

Snipe BulletinTM

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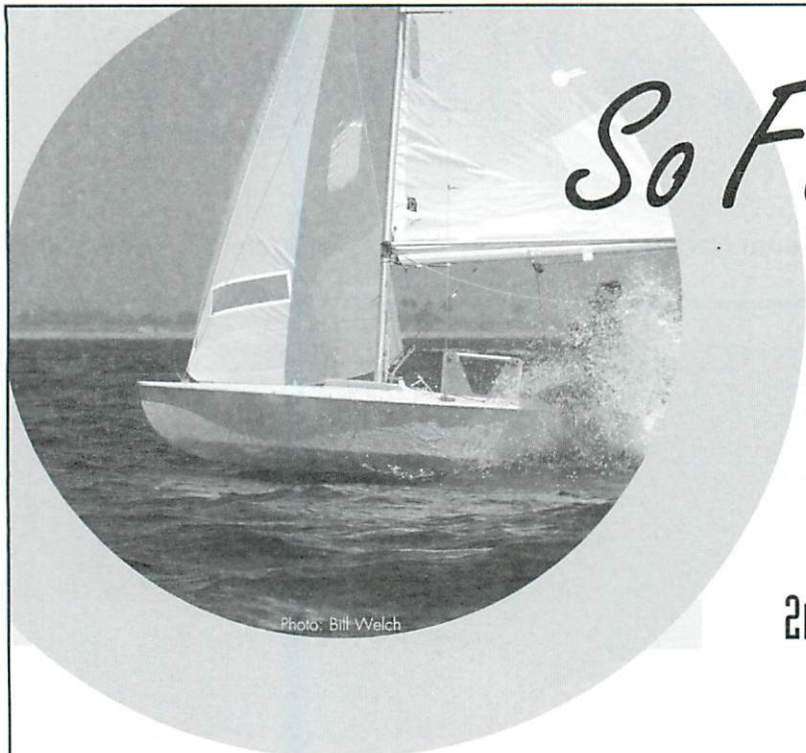
Official newsletter of the Snipe Class International Racing Association

Volume 17, Winter 2005



photo: Enrico Solerio

Snipes Await another day in Palma, Mallorca



So Far, So Fast

1st, 2nd 2003 World Championship
1st 2003 Junior World Championship
1st 2004 Master World Championship
2nd 2004 Womens World Championship

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Snipe Bulletin

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Publication Information
SNIPE BULLETIN (ISSN 08996288) is published quarterly and is part of membership of the organization. Subscriptions are available for \$10.00 per year by Snipe Class International Racing Association, Incorporatæd (not for profit), 2812 Canon Street, San Diego, CA 92106 USA.

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Send address changes to
SNIPE BULLETIN
2812 Canon Street, San Diego, CA 92106
USA



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The Count: 6 numbers have been issued; Brazil 2; USA 4
Numbered Snipes: 30325
Chartered Fleets: 874

Change of Address:

The SCIRA office has moved:
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Snipe Sailors Named as USOC Representatives

US Sailing named Carol Cronin with Henry Filter as alternate, as the US Sailing athlete representatives to the US Olympic Committee. Both Carol and Henry, long-time Snipe sailors familiar to most on the international Snipe circuit, have represented the US and the Snipe in the Pan Am Games. In addition, Carol with Henry's wife Liz as crew, sailed in Athens in the Yngling. Henry previously had a Laser campaign.

Next Issue deadline:
March 1

SERIOUS SAILING, SERIOUS FUN!

From the Commodore's Desk...

Our Class's motto could not have been better chosen and truly reflects the spirit of the Class. I feel that to be Commodore of SCIRA is a commitment to such spirit and a reward to any Snipe sailor.

I have been sailing Snipes since 1981 when fascinated by a "Pistola" (copy of a Chubasco) owned by Ivan Pimentel, I ordered one for myself. However, my serious involvement with the Class organization commenced in 1984 when Flávio Caiuby, the first South American to become SCIRA's Commodore and, at that time the Brazilian National Secretary "ordered" me to accept my nomination as the next National Secretary. I took the challenge for 3 years in a row and back again for 2 years in 2000. During these 23 years I owned and sailed J24's and Stars, but never once have I failed to have a Snipe at the ready at my Club.

During all this years and certainly most of all during the ending one, in anticipation of 2005 when I would be your Commodore, many ideas and questions came to my mind on how could we work together to keep our Class growing and becoming more and more attractive to young people. It would be unfair not to share them with the Snipe family in my first opportunity to speak to all of you as your Commodore. It's human nature to react to changes and, I am aware that many of you may have strong and negative reactions, but let us all give some time in the thinking of what good and what bad each change, if it comes to be, may bring to the Class. It is my intention to have all this questions and matters discussed and examined by appropriate Committees and hopefully, in time voted by the board as possible changes to the Constitution, By-Laws and Deeds of Gift.

The Class Voting System.

Do all of you Snipe Sailors know how many voting Members do we have on the Board? Do you know how they are chosen/elected? What about SCIRA's Officers? Is the choosing/election system a good one or should it be improved? If it is possible to have it improved how this should be done?

The answers to some of those questions are in our Constitution but still, possibly the majority of the Snipe Sailors never fully

understand how Board Members and Executive Officers are chosen and just trusted that they would do the best for the Class and, indeed they have! But should we have a more open voting board? Whilst we certainly have a debt toward USA for forming SCIRA and making it the organized Class it is, time has passed and we are truly an International Class, therefore, let's extend the right of voting USA have to all National Secretaries. This would represent a more active participation of all Snipe Sailors on the guiding of SCIRA. The reason? National Secretaries are elected by the Fleet Captains, a direct choice of sailors!

World Championship of SCIRA.

Presently the Deed of Gift rules that we should have our World Championship each two years in the odd numbered years. It also says that on top of the entries per country based on the average number of registered boats for the past 2 years the Defending Champion the European Champion, the WH&O Champion, the 1st and 2nd in the Junior World as well as one skipper from the host country and one from the host fleet. I think the we should consider some changes: Why not a World Championship every year? Why not guaranteed entries for all past World Champions? We have a lot to gain and nothing to loose!

Western Hemisphere & Orient Championship. European Championship.

Many are the voices of doom indicating that a World Championship every year will bring the end to the WH&O and European Championship. I really don't think so. Such events have so much an appeal of their own that it is unlikely that they best sailors of each section will not attend and, again here we could improve and include all past Champions, plus the Senior South America, North America and Orient Champions, on top of what we have already! If we included the Juniors why not the Seniors?

Well, I think it is enough for one year ! Let me have your thoughts! We have a Member's Forum at our web site; please use it to give me your opinion and suggestions. I really value them!

Have fun sailing SNIPES!

Henrique O. Motta
Commodore 2005



Looking Back – SCIRA 2004

This is the Snipe

At the end of the year, I would like to look back to SCIRA 2004 for reflection for the coming year. The biggest topic in 2004 was the submission of the Snipe for consideration as 2008 Olympic equipment. SCIRA also held four major international Championships for Women, Masters and Western Hemisphere & Orient and Europeans.

Snipe in Olympics: At the beginning of the year, the committee "Snipe in the Olympics" was formed with 9 members with chairman Past Commodore Gonzo Diaz. During preparation of the submissions, we had many serious discussions among the committee members, exchanging over 400 e-mails and we received many opinions from SCIRA members around the world, including opposition. One of the main points of discussion was that the camaraderie of the Class may be spoiled by being selected as an Olympic class. I believe the Committee did excellent work in the effort of the submission. Some ISAF Event Committee members commented that our document was the best submitted. Unfortunately we were not selected, however I am confident that we conveyed the high enthusiasm and current organization and activities of the Class to ISAF. I believe this will bring excellent long-range effects on the selection of equipment for Regional Games. Through this effort and SCIRA's attendance in the ISAF 2004

Annual Meetings, I feel strongly that the Class should be more involved in ISAF and our National Authorities by sending influential members into these organizations. Our participation in these organizations will strengthen our Class and raise the status of the Class in the International sailing field.

Women's Worlds in Norway: I joined the Championship as the SCIRA Representative. As you can see from the previous Snipe Bulletin report of the Championship, the most remarkable point was that the championship was organized and managed all by women members and supported by the physically strong 'Boat Boys.' Of course, the principle race officer and the chairman of the International Jury were all capable members and their performance was outstanding! It is an excellent example of a women's championship.

