

Snipe Bulletin™

Official newsletter of the
Snipe Class International Racing Association

Volume 14, Spring 2004



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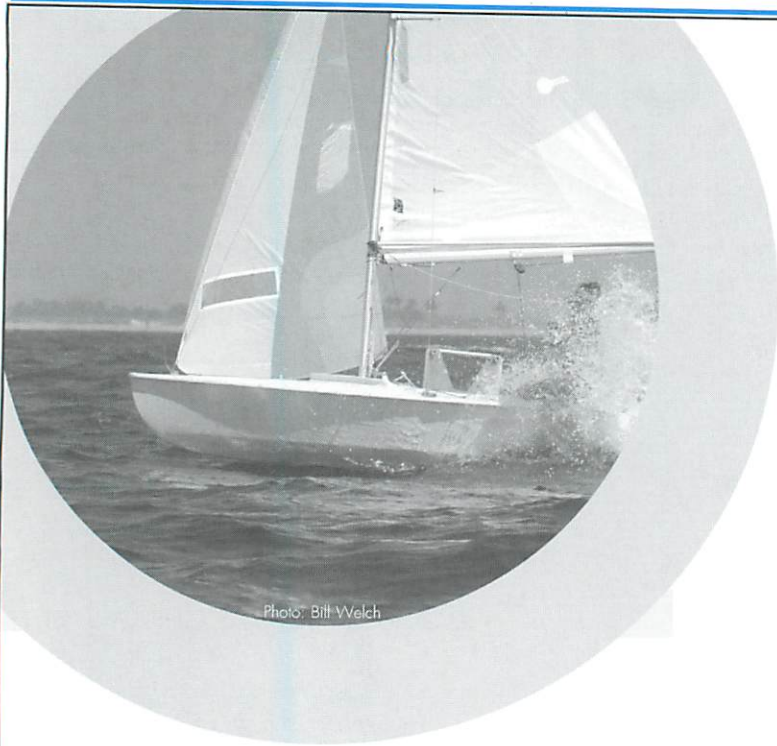


Photo: Bill Welch

1st, 2nd Worlds
 1st Junior Worlds
 1st Womens Worlds
 1st Pan Am Games
 1st Westerns
 1st US Nationals
 1st North Americans
 1st US Master Nationals
 1st Norwegian Nationals
 1st Brazilian Nationals

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Snipe Bulletin

TM

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In This Issue...

Regatta Reports

- 2004 Brazilian Nationals
- 2004 US Women's Nationals
- 2004 Colombian Open

Articles

- Commodore's Column
- Mast Step – To Move or Not?
- Interview with the World Champs
- TM Snipe in Olympics – Update
- Rules Changes for 2004

Reports

- SCIRA Board of Governors
- SCIRA Committee Contacts
- 2003 Membership Numbers
- 2004 Racing Calendar

The Count: 36 numbers have been issued; Italy 1; USA 3, Norway 2, Spain 10, Argentina 1, Japan 8 and 11 issued to a builder.

Numbered Snipes: 30256

Chartered Fleets: 872

New Fleets

Fleet 871: Club de Vela Sotavento
Fleet Captain Mario Iglesias Avila
Gijon, Asturias, Spain

Fleet 872: Club Deportivo de Vela
Cubillas
Fleet Captain Manuel Camacho de Los Ríos, Granada, Spain

Cover Photo: A Snipe blasting through waves at the 1998 European Championship held in Oporto, Portugal. Photo taken by João Ferrand. If you have a photo you'd like to see on the Bulletin cover, send it to the SCIRA office for consideration.

Next Issue deadline:

May 1

From the Commodore

Let's Enlarge our Snipe Family for our Further Pleasure!

Dear SCIRA friends; my name is Jiro Yamamoto and I am your Commodore for 2004. I would like to share with you some of my thoughts on how to grow our Snipe family.

I really believe our Class is the most attractive dinghy in the world as a result of an attractive boat, excellent organization and a great Snipe family. All our members are willing to increase our family circle by encouraging new members to join. I would like to review why we are such a popular Class, the advantages we have and the steps we can take to further enlarge our Snipe family.

Popularity and Advantages of the Snipe:

- Highly perfective boat as a racing dinghy
- Appeals to wide generation and both genders. Best boat for "lifelong" sports.
- Long racing life for boat
- Low price; especially consider its long life!
- Beautiful profile
- Excellent organization and friendly atmosphere with friendly members!
- Attractive events
- Worldwide popularity

We must also be conscious of our weak points, including our boat is considered heavy, and the cost of our member's fee and decal.

Members Notes

- Our Class is not owned by officials but by our members. Accordingly, our members need to take the responsibility to support and promote our Class, which makes Snipe sailing better for everyone!

Actions to Promote our Class

When we devise our action plans, it will be classified into 3 categories

- International level
- National level
- Fleet level

Each level has respectively important meaning, especially at the Fleet level where we attract new members to our Class. Because most of our activities are at the local events, this will directly affect the value of the Class to our members.

International Level (SCIRA)

- We shall be conscious to avoid the vicious cycle of "losing members", "increasing dues", which causes further "loss of member."

We need to focus not on how to collect dues from members but how to increase our members by promoting the Class.

- Activity of Working Committees. We have many wonderful committees (listed in this Bulletin). The activity and performance of our committees will strongly affect the improvement of the Class. To achieve this, we need to encourage the same members to remain on the committees for 2 years.
- Promotion of the Class in the International arena. For this year, SCIRA has presented the campaign for the Snipe In Olympics for 2008.

National Level

- Each country should consider mirroring what SCIRA International has done in their own country with the creation of the following committees: Promotion, Long Range Planning and Junior.
- Identify a "target of the year" and have practical goals, for example;
 - 10% increase in membership
 - Plan a new event for 2004
 - Win the Junior World Championship
- Promote the status and popularity of the Class in your country by planning more and attractive events that other classes.
- Make use of mass media, magazines and the Bulletin of your National Authority for propaganda of the Snipe.

To Move the Mast Step or Not to Move? This is the Question to All Snipe Sailors

with apologies to Shakespeare

During the last years the measurers have found that one of the most consuming time operation in major championships was to check the mast step location. This measure is, in fact, pretty difficult to take (you need to have the boat perfectly horizontal and a relatively complicate tool to check the exact location of the step), and a tolerance of 2-3 mm between the measures is common. This means that one boat might be OK once and not complying the rule later.

For that reason in the current Rulebook a new measuring system has been adopted, stating a maximum forward position of the hole in the deck and measuring the fore side of the mast from the point 0. But this new system foresees the boat to be horizontal and the mast to be vertical, and again the possibility of a tolerance in the measure.

After a long discussion, the Rules Committee has proposed, and the Board passed, an amendment to Rule 27.1, which will not be in force during this year.

For a trial basis only, in 2004, the mast step location will not be checked; anyway, all other rules will be in effect (hole in the deck location, shrouds location and so on).

In particular, to avoid differences between newer and older boats, **Rule 11.5 shall apply to all boats** and not only to boats built after January 2001. The owners of older boats shall restrict their partners to comply to this rule, adding glass, teflon or wooden stripes or other suitable materials (hard, not soft) until **the hole is not less than 1494 mm (58 7/8") from point 0**. The owners

of newer boats shall control the position of the hole, as we have found that in many newer boats it is in a wrong location.

This measure is easier to check than the mast step position, and the Rules Committee feels that this system will be faster and more precise than the previous one, avoiding a lot of discussions between measures and sailors.

If, after one year of trials, this system will be found reliable, the R.C. shall propose to the Board a permanent change in the rule. Being a trial, we ask to all measurers and snipe sailors to report their experiences (positive or negative) to the Rules Committee or the SCIRA office, to help the class to have a wider point of view on the matter.

As a guideline,

- if you are owner of a boat built after January 1, 2001:
 2. check the mast hole in the deck, it shall comply to Rule 11.5
 3. step the mast wherever you want;
- if you are owner of a boat built before December 31, 2000:
 5. limit the hole in the deck position (older boats have usually the mast partners forward than 1494mm) by adding a suitable material
 6. step the mast wherever you want.

Don't forget that the mast rake (the distance between the top of the mast and the boat transom) shall be different than before!

Antonio Bari
SCIRA Chief measurer

The Rule...

Mast Step Location

The Rules Committee has noted the difficulty to measure and check at major events the precise mast step location. After deep discussions and referring to the positive experience that other classes have experienced, the SCIRA Rules Committee proposes the following:

Abandon the measurement of the mast step location on all boats and in all events of rule 27.1 on a trial basis for the year 2004. After such period the Rule Committee will report to the Board of Governors and a new decision will be considered in consequence of the years trial experiment, with a final decision before the new edition of the SCIRA Rulebook.

To grant equal basis and avoid mis-interpretation of the test procedure, the enforcement of rule 11.5 "The front side of the hole shall not be less than 1494mm (59") aft of the stem (point 0). This shall apply to all boats.

The Responses...

It's good to be able to change the position of the mast, it brings more tuning possibilities. We must make a limit of how much you can move it from front to back or the boat builders will have problems with the mast hole in the deck. The hole will become too small.

Ben VanCauwenbergh
Belgium

The new modifications of the older rules, specifically the abandoning of Rule 27.1 and the modification of Rule 11.5 could open for all Snipe lover a new scenario and really bring us to a wide scale of options and new tuning.

Many Snipe sailors feel comfortable and are reluctant to change their current numbers. As someone who knows, I love to change as many things as I can on my boat, and sometimes (between 3-6 month periods) I used to change my settings just looking for more speed.



