

# Snipe Bulletin™

Official newsletter of the Snipe Class International Racing Association



Volume 23, Fall 2006







# Making Your Snipe Fly!

## 1st-Worlds, 1st-US Nationals & 1st-North Americans

At Quantum, we work hard to consistently develop and produce winning Snipe sails. This year's results show our efforts are continuing to succeed. Long time customer, Augie Diaz flew Quantum Sails once again to win his second Snipe World Championship, and we were glad we could do our part. For Augie Diaz's latest interview, George Szabo's newest tuning tips, a description of our latest sail developments, and more, visit [www.quantumsails.com/snipe](http://www.quantumsails.com/snipe). Let us help you get your Snipe flying today.

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SAIL DESIGN GROUP  
Where sailmaking is a performing art

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Fried Elliott

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## In This Issue...

### Regatta Reports

2006 European Championship  
Central American & Carib. Games  
North American Championship  
National Reports  
Canada, Germany, Norway  
United States, Sweden  
United Kingdom, Italy

### Articles

Q&A with Fresneda/Travado  
The Low-down on MOI  
Snipe Rituals & Superstitions

### Reports & Calendar

2006 Membership Numbers  
2006 Racing Calendar

**The Count:** 20 numbers have been issued since the last issue; Brazil-9; Chile-; Japan-4; USA-1; Italy-2, and 3 to Poland.

**Numbered Snipes:** 30542  
**Chartered Fleets:** 882

#### New Fleets:

##### 882-US Virgin Islands

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**Cover photo:** Close quarters on the starting line of the 2006 European Championship, Pori, Finland. photo: jbiehl

**Snipe merchandise available on-line at [www.snipe.org](http://www.snipe.org).**

**Books, plans, shirt, ties & 75th anniversary items - great for holiday gifts!**



**Next Issue deadline:**  
**December 1**

## From the Commodore....

### AN OPPORTUNITY TO EXCHANGE IDEAS

#### Robert Dunkley

There have been a lot of major national and international regattas over the last few months – European Masters Cup, The European Championship, East Brazilian Championship, Central American & Caribbean Games, Scandinavian Championship, East European Championship, North Americans and US Nationals, to name but a few. The buzz being circulated hails them as well organized, well run and truly fun occasions. Obviously, to arrange events like these takes a great deal of time, talent and hard work. So allow me to take a moment to thank all of you who have contributed so much on the organizational side of our class- without you, these events wouldn't happen.

For many of the sailors, these events provide an ideal opportunity to communicate and exchange ideas about our Class with participants in other regions and countries they seldom see or have yet to meet. It is in this arena that I think a lot of great ideas that have impact on the Class are born, debated and to some extent, tested. For instance, at the Caribbean & Central American Games, the Cubans commented that it would be nice to have a regional event like this more often than once every four years. It was very apparent when Snipe sailors from the other countries entered into the conversation, that everyone was in favour of an event to be hosted each year on a rotational basis by a different country in the region. This will certainly bring greater interest to Snipe sailing in islands like Puerto Rico and

US Virgin Islands that are in the early days of their fleets and may even spark enough interest in other locales in the region to start a Snipe Fleet of their own.

At the upcoming World Masters event, a group of us, led by the Norwegians, plan to test smaller sail plans and rigs with the thought that, if successful, junior sailors would be able to sail the boat more easily and thereby enjoy it that much more. It has worked for the Laser Class, so why not the Snipe Class? This was likely an idea that came from informal discussions at an earlier major event and is now being tested at this one.

Regattas also afford sailors an opportunity to discuss and compare with others what they are doing in their fleets to promote the Class. They are not only a venue for fun, but also a chance to discuss Class politics and sailing issues of the day.

So I encourage everyone, and in particular our top sailors, to air their thoughts and get involved with the many discussions and debates at these events. It is through this kind of dialogue that we are going to be able to keep pace with the changes taking place in the sailing world and keep the Snipe Class as one of the finest dinghy classes in the world.

When you come up with ideas you think the class should really consider, please forward them to us direct via e-mail ([scira@snipe.org](mailto:scira@snipe.org)). We always appreciate your input.

*Robert Dunkley*

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# SPANISH ARMADA WINS EUROBATTLE

## A double-anniversary regatta

Finland's oldest sailing club, Segelföreningen i Björneborg (BSF), celebrated its 150<sup>th</sup> anniversary by hosting the Snipe Class European Championships of 2006. The event coincided with the 75<sup>th</sup> anniversary of Snipe No.1, built in Texas in 1931. An impressive fifty-five Snipe crews from eleven countries showed up for the event in Pori, on the Gulf of Bothnia on the west coast of Finland. The impressive turnout was no doubt aided by the persistent marketing efforts of avid Finnish snipe sailors Jussi Savelä, commodore of BSF, and Kai Saarhelo, board member of BSF and SCIRA national secretary for Finland.