World Masters in Italy: I participated in the championship as a competitor. On the third day, I could face such a very wonderful scene, as "this is the Snipe." This is, upon returning to the club after finishing the third race, a terrible thunderstorm suddenly attached the fleet with hard rain, strong wind, lightning & thunder. As our boat sailed as far away from the thunder as possible to save our life, our arrival at the ramp of the club was almost the last. On the ramp, I could see Augie Diaz was assisting fellow competitors, lifting boats until he last one was out of the water. Augie was

still in his sailing gear in cold conditions, but was asking each competitor, "Are you OK? Is your crew OK?," although he was one of the first to reach the club. My reaction was "this is the Snipe family!" I was also very impressed that the SCIRA officers and members including Claudio Ciuffo and my crew of Ivo Gattulli were working very hard while competing in the regatta, with my personal thanks.

WH & O Championship in Brazil: I joined the Championship as the SCIRA Representative. The Championship was simple but a very wonderful one among my many attended Snipe international regattas. There were only 22 entries, but the competition was very exciting and at a very high level including two past World Champions and top sailors from 5 countries, under various wind conditions of light, medium and strong winds on a beautiful sea. I thought this kind of familiar atmosphere and a simple but competitive regatta without consuming much money will be a preferable Snipe regatta.

European Championship in France: I did not attend this Championship, however from the report and photos I can see it was a successful regatta. This is, I can imagine all competitors and all race committee members feeling satisfactory by sailing out the serious regatta under inclement weather conditions including the closing and prizegiving ceremony, which was heated by the friendly atmosphere and excellent hospitality. We are proud that the Championship proved the Snipe and the sailors!

Not only the above, we experienced many "Serious Sailing, Serious Fun" in 2004 through club races, fleet and National Championships as well as other regattas. Finally, I would like to repeat for further promotion of the Class "Think Globally and Act Locally" because the activation of the "fleet" under an attractive National and International organization is the most fundamental for the promotion of the Class.

—Jiro Yamamoto
2004 SCIRA Commodore



Comets and Snipes racing off Hamilton, Bermuda in 1982. The Snipe and Comet were both designed around the same time, but Bill Crosby, editor of Rudder Magazine, published the plans for the Snipe to his large readership and the rest, as they say, is history. Photo: Bermuda News Bureau



SCIRA Board of Governors

Meet the newest members of the
SCIRA Board of Governors

Rear Commodore

Pedro Garra - Uruguay

Pedro comes from a Snipe sailing family, following his father's passion for sailing. He began sailing in an Optimist at age 8 and started crewing in a Snipe for his father in 1982 at the age of 13. He began skippering in 1985. He has been actively racing on the local scene in South American and was a representative for Uruguay at the Western Hemisphere & Orient Championships. He was National Secretary from 1996-2001 and helped organize the 2001 Worlds in Punta del Este. He finished 8th in the 2004 South American's in Porto Alegre.

Pedro and his wife Florencia have a darling 1-year-old daughter. When not sailing, Pedro is an industrial engineer with a background in textile, forestry and construction. He has been the owner/director of a consulting company since 2002 and currently is a MBA candidate in 2004-2005.

Vice Secretary WH & O

Hal Gilreath - USA

Hal also comes from a strong Snipe family, following the footsteps of his father, Harold Gilreath, 1969 SCIRA Commodore. Hal began sailing at age 7 at Atlanta Yacht Club and crewed for his Dad on the Snipe. He went on to sail a variety of boats, earning honors as an All-

American sailor at the U.S. Naval Academy. He resumed Snipe sailing in 1990 and has represented the US in several World and WH & O Championships. Hal has sailed out of the Lake Lanier, Atlanta and Annapolis fleets following his professions as a naval aviator, grad school student and healthcare management consultant. He currently resides in Jacksonville, Florida with his wife Nancy (an awesome Snipe crew!) and his 5-year old daughter Emily.

Member at Large 2005-2008

Elizabeth Crouch - Great Britain

Liz began sailing at age 13 in Cadets and started crewing in a Snipe at age 13. She has sailed with her brother in the Europeans and Junior Worlds representing Great Britain. She took the tiller herself for a few years but returned to crewing, most recently for Alan Williams for the past 6 years at the Europeans and European circuit. Liz has a BA Honours degree in Business and Finance, as a qualified management consultant and is a Business Systems Consultant. Liz previously served as National Secretary for the past 3 years.

Member at Large 2005-2008

Fernando Tajuelo - Spain

Fernando hails from the Galicia region of Spain, but moved to Madrid temporarily to study at the University for Aeronautical Engineer, working for the European Space Agency. Presently he lives and works in Galicia in the Wind Energy field.

Fernando began sailing Snipes in 1989 in a wooden Snipe on his summer holidays, moving to a modern Snipe for racing in 1995. In 1999, he was District Governor and in 2002 took the reigns as National Secretary.

Treasurer David Odell - USA

David joined the San Francisco Snipe fleet in 1993 but took a hiatus while living and working in Sydney, Australia. He rejoined the fleet in 2000 and races regularly with his wife Susan out of Richmond Yacht Club on San Francisco bay. Learning to sail at age five in a Sunfish where he capsized, we're lucky David stuck with sailing and graduated to a Snipe! David is a graduate of the University of Texas at Austin with a BA in Business Administration. He is a Certified Public Accountant, previously with KPMG and currently is the CFO of Hyperion Solutions, a large enterprise software company.

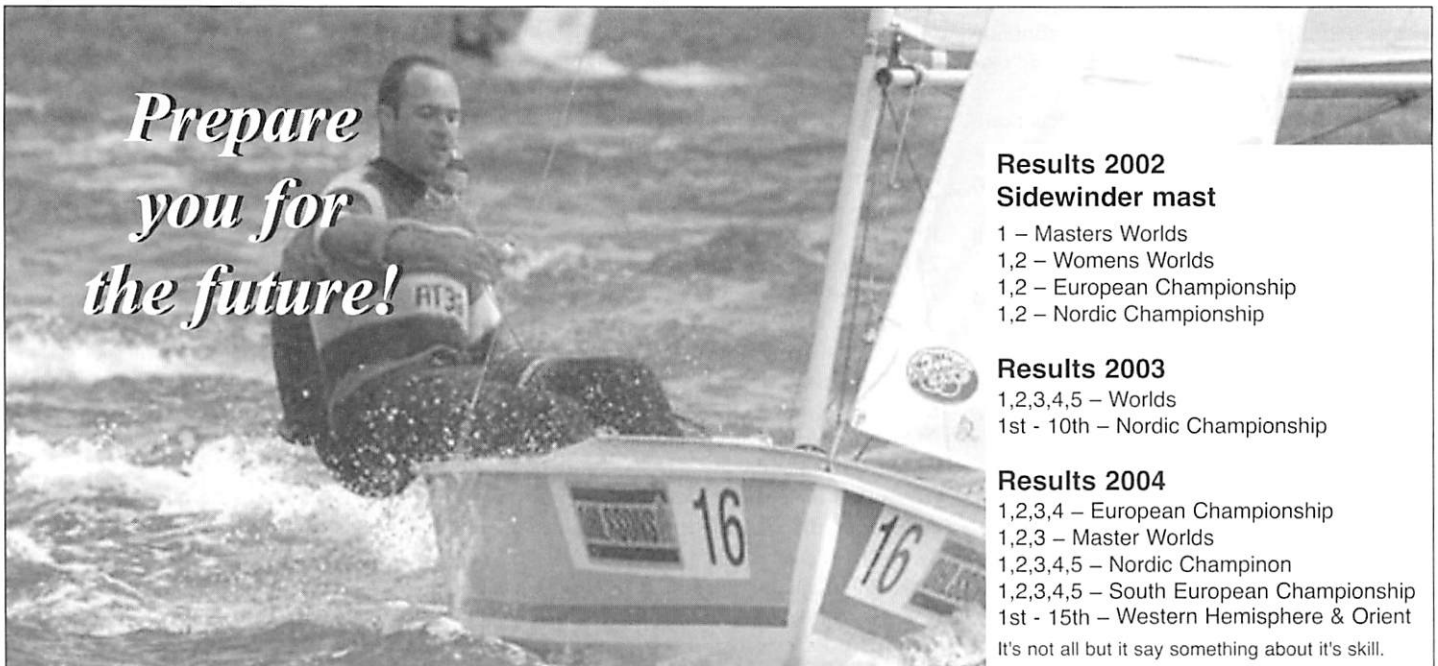
Thank you to outgoing Board members:

Past Commodore Brainard Cooper, who moves over to be SCIRA's ISAF Representative
Member at Large: Luis Soubie who stepped in when Robert Dunkley moved to the Flag office
Treasurer Pedro Lorson who served in this position for 4 years

Thank you to outgoing National Secretaries - welcome to the new NS!