Everybody knows that with change, sometimes aren't right (in which case the best is to go back to zero) but I will still try to change as I could imagine the possibilities.

With the possibility to move as forward as you feel (meaning a few centimeters), the Snipe will start a new kind of sailing with better results for the younger and facilitate to make higher mast rakes, better sail handling, especially in higher winds, and for lighter crews.

But the other thing I believe is that this if for the heavy crews too. They just need to start making adjustments, thinking especially to denote the differences of boat speed (upwind, downwind & reaching) and the possibility to get a better sailing angle than your fellow competitors.

I can't wait; now is the moment. I will rush to sail my boat, starting to see the changes to function for the better, working with my friends. Hope to see you on the water!

Cristián Noé
Argentina

I don't know that this would change anything much. Guys would start to experiment with moving the step forward, but at some point the optimal location would be found. Everyone would gravitate to this location and make the point of measurement moot. I don't know that there is a negative effect on existing boats. Most boats have adjustable mast steps. Sails could be affect some, but who knows how much?

Hal Gilreath
USA

Getting rid of the mast step measurement is probably a good idea. Over the years there has been a lot of time spent in discussion and measurement of something that will probably find the optimum position just fine on it's own, like it does in other boats. There will be some experimentation for a short period until everyone learns

Moving your foot one step forward

Rule 27.1 of Snipe Class limits max forward position of the mast step. Due to increasing difficulties in measuring the mast step location, the Rules Committee recently proposed and the Board of Governors approved to abandon rule 27.1 on a trial basis for the year 2004.

The Board voted this resolution to help reduce measurement delays, yet nobody knows whether this will be a major breakthrough in Snipe tuning. Other limitations to mast movements have also to be considered. Rule 11.5 says: "The front side of the hole shall not be less than 1494mm aft of the stem (point 0)". In practice, rule 11.5 limits mast advancement to about 3 cm from the actual position (maintaining the same mast inclination). Indeed, the mast step cannot be moved during a race.

But let's measure what happens to the mast when we move the foot forward, leaving all the usual settings the same, in the pre-bend situation. As much as we move the foot forward, shroud tension will fall, as a consequence of reducing jib halyard tension. If we move the foot 3 cm forward, leaving jib halyard and shrouds in the same position, the mast head advances about 1 cm, mast centre doesn't move and the boom attachment moves 1 cm forward. All the changes are simply the consequences of a reduced shroud tension, with a quite null pre-bend. If we then decide to stretch the jib halyard to achieve our previous tension, we will obtain a

the "sweet spot" which may not be far from where it has been. It could vary slightly depending on their boat and crew weight.

Mark Reynolds
USA

Will the new mast step rule change the way we sail? With the current rule we use vang to push the rig forward and balance the helm in stronger breeze. This bends the mast and flattens the main but it also induces headstay sag which powers up the jib and this may or may not be good in a breeze depending on how rough the water is.

Theoretically, if we can have the mast step further forward, we could balance the boat with a straighter mast (kept straighter by more open spreaders and mast puller/pusher). The advantage of a straighter mast is more control over headstay sag an this might help in a breeze. Luff curves of jib and main may have to be rethought. This is closer to a 470 rig setup and we would probably end up with more rig tension in a breeze than we would now use. If I were tempted to experiment this is the way I would go. Would this sort of rig be harder to use? Probably since gust response might suffer and shifting gears while sailing might be more difficult. Would this rig be faster? Maybe, but not without some development work.

The ideas behind the rule change is to allow easier measurement, not to encourage the development of a new rig type. If a new faster rig type is developed as a result of the rule change we will have to really think twice before making the rule change permanent. I really like the way our current rigs shift gears to adapt to changing conditions because it means you never need to gamble and can always be competitive even when conditions are different from those expected.

Giovanni Galeotti
Belgium

mast with exactly the same bending, same angle with the boat as it was before moving the foot, but the whole mast will be 3 cm forward. This is the position of maximum advancement, since the mast front face will be really near touching the front face of the hole. Theoretically this trim, with forwarding of the sail plan and reducing the jib-mainsail channel, promises good performances upwind in light air, with much pointing and more power from the sails. While this is the most important expected advantage of moving the foot forward, a reduced boom opening in downwind, due to an unchanged shroud position, will represent one of the major drawbacks. As the wind increases, crews will be forced to move the shrouds down more quickly than usual, and this may require more attention to pre-start trimming. A reduced mast-boat angle will diminish jib-sag, probably increasing upwind performances in heavy air.

These are only some basic theoretic features of mast foot advancement. Spreader angle and length may also need to be changed to obtain the best trim. As always, experimenting will show us the good changes.

So, wherever around the world you will meet a Snipe Sailor, don't look into his eyes to know if he's a skilled one, *may be you can find him moving his foot one step forward!*

Enrico & Franco Solerio
Italy

Moving Your Mast Step, and Understanding Your Boat's Balance

Rumors of Snipe sailors who moved their mast butt 1.5 inches forward of legal 20 years ago makes us wonder just how much faster we could go. Now that the Snipe class allows the mast butt to be nearly anywhere for the next year, we can legally try that experiment. But what will moving the mast butt forward do for your Snipe? The short answer is that if you move your mast step forward, you will relieve helm, and if you move it aft, you will increase helm. Also, if you are sailing light, you should move the mast forward to help you depower. BUT WHY?

The answer is to think of your boat as a balance scale, with the rig and sails on one side, and the hull, centerboard and rudder on the other side. What happens in the air and in the water must be equal or weather/lee helm is created. To solve our problem, lets assume that you will ALWAYS sail with two fingers worth of helm on the tiller. Now, if you rake your mast aft from 21'6" to 21'4" and trim your mainsail with the same shape and twist, you will increase your helm.

- To reduce this added helm, you will have to:
 - o ease the mainsheet or aft puller to increase twist in the main,
 - o torque the boat forward at the tops of swells (see RRS interpretation 42-19) to keep the boat footing and/or
 - o sail flatter, in order to get back to two fingers of helm.

On the contrary, if you rake forward to 21'8", you will lose helm.

- To regain this helm, you will have to:
 - o sheet the mainsail harder, or
 - o heel the boat more to regain the two fingers of helm.

Essentially, changing the rake changes the twist in the mainsail.

Moving your mast butt forward and aft is similar to adjusting the rake of the mast. As you move the butt aft, you will:

- create more helm,
- point higher, and
- will need to hike harder and or sail flatter and pinch a little.
- To relieve the extra helm, you'll need to flatten the main or add more twist to the main.

As you move your butt forward, you will:

- foot faster forward,
- reduce helm, and
- be able to sheet harder on the mainsail – reducing twist.

But when should each trim be faster? In flat water you want to generate more helm to help the boat point. Keeping the rig aft in flat water will help to do this. In waves you want to free your helm so that you can steer around waves, and be able to foot. Moving your rig forward in waves will help.

Crew weight is also important. Heavier teams that can hike harder and sail flatter will be able to keep the butt/rig aft longer, while lighter teams will benefit from moving the butt/rig forward sooner to help the boat foot upwind.

If you go only slightly forward, you will want to move the shrouds forward as well to keep the rig geometry the same (check rule 31.1

for max shroud forward). Going even further forward with the mast (lets assume a radical 2 inches) you might gain upwind, but:

- going radically forward will essentially move your shrouds more aft in relation to the rig, thus making the forestay more tight upwind,
- having the mast more forward will make your spreaders straighten the rig more fore/aft, And
- downwind your boom will not go out as far and dead downwind performance could be reduced.

While we may find it to be slightly faster to be a " further forward in medium air and waves, I have a feeling that after so many years of tuning development in the Snipe class, we'll find that we are pretty close already to getting the maximum speed out of our boat.

*George Szabo
USA*

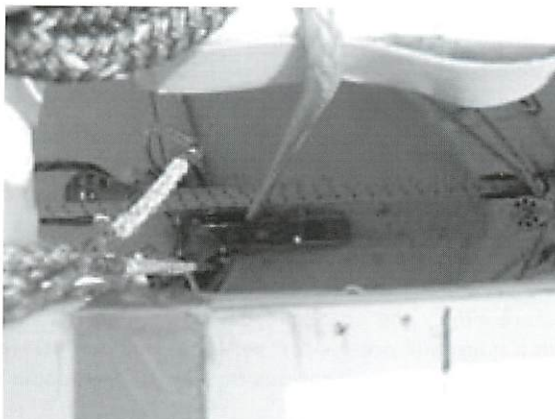
SCIRA Measurement of Mast Step

Prior to the new rule change, several attempts were made to help establish the proper location of the mast step and pin. Below are photos of one of the latest methods.

Photo right:
Determining the zero point from the stem point.



Photo below:
Using a laser to pinpoint the location (note white dot where current pin exists.)



In Memoriam

Yoshiharu Okumura

A long-time member and contributor to the Snipe Class passed away this past February. Mr. Okumura began sailing Snipes in 1943 until 1973, enjoying 55 years on the water.

Mr. Okumura began building Snipes in 1950 (wooden, of course!), and by Snipe records, 2,500 Okumura Snipes are in existence. Today his son is the owner of Okumura Boats and carries on his father's tradition.

Bob Davis

Bob passed away this December in San Diego county. He is the 1946 Snipe World Champion winning on Lake Chautauqua, New York. Against 37 other competitors. Bob showed up at the Mission Bay fleet about 5 years ago with a "new" Snipe to enjoy a few hours on the water. His son Steve lives in Denver where he is a member of the Rocky Mountain fleet.

