 2013, 80 years to the day when the Snipe Fleet was formed. We drank a toast to this important occasion in Snipe history and Sarah brought along some information she had been gathering from the “British newspapers online” website.

On 10th March 1933 the local paper “Dover and East Kent News” reported that RCPYC members had ordered 10 new Snipes to be built. These were to be delivered in April and the RCPYC archives showed that they were £28 each including sails and delivery. From the local news we read that on 15th April 1933 there was a sail past of the “little Snipe-sharpies” at RCPYC in Dover Harbour. The RCPYC kindly agreed to host a 2 day event 80 years later to mirror what happened at the creation of their fleet.

It was very short notice, but Sarah set about collecting more historical information and a “sail-past” was organised for April 2013, with an opportunity for Snipe sailors and interested parties to gather at the RCPYC over both Saturday 13th April and Sunday 14th.

Many a late night was spent “at the screen face” searching the local newspaper for details about the Snipe activity at Dover in the 1930’s. Other important sources of information include The Rudder magazine (those online through the Snipe website) and originals purchased, and photographs that Jerelyn very kindly emailed from the Snipe archives. John Rose, the US Snipe archivist, was very encouraging and his already gathered information was of great help. The local paper gave Sarah names of helms, names and numbers of the Snipe boats and race results, including photographs of Snipes sailing, but initially no clues on what the sailors looked like.

During the search for information other Snipe clubs were mentioned and so the search widened. First port of call was the “Little Ship Club” in London, a club for cruising yachts. They had been invited to the sail past in April 1933, and an invitation was sent for this year’s event. Although they were not able to attend, their archivist, Ian Stewart, was very generous with his time and found an entry in their Journal from March 1933 referring to the original event. A wonderful rallying call to members included reference to the dinner dance that would take place at the local Dover hotel “The Lord Warden”. Dress was to be informal, to



save embarrassment, even sea boots were acceptable, but no spurs!

The second line of enquiry concentrated on “Eastbourne Yacht Club Snipe Fleet no.13”. They were regularly competing with the RCPYC Dover Fleet in the 1930’s but the club does not now exist in the same name. Sarah was very pleased to correspond with Peter Gray from the Eastbourne Sovereign Sailing Club. He was able to find a photograph of sailors from the “Artisans” club, formed as a breakaway from the Eastbourne Yacht Club, which was renamed Eastbourne Sailing Club. Shortly after this Sarah received a further photograph of 8 Snipes on Eastbourne beach, dated 1933. David Lardner longest serving member of the current club had been a member of the Artisans and recognised the boats in the photo as Snipes. Sarah reciprocated when she eventually found in the newspaper a photograph of a dozen Snipe sailors – 6 from RCPYC and 6 from

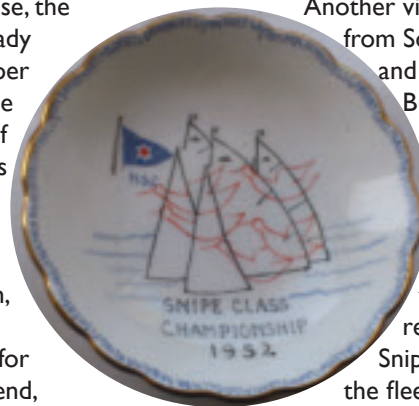
Eastbourne. Every new piece of information Sarah found was duly passed on to the waiting ears of George Sara and Graham. The excitement was infectious! The best part was when Peter Gray emailed me a photograph of a Snipe Trophy from the 1930’s. This was a silver yacht on a base containing most of the names of helms and Snipes that had been mentioned in the local paper – with boat names too, allowing further confirmation for the archives. It’s likely that the cup was made by local silversmiths Bruford’s, since Leslie Bruford was Eastbourne fleet captain.