Sweden: Mats Gothlin - welcome to Bernhard Rost

Great Britain: Elizabeth Crouch - welcome to Alan Williams



*Prepare
you for
the future!*

Results 2002
Sidewinder mast
1 - Masters Worlds
1,2 - Womens Worlds
1,2 - European Championship
1,2 - Nordic Championship

Results 2003
1,2,3,4,5 - Worlds
1st - 10th - Nordic Championship

Results 2004
1,2,3,4 - European Championship
1,2,3 - Master Worlds
1,2,3,4,5 - Nordic Champion
1,2,3,4,5 - South European Championship
1st - 15th - Western Hemisphere & Orient
It's not all but it say something about it's skill.



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*Sidewinder
Sweden*

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A QUICK OVERVIEW of the SIGNIFICANT RULE CHANGES in the 2005-2008 RACING RULES OF SAILING

The following is a list of the significant changes in the 2005-2008 edition of The Racing Rules of Sailing (RRS). These are changes from the 2001-2004 edition of the RRS. **NOTE:** These brief summaries are not intended to be actual representations of the rules; nor is this a complete list of all the changes in the 2005-2008 RRS.

Portions of this document are excerpted from Dave Perry's 'Understanding the Racing Rules of Sailing Through 2008' available from US SAILING by calling 1-800-US-SAIL-1 or ordering on-line from <http://www.ussailing.org>.

Preamble to Part 2 (When Boats Meet): The preamble now clarifies that when a racing boat meets a boat having no intention of racing, the racing boat is required to comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules, or risk disqualification. However only the race or protest committee can protest the racing boat.

Rule 14 (Avoiding Contact): The rule clarifies that a right-of-way boat that breaks rule 14 can be penalized when the contact causes injury to a person.

Rule 16.2 (Changing Course): This rule now applies only when P is keeping clear by passing astern of S. If P is crossing ahead of S (upwind or downwind), S may change course and make P "immediately" change course to continue keeping clear provided P can do so in a "seamanlike" way.

Rule 19.1 (Room to Tack at an Obstruction): Now, a boat that hails for room to tack when it does not need to make a substantial course change to safely avoid the obstruction breaks rule 19.1. The boat being hailed must still respond to the hail, but she can now protest under rule 19.1 when she thinks the hail was unfounded.

Rule 25 (Notice of Race, Sailing Instructions and Signals): Now it is mandatory that the notice of race, as well as the sailing instructions, be made available to each boat before a race.

Rule 30.1 (Round-an-End Rule) as well as rule 26 (Starting Races) and Race Signals mean that the I flag, when used, is flown as a preparatory signal (i.e. it cannot be flown before a preparatory signal). The same is true for the Z flag (rule 30.2, 20% Penalty Rule) and the black flag (rule 30.3, Black Flag Rule).

Rule 30.3 (Black Flag Rule): Now if the race committee intends to disqualify a boat for breaking rule 30.3 and there is a general recall, the race committee must display her sail number *before* the next warning signal for that race. The same is true if the race is abandoned after the starting signal.

Rule 31.2 (Touching a Mark): Once a boat that has touched a mark has done one turn that includes a tack and a gybe (in either order), it may continue in the race; i.e., it does not need

to do a complete 360 degree turn.

Rule 32.2 (Shortening or Abandoning After the Start): Now the race committee can shorten a race at a gate (the finishing line is between the gate marks), or at a line boats are required to cross at the end of each lap.

Rule 33(a)(2) (Changing the Next Leg of the Course): Now instead of displaying the new compass bearing when changing a mark, the race committee may use a green triangular flag or board for a change to starboard, or a red rectangular flag or board for a change to port (think of channel marker shapes and colors).

Rule 40.2 (Personal Buoyancy; Harness): As of January 1, 2006, trapeze and hiking harnesses must have a device that allows competitors to quickly release themselves from the boat at any time while in use.

Rule 41 (Outside Help): Rule 41 now "legalizes" many things that were common occurrences in the past, such as listening to a weather radio during a race or having the race committee hail your sail number 30 seconds before the starting signal when the "Round-an-End" rule was in effect, or someone remind you which way to round a mark or point out seaweed on your rudder during a race.

Rule 42 (Propulsion): "Sculling" has been redefined to include repeated "forceful" movement of the helm, regardless of its effect. Furthermore, any repeated helm movement that propels the boat forward is also "sculling." "Sculling" is now permitted when a boat is above close-hauled and has little steerageway and is trying to turn back down to close-hauled.

Rule 44 (Penalties for Breaking Rules of Part 2): A boat no longer needs to do a complete 720 degree turn to take a penalty for possibly breaking a rule. Once a boat has done two turns in the same direction, that includes two tacks and two gybes, it may continue in the race; this is now called a Two-Turns Penalty (rule 44.2). Note that a boat that may have broken a rule and in the incident has caused injury (to anyone, including her own crew) must now retire from the race; she is not entitled to do a Two-Turns Penalty (rule 44.1).

Rule 60 (Right to Protest; Right to Request Redress or Rule 69 Action): Rules 60.2 and 60.3 state that the race or protest committee cannot protest a boat based on information learned in a request for redress, though the protest committee can always protest a boat if it learns (in any way) that a boat was involved in an incident that may have resulted in injury or serious damage.

Rule 61.1(a)(3) (Protest Requirements): In an incident in which it is obvious to the boats involved that there was damage or injury, the boats involved do not need to say "Protest" or fly a protest flag to protest; they simply have to

inform the other of their intent to protest within the time limit for lodging a protest.

Rule 62.1(a) (Redress): The actions or omissions of the organizing authority can now be the subject of a redress request.

Rule 63.7 (Conflict between Rules): this new rule instructs protest committees to resolve a conflict between a notice of race and a sailing instruction in the way which provides the fairest result for all boats affected.

Rule 69.1(b)(2) (Allegations of Gross Misconduct; Action by a Protest Committee): If the protest committee decides to remove the boat from a race or races, it "disqualifies" the boat; and furthermore a disqualification under this rule is now non-discardable.

Rule 75.3 (a US prescription to rule 75, Entering a Race): The organizing authority can no longer require a competitor to assume any liabilities of the organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official involved with the event (commonly referred to as an 'indemnification' or 'hold harmless' agreement).

Rule 86 (Changes to the Racing Rules): Note that rule 42 (Propulsion) cannot be changed by prescriptions or by sailing instructions (rule 86.1(a) and 86.1(b)); but it still can be changed by class rules (86.1(c)).

Rule 88.2(a) (Notice of Race; Appointment of Race Officials): Rule 88.2(a) now clarifies that the notice of race may be changed provided adequate notice is given.

Rule 89.3 (Scoring): Now the default scoring system is the Low Point System.

ABOUT THE NEW RULES:

The new rules have several significant and many subtle changes that sailors, race officials and judges need to be aware of. These include an addition to the rule on calling for room to tack at an obstruction, changes in the propulsion rule, and some more leniency in the protest requirements.

ABOUT DAVE PERRY

Dave is currently the Director of Athletics at Greens Farms Academy in Westport, Connecticut. He received his undergraduate degree at Yale, and has received an honorary Doctorate of Education from Piedmont College. He has been a member of the US SAILING Appeals Committee since 1986, and is a Senior Certified Judge. He has authored three books on the sport, *Understanding the Yacht Racing Rules*, *Winning In One-Designs*, and *Dave Perry's 100 Best Rules Quizzes*. He is a two-time All American sailor, two-time Congressional Cup winner, and a member of the *Sailing World Hall of Fame*. He has conducted thousands of "rules talks" and seminars on the sport, and is best known for his clear, humorous and highly interactive presentations.



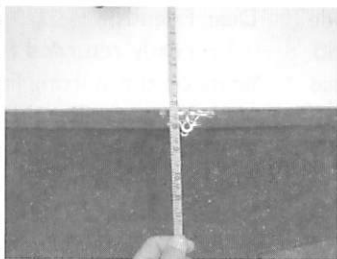
Measuring Your Mast Step

It has been a year now with the new mast step rule, and the results are in.