Basil Kelly

Basil T. Kelly, former Commodore of SCIRA 1966-1967, passed away unexpectedly August 11, 2003 in Nassau, Bahamas. Basil served 8 years on SCIRA's Board of Governors (1960-1968). To honor Basil, his love of sailing, and his contributions to the Snipe Class, The Royal Nassau Sailing Club is holding the Basil T. Kelly Memorial Regatta as a special series in this year's Snipe Winter Championship, March 23-28, 2004. This year also marks the 50th year of Snipe sailing in The Bahamas. The Nassau Snipe Fleet was founded on May 11, 1954 – Basil's 24th birthday. Basil attended

the Clearwater Midwinter regatta for the first time in 1957 at which time his wife Paul was carrying their second son, Gary. Basil last sailed in Clearwater in 1972 when Gary crewed for him. Basil placed 2nd in the 1958 Western Hemisphere Championship, 5th in the 1961 Worlds and 3rd in the 1957 Zimmerman Trophy. IN 1959, while Prince Philip, Duke of Edinburgh, was on an official visit to The Bahamas, he viewed the final race of the King's Cup from the helm of a Star. After the race, he presented the Cup to the winners, Basil Kelly and Buck Johnson. In 1962, Basil won a gold medal in the Snipe Class in the Caribbean and Central American Games. Basil recently finished 8th in the 1980 US Masters with Susan Holowesko as crew.



Basil Kelly on a reach.

*Prepare
you for
the future!*

Results 2002
Sidewinder mast
1st – Masters Worlds
1st and 2nd – Womens Worlds
1st and 2nd – European Championship
1st and 2nd – Nordic Championship

Results 2003
Sidewinder mast
1st, 2nd, 3rd, 4th, 5th – Worlds
1st - 10th – Nordic Championship

It's not all but it say something about it's skill.



www.skippersnipe.com
email: info@skippersnipe.com



*Sidewinder
Sweden*

www.sidewindermast.com
email: info@sidewindermast.com



Snipe in Olympics Update

Board of Governors

Dear Members of the SCIRA Board,

The Snipe in Olympics Committee was formed by Commodore Yamamoto to prepare submissions to ISAF for the Snipe to be considered as equipment for Olympic events. As you might remember from the previous **Snipe Bulletin**, the 2003 SCIRA Board passed a ballot unanimously approving the Snipe effort to be in the Olympics. SCIRA has submitted papers for the following disciplines:

--2008 Men's Dinghy Event

--2008 Women's Dinghy Event

The members of the committee are:

--Commodore Jiro Yamamoto, Japan

--Vice Commodore Henrique Motta, Brazil

--Past Commodore Brainard Cooper, USA

--Peter Commette, USA

--Pedro Garra, Uruguay

--Alessandro Rodati, Italy

--Henning Sorensen, Denmark

--Gonzo Diaz, USA

The committee has worked through 6 drafts of the submission. The committee has researched issues and discussed these issues with persons inside and outside SCIRA. There are over 400 email messages containing discussions, suggestions, and points of view.

More detailed information on the submissions will be available for viewing on the Snipe web page, www.snipe.org

ISAF will announce their decision after the November 2004 conference.

Thank you to all who have helped in this project.

Sincerely,

Snipe in Olympics Committee

Luis Soubie, Argentina Member at Large

Luis is no stranger to the Snipe or sailing, getting his feet wet at the age of 8. The Optimist, Cadet and Snipe were his progression, having represented Argentina in the South Americans and Worlds for all 3 classes. Luis finished 3rd at the Snipe Jr. Worlds in 1988 and then continued on to the Worlds in Rimini. He won a bronze medal in the Pan Am Games in the Snipe held in Gimli, Canada. Studying for an engineering degree halted his travel and sailing from 1989-1994, but now he sails as much as he can, living just minutes from the club in a house he shares with his dog.

Mariana Linnartz Isaza, Colombia Member at Large

Mariana started sailing when she met her husband Manuel at the age of 18. She was crewing at that time in a Lightning, but Manuel and Mariana bought a Snipe in 1968 to sail together (without that extra person!) Mariana recounts the first regatta in their wooden Snipe #17791 with the high centerboard trunk. "The first tacks were between a lot of tears and swearing not to get back into that boat again. And there I am after all these years, we still sail together and enjoy every moment." Mariana's 3 children (2 boys and a girl) are all Snipe sailors and hopefully the grandchildren will also follow in the family footsteps. Mariana is single-handedly responsible for the growth of the Snipe Class in Colombia, importing several containers of new boats as well as World Champions Nelido Manso and Octavio Lorenzo to hold clinics. The Class in Colombia currently has many young people, which Mariana is happy, as the Class will continue to grow.

Ben Van Cauwenbergh, Belgium Member at Large

Ben or "Big Ben" as he's fondly known, has been sailing since he was 10 years old, beginning in Moths, OK Dinghy, Laser, 470, Hobie 16 and the Snipe. He and his wife Nadia have been sailing Snipes since 1986. They also sail in keelboats occasionally. Ben and Nadia run a ballet company in Germany where Ben is the Director and Choreographer. Ben and Nadia have Marie (who charmed us all in Sweden!) Ben introduced the Snipe to Germany and helped start the fleet there, serving as their first National Secretary. You can see more about Ben on his website: www.big-ben.be

Thank You

Thank you to the retiring members of the Board of Governors for your years of service to SCIRA:

Past Commodore Birger Jansen

Bill Welch, US National Secretary

Sherry Welch, Member at Large

Felix Gancedo, Member at Large

Board note: Don Hackbarth has resigned as General Secretary of the Western Hemisphere & Orient to assume his new role as U.S. National Secretary. Andre Warlich, formerly Vice Secretary for the WH & O will assume the General Secretary position until a vote can be taken at the WH & O meeting in July. WH & O countries will then vote to fill General and Vice Secretary positions.

From the Commodore...continued from page 3

Fleet Level

- As the fleet is the grassroots of our Class, the promotion of the fleet is the most important and the basis for growth of our Class.
- As our members are obliged to pay SCIRA member's dues and decal, the fleet should offer enough "attractive events" to satisfy their membership benefits. Otherwise it will be difficult to increase our members and we may lose some.
- Prosperity of our junior and women's sailors is an important factor for the promotion of the Class. As our juniors will be the future of the Class and our women sailors attract our male members to the Class!
- We should take the phrase, presented by Kai Saarhelo of Finland to heart: "Think Globally, Act Locally."

Finally, I would like to ask each National Secretary and Fleet Captain to have a target of 5% or more increase in members registered for 2004.



SCIRA Committees for 2004

Finance

Chairman Rear Commodore Robert Dunkley, Bahamas
rdunkley@aamanagement.com

Goal: To assess and make recommendations for the future financial stability of SCIRA

Promotion

Chairman Vice Commodore Henrique Motta, Brazil
motta@iis.com.br

Member Pedro Garra, Uruguay

pgarra@movinet.com.uy

Member Kai Saarhelo, Finland

Kai.saarhelo@landisgyr.com

Member Claudio Ciufu, Italy

Ita30001@snipers.it

Member Luis Soubie, Argentina

lsoubie@stieglitz.com.ar

Telephone: +54-11-47660128

Member Commodore Jiro Yamamoto, Japan

j-yamamoto-sndr@tbf.t-com.ne.jp

Member Ben Van Cauwenbergh, Belgium

benbergh@aol.com

Goal: This committee did an enormous amount of work in the past year and I would like to continue on their suggestions. I would like this committee to gather ideas of promotion for distribution to members around the world. Encouragement of submission of reports for the Snipe Bulletin as well as an assessment of the Snipe Bulletin should also be included as a topic. In addition, an assessment of use of the Snipe web page as a tool for promotion should also be examined with suggestions welcome.

Juniors

Chairman Giovanni Galeotti, Belgium

Giovanni-galeotti@libero.it

Member Don Bedford, USA

dbedford@san.rr.com

Member Cristian Noe, Argentina/Chile

negronoe@hotmail.com

Goal: To continue work the committee began in 2003

Long Range Planning Committee

Chairman Brainard Cooper, USA

bcoop@voy.net

Member Jimmie Lowe, Bahamas

lorijim@bahamas.net.bs

Member Akibumi Shinoda, Japan

shinoda@taikoh.co.jp

Member Lee Griffith, USA

Griff27054@aol.com

Member Alexei Fomin, Russia

mssru@ropnet.ru

Goal: Assess Class in its current position. Not only the hull & equipment, but the structure of our membership and Board of Governors as well. Please also consider possible extension opportunities that we should explore.

Membership Committee

Chairman Cliff Browning, USA

browning@worldip.com

Member Mariana de Isaza, Colombia

mariana_linnartz@hotmail.com

Member Stefano Longhi, Italy

stefanol@sgmconsulting.it

Goal: This committee provided valuable research and recommendations to the Board of Governors resulting in an update of our current membership system.

Analyze the following:

- Membership for the past 2 years and the financial impact on the Class (financial & membership changes taking into consideration balance of junior/senior/master members and trends).
- Analyzation of other international class membership systems.
- Analyzation of World quota system

2005-2008 Rules Book Committee

Chairman Giorgio Brezich, Rules Committee Chairman, Italy

Giorgio.brezich@tin.it

Member Steve Stewart, Vice Rules Chairman, USA

stewcon@san.rr.com

Member Antonio Bari, Chief Measurer, Italy

Antonio.bari@aliceposta.it

Snipe in Olympics Committee

Chairman Gonzalo Diaz, USA

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2004 Dues Paid as of March 1, 2004

As prescribed by the Board of Governors, each Snipe Bulletin will carry a current listing of dues paid members current as close to the printing date of the Bulletin.