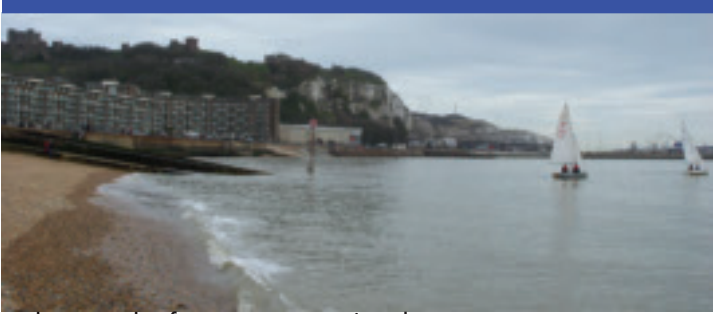
Research had revealed that there were several visits to Dover from Snipe sailors of the Northern Ireland fleet no.13. Strangford Lough Yacht Club has a history page on their website which refers to the fact that they were originally called the Snipe Sailing Club in 1933. The Green’s visited Dover more than once and in 1937 the Strangford Lough Club ran the UK Snipe Nationals.

Another visitor was Dr Frank Penman, originally from Solway Yacht Club, near Glasgow, Scotland, and later of Northwich SC which is part of Budworth SC where they still sail Snipes.

Nearer to Dover, and still in Kent, there was a big fleet at Medway Yacht Club, who used to be based at Rochester. Sarah contacted the club and their archivist John Basley did tremendous work extracting the Snipe records so that I have a list of all the Snipes and their owners for the duration of the fleet. He brought with him a Medway Yacht Club first 100 years book which had photographs of Snipes and sailors from the 1939 Nationals and later.

Further information from Medway came to light after the 80th weekend, from the daughter of Percy Howland who sailed Snipe before 1939 at Medway Yacht Club. I was forwarded





Dover Snipe fleet, especially since the Headmaster from 1934 - 1954 was on the sailing committee of RCPYC and also served as Commodore. G

a photograph of a very pretty painted bowl from the 1952 Nationals held at Northwich Sailing Club. Around the edge of the bowl are the names of the Snipes that were presumably involved in the championship. I was able to use this list to start to link a few more names and numbers for the archives.

After these clubs and fleets were investigated it appeared that the Snipe owners of RCPYC were greatly linked with the town of Dover. One of the early fleet captains was TB Harby and he owned a Snipe with SH Leigh. Both these men had leading roles in the Dover Rowing Club, also based on the harbour. TB Harby was a solicitor and the firm Stilwell and Harby still operates in Dover, with the family link in place. TB Harby was also Clerk to the Justices at Dover Magistrates' Court, where Sarah works now! The link with the current Snipe sailors and the previous Snipe fleet continued. All sailing activity stopped between 1939 and 1945 and it was some years before recreational sailing recommenced in earnest. However, the local paper reported in 1948 that there had been little sailing activity recently on the harbour apart from "the boys from Dover College in their Snipes". This revelation was relayed to the Mees and Graham since George and Graham are employed there today and Sara has only recently left after being a pupil there! Then we discovered that the secretary to RCPYC is also an "old boy". Very unfortunately, George Matthews a former teacher who would have been able to relate first hand stories of Snipe sailing at Dover College had just recently passed away. If only we had made the connection in the last 5 years.

Not to be thwarted, Sarah approached Dover College and was allowed access to their archives. There was very little time, so a couple of hours were well spent searching the "Dovorian" school magazine for articles about the Sailing Club. It seems that they had great links with the

R Renwick was also a British Olympic Champion, sport was in his blood.

There were another couple of interesting links with members of the Snipe Fleet at Dover and Dover College. The Dover College Sailing Club burgee was designed by Sir Gerald Woolaston who was Garter King at Arms, responsible for Heraldry and an RCPYC member who sailed in the Snipe Fleet. The boys from Dover College were also treated to a talk in 1950 by Major James Murray on his return from the Bermuda to Plymouth, England (3,000 miles) race in his yacht "Mokoia". He regularly raced Snipes on Dover harbour between 1933 and 1939 and in 1950 was Commodore of RCPYC. Prior to the race to Plymouth, he had completed the Rhode Island to Bermuda race (630 miles), having had his yacht transported from England. His daughter, Jean accompanied him for the shorter race.