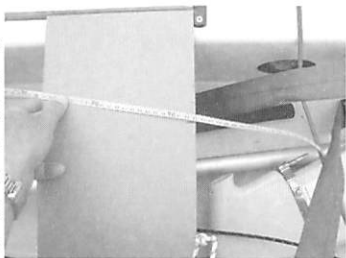
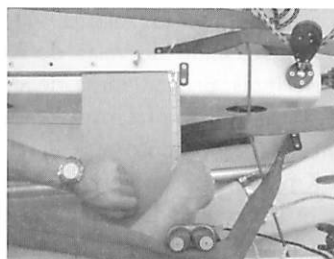
We kept our step in the same place, and observed others move their mast steps. We found that one hold forward from the old position seemed ok, but made the boat food, and it was difficult to point. Two or more holes forward from the old standard position never went well. One Snipe sailor decided to go back one hole instead of forward, and he had good speed! So on our boat, we will still be leaving the mast step where it was under the old measurement.

We wanted a way to compare mast step positions from boat to boat and builder to builder without having to get on the jig. After a discussion with Rules Chairman Giorgio Brezich, it was decided that the back of the centerboard trunk was the most consistent place to measure from.

With that as a starting point, we went out to measure our mast step position from the back of the mast (bottom of mast extrusion, and top of the mast butt) to the back of the



top l: measurement to transom
top r: 90 degree measurement



top l: measurement from back of trunk
top r: Mast step measurement



centerboard trunk. Because you can't measure straight from the back of the trunk to the backside of the mast, we took a piece of cardboard, and bent it 90 degrees. The cardboard was then inserted into the back of the centerboard trunk. We made a 15.24cm (6") measurement from the back, center part of the trunk to the edge of the cardboard. Then we measured from the 15.24cm (6") mark on the cardboard to the back of the mast. The pictures show the numbers.

The boat in the picture is Persson #29957. The mast step on this boat was measured on 5 separate occasions using both the old method of measuring from the bow, and the newer method developed by Vice Rules Chairman Steve Stewart of measuring from the measurement jig with a swing arm, and a laser beam. After all of this measurement, the mast step on this boat is believed to be at the old rule or .3175cm (1/8") forward of the old rule.

—George Szabo

Tribute to Arturo Delgado

In stepping down from honorary ISAF Offices held, Arturo delgado has completed in excess of thirty years unbroken service to the competitive world of international sailboat racing.

Introduced to sailing whilst at college, Arthur became competitive in the International Moth, Star, Dragon, Soling and Snipe. His first love has always been the Snipe with its close knit community and the boats unique challenging characteristics.

At the end of the 1960s, Arturo took the first step on the SCIRA ladder as fleet captain of the Madrid Fleet. Climbing steadily taking District Secretary, National Secretary, South European Secretary, European Secretary then Rear, Vice and Commodore.

Becoming involved with the Spanish Sailing Federation the "Madrid Dynamo" progressed to Federation President from 1980-84. Immediately standing down he as

elected President of the Royal Spanish Sailing Federation. His energy was such that he held official capacity in SCIRA, Spanish Federation, Euro Sailing Federation and the ISAF whilst keeping his sailing schedule active.

Like a prairie fire he consumed ISAF office after office. Review Board, General Council, E-Group Representative, Directory Barcelona Olympics, Vice President ISAF. Attending numerous international administrative meetings along with holding his international legal business together rightly earned Arturo the title "The Madrid Dynamo."

His founder work in the European Community Sailing Federations finalized in elected Federation President. Even the Spanish Challenge to the America's Cup saw him sitting in committee as Vice President.

Awards, medals by the ISAF, the Spanish and Portuguese Federations are numerous. Whilst presentations for service by the Spanish Royal Household have become quite normal!

Credit has to be expressed in his introduction of two vital European Regattas. In 1986 at Santiago de la Ribera, the "Madrid Dynamo" sat down with Antonio Roquette to thrash out introduction/constitution for a fresh regatta, The Iberian Championship. Which has welded Spain-Portugal inseparable. European Cup is his other achievement. Although owned by UK the membership has to have a clear understanding the complete philosophy behind this regatta was founded by Arturo. The European Cup is now Europe's prime regatta after the prestigious European Championship.

Enjoy your retirement Arturo, it has been well earned - But we know it shall be short lived! Once the coming spring sunshine warms your blood the 'rocking chair' will be forsaken and you shall be back in harness.

--John Broughton



Argentine National Championship

November 11-14, Rosario

Campeonato Argentino de Snipe, disputado los días 11 al 14 de noviembre de 2004, organizado por el Club de Velas de Rosario. Contó con 27 embarcaciones inscriptas, provenientes de diversos clubes del país, y también de Uruguay. Se completaron 7 regatas en la zona de regatas ubicada frente al Monumento a la Bandera de Rosario, en las proximidades del Km. 417 del Río Paraná.

El día Jueves 11/11 comenzó el programa del campeonato con medición y pesaje de las embarcaciones y equipo. El viernes 12/11 fue el primer día de regatas, en el que se completaron 2 ruebas, con viento del sudeste entre 6 y 9 nudos de intensidad. El Sábado 13/11 el viento fue más intenso llegando hasta los 19 nudos, el este-nordeste. En ese día, la tripulación compuesta por Cristián Noé y Federico López, representantes del Club de Velas de Rosario, se diferenció del resto de la flota por ganar las 3 regatas largadas.

El día Domingo 14/11, culminó el programa de regatas, con las dos últimas del campeonato, también ganadas por Noé - López.

—Cristián Noé

editor's note: Cristián Noe has dominated the Argentine Nationals: 2001 - 2nd, 2002 - 1st, 2003 - 1st, 2004 - 1st.

Juniors and Chilean Nationals

Dear Friends;

I recently returned from the Argentine Nationals with 27 boats on the starting line and with 7 junior crews. Recently we held the Chilean Nationals with another 21 boats on the starting line and 8 junior teams. These results are a signal that the resurgence of the Snipe in Chile is happening! We're looking forward to the South American Championships to be held here in Chile in April 2005!



Skipper/Crew	Sail #	Class	Country								Total
Cristian Noe/Federico Lopez	28643		Argentina	4	(11)	1	1	1	1	1	7.75
Adrian Marcatelli/Ariel Villalba	28969		Argentina	5	5	(6)	4	6	5	5	30.00
Pablo Defazio/Marcos Lewis	29251		Uruguay	7	2	7	2	2	11	(dnf)	31.00
Agustin Zabalua/Juan Pablo Guerra	28786		Argentina	(ocs)	4	9	5	5	10	3	36.00
Javier/Nicolas Ocariz	28647		Argentina	(21)	1	2	12	4	4	15	37.75
Matias Pereyra/Andres Marcone	28211		Argentina	(20)	10	4	11	8	6	8	47.00
Lelio DiSanto/Fernando Isa Pavia	29957	junior	Argentina	(14)	6	8	14	13	2	7	50.00
Manuel Fumagallo/Federico Molina	12103		Argentina	3	3	10	(15)	9	15	10	50.00
Eduardo/Julian Fumagallo	28699		Argentina	1	15	5	10	(19)	3	dnf	52.75
Federico Norman/Cesar Giacometti	28646	junior	Argentina	(ocs)	9	3	7	10	22	2	53.00
Fernandez Vina Ignacio/Rene Hormazabel	28696		Argentina	13	8	(25)	3	3	14	14	55.00
Ezequiel Despontin/Matias Arrambide	29012		Argentina	2	26	(dsq)	6	7	9	13	63.00
Esteban Baquedano/Juan Ignacio Dris	2864		Argentina	(22)	19	12	13	11	12	4	71.00
Luciano Oggero/Francisco Bonaventura	29330	junior	Argentina	12	7	14	(21)	21	13	11	78.00
Javier Moyano/Javier Matehus	29730		Argentina	18	16	17	9	18	7	(dnf)	85.00
Carlos Rodriguez/Mariela Sappia	24224	mixed	Argentina	11	13	13	19	22	(23)	12	90.00
Matias Fernandez Vina/Nicolas Capdevila	29338	junior	Argentina	8	22	16	23	(25)	8	16	93.00
Federico Pierson/Gonzalo Caceres	28985	junior	Argentina	6	14	20	18	12	(dnf)	dnf	89.00
Marcos Montanaro/Santiago Echeverria	1273		Argentina	10	21	21	24	(dns)	16	9	96.00
Mariano Arroyo/Edgardo Pelicon	28984		Argentina	(24)	18	19	8	15	17	(dnf)	101.00
Mario Fumagallo/Santiago Suarez Ordone	2869		Argentina	17	12	18	(22)	17	19	dnf	102.00
Sebastian Guerra/Guadalupe Flores Hauer	2	mixed	Argentina	23	17	(24)	17	24	20	6	107.00
Jose Lovigne/Lucas Montanaro	29889		Argentina	19	20	(22)	16	14	21	18	108.00
Nicolas Mendez Casariego/German Diaz	12000		Argentina	9	(dnf)	11	dns	23	18	dnf	107.00
Emmanuel Botello/Mariano Zarza	27860		Argentina	15	25	15	20	16	(dnf)	dnf	117.00
Marcelo Cortese/Eugenio Cortese	29839	junior	Argentina	16	23	23	(26)	26	24	17	129.00
Martin Viale/Ezequiel Gonzalez	28698		Argentina	25	24	(26)	25	20	25	dnf	138.00