This is to assist countries and sailors to know if their dues have been received in the SCIRA office as well as regatta organizers to assist in registration. Current lists of paid members can be e-mailed to Fleet Captains, National Secretaries or Regatta Organizers in a very timely fashion!

The 2005 Worlds entry quota will be based upon the average of boats paid for the years 2003 & 2004.

Dues Changes for 2004

Effective January 1, 2004, there will only be 1 category of membership in SCIRA (ie: no delineation between skipper or crew membership). As such, the skipper of any Snipe must be a registered member in SCIRA to race in sanctioned regattas. In any regatta from a National Championship on up to a World Championship, both skipper and crew must be members of SCIRA. Both of these remain unchanged since 2002.

From the Snipe Archives

Dr. and Mrs. Jorge de Montaner in their Snipe "San Pol II",
Champions of Barcelona Fleet 143.



Country	Boats Paid	Members
Argentina	0	0
Bahamas	2	1
Belarus	0	0
Belgium	0	0
Bermuda	3	2
Brazil	0	1
Canada	5	6
Chile	0	0
Colombia	0	0
Cuba	2	16
Denmark	0	0
Finland	0	1
France	0	0
Germany	7	9
India	0	0
Italy	1	1
Japan	8	2
Norway	7	6
Paraguay	0	0
Poland	0	0
Portugal	0	0
Russia	49	60
Spain	0	1
Sweden	0	1
Ukraine	0	0
United Kingdom	0	0
United States	39	41
Uruguay	0	1
Total	123	142

2004 Brazilian National Championship

late Clube de Brasilia

January 16-23

<i>Skipper/Crew</i>	<i>Sail #</i>	<i>Division</i>	<i>Finishes</i>	<i>Total</i>
1. Alexandre Paradede/Roberto Paradede	29821	Sr	2-1-1-1-2-5-(dnc)	12
2. Carlos Wanderley/Marcelo Silva	29822	Sr	1-9-3-5-3-(13)-5	26
3. Eduardo Chapchap/Pedro Tinoco	2918	Sr	(13)-3-2-10-6-1-6	28
4. Paulo Santos/Gustavo Queiroz	29818	Master	(27)-6-6-6-1-2-7	28
5. Dante Bianchi/Rodrigo Rego Lins	29799	Sr	5-5-(7)-6-5-4-4	29
6. Gustavo Vianna/Jan Bruckhorst	29319	Sr	3-(ocs)-5-3-10-8-2	31
7. Ricardo Canepa Barbosa/Thiago Rodrigues Reis	29156	Sr	8-(13)-12-2-9-3-1	35
8. Ivan Pimenta/ Breno Bianchi	30230	Master	(16)-2-4-11-8-11-3	39
9. Pepe D'Elia/Lucia D'Elia	27539	Mixed	9-4-8-12-(14)-6-9	48
10. Ricardo Vila Boas/Guido Pinheiro	30193	Sr	4-18-20-(22)-4-7-11	64
11. Rafael Elias N. Gagliotti/Henrique	30100	Sr	17-15-10-4-16-9-(19)	71
12. Fernando Kessler/Cristiano Keller Kessler	27535	Sr	11-14-(21)-9-13-16-8	71
13. Marcelo Bellotti/Eduardo Molina	29823	Junior	(35)-8-9-8-11-12-29	77
14. Guilherme Raulino/Rodrigo Fernandes	30206	Sr	6-12-15-17-(22)-17-13	80
15. Alexandre Kronenberger/Gabriel Vettorazzo	29495	Sr	10-(31)-24-16-20-10-12	92
16. Gustavo Farah/Yuri Mendes	30063	Sr	24-11-11-18-7-22-(ocs)	93
17. Cezar Castro/Renan Castro	29876	Sr	15-19-18-13-19-(dnf)-10	94
18. Hugo Muller/Miriam de Franca Moreira	26906	Mixed	7-22-22-7-(32)-23-15	96
19. Atila Pellin de Lima/Gabriel dos Santos	2982	Junior	23-7-16-14-(dsq)-18-20	98
20. Fabio Boccirelli/Marino Bocciarelli	29820	Mixed	(25)-16-13-20-12-19-18	98
21. Sergio Roberto Muller/Jeni Simoes deSouza	26748	Mixed	20-10-25-21-15-(28)-22	113
22. Johann de Felippes/Gustavo Fleury	29969	Sr	14-17-17-(24)-24-24-21	117
23. Kurt Diemer/Marco Flavio	28650	Sr	22-21-14-(28)-21-14-26	118
24. Bibi Juetz/Richard Zietemann	29143	Master	12-(30)-19-15-28-30-25	129
25. Glauber Ribeiro Dantas/Eduardo Sampaio	30076	Sr	18-(dnf)-29-25-31-15-24	142
26. Eduardo Costa e Silva/Marcelo Carneiro	39654	Sr	21-23-(30)-29-27-26-16	143
27. Mario Vicente Sacconi/Francisco I. Sacconi	29547	Sr	38-(dnf)-23-27-25-20-14	147
28. Alfredo Vila Boas/Carlos Filho	30042	Sr	34-(dnf)-26-23-30-21-17	151
29. George Raulino/Jorge Baldez	28909	Master	30-(ocs)-28-26-17-25-28	154
30. Silvio Jose Lemos/Diogo Pelles	30208	Sr	31-24-27-34-(dnf)-26-27	169
31. Pedro Soares/Jonh Victor Hanson	2705	Sr	29-25-31-31-26-31-32)	173
32. Cassio M. Rodrigues/Ricardo Camilhe	29874	Sr	28-20-36-23-(dnf)-dnc	183
33. Mario Eugenio Tavares/Joao Marcos Tavares	26446	Sr	26-27-35-30-(dnf)-dnf-23	185
34. Admar Gonzaga Neto/Bernard Feitosa	23410	Sr	19-(dnf)-34-dnc-29-32-33	191
35. Affonso Abreu/Sylvio Abreu	29948	Master	33-32-32-33-(36)-29-34	193
36. Jose Sergio Tavares/Waler Dias	29831	Master	(40)-29-33-35-33-34-31	195
37. Bruno Nanni/Gerson Nanni	27388	Sr	(41)-26-37-37-35-33-30	198
38. Filipe Moraes/Thiago Moraes	28489	Junior	39-28-38-(41)-36-36-35	212
39. Reginaldo Magno/Aloisio Ferreira	29640	Sr	32-(dnf)-42-40-34-35-36	219
40. Marcos Rodrigues Gomes/Flavia Martins	27371	Mixed	37-33-(39)-36-38-36-39	219
41. Rafael Magalhaes/Ricardo Sandell de Moura	26804	Junior	36-(dnf)-41-dne-39-37-38	235
42. Edgard Soares Pinto Neto/Paulo R. Ilacias	26749	Sr	42-(dnf)-43-39-37-38-40	239
43. Henrique Uchoa/Guilherme Santiago Carrijo	12106	Junior	43-(dnf)-40-38-40-dnf-37	242



Worlds 2003

Interview with World Champions

Augie Diaz and Jon Rogers

Interview with Jon Rogers

Q – Jon, You and Augie live on opposite sides of the US. How did you prepare?

JR - 5 months out we were working on getting our weight down. Augie would weigh 174 and my target was 140. We also began working out more. I worked on specific muscles on the hiking bench, and I also worked on visualization on the bench – thinking about remaining positive no matter where we were in the fleet, and trying to be my happiest at times when things were most bleak on the water. My idea was not to let the on the water stress build up at all. When you're out racing and you're in the 20's to 30's, it is easy to dwell on the negative. If you can turn that around, and focus on the positive you can get yourself back in the race, and make it a keeper.

Q – With only the Snipe circuit and Nationals to sail together beforehand, how did you work out communication and who would do what on the boat?

JR - Augie and I had good communication over phone and E-mail about what each other's strengths were and where there would be conflicts. We also discussed how we would get over the conflicts. Our tactical styles are different as well. Augie is very instinctual, I am more verbal – saying "boats up in more wind over your shoulder" – Augie could take that as a negative. Augie might think, "Oh, we have to tack now", while I'm looking to feed information. Winning the worlds is the difference of one or two mistakes. Blending our two techniques was important as one talks too much and the other not too much. Augie had to tell me to quiet down during Nationals. So we worked this out over phone. Over E-mail we have a system of reviewing our regattas and practices where we write down 5 good things and 5 things we need to work on. This helps us identify each other's concerns and ideas.

Q – How did Augie have you work with the rig tune?

JR – I learned that Staymasters are the way to go. They are so easy to use, and

you don't have to worry about dropped pins or shrouds. Our range on the Staymaster is 12 faces [2 turns, 1.5 turns equals a half hole]. If you started at our medium setting, 3 faces looser would be light air (° turn), or 3 faces tighter for breeze normally - 1.5 turns from base. The halyard mark is the same mark when we make shroud adjustments. I can tell if the jib halyard is not the right setting by how our jib sets up. If I notice that the jib is luffing up top first, I'll look to see if the halyard is at its mark. 2nd, I'll make sure that my jib lead hasn't come uncleated. If the leech of the jib looks too tight, it may indicate the jib halyard is too tight.

Q - What are you looking for on the water to change your settings?

JR – We start with an initial and finish rake on land to set the boat up. On the water I'm checking leeward shroud tension to see if the rig should be tighter or looser. Then I make suggestions or comments to make Augie aware of any problem I perceive. It is up to Augie to decide if it needs to change. If I think it should change and Augie doesn't think so. I don't harp on it, but let it go.