The connections had been made with fleets, other clubs and people. To make the circle complete we had the great pleasure of welcoming John Howard and crew Lynda Bennett. John owns Snipe 2447 Wonda a Snipe from 1937. She appeared in a previous edition of Bulletin. Unfortunately Wonda was a little heavy to bring this time, but the ready made history display fitted perfectly into the presentation at the RCPYC.

All of this fascinating information was presented on several display boards and where possible the connection with the stories and RCPYC Snipe fleet was highlighted. Our hosts at the club were very welcoming and Saturday saw Snipe sailors past and present attending to meet new friends and catch up with old ones. Lynda Bennett had corresponded about

Wonda previously with John Love, former UK National Secretary because he has done a great deal of work compiling a Snipe archive. Since John and Margo had made the journey from "up North" to Dover for the event, Lynda got the chance to meet John.

David and Liz Lardner from Eastbourne Sovereign Sailing Club attended for the weekend, what a pleasure it was to have their company and to be able to spread the Snipe word to a club that once had a very important fleet.

On the Saturday we also had visitors from Broadstairs who had a very big fleet until quite recently. Doug Spooner provided lots of information for the history boards and of course Broadstairs ran one of the very early European Cup championships. Broadstairs is not very far from Dover, so played an important part in the historical continuation. The only thing Sarah regrets about the weekend is that there was not enough



time to contact other clubs with Snipes in England. That will be a task for another time.

On Saturday evening we piled into the local restaurant, which was also hosting an annual dinner for a local boat club, many of whom are members of RCPYC. It was a lovely atmosphere and everyone got a chance to chat over a pleasant meal.

On Sunday morning the Snipes arrived for the sail past. Unfortunately we did not get anywhere near the 15 they managed in 1933, but it is the very start of the season



after an awful winter/spring and due to the importance of the date, there was not a lot of time to prepare. Sarah was so very pleased with those who had taken time and effort to be there. Jenna and Andy Gibson along with Richard Lambert and John Williams stood by for a quick briefing from Garry Doherty, RCPYC. He and his wife Ann had volunteered the use of their yacht as committee boat and of course Graham Campbell was on board as Snipe race officer, taking with him his simple but effective race flag holding system.

The 2 Snipes launched from the stony beach with a backdrop of the magnificent Dover Castle and the equally famous White Cliffs of Dover. There were no bluebirds on this occasion but there were Snipes!

The significance of Snipes sailing below Dover Castle will not be lost on those who know of the set of Players Cigarette cards that depict Small Racing Yachts. The Snipe card has a painting of 5 Snipes racing in Dover Harbour with Dover Castle and the White Cliffs behind. The Snipe in the foreground is green with red sails and sail number 90. One of the other Snipes has a clear No 1 on its sail. RCPYC had fully registered Snipes with correct numbers but used local club numbers 1 – 10 etc for their club racing and this is confirmed by an article in "The Rudder".

Research shows, and it is already known, that the first Snipe to be registered in the UK was Snipe No 90. This was owned by Geoffrey I Pout who was part of Snipe Fleet No 8, Dover. His Snipe was registered in January 1932 and it would be interesting to know if he built it himself. Obviously RCPYC members were persuaded that the Snipe was worth investing in, hence the order for more of the same in March 1933.

Mr Pout, you will know was winner of what is now called the Reichner Perpetual Trophy in 1933. RCPYC fleet raced regularly in the 1930's and it is no wonder that many of their names featured at the top end of the high points series.

GI Pout, however, was also the British yachting correspondent for "The Rudder" magazine, he served as UK National Secretary, Snipe European Secretary and both Rear and Vice Commodore for the Snipe Class. The Rudder reports that in 1936 he had helped to establish a fleet

in Italy and that he was hoping to start a fleet in Abyssinia where they would be sailing in a dormant volcano lake!

Back to 2013, and the two Snipes completed two races. For the first there was little wind, but glorious sunshine. Jenna and Andy won that race, with Richard and John enjoying some good hiking out as the wind started to fill. For the second race the wind continued at a steady pace making for a very enjoyable, but short race. Jenna and Andy took first place again and the Royal Cinque Ports Yacht Club burgee was dipped to make the connection with the event 80 years ago.