2004 Dues Paid as of December 31, 2004

Country	Boats Paid	Members
Argentina	29	48
Bahamas	14	13
Belarus	3	5
Belgium	18	27
Bermuda	3	2
Brazil	75	114
Canada	13	26
Chile	9	15
Colombia	25	29
Cuba	2	8
Denmark	19	27
Finland	25	59
France	40	76
Germany	7	13
India	5	3
Italy	127	291
Japan	442	843
Moldovia	0	3
Norway	146	217
Poland	7	13
Portugal	64	96
Russia	49	60
Spain	213	247
Sweden	46	68
Ukraine	3	3
United Kingdom	21	32
United States	563	765
Uruguay	15	31
Total	1982	3135

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- Last 6 World Championships
- Last 6 European Championships
- Last 6 Western Hemisphere Championships
- Last 8 US-National Championships
- Last 10 Scandinavian Championships
- More than 200 National Championships - and many more to come

News for 2005

- Optimized hull design
- Now produced by Starmarine, Trieste, ITALY
- Danish quality and Advanced italian technology = very fast

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Snipe 30,000 in the Bahamas

Gary and Phyllis Beck enjoy "30,000 Maniacs" at the 2004 Winter Circuit in the Bahamas. Gary won 30,000 in the Snipe raffle fundraiser held in 1997. Snipe 30,000 was built and donated by Persson Marine, sails donated by North Sails. Proceeds of the raffle benefitted Snipe promotions, junior sailing and individual fleets.



2005 Worlds Entry Quota

Dues Per Country - see Hub E. Isaacs Deed of Gift on page 9

	2003	2004		base quota	Entries	additional	qualified
	Boats	Boats	Total	2005 Worlds	2005 Worlds	entries	champion
	36	29	65	32.5	2		
Bahamas	14	14	28	14	2		
Belarus	3	3	6	3	2		
Belgium	20	18	38	19	2		
Bermuda	4	3	7	3.5	2		
Brazil	68	75	143	71.5	3	1	WH & O
Canada	11	13	24	12	2		
Chile	6	9	15	7.5	2		
Colombia	25	25	50	25	2		
Cuba	2	2	4	2	2		
Denmark	21	19	40	20	2		
Finland	18	25	43	21.5	2		
France	48	40	88	44	2		
Germany	7	7	14	7	2		
India	5	5	10	5	2		
Italy	152	127	279	139.5	4		
Japan	230	442	672	336	8	2	country & host fleet
Norway	149	146	295	147.5	4		
Paraguay	4	0	4	2	0		
Poland	14	7	21	10.5	2		
Portugal	63	64	127	63.5	3		
Russia	49	49	98	49	2	1	Jr. World 2nd
Spain	185	213	398	199	5	1	European
Sweden	44	46	90	45	2		
Ukraine	3	3	6	3	2		
United States	527	563	1090	545	8	2	World & Jr. World
United Kingdom	22	21	43	21.5	2		
Uruguay	14	15	29	14.5	2		
Total	1744	1983		75	75	7	
					7	add ons	
					80	Possible Competitors	



SCIRA Committee Reports

SNIFE in Olympic Committee Report November, 2004

At the ISAF 2004 Annual Meeting (November 10 – 14 2004) in Denmark, the ISAF Council voted on the ISAF Events Committee recommendations and did not select SNIFE, but selected the 470 as the equipment for double-handed men and double-handed women for the 2008 Olympics in Qingdao, China. SCIRA Commodore Jiro Yamamoto, Gilles Boisaubert of SNIFE France, and Henning Sorensen of SNIFE Denmark represented SCIRA at the ISAF Annual meeting.

While disappointment at not being selected is understandable, the SNIFE has gained a lot of recognition. Now, the ISAF highest levels, National Governing Bodies (NGB), and regional organizations are aware of our SNIFE. SCIRA must continue

its work to assure our participation in regional games and to remain in favor with NGB.

The SNIFE in Olympics Committee was assigned by 2004 Commodore Yamamoto for SCIRA to pursue the selection of the SNIFE as equipment for applicable events in the Olympics. The 2003 SCIRA Board approved this pursuit via a motion and electronic ballot in late 2003. The reason for this effort is that SCIRA needs to gain recognition with NGB for sailing. NGB control money and schedule for the country. The growth of the SNIFE is linked to our relations with NGB. In many regions of the world, the SNIFE is ignored by NGB because the SNIFE is not Olympic equipment. In the future, as sports funding is less available, the SNIFE will need recognition from the NGB. In addition, our participation in regional games, such as the Pan American Games is in danger because the SNIFE is not Olympic equipment. The 2004 SCIRA Board approved a motion via elec-

tronic ballot to send submissions prepared by the committee.

The committee consisted of:
Commodore Jiro Yamamoto, Japan
Vice Commodore Henrique Motta, Brazil
Past Commodore Brainard Cooper, USA
Executive Director Jerelyn Biehl
Peter Commette, USA
Pedro Garra, Uruguay
Alessandro Rodati, Italy
Henning Sorensen, Denmark
Gilles Boisaubert, France
Gonzo Diaz, USA

The committee
Prepared submissions and letters
Advised the SCIRA Board on legal issues and signature of agreement with ISAF
Responded to a detailed questionnaire
Provided clarification
Lobbied at ISAF meetings, distributing information on the SNIFE.

Copies of all documents are available via committee members or the SCIRA office.
—Gonzo Diaz, Chairman

Commodore Hub E. Isaacks Trophy

Emblematic of: World Championship of SCIRA. Held every two years in the odd numbered years.

Donated by: Dr. Hub E. Isaacks, first Commodore of SCIRA.

Owned by: SCIRA

Awarded to: The fleet of the winning skipper.

Open to: 1. Skipper and crew must be SCIRA members in good standing with their fleet, country, and the Association, and sailing a Snipe registered to SCIRA for the current year. In case of chartered or loaned boat the skipper may use the sail number of his/her own boat and both boats shall be registered to SCIRA for the current year.

2. All skippers must be citizens, or bonafide residents for at least one year, of the country they represent and each must present credentials signed by his National Secretary attesting that he is the entrant.

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

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

World Champion

European Champion

Western Hemisphere & Orient Champion

First and second place in the Junior World Championship will qualify for the senior worlds in a succeeding year.

4. One additional skipper from the host country, providing that it does not have among its other representatives the Junior or Senior World, European or Western Hemisphere & Orient Champion

5. One additional skipper from the host fleet.

Junior Committee Report

The Junior Committee decided a long time ago to promote the concept of the Snipe as a legacy class. This is to highlight the Snipe's unique position as a class that brings together young and old and therefore encourages the continuation and evolution of the sailing culture.

The interviews of Mark Reynolds, George Szabo, Augie Diaz and Graham Biehl on the Snipeus.org website illustrate that point perfectly.

The Olympic bid prevented us from approaching ISAF as we did not want to interfere with the process. That issue now being resolved and with a new ISAF President of Goran Petersson and a renewed Board, now is the time to rethink our approach.