I like to set up the mast side-to-side as straight as possible. A tiny poke to leeward in light air is to be expected. I think our spreaders were 16.25" by 29 3/4". I want to look up mast and see that it is straight. We went to 16 inches on spreader one day at Nationals, but since we didn't have time to test it, we decided to keep it at 16 1/4. At worlds we were comfortable with our speed, and more worried about figuring out conditions, and starting on the favored side.

Q – You have sailed 5 Snipe worlds with numerous skippers and sail designs. How do you see the Quantum sails?

Photo: Augie's fine-tune jib halyard



JR – We used the PS-5 for nearly the whole regatta. The PS-5 is a very forgiving sail. It is easy to trim to get both the leech telltale to fly and the foot shape to be right. Also, it seems to like to have the top telltales luffing a fraction before the bottom

We used the Mylar V-4 in one light air race and were fast with it [4th that race] I've never had a time when we were slow with that sail, but I haven't figured it out yet either. I feel that it is too full down low. It is harder to get everything to match up, and getting the leech telltale to fly is a bit more difficult. Letting the lead aft more with the Mylar jib to make foot look flatter is good. Were lucky in that when we let our lead up (aft) it also moves outboard a little which helps flatten the bottom a bit more. Were always 15" or tighter off centerline at the splash rail with both sails. Augie drives well, and steers well while making adjustments. He is one of the best drivers I've sailed with.

Q-What about the old age factor?

JR -Old age was good. Augie saw trends in the fleet and his experience from many past regattas helped us to understand what the fleet was going to do. Augie would say 'God, I've seen this situation before. We have to do this'. He has an amazing mind and recollection of lessons learned, often the hard way. I think he learns a lot from the Stars as well.

Q – How were you playing the aft puller?

JR – We were going from neutral then when hiking and grunting hard we would let the mast bend forward of neutral. In real light air we let it forward about ~" to flatten the lower part of the main, open the lower leech and sag the forestay a bit more. In big breeze



it can go to 1/2 inch forward – based on the grunt factor. If were really hiking hard, and the boat feels like its having troubles going forward, we let the mast bend and let the traveler out a little so that we can keep the mainsheet on hard to maintain a tight forestay. At 15 knots the traveler was about 4 inches down with the mast off 1/4 to 3/8 inch to relieve helm.

Q – How was your coach helpful

JR – We got out to the racecourse early and we got in race mode 20 minutes before race. The coach was helping formulate a more accurate assessment of what the wind and particularly the current was going to do. I feel that our team cooperation and meetings were as valuable a coaching tool as the coach himself. It was very rewarding and efficient to have all the American sailors working together.

Interview with Augie Diaz

Q – So what are your thoughts about the worlds?

AD - I just think we were fortunate to win in the end. I can't tell you how it happened. In the last race, as I looked half way down I said this looks hopeless. John turned around and said, "There is no quitting in this man". Up until then the whole race had been a struggle. After that is was calm on the boat. We came around on a good puff. Saw you [Szabo] were in no wind, tacked on a few shifts and then we could see you. It was almost a thing of destiny, it was blur and I remember that once we got the issue that we wouldn't quit out of way we were relaxed and got there, but I can't think how. I think we were lucky to win. The Spanish guy had best shot out of it in the front of the race. When it gets crazy like that you can't go for where the wind is, but where it is going to be. Can't say that I looked up

and it made sense, it just started happening. But I didn't pray. I was glad I didn't pray.

Q – What are your thoughts on which sails to use?

AD - I like the Mylar jib off the wind. It is fast. We flew off the wind. That helped us a lot on the light air day. We were 10th at the weather mark. And picked off 3 boats on each run.

For the jib crossover, as soon as you start to hike you want the PS-5. When you are both sitting up you are ok with either jib, when you are starting to lean in the Mylar V-4 starts to work better. In 2002, in Pass Christian I tested it and sailed a lot with Peter Commette, basically we tested and I thought that going into the Nationals I would use the Mylar sail in light air. And we went before the race and one day I went out with the FN-5 and PS-5 and we were ok. The next day with the FB-3 and Mylar and we felt faster.

For the Crosby the first day we went out with FB-3 and PS-5 and pretty fast upwind, but not spectacular downwind. Hal Gilreath blew us away with the Mylar downwind. The next day with a Mylar jib we were ok upwind – not as fast as with the PS-5, but really fast downwind.

Q – What about boat setup?

AD - Our boat setup was spreaders at 16x29] then med light air tension 21'2"-3" to 21 6.5. And 21'2" initial rake with 21'6" final rake for anything above that. I have to change the halyard mark by about 1/4 inch from the light air to windy setting. [Augie measures an initial rake with a light forward pull on the mast, and then measures a finale rake to get his tension]

Q – What is going on with your traveler and 2:1 mainsheet?

AD - I may go away from that. There are times when it is a real advantage above 15 knots upwind, but other than that it is a disadvantage. Huge disadvantage when you need to pump to catch waves. I like the traveler because there is a maximum that you can trim in. on the flip side sometimes I have to reach back and adjust the traveler to get the leech right.

Q – How many Snipe worlds have you been to?

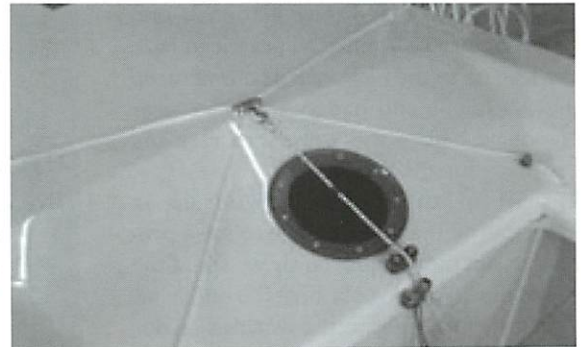
AD – I've been to 4 Snipe Worlds. 75, 99, 01, 03

Q – What about the regatta site?

AD - With the research we all did with the place we felt comfortable. The only time I felt lost about the current was the second race the second day. Everyone did so much homework it really paid for all of us. We struggled by staying right to stay out of current, but it doesn't hurt to have speed

Q - How did you train for the worlds?

Photo: Augie's traveler with fine-tune



AD - I didn't get to do as much as I wanted to. I did the Laser NA's that helped some. I do yoga twice a week, I wanted to lift more weights, but didn't do enough of that. Yoga really helps from the point of view of my back. I needed to be stronger. I practiced every weekend in Snipes or lasers, but pretty much I've been sailing every weekend.

Q – Tell me about your new jib lead system.

AD - What I like is that it is easy to adjust on the fly. If you are overpowered you can blow off some steam by easing out. I don't like that you are making more turns around blocks though. Its about 130 degree turn around 1st block and virtually a full turn around the ratchet block and it pulls harder on the sheet than a straight turn and that's bad for the added friction for playing it upwind. It is not as easy, Jon doesn't complain about that, but other crews have. (see photo)

Q - What other tuning things did you try the 6 months before the worlds?

AD - We stuck to our trusted setup, and it worked. It helped us that we didn't make a lot of changes. I played with length, and with longer spreaders I felt over powered. With shorter spreaders and tighter rig I had the bent up, and bound up feeling.

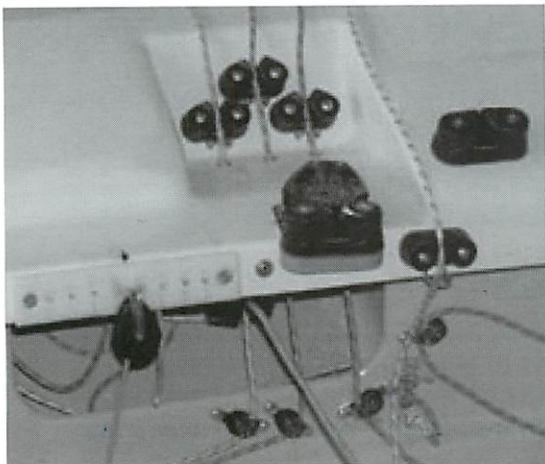


Photo: Augie's jib system



WHY IS THE US SAILING BETTER?

There are several theories on why the US team as a whole finished better at the Snipe Worlds this year. I think Henry Filter's theory is a pretty good one where he thinks that several US sailors have been pushing the US harder in the last few years, making everyone else bring their level up to stay even – making everyone better. That is a big part of the story, but there are more factors as well.

1) The US had sailed their Nationals two weeks before so we had all practiced hard as a lead up to the Nationals. Then we raced the Nationals and had two weeks after Nationals, before the worlds, to rest and get ready for the Worlds.

2) Half of the team showed up in Espergaerde the week before to sail a pre-regatta, but more importantly we spent the whole time tweaking our boats to our liking. When we finally got to the worlds site, our boats were ready, and we could focus on sailing.