The decision to finish racing at this point was with catering and social arrangements in mind. RCPYC had prepared a tasty meal for the Snipe sailors and friends to enjoy. It was sunny and warm enough to sit outside on the Yacht Club terrace which overlooks the harbour within a few steps of the beach. Snipe friends young and old chatted with members of RCPYC.

This had been a very pleasant weekend, there were visitors from clubs near and far who had sailed Snipes in the past and those who still sail Snipes. Further items of historical interest were discussed and Sarah realised that if she wanted to do more towards the Snipe history in the UK, she would probably never have time to sleep.

This event was to celebrate the 80th anniversary of the first fleet of Snipes outside America and in the UK. However..... in 1934 RCPYC Fleet No 8 ran the first ever UK Snipe Nationals. This, we hope, will allow us to run a similar event, with perhaps more Snipes and maybe there will be time to organise some visitors from abroad. The ferry from France and Belgium stops within walking distance of the Yacht Club and a couple of conveniently placed hotels on the sea front.

A few weeks after the event, Sarah George and Sara attended the RCPYC St George's Day dinner. We were pleased to receive a framed certificate from the RCPYC to the Snipe Association, commemorating our visit and congratulating us on the 80th Anniversary. Sarah in turn presented a framed print of the Players Cigarette card showing the 5 Snipes racing in Dover Harbour.

To round off the evening, Sarah won first prize in their raffle – a massive cake topped with a red rose (reference to St George of England) and a sheepish but kindly looking green dragon. This really was the "icing on the cake".

Sarah Mees



Quotes from various sources

July 1938: Snipe Nationals, report by "a Correspondent".

"...Dallas Brett in "Dolphin" made a good start as did TB Harby in "Dragon", while Mr Pout (Gipsy, No. 90) showed his usual indifference to the general belief that races should start with the gun, slipping across the line some time after the others. ...while Mr A J Harby in "Fenella II" had the misfortune to foul Mr John Mannering in "Blue Bird". It is understood that this foul occurred while Mr Harby was temporarily dazzled by the brilliant scarlet of Mr Mannering's headgear.

The visitors' race was quite exciting; Mr Weekes (Medway) brought out his new Snipe "Merlyn" which is so light it floats like a balloon on the water, while Dr Penman and Mr John Penman were in their Snipes "Gossamer II" and "Gardyloo" which have a slightly more normal displacement. Mr Green from Strangford Lough, Northern Ireland was in the Dover Club boat, believed to have been converted from one of the early submarines. Mr Green gave Messrs Weekes and Bass (Northern Ireland) a nasty shock by rising, like Venus from the foam, well in front of them at the end of each windward leg."





Other clubs mentioned – Portsmouth Sailing Club, Royal Corinthian Yacht Club and Ulster Rifles Yacht Club.

June 1935: RCPYC “The racing for the Snipe-(Sharpies) had intended to be for the international championship, but owing to the weather no

There are several references to tactics around the course and later “the Penman’s settled down one on each side of Mr Weekes to ensure that one or other would worry him into a mistake.”

At a mark -”next came Fenella, Gossamer, Elf and Merlyn, firmly locked together and being extricated with a good deal of Anglo-Scottish cursing.”

“The week came to an end with supper at the Club;TB Harby distributed prizes with a few happily chosen phrases. Mr Pout suitably proposed the health of the visitors and Mr Green, as an Irish skipper, and Mrs Penman, as a Scotch crew, replied in witty speeches.”

Snipe race reports don’t change!!

Some quotes from the newspaper reports of the 1930’s regarding Snipe racing at Dover Fleet 8.

June 1933: “At the end of the race Dr Rusack, accompanied by his small son, had a mishap, his yacht capsizing when he was negotiating a turn. Mr T B Harby stood by in his sharpie (Snipe) to render help and lost his chance of a place. Boatmen immediately pushed off to the rescue.” Dr Rusack was the Radiologist for the local hospital. There were several Doctors in the Snipe Fleet at RCPYC.