—Giovanni Galeotti, Chairman
Committee members - Christian Noe,
Don Bedford



Board of Governors 2005

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Vice Commodore

Robert Dunkley, Bahamas

Rear Commodore

Pedro Garra, Uruguay

Past Commodore

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Stefano Longhi

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Vice Secretary for WH&O

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USA

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Don Hackbarth

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Jan van Rysvycklaan 83, BUS 2, 2018 Antwerp,

Belgium

Member at Large 2003-2005

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5315 N. Capitol Avenue, Indianapolis, Indiana

46208, USA

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Taunustrasse 39, Wiesbaden 65183 Germany

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Diagonal 126A #59-42, Bogota, Colombia

Member at Large 2005-2008

Elizabeth Crouch

89 New Hythe Lane, Larkfield, Aylesford, Kent

ME20 6PP, United Kingdom

Member at Large 2005-2008

Fernando Tajuelo Gil

Ig. Eiris de Arriba n 15-1 B, A Coruna 15009,

Spain

Non Voting Members

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Brainard Cooper

176 Ridge Avenue, Chattanooga, TN 37404

USA

Vice Chairman, Rules Committee

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3 rd	European
1 st & 3 rd	South European
1 st & 2 nd	Brasilian Nationals
1 st & 2 nd	South Brasilian
1 st 2 nd 4 th 5 th	Italian Nationals
	...and many more



Contact us for more information: onedesign@olisails.it



North American Championships

October Jacksonville, Florida

It was windy...and it wasn't. That sums up the conditions at this year's North American Championship held in Jacksonville, Florida.

The beautiful Florida Yacht Club was the venue for the event. Reeling from damage caused by Hurricane Jeanne, the club was concerned about whether they could handle the event. The answer was a resounding yes. The club and regatta officials pulled it together to host a first class, memorable long weekend for the 48 teams who made the trip from across the US, Canada and Brazil.

Hot and humid weather gave way to an approaching front Thursday night, leaving some to wonder where the Florida weather had gone. Friday dawned to predictions

of wind from 25-40. After the rain showers swept through, the day cleared quickly and the breeze picked up. Fortunately for all, it settled in at 15-20, which made for delightful, if exhausting sailing. The race committee ran three excellent races that day; one Olympic and two double triangles. At the end of day one, Peter and Sheehan Commette led, with Hal Gilreath/James Liebl and Henry Filter/Lorie Stout tied for second. FYC served up a great cookout, sponsored by the Suddath Companies and Miller Brewing, as crews recovered from three hard fought races.

Saturday was clear and cool with a light northwesterly breeze. Augie Diaz/Lisa Griffith made their move with a solid 4-2-2 to move into the overall lead. Gilreath/Liebl finished with a consistent 1-8-10 to stay in second. The Commettes did not fair as well in the shifty breezes and fell to fourth overall. Mike Blackwood and

Patty Mueller of Milwaukee came on strong with an unbelievable 7-1-1 to move into 5th overall. The three races had multiple lead changes and made consistency extremely difficult. That evening FYC had a low country boil to give competitors a taste of local cuisine. After dancing to DJ tunes several sailors took a river cruise into downtown Jacksonville.

A high-pressure system settled in over Jacksonville Saturday night. The weather was beautiful but the wind was non-existent. The RC wisely cancelled further racing and Diaz/Griffith were declared champions. For Augie, this marks the second time he has won the NAs and goes with his current World and World Masters titles. For Hal Gilreath, again the bridesmaid, this marks the 8th time he has finished either 2nd or 3rd in the NAs or Nationals!

—US website – author unknown

Results - top 25 of 45

Place	Sail #	Skipper/crew							Final Points
	30288	Augie Diaz/Lisa Griffith	(12)	.75	4	4	2	2	12.75
2	8653	Hal Gilreath/James Liebl	3	6	2	.75	8	(10)	19.75
3	30325	Henry Filter/Lorie Stout	6	2	3	(10)	6	7	24
4	30089	Peter/Shehan Commette	2	7	.75	5	12	(28)	26.75
5	29628	Miike Blackwood/Patty Mueller	14	8	(15)	7	.75	.75	30.5
6	29778	Ernesto Rodriquez/Enrique Quintero	4	3	10	18	(21)	18	53
7	16606	Brank Frank/Lynn Fitzpatrick	5	9	6	(25)	20	20	60
8	865	Steve Burke/Nancy Gilreath	9	15	18	(33)	4	17	63
9	30277	Steve Suddath/Stephanie Gibbins	15	11	5	24	(39)	13	68
10	28686	Michael Lenkeit/Barb Evans	11	12	20	17	(28)	9	69
11	29536	Tod/Mandy Sackett	(32)	22	14	3	26	5	70
12	30299	Andrew Pimental/Julie Langford	7	4	12	26	22	(37)	71
13	29990	Mike Mergenthaler/Christi Stroud	17	10	(29)	19	7	23	76
14	24702	Jerry Thompson/Allen Capelin	24	16	11	6	(38)	25	82
15	29995	Gonzo Diaz/John Kehoe	8	19	9	28	(30)	19	83
16	29400	Bill Schoenberg/	(41)	18	dnf	8	19	8	84
17	26743	Shawn Burke/Joyce Harvey	18	23	zpf	15	13	16	85
18	29147	Lisa/Alex Pline	13	13	17	13	(37)	29	85
19	29204	Lee/Andrea Griffith	21	17	13	14	(33)	21	86
20	30111	Rob Hallawell/Cameron Biehl	19	5	zpf	ocs	3	dnf	87
21	29550	Colin/Karen Park	27	33	dnc	12	16	3	91
22	29324	Chris/Antoinette Klotz	26	21	8	16	(27)	26	97
23	29957	Brian Janney/Megan Magill	25	24	16	9	(29)	27	101
24	30107	Ed Sherman/George Bothwell	30	28	27	(38)	10	11	106
25	29143	Bibi Juetz/Filipe Novello	28	20	19	(30)	25	15	107



2005 Snipe Racing Schedule

International Championships

Carnival	February 5-7	Vilamoura, Portugal
Skipper Snipe Open	February 19-21	Lake Tomine, Bogata, Colombia
Midwinters	March 6-8	Clearwater, Florida
Don Q Rum	March 11-13	Miami, Florida
Gamblin & Bacardi	March 16-19	Nassau, Bahamas
South Americans	March 20-27	Algarobbo, Chile
South Europeans	March 25-27	SanRemo, Italy
Iberic Championship	April 29-May 1	Valencia, Spain
Wiibroe Cup	May 14-16	Espergaerde, Denmark
Yves Le Bour – France	May 5-8	Le Havre, France
European Cup	May 20-22	Caldanazzo, Italy
Bergen	May 27-28	Bergen, Norway
World Championships	July 23-30	Gamagori, Japan
Ladies Europeans	June 28-July 2	Rosignano Solvay, Italy
Scandinavians	August 4-7	Vestfjorden, Norway
North Americans	August 5-7	Oakville, Ontario, Canada
East Europeans	August 9-14	Moscow, Russia
Junior Worlds**	August 13-20	Rio de Janeiro, Brazil
Yves Le Bour – UK	August 27-29	Broadstairs, Kent, UK
VM Snipen	September 3-4	Stavanger, Norway
Viking Snipen	September 17-18	Oslo, Norway

National Championships

Brazil	January 21-28	Brazil
France	May 5-8	Le Havre, France
Germany	May 20-22	Caldonazzo, Italy
Portugal	June 10-12	Tavira, Portugal
Belgium	June 11-12	Galgenweel, Belgium
USA Women's	June 11-12	Quassapaug, CT
Russia	June 21-26	Moscow, Russia
Norway	June 30-July 3	Asgardstrand, Norway
Brazil Easterns	July 1-3	Brazil
United States-Junior	July 9-10	San Diego, California
United States-Senior	July 11-15	San Diego, California
Finland	July 29-31	Pori, Finland
Spain	August 10-13	Los Alcazares, Spain
United Kingdom	August 27-29	Broadstairs, Kent, UK
Colombia	October 1-2, 8-9	Lake Tomine, Bogata
USA Masters	October 25-27	Atlanta, Georgia