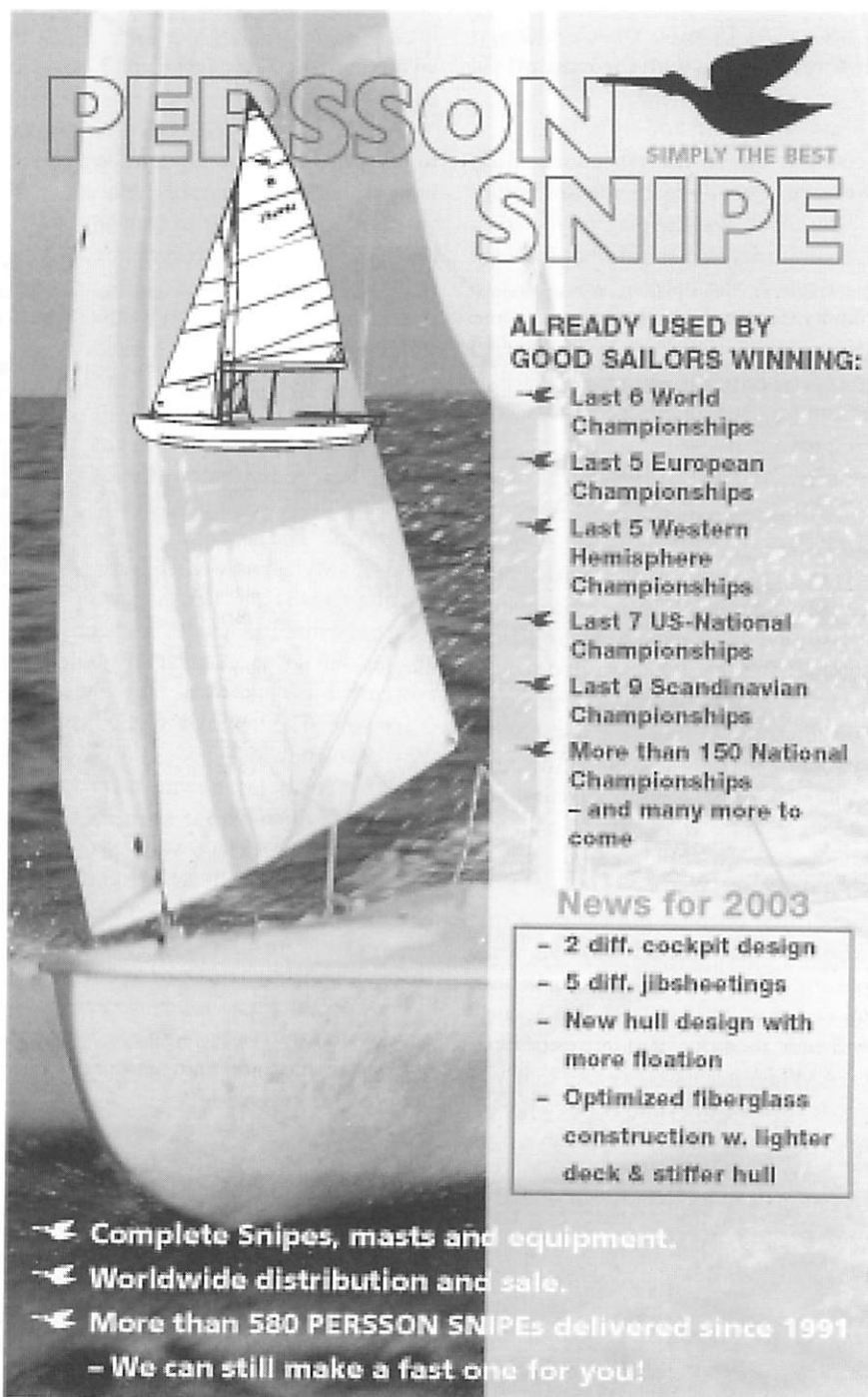
3) This was the first year that our team had been very open with each other on and off the water. After every day of sailing we all met to discuss tuning, weather, current, tactics, rules and so on. These meetings brought us together and helped each other find more speed, and also were motivating – especially after the US won the first two races, others began thinking "he can do it, so can I".

4) Peter Commette was instrumental in providing a framework for the team to operate together. The ten boats were split into two boat pairs for daily tuning sessions. Pairs of pairs could hook up for 4 boat sessions, but 6 boat sessions we agreed upon to be unproductive. With this basic framework, everyone had a tuning partner, and as the teams checked with each other before each race, knowledge was shared quickly. Peter's simple system was more valuable than it appears in these past few lines. And,

5) Lastly was the motivation factor. More teams knew going in that they had good speed, and their expectations were higher. As mentioned above, this was catching at the meetings and infectious.

This interview was courtesy of Quantum Sails and George Szabo.

Snipesailors have used PERSSON SNIPEs to win the World Championship in 1993-1995-1997-1999-2001 and 2003 where PERSSON SNIPEs were placed 1-2-3-6-7-8-9-10-12-13-15-16-17-18-19



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News for 2003

- 2 diff. cockpit design
- 5 diff. jibsheetings
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Pline & Couranz Win US Women's Again!

For the first time the United States separated the Women's National Championship from the regular Championship schedule. Historically the women's and junior nationals have been held the weekend prior to the US Nationals. The US women voted to break away, holding a stand-alone regatta, which was a risk as to how many teams would turn out for a February regatta. Enter the Mission Bay Fleet 495 in San Diego. When women's sailing began to take off in the late 90's, San Diego Yacht Club hosted the very first Women's Snipe Challenge in 2000, drawing the frozen east coast sailors out for some California sunshine. Unfortunately, atypical California weather seems to haunt this regatta and this year was no exception.

A record 29 teams turned up, including a team from Japan and US sailors representing all corners of the U.S! The previous record was 22 for the 1999 Nationals held in Mission Bay. Of the 29 competitors, 21 chartered boats from the local fleet and 5 of the teams were junior sailors. The weather service was predicting a series of storms to hit Southern California and they were fairly spot-on.

Registration, measurement and a clinic on Friday warmed everyone up and brushed off some rusty winter habits. Fleece hats were participation gifts and a much-coveted item for the weekend! World Famous Fleet 495 Boat Boys were abundant helping rig, measure, and answer any questions about the hard-chined boats. As evening fell, a cocktail party was organized at Fiddler's Green, one of the favorite local sailing restaurants.

Saturday brought light air that gradually increased throughout the day. Southern winds and overcast skies coming in from Mexico (with the storm track) gave the Race Committee and competitors some fits and a little rain, but racing wasn't dampened. Three races were run in varying conditions and consistency was the key. With no throw-outs, everyone needed to be on their toes. Race one found Stacey Szabo and Julie Mitchell winning the pin and the left side. Junior sailors Megan Magill/Anna Brun ages 15 and 17 led at the first mark, but Szabo/Mitchell proved age over youth and posted the first bullet of the day. Meanwhile, near the back of the fleet, several racers found San Diego bay kelp on their blades, slowing them down until it was discovered and removed. Race two found a mess in the middle of the line with about 5 boats tangled at the start. Lisa Pline/Kim Couranz sailed a great race leading at every mark, with Magill/Brun and reigning Women's World Champion Carolyn Brown Krebs and crew Laurel O'Neill nipping at their high heels. The breeze had built to about 12 knots and a few capsizes were found on the course.

The RC had to reset the course to deal with oscillating winds and the delay found most sailors sitting in the shelter of a cruise ship berthed next to the Star of India, a 3-masted schooner built in 1863 which currently is the worlds oldest active sailing ship. Race 3 had a slight drizzle and 15 knots of breeze. Competition was tough with 4-5 boats in the hunt for the lead. Szabo/Mitchell, junior Blaire Herron age 17, with Jerelyn Biehl as crew, Pline/Couranz and the other juniors Magill/Brun trading places on the 3-lap windward/leeward course. At the finish, Szabo/Mitchell took the gun closely followed by Herron/Biehl who just nipped Pline/Couranz for 2nd. It was nice reach across San Diego bay in 12 knots back to

San Diego Yacht Club. Navy jets and Harriers were landing on North Island and the America's Cup Stars & Stripes was cruising around the bay, not to mention the fabulous support of the Boat Boys who were delivering hot and cold beverages to the ladies on their way in.

Dinner was served upstairs in San Diego Yacht Club with 100+ attendees with a great acoustic band, Peace Frog, led by the King of the Boat Boys, John Fretwell. Downstairs a dinner was being held for racers on the inaugural San Diego to Manzanillo, Mexico Yacht Race, and competitors from a match race were seen mingling around the Women's private bar. The place was hopping!

All the teams returned Sunday with a dismal forecast. The small craft warning flag was flying from the Harbor Patrol headquarters with a forecast of rain and winds from 20-30 knots. After some deliberation, the RC decided to sail the women just around the corner from SDYC in San Diego bay. Several teams opted to stay onshore. The first race of the day was postponed due to shifty winds. After a 2-hour wait, the race began in 8-10 knots out of the south. A strong ebbing tide favored the left side of the course with Bridgit Hallawell and Shelly Shrieber rounding first. Those who remained on the south side on the downwind leg made out like bandits and caught the front of the fleet, but at the bottom gate, the tide and dying breeze made it possible for only the top 5 boats to round in some breeze, leaving the rest of the fleet in a parking lot. The rain came in



torrents drowning out what little breeze was left. Laura Jeffers and Sherry Welch approached the windward mark followed closely by Aine McLean and Lynn Sinks. With the top 5 boats sailing in some breeze, Carolyn Brown Krebs/Laurel O'Neill looked like they would win the regatta until the wind switched 180 degrees and died. The RC subsequently abandoned for the day and regatta placements were determined by Saturday's results.

After everyone was towed in and the World Famous Boat Boys helped pull boats out and de-rig, everyone gathered for the trophy presentation. Incredibly beautiful ceramic and glass trophies were presented to the top 5 and top 3 teams for the Women's Nationals and Women's Snipe Challenge, respectively. The Women's National and Challenge Perpetuals were presented to defending National Champions Lisa Pline and Kim Couranz.

Thanks to Regatta Chairman Steve Stewart, the fabulous boat boys led by John Fretwell, Snipe Fleet 495 and San Diego Yacht Club for hosting this event.