(The Snipes were kept anchored in the Harbour and it’s likely that boatmen took the owners out to their boats.)

July 1934:“First Snipe Championship at Dover, RCPYC.”

20 boats expected, including competitors from Belfast.

September 1934: Inter-club racing for Snipes at Eastbourne Sailing regatta.

outside entries could attend, so the local members raced for a club cup.”

August 1936: King Edward VIII and Queen Mary present to RCPYC a set of flags from the Royal Yacht “Brittania”. No doubt King George V had raced alongside Snipe sailors of RCPYC.

June 1937: “Mr Travers B Harby (Snipe Fleet Captain of the RCPYC) with Sir Gerald W Wollaston, KCVO and Mr G I Pout, have gone to Belfast to compete in the International Sharpie (Snipe) races next week.

July 1937: “Dover Sharpies in Ireland. 37 entries, 25 of which from Strangford Lough fleet and others coming from Rangoon Sailing Club, the Solway Firth and the Medway.

Sept 1937: photo of capsized Snipe on Dover Harbour being towed to the shore, bow protruding to mast, thereafter no boat showing above water part from upper body of helm at stern.....



2013 Snipe Racing Calendar

International Events

Nordic Championship	July 5-7	Motala, Sweden
East Europeans	July 5-7	Gdansk, Poland
Ontario Open/Canadians	July 6-7	RHYC, Ontario, Canada
Kvarner Cup*	July 6-7	Omislalj, Croatia
World Master Games	August 2-4	Orta, Italy
European Masters	August 23-25	Bracciano, Italy
South Brazilians	September 7-8	Porto Alegre, Brazil
Viking Snipe	September 14-15	Bærum, Norway
Junior World	September 14-20	Rio de Janeiro, Brazil
Senior Worlds	September 21-29	Rio de Janeiro, Brazil
Paris Snipe	October 12-13	Paris, Choisy le Roi
Høst Cup	October 12-13	Bærum, Norway
Winter Trophy	November 1-3	Talamone, Italy
North Brazilians	November 15-17	Aracaju, Brazil

*Summer Circuit

+Yves LeBour

National Championships

Swedish Nationals	July 5-7	Motala
Canadian Nationals	July 6-7	RHYC, Ontario
French Nationals	July 14-15	Larmor Plage, Lorient
US Junior Nationals	July 20-21	Ridgeway, Ontario, CAN
US Sr. Nationals	July 21-26	Ridgeway, Ontario, CAN
Finnish Nationals	August 2-4	Hämeenlinna
UK Jr & Sr Nationals	August 2-4	Orkney Islands, GBR
Norwegian Masters	August 10-11	Bærum, Norway
US Masters	August 29-Sept 1	Erie, PA
Belgian Nationals	August 24-25	Scharendijke, Netherlands
Italian Juniors	August 26-27	Rosignano Solvay
Italian Nationals	August 28-Sept 1	Rosignano Solvay
Polish Sr	August 30-Sept 1	Lake Kierkrz, Poznan
Norwegian Women's	August 31-Sept 1	Bærum, Norway
Polish Jr.	September 2-3	Poznan
UK Women's Nationals	September 14	Budworth SC
Argentine Nationals	November 21-25	San Nicolas
US Women's Nationals	November 22-24	Ft Lauderdale, Florida



2013 Dues Paid

as of June 1, 2013

<i>Country</i>	<i>Boats paid</i>	<i>Members</i>
Argentina	39	52
Bahamas	13	19
Belgium	42	59
Brazil	203	227
Canada	14	21
Chile	1	3
Colombia	5	11
Croatia	10	23
Cuba	6	10
Denmark	0	0
Ecuador	16	19
Finland	24	35
France	22	36
Germany	10	13
Italy	100	227
Japan	155	159
Mexico	5	3
Norway	9	6
Peru	5	9
Poland	10	13
Portugal	21	44
Puerto Rico	15	11
Spain	163	267
Sweden	17	23
United King- dom	21	32
United States	265	312
Uruguay	9	16
TOTAL	1200	1650



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Photo Jorge Cousillas



One Design