** pending Board approval



Challenge Yves LE BOUR 2004

Classement 2004

GBR	WILLIAMS	Alan	Budworth SC	1	30
FRA	LE BOUR	René	SCCR	2	31
FRA	LE BOUR BOISAUBERT	Sylvie	CNBA	3	35
GBR	GREGORY	Brian	Blue Circle SC	4	37
FRA	BOISAUBERT	Gilles	CNBA	5	40
GBR	WOLSTENHOLME	Peter	Wilsonian SC	6	43
BEL	PEETERS	Jan	VVW		43
BEL	GALEOTTI	Giovanni	RYCB	8	44
GBR	MARSHALL	Ian	Maldon YC		44
BEL	EVERAERT	Erwin	NYC		44
GBR	LAMBERT	Richard	Blue Circle SC	11	45
FRA	DUFOUR	David	CNC		45
BEL	CELIS	Guy	RYCB		45
GBR	KNIGHT	Ian	Maldon YC	14	46
FRA	BARIOU	Stéphane	SNL		46
BEL	FEDDEMA	Herman	WVD		46
FRA	GREGORY	Ian	Blue Circle SC	17	47
FRA	ORTIZ	Rémi	SRH	18	48
BEL	MEELIS	Raymond	RYCB		48
FRA	FEREC	Alain	CNPH	20	49
BEL	VAN DORMAEL	Herman	VVW		49
FRA	COQUELLE	Jean-Benoît	SCCR	22	50
BEL	CORNELISSENS	Marc	KLYCB	23	51
FRA	ROMAIN	Jacques	SRH	24	52
BEL	BAYENS	Luc	RYCB		52
GBR	HACKNEY	Phil	Budworth SC	26	53
FRA	HAINNEVILLE	Eric	SRH	27	54
BEL	FALISE	Eric	SNEH		54
BEL	STEPHANY	Laurent		29	55
FRA	ROSSI	Antoine	SRH	30	56
FRA	CAVELIER	Gilles	CNPH	31	57
FRA	AUBOURG	Jean-Marie	SRH	32	59
FRA	BOURIDANE	Jérémie	SCCR	33	61
FRA	LAFITTE	Philippe	SRH	34	62
FRA	MULET	Claude	SRH	35	63

NATIONAL SECRETARIES

Don't forget to send the following to the SCIRA Office by March 1.

* changes in fleet captains

* request for Rulebooks

* high point scores for 2004

* request for decals for 2005



Rio Platense Regatta

Yacht Club Uruguayo

December 4-8, 2004

The Yacht Club Uruguayo organized a new regatta which drew competitors from Chile, Punta del Este and Montevideo. All sailors were preparing for the South American Championship that will be hosted by Chile this spring. 5-7 races were held in strong winds from the southeast of 20 knots. Although the fleet was small, the level of competition was very good!

	Skipper/Crew	Sail #	Club									Total
1	Santiago Silveira/Diego Stefani	29875	YCPE	1	1	1	1	2	5	(dnc)		11
2	Antonio Poncell/Fernando Barrios	29274	CY Algarrobo	(7)	4	4	3	1	2	1		14.5
3	Alejandro/Mariana Foglia	29829	YCPE	5	(7)	3	2	2	1	2		14.75
4	Pablo Defazio/Eduardo Medici	29251	YCU	3	2	2	2	(7)	3	3		17
5	Marcos Fuentes/Carolina Vergara	28847	CY Algarrobo	4	3	7	(dnc)	6	4	4		28
6	Martin Dovat/Ricardo Ferres	29785	YCPE	(6)	6	6	5	5	6	5		33
7	Juan Esteban Sanchez/Sebastian Jimenez	28843	CY Algarrobo	(8)	8	5	6	4	7	6		36
8	Juan Sienna/Rodrigo Gonzalez	27784	NYC	2	5	(dnc)	dnc	8	dnc	7		40
9	Pedro Garra/Juan Real de Azua	29891	YCU	(dnc)	dnc	dnc	dnc	9	dnc	dnc		54

--Martin Dovat
National Secretary, Uruguay

Uruguay
National
Results

	Skipper/Crew	Sail #	Club									Total
1	Santiago Silveira/Matias Murguia	29827	YCPE	1	3	1	(4)	1	1	dnf		9
2	Pablo Defazio/Eduardo Medici	29251	YCU	2	(6)	5	1	2	4	1		14.5
3	Ricardo Fabini/Martin Puricelli	28026	YCU	3	1	2	3	3	3	(dnc)		14.75
4	Pedro Garra/Juan Real de Azua	29891	YCU	(5)	2	3	5	5	2	2		19
5	Philip Umpierre/Felipe Garcia	29828	YCU	4	5	7	7	7	5	(dnc)		35
6	Roberto Fabini/Mateo Ferrari	29826	YCU	7	8	4	2	6	(dnc)	dnc		41
7	Andrea Foglia/Mariana Foglia	29829	YCPE	8	7	8	6	8	dnf	(dnc)		43
8	Nicolas Stefani/Maria Stefani	29824	YCU	9	4	6	8	4	(dnc)	dnc		45
9	Martin Dovat/Juan Grunwaldt	29785	YCPE	6	9	9	9	9	(dnc)	dnc		56
10	Adolfo Idoyaga/Ignacio Chiodi	27785	YCPE	11	dnf	12	10	10	(dnc)	dnc		69
11	Matias Murguia/Diego Ronco	28193	YCU	10	10	13	(dnc)	dnc	dnc	dnc		75
12	Tatiana Gertner/Juan Yandian	29825	YCPE	12	11	11	(dnc)	dnc	dnc	dnc		76
13	Santiago Gari/Felipe de Leon Santia	29886	YCPE	dnf	(dnc)	10	dnc	dnc	dnc	dnc		79
14	Juan Sienna/Santiago Sanchez	27784	NYC	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc		84



Membership Committee Report

As Chair of the 2004 SCIRA Membership Committee, I am pleased to report to you the results of our labors for this year.

Referring to the task letter from February 2004 and the 3 bullet point tasks assigned to us to review, I am able to report that each of the 3 members of the 2004 Membership Committee agreed to study one of the 3 bullet points. Only one of the 3 studies generated meaningful results, however. Committee member Stefano Longhi, Vice Secretary Europe, completed an excellent study for the World Championship quota system. The Membership Committee is pleased to submit the report below for consideration by the Board of Governors.

In addition, as Chairman and on behalf of the Membership Committee, I have been working with Rules Chairman Giorgio Brezich to generate a proposal for the Board of Governors to amend the SCIRA Rules for Conducting National and International Championship regattas to require the presentation by competitors of their current SCIRA membership card to complete registration for these regattas. Used for reference is a report by Executive Director Jerelyn Biehl relating to the large

number of competitors who competed in 2004 International regattas who were not current members of SCIRA. If those sailors had been required to produce their 2004 SCIRA membership card to complete registration for these regattas, Jerelyn's follow-up investigation would not have been necessary.

While this first quadrennial of worldwide membership cards has been in an experimental phase, it should be noted that Chief Information Officer Don Bedford has been working on transitioning to a worldwide on-line registration system whereby each National Secretary would input their members and have the ability to immediately print a membership card off the internet. This would relieve the necessity of double input by the National Secretary and SCIRA office; negate the costs for printing of membership cards and the postage to mail worldwide, as well as provide National Secretaries with immediate access to membership cards. However, circumstances have not permitted the completion of this project by year-end 2004, but the Membership Committee will work with Don in attempting to complete this project by mid-2005.

Analysis of World Championship Quota System

The assignment was to analyze the quota system for World Championship Regatta. I analyzed different things listed below:

1. How many boats normally sail a World Championship?
2. The total number of boats must increase, decrease or to be the same?
3. Must we distinguish between rich or poor countries?
4. Must we distinguish countries with few or many boats?
5. Must we consider the problem of the charter boats?

After all these questions I tried to analyze every single point.

For the Deed of Gift the number of boats admitted is posted on page 11 of this Bulletin. The table to the right is the 2003 Worlds final quota system.

	2001 Boats	2002 Boats	base quota 2003 Worlds	entries 2003 Worlds	addit'l entries	qualified champion
Argentina	56	21	39	2		
Bahamas	14	15	14,5	2		
Belgium	22	23	22,5	2		
Bermuda	8	8	8	2		
Brazil	132	115	123,5	4	1	World
Canada	19	11	15	2		
Chile	13	21	17	2		
Colombia	34	27	30,5	2		
Cuba	5	2	2	2		
Denmark	17	14	15,5	2		
Finland	30	25	27,5	2		
France	55	57	56	2		
Germany	5	6	5,5	2		
India	5	5	5	2		
Italy	130	159	144,5	4		
Japan	639	330	484,5	8		
Norway	120	126	123	4		
Paraguay	9	4	6,5	2		
Poland	3	9	6	2		
Portugal	107	101	104	3		
Russia	27	28	27,5	2	1	European
Spain	264	64	164	4	1	junior 1st
Sweden	68	74	71	3	2	country & fleet
United States	621	580	600,5	8	2	junior 2nd, WH & O
United Kingdom	63	45	54	2		
Uruguay	18	18	18	2		
Totals	2484	1888	2185	74	7	
				7	add ons	
				81	possible competitors	



Membership Committee Report - continued

But only 58 raced during last Worlds in Sweden despite the 81 possible. So I analyzed the past 20 years:

Year	Country	Number of boats
1983	Portugal	37
1985	Argentina	35
1987	France	49
1989	Japan	44
1991	Norway	50
1993	Brazil	46
1995	Italy	48
1997	USA	52
1999	Spain	56
2001	Uruguay	61
2003	Sweden	58

And the medium number was 49 boats but in the last three championships was 58! After the preceding analysis, the total theoretical number is never reached so it is necessary to think about this point.