	Skipper/Crew	Fleet	Sail #	Finishes	Total
1.	Lisa Pline/Kim Couranz	Annapolis	29147	5-2-3	9
2.	Carolyn Krebs/Laurel O'Neill	Mission Bay	28955	3-3-5	11
3.	Megan Magill/Anna Brun	Mission Bay	29222	7-2-4	13
4.	Stacey Szabo/Julie Mitchell	Mission Bay	29957	1-13-1	15
5.	Julie Redler/Sherry Eldridge	Mission Bay	29315	4-7-8	19
6.	Blaire Herron/Jerelyn Biehl	Mission Bay	29104	13-6-2	21
7.	Kirsten Cummings/Diana Carter	Mission Bay	28467	6-12-7	25
8.	Aine McLean/Lynn Sinks	Mission Bay	28687	2-11-19	32
9.	Lisa Griffith/Andrea Griffith	Barnegat Bay	29687	12-8-12	32
10.	Laura Jeffers/Sherry Welch	St. Petersburg	28702	17-5-11	33
11.	Holly O'Hare/Fran Clemens	Annapolis	29112	8-9-16	33
12.	Alex Brown/Joanne O'Dea	Mission Bay	29439	11-10-17	38
13.	Bridget Hallawell/Shelly Suarez	Mission Bay	29614	22-4-13	39
14.	Aimee Graham/Marcy Girard	Mission Bay	29646	14-20-6	40
15.	Karen Butler/Roberta Stewart	Mission Bay	29108	19-15-14	48
16.	Ruth Paulling/Nancy Davidson	Alamitos Bay	29941	23-16-10	49
17.	Abigail Ahmanson/Julie Calvert	Alamitos Bay	29780	24-17-9	50
18.	Angela Schedel/Hillary Thompson	Mission Bay	28852	20-14-18	52
19.	Kay Filpatrick/Lynne Fitzpatrick	Miami	30236	10-18-25	53
20.	Fiona McLean/Hillary Shapiro	Mission Bay	29240	21-19-15	55
21.	Colleen Cooke/Sue Michos	Mission Bay	29242	15-21-23	59
22.	Miki Isobe/Ayako Takahashi	Japan	29637	9-dsq-22	61
23.	Morgan/Sheehan Commette	Miami	29114	16-23-24	63
24.	Amy Thompson/Brett Bradshaw	Atlanta	29014	25-24-20	69
25.	Andrea Sepanski/Mary Geiger	Carlyle Lake	29694	18-22-dnf	70
26.	Joni Palmer/Meredith Dodd	Annapolis	29811	27-dnf-21	78
27.	Laura Stamets/Megan Johnson	Rocky Mtn.	2910	29-25-26	80
28.	Ava Moore/Kate Gringas	Privateer	29552	26-dnf-dnc	86
29.	Katy Towles/Kelly Loomis	Oklahoma	29905	28-dnf-dnc	88



Skipper Snipe Open 2004

February 15-20-21

Bogata, Colombia

Skipper/Crew	Club	Finishes	Total
1. P.Jacob/A. Jacob	Muna	1-2-3-3-2-1-(4)	11.5
2. A. Quintero/S. Cardenas	Hansa	3-(5)-2-1-1-5-5	16.5
3. W. Kemenes/Diego	Hansa	(11)-3-1-2-8-2-2	17.75
4. M./C.Valenzuela	Muna	2-6-9-(16)-3-7-1	27.75
5. S. Uzcategui/S. Delgado	Muna	4-4-7-(16)-6-3-6	30
6. J. Uzcategui/J. Delgado	Muna	6-10-6-(16)-4-4-3	33
7. N. Parra/A. Ramirez	Hansa	8-(130-4-4-7-8-7	38
8. J. Castillo/S. Nebels	Muna	5-8-5-6-(10)-10-9	43
9. G.Tamayo/N. Guerrero	Portillo	7-7-11-5-(16)-6-8	44
10. A.Valenzuela/R. Mora	Muna	9-9-(10)-7-9-9-10	53
11. D. Delgado/J. DiRuggieiro	Muna	(16)-1-8-16-5-16-16	61.75
12. C.Alvarado/Fernand0	Hansa	13-(15)-15-11-11-11-11	72
13. M.Abisambra/A. Cardenas	Hansa	12-11-12-8-14-(16)-16	73
14. R. Lodono/Y. Sarmiento	Portillo	10-12-13-9-13-(16)-16	73
15. P.Jacob/M. Obregon	Muna	14-14-14-10-12-(16)-16	80
16. F.Hernandez	Muna	(16)-16-16-16-16-12-16	92

Portugal Holds Gala

SCIRA Portugal held the "1 Gala da Classe Snipe Portugal" to celebrate the Snipe in Portugal and help create more activity in the Class. Over 130 past, present and future Snipe sailors were in attendance including such sailors as Domingos Baorrvalho, António Basílio, Diogo Cayolla, Tiago and Pedro Roquette, José Guerra, Augusto Guimarães, Vasco Talone and many, many more! Everyone was very excited for the resurgence of the Snipe in Portugal and they hope to increase the Class in the coming year. Photos can be viewed at: www.apcsnipe.web.pt

Diaz Receives Rolex Yachtsman of the Year from US Sailing

Augie Diaz, age 49, was recognized for his achievements as a skipper in three different one-design classes – Laser, Snipe and Star. Many of the panelists noted that Diaz has been nominated many times before; however this was his best year ever, competing in what are perhaps three of the most competitive fleets in the world. A string of regional regatta successes culminated in his win of the Snipe World Championship title and one panelist noted "his versatility in one-designs, not just one class, continues to be impressive." Diaz is the first U.S. sailor to win the Snipe World Championship since 1981. His list of

achievements also includes victories at the Snipe Midwinters and the Don Q Regatta, as well as top-five finishes at the Bacardi Cup, Snipe Nationals and Rolex Laser Masters North American Championships, where he also finished second in his age division.

"I am very honored," said a humble Diaz upon learning the news. "The magnitude of the award hasn't really hit me. I have so many people to thank, from my folks to my crew. I've been fortunate to sail with Jon Rogers, Christian Finsgård, Mark Strube and Hal Haenel. I get so much pleasure from sailing; this is just so special."

From a very young age, Augie was inspired by his father's love of sailing and the sacrifices that his parents made for their children. The Diaz family sacrificed a successful family business to leave Cuba in 1963 and settle in Clearwater, Fla., with very little money. One of the few things that the family brought to their new home was the elder Diaz's beloved wooden Snipe, which would be instrumental in Augie's life.

Through a stroke of luck, nine-year-old Augie was given sailing lessons instead of swimming lessons. He quickly developed a love of Optimist sailing, but outgrew the boat a few years later and started competing with his brother at Snipe junior regattas using their father's boat. Soon the Diaz boys were competing against legendary sailors of the day – Earl Elms,

Dave Ullman and Jeff Lenhart – and making an impression on everyone with whom they came in contact.

Diaz went on to Tulane University (New Orleans, La.) where he earned ICSA All-American honors three times (1975, '74, '73). After graduation and three unsuccessful bids for an Olympic berth in the Flying Dutchman and Star classes, he joined the family business and took a 15-year hiatus from sailing to dedicate time to his family.

In 1997 he returned to sailing with one goal in mind. "I decided that I was going to work and sail," Diaz said. "I figured that the feeling would pass in two to three years, but now it's literally to the point where all I do is work and sail. Luckily my kids and my girlfriend put up with it. And at this stage the feeling isn't going away!"

Now co-owner of his family's medical equipment supply company, Diaz is the father of 26-year-old Daniela, 24-year-old Lucas and 22-year-old Adrian.

Augie joins other Snipe sailors previously honored as Yachtsman of the Year and other notable sailors such as Buddy Melges, Past Snipe Commodore Dick Tillman, Lowell North, Ted Turner, Dennis Conner, Mark Reynolds, Ed Adams and John Kosteck.

2004 Snipe Racing Schedule



International Championships

Midwinters	March 13-16	Clearwater, Florida, USA
Don Q Rum	March 19-21	Miami, Florida, USA
Jr. NA Qualifier for WH&O	March 19-21	Miami, Florida, USA
Nassau 50 th Anniversary	March 24-27	Nassau, Bahamas
South Americans	April 6-11	Porto Alegre, Brazil
Spanish Cup	April 8-11	Cadiz, Spain
South Europeans	April 9-11	San Remo, Italy
East Europeans	May 7-13	Moscow, Russia
Iberic Championship	May 21-23	Oporto, Portugal
Stone International Open	May 22-23	Kent, United Kingdom
Wibroe Cup	May 29-31	Espergaerde, Denmark
Brazilian East Champs	July 2-4	Cabo Frio, Brazil
Western Hemisphere & O.	July 5-11	Cabo Frio, Brazil
Nordic Championship	July 8-11	Faaborg, Denmark
Junior Europeans	July 16-18 or 23-25	Gaeta, Italy
Women's Worlds	July 22-27	Oslo, Norway
World Masters	August 3-7	Lake Bracciano, Italy
European Championship	August 22-28	Lorient, France
Brazilian Southern Champs	September 4-7	Florianópolis, Brazil
Yves Le Bour	September 25-26	Eau D'Heure, France
North Americans	October 15-17	Jacksonville, Florida
Brazilian Northeasterns	Oct. 30-Nov. 2	Salvador, Brazil

National Championships

Uruguay	May 8-9, 15-16	Montevideo, Uruguay
Germany	June 4-6	Lake Caldonazzo, Italy
Portugal	June 10-13	Cascais, Portugal
Russia	June 11-16	Moscow, Russia
Norway	July 1-4	Bergen, Norway
Finland	July 2-4	Turku, Åbo, Finland
Denmark	July 8-11	Faaborg, Denmark
Belgium	July 9-11	Nieuwport, Netherlands
Spain	July 21-25	Malaga, Spain
United Kingdom	July 30-Aug 1	Clacton, England
Russian Masters	August 7-8	Moscow, Russia
US Jr. & Sr.	August 14-20	Mentor Harbor, Ohio
France	August 19-21	Lorient, France
Italy	September 8-12	Elba Island, Italy
Uruguay Jr.	October 2-10	Montevideo, Uruguay
Uruguay Masters	October 30-31	Montevideo, Uruguay



SCIRA 2004

Rules Change Summary & Other Important Information

Advertising

All Snipe regattas are now considered Category C. Full text of the rule can be found on the ISAF web site: <http://www.sailing.org/rrs2001/rrsapendicesectionll.pdf>

ISAF RRS

20.3 (b) (i) Boats

One sailmaker's mark, which may include the name or maker of the sailcloth manufacturer and the pattern or model of the sail, may be displayed on both sides of any sail and shall fit within a 150mm x 150mm square. On sails, other than spinnakers, no part of such mark shall be placed farther from the tack point than the greater of 300mm or 15% of the length of the foot.

(c) (i)

One builder's mark, which may include the name or mark of the designer, may be placed on the hull, and one maker's mark may be displayed on each side on spars and on each side of other equipment. Such marks shall fit within a 150mm x 150mm square.

(d) (i)

The forward part of the hull on each side of all participating boats in an event shall only display advertising chosen and required to be displayed by that event organizer as follows:

- for boats under 6.5 meters, 25% of the hull length, and
- for boats over 6.5 meters, 20% of the hull length excluding bow numbers. If such advertising is required, it shall be so stated in the Notice of Race. If advertising is for alcohol or tobacco, the word "may" instead of "shall" applies.

(e) competitors may display advertising on clothing and personal equipment without restriction.

- 5.5.5 Except as provided by Regulations 20.3 and 20.3.2 the right to have any or all advertising on the hulls, sails and spars shall be solely the right of and at the direction of the competitor provided that such right may be contracted or assigned to others at the competitor's discretion.

SCIRA Advertising Prescription

1. All Snipe regattas are Category C.
2. The organizers of events may request that competitors display advertising material of an event sponsor under the restrictions outlined in paragraphs 3 thru 5.
3. Under no circumstances will the display of advertising of an event sponsor be mandatory. The final decision on whether to display such advertising shall remain with the skipper. There shall be no penalty or inducement of any type for any skipper who chooses not to display the advertising of an event sponsor.
4. The entry fee and any other fees associated with the event shall be uniform for all skippers whether or not

they display advertising associated with the event sponsor. This shall include fees associated with social events.

5. For those event organizers who choose to allow event sponsorship advertising the following fee schedule shall apply:

- A. World Championship: \$1500 (US) to the SCIRA Office.
- B. European and Western Hemispheres: \$750 (US) to the SCIRA Office.
- C. World Masters, Junior, and Women's: \$350 (US) to the SCIRA Office.
- D. Continental, International, and National Championships: \$350 (US) to host country's SCIRA Office.

NOTE: The SCIRA Advertising Prescription has changed from that printed in the 2001-2004 Rulebook. This copy takes precedence.

Restrictions and Measurement Rules

Mast Step Location

The Rules Committee proposed and the Board of Governors approved the following:

Abandon the measurement of the mast step location on all boats and in all events of rule 27.1 on a trial basis for the year 2004. After such period the Rule Committee will report to the Board of Governors and a new decision will be considered in consequence of the years trial experiment, with a final decision before the new edition of the SCIRA Rulebook.

To grant equal basis and avoid mis-interpretation of the test procedure, the enforcement of rule 11.5 "The front side of the hole shall not be less than 1494mm (58 7/8") aft of the stem (point 0). This shall apply to all boats.

Mast: Rule 29. A screw or other stopper shall be placed at the lower edge of the top band to prevent the mainsail to be hoisted higher than allowed. Masts with halyard locks at the masthead shall not be required to have a stopper.

Mainsail: The bolt rope on the mainsail foot and luff may be cut-out, at the tack only.

Centerboard: Centerboard width allowance of +/- 3mm as allowed on the bottom of the centerboard.

Rudder: Gudgeon allowance of +/- 3mm on the position of the gudgeons (lower 155, upper 410).



Time Limit and Deed of Gift amendments

As a follow-up from the summer Board of Governor meeting in Landskrona, Sweden, where the Board of Governors changed the format of Snipe regattas from length to a timed basis, the Rules Committee suggests the following:

Snipe races shall be managed to last approximately 60-75 minutes. A different time used to complete the race will not be grounds for protest. The first boat shall complete the first lap in maximum 40 minutes. Any boat finishing more than 20 minutes after the first boat shall be scored DNF.

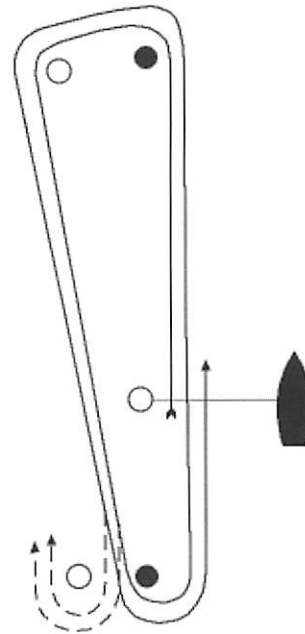
Deed of Gift changes for: Hub E Isaacks, Vieri Lasinio, Hayward Western Hemisphere & Orient and European Championship trophies (major events except World Masters and Women's Worlds)

The number of races shall increase from 7 to 9 or if possible, 11. The Drop race prescription will follow:

6 races completed	1 drop
9 or 11 completed	2 drop

Course Changes

The following course with a start and finish line at 1/3 of the windward leg, to be applied to regattas up to National Championships with approval of the National Secretary only.



A STAR IS BORN

After many years of local successes we have given our sails to test to some of the best international sailors. The performances of our mains and jibs have been greatly appreciated worldwide. During the past winter, we have invited to our loft the World Champion 2001, the Brazilian Alejandro PARADEDA. Together with him, we have developed an even faster set of sails. The results achieved at 2003 World is Sweden are the best proof of it: two 1st, one 2nd, two 3rd in the single races and a very nice 4th and 5th overall! At the Italian Championship this year the new sails we have scored the whole top-nine positions besides the 5th place!



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VICTORY LIST

2003 WORLD CHAMPIONSHIP,

Borstahusen, Sweden

3rd. on Race n.2

2nd. and 3rd. on Race n.3

1st. on Race n.4

1st. on Race n.7

4th and 5th. Overall

2003 ITALIAN CHAMPIONSHIP

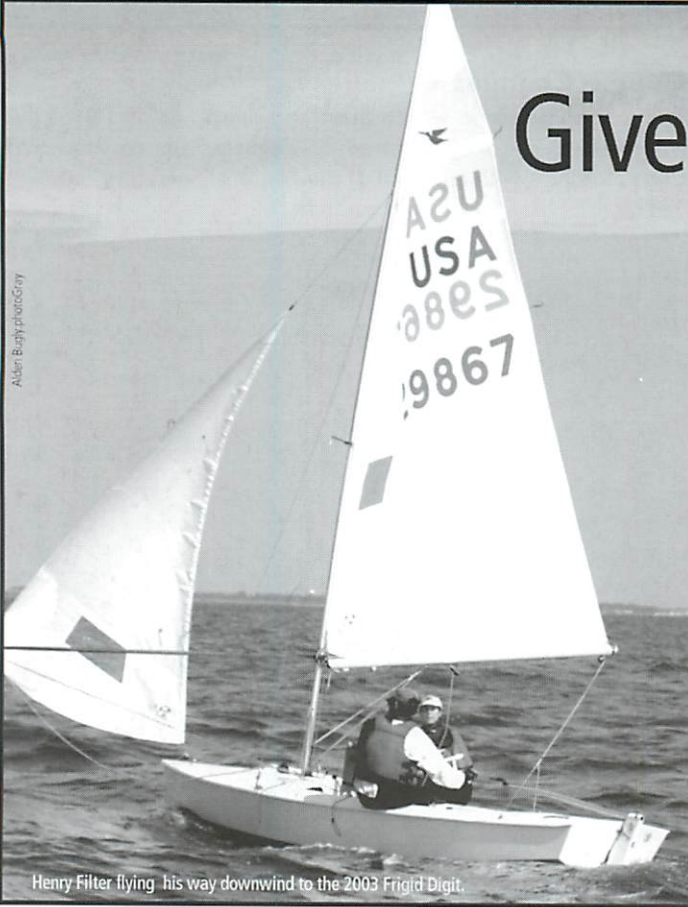
1st, 2nd, 3rd., 4th, 6th., 7th, 8th. and 9th.



"PARADEDA in action at 2003 Worlds"

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Alden Barry photo © Gray



Henry Filter flying his way downwind to the 2003 Frigid Digit.

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PanAm Games 2,3
Argentine PanAm Trials 1,3,4
Japan Nationals 1
Argentine Junior Trials 1,2
Junior Worlds 2,3

District 6 1,2
Womens Challenge 1
Argentine's World's Trials 1,3,4
Fleet 495 Champs 1
Las Vegas Regatta 1,3,4,5,7
Tampa Bay Challenge 1

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