Why do we have 23-30 boats less than the maximum possible?

The answers are many and can be summed up by also reading the initial question:

- *There are low economic countries for whom a Worlds, very far from their countries, is too expensive
- *Some important countries, sailingly speaking, have too few possible numbers of boats.
- *In some past Worlds the level of the charter boats was very low and if attending a Worlds, require a high quality charter.

After all these considerations I suggest:

- *Change the total theoretical number of boats admitted to the Worlds and redistribute the vacancies
- *Change the number of boats for every country according to the following table:

Average Number of Registered Boats for the past 2 years Entries

5-20	2
21-80	3
81-140	4
141-200	5
201 and up	7

And with the new table the entries will be, for example:

	2001 Boats	2002 Boats	base quota 2003 Worlds	entries 2003 Worlds	addit'l entries	qualified champion
Argentina	56	21	39	3		
Bahamas	14	15	14.5	2		
Belgium	22	23	22.5	3		
Bermuda	8	8	8	2		
Brazil	132	115	123.5	4	1	World
Canada	19	11	15	2		
Chile	13	21	17	2		
Colombia	34	27	30.5	3		
Cuba	5	2	2	2		
Denmark	17	14	15.5	2		
Finland	30	25	27.5	3		
France	55	57	56	3		
Germany	5	6	5,5	2		
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Sweden	68	74	71	3	2	country & fleet
United States	621	580	600.5	7	2	junior 2nd, WH & O
United K.	63	45	54	3		
Uruguay	18	18	18	2		
Totals	2484	1888	2185	82	7	
				7		add ons
				91		possible competitors

Every country, two months before the event, must pay the entry fee and communicate to SCIRA how many crews will attend the Worlds. If after this time the total theoretical number is not reached, the vacancies will be redistributed according to the following system: The SCIRA Office will ask all National Secretaries if they are interested in more places, than divide the number of vacancies by the countries that answered yes.

—Respectfully submitted;

2004 Membership Committee
Cliff Browning, Chairman
Stefano Longhi
Mariana de Isaza



One-Design Fleet Building

by John Burnham

The author's theories on class & fleet roles in getting more boats on the line—largely through leadership and communication—based on a presentation at US SAILING's 2004 One-Design Symposium. John is editor of Sailing World magazine.

1. Fleet Building: This topic is the baseline issue for every fleet and every class; it's really what the US SAILING One-Design Symposium is all about. If classes focus on the basics of fleet building and make sure each fleet is paying attention to them, the good, innovative ideas will naturally flow and the fleets will grow.

2. Takin' it to the Fleets: Fleetbuilding energy has got to happen at the fleet level, but class leaders can have a big influence on the process. They can influence growth in several ways, most of them pretty straightforward:

- a) Communication: web, newsletter, listserv/email;
- b) Schedule coordination, regatta planning;
- c) Builder relations, revising rules;
- d) Collect memberships, finances, & report how you're doing—which often creates calls to action. For example, some classes keep better track of their membership numbers than others. You should do it every year if for no other reason than it reminds you to get your fleet leaders in gear to make sure their fleet members are paid-up class members.

3. What Fleets Need to Grow:

Fleet Captain, Secretary, Treasurer: Good officers are absolutely vital.

- b) Members (e-mail, addresses, dues): Keep track of people and they'll pay their dues.
- c) Activities: both social and competitive: There's more to it than just racing.
- d) Volunteers to run these events: Spread the load.
- e) Keeping up with Racing & Class Rules: Vital to the fleet culture and what makes you one-design.

4. What Fleets Really Need : Communication Above all, your fleet is tied together less by its schedule of events than by communication: a) among the members; b) among fleet leaders; c) with local clubs, other organizers, media; d) with the class association. If things aren't going well, look to your communication.

5. Communication = Leadership

6. (or) Leadership=Communication: It helps to be good at planning, organization, and the other things mentioned earlier, but all the right stuff in the world won't lead a fleet in the right direction without strong 2-way communication.

7. When Choosing Your Fleet Leaders: Charisma, good looks, sailing skill, admin abilities, and other natural talents all come in handy, but they are over-rated. The best fleet leaders are flawed, idiosyncratic, sometimes even troublemakers.

8. Key Considerations When Recruiting Fleet Leaders:

- a) Do they have POSITIVE ENERGY?
- b) Are they FUN to be around? If they are, both work and play are more fun. And more likely to get done.
- c) Will they SHOW UP?

9. JB's Growth Theorem: Fun + Positive Energy = Fleet Growth

10. Fleet Leaders' Goals:

Develop fleet culture of wanting to grow so everyone recruits
b) Develop culture of helping each other

11. Fleet Leaders' Share-of-Mind Tools: You want fleet activities to remain uppermost in your fleet members' minds as much as possible. These tools should be used by several people—build an executive committee and develop the fleet-wide recruiting and helping ethic as mentioned before.

- a) Use the telephone
- b) E-mail and listserv
- c) Website bulletin board
- d) Regatta time!
- e) Social events!!!

- f) Newsletter
- g) Club, association, other media PR

12. Fleet Captains' Principles:

- a) Make Access Easy: to used boats and to the water
- b) Balance the Gap: sing praises of your champions but always look to help everyone else
- c) Communicate: share of mind counts
- d) Keep the Parties Coming: no explanation needed

13. Principle #1—Easy Access

- a) Club Support:
- b) Extra boat:
- c) Cheap boats:

14. Principle #2—Balance the Gap: The gap between the guys at the front and back of any fleets needs to be managed. Put the most emphasis on helping those who need it, but maintain a good competitive level and recognition for your aces or they may move on, lowering overall fleet energy. Bringing along youth and celebrating family members is also critical.

- a) Clinics:
- b) "Crew U": a parking-lot demo to teach crew & skippers
- c) Video/DVD: Snipes have an instructional DVD.
- d) Youth classes:
- e) Stay in line with national class

15. Principle #3 —Communicate for Share of Mind: If you're not snagging the attention of your fleet members, they may well be thinking about doing something else.

- a) Weekly e-mail writeup/schedule: tell weekly war stories by e-mail and pass on schedule reminders at the same time; assign "story" duty to each boat for one week in the 21-week season.
- b) Email discussion group: use a listserv program to help people find crew, work on travel plans, and just plain cajole others to get out and race.
- c) Fleet website: connects sailors who keep their boats in different areas and as they've gotten to know each other better, reports are that more sportsmanlike behavior has infiltrated the racing.

16. Principle #4—Promote Community (Party!): All season long the corollary to share-of-mind is share-of-party-time.

- a) Work on boats together/swap meets: setting aside a day to trade gear or park the boats alongside to fix stuff can be productive and fun.
- b) Mentoring: pairing experienced and less-experienced sailors (see Principle #2 "balance the gap.")
- c) Socialize after every race:
- d) Awards party: Consider having a party after every series, not just at the end of the season.
- e) Special awards: Give out fun awards, too.
- f) Winter seminars, ski trips, charter cruises:

17. Classes: Empower Your Fleet Captains: With those principles in mind, here's what classes can do.

- a) Provide tools: a user-friendly website, used boat listings, brochures, video/DVDs, boat show initiatives, and other marketing support.
- b) Make communication easy: be sure to reach out, provide leads, and also rapid response to solve problems. Keep pushing ideas, tools, and tips.
- c) Help weak fleets: when a fleet has a downturn and goes quiet, call in veteran fleet builders to help them get jump started.

18. Remember: Fun & Energy = Fleet Growth

19. Fleet Captains' Principles

- a) Easy Access
- b) Balance the Gap
- c) Communicate (think "share-of-mind")
- d) Keep the Parties Coming

20. You'll Know You're Successful When You Have More Boats on the Starting Line



2004 South Americans 1,2,3,4*
2004 Japan Championships 1,2,3,4,5
2004 Womens Worlds 1
2004 SCYA Midwinters 1
* partial



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