Spain had the largest team with a total of eleven boats in the regatta. Italy and Norway were represented by nine boats each, while Finland mustered eight boats. Sizable teams were also fielded by Belgium, Russia and Sweden with five snipes each. Portugal fielded two participants, while solitary crews came from Denmark, France, Poland and Portugal. Notable absences were Croatia, Germany and the United Kingdom.

## Spanish Youngster takes Nordics

The European Championships were preceded by the Open Nordic Championships. 42 boats were entered, using the opportunity to tune up on the waters of the Europeans. After six races over three days, the Nordic Championship went way south, to Spain. Young Jordi Triay with his crew Jose Escudero gained a close-cut victory over some 'real' Nordics, the Norwegian brothers Jostein and Asbjörn Grødem in second spot, followed by their countrymen Ulrik Sandvig and Henrik Grythe in third place. The strong Belgian placings of fourth, fifth and eighth were a warning of things to come in the Europeans. Most of the Spanish were still 'sandbagging', cruising around near the course area, but not really showing their strength yet.

## Nordics, top ten:

- 1) Jordi Triay – Jose Escudero, Spain, 19.5 p. 2) Jostein Grødem – Asbjörn Grødem, Norway, 22.5 p.
- 3) Ulrik Sandvig – Henrik Grythe, Norway, 34 p. 4) Bart Bomans – Jill Ponet, Belgium, 39.5 p.
- 5) Ben van Cauwenberg – Nadia Deferm, Belgium, 40 p. 6) Tiago Roquette – Hugo Teixeira, Portugal, 43 p. 7) Birger Jansen – Cecilia de Faire, Norway, 46 p. 8) Thierry den Hartig – Greet Jansen, Belgium, 49 p. 9) Perez Campos – Benitez Lazna, Spain, 51 p. 10) Andrea Borenien – Charlotta Renvall, Finland, 53 p.

## Enter the Spanish Armada

On the first day of the European Championship, the 110 sailors had to contend with shifty medium winds from the south-east, and a choppy sea of old offshore swells mixed up with fresh inshore waves. Rumors that the Spanish armada got shipwrecked in the English Channel were clearly false, as the Spanish proceeded to raid the coast of Finland. Admiral Pablo Fresneda from Almeria won two battles, ably seconded by his able lieutenants Ferrer de Alicante, Alvares de las Palmas and Gonzales de Canaria. The Spanish ships showed blazing downwind speed, and the crews displayed many well executed roll tacks. At the close of day 1, the

avant garde of the Armada commanded first, third, sixth and eighth place on the leaderboard.

The surprise of the day was a recent arrival from Malmö in neighboring Sweden, Henrik Jorhov and Ebba Friis, who at the opening ceremony promised to win the first race. They nearly carried it off, with a good lead around the first mark, but had to let a few boats past on the reachers. The Norwegians and Danes also scored within the top ten.

## Unusual off-shore winds

The second day of the European Championship started out with a fresh breeze. But the offshore wind direction was a bit unusual. – We have not sailed in this kind of wind since the 1980s, admitted the local commodore Jussi Savelä, who was sailing his own snipe in the regatta. For the first two races, the competitors had to contend with 40-degree shifts and a wind speed varying from 1 to 8 meters per second within short intervals. Once the top group was established, it started pulling away by several minutes. The winners of the day were Sanchez & Sanchez and Triay & Escudero.

For the third race, the fleet got away to a late start, at about 17 hrs. Fortunately, the Nordic sun stays up almost until midnight in these latitudes, so the race was held and completed successfully. Again, a Spaniard took the gun, this time Alfredo Gonzalez. The positive surprise of the day was Eduard Skornykov of Russia, ninth in the standings. He turned the weather mark first in several races, before being passed by the Spaniards and Belgians on the downwind legs.

Justin and Jean Jacques Frebault of France, representing the not too many Snipe sailors of France, also started their championship well in fifteenth place. After five races, the battle for the gold medal was on. Pablo Fresneda and Cesar Travado were still in the lead, but were hotly chased by the brother & sister team of Francisco Sanchez Ferrer and Marina Sanchez Ferrer, only 4 points behind.

## The Italians start moving

On the third day of racing, the conditions off Pori were apparently to the Italian taste. On the menu were a fresh breeze from the northeast, puffy 20-degree shifts and flat water.

In the second race of the day, Pietro Fantoni and crew Jacopo Ferrari-Bravo were probably lustily singing O Sole Mio as they pulled away to a solid lead. His countryman Roger Olivieri from Lago di Garda kept the second slot for a lap or more, but finally had to be content with a fourth place. In the first race of the day, fellow Triestino Stefano Longhi, SCIRA European Secretary, nabbed a good third place. Giampiero Poggi returned to his earlier form and grabbed a useful eighth place. The geographical Italian boot got a well-deserved polishing up, with Poggi and Fantoni climbing to tenth and eleventh in the total standings.

On the Scandinavian front, the Edwall brothers from Askim on the west coast of Sweden led the first race and finished in a very





satisfactory fourth place, while the eighth place was taken by the young team of Skjoldvang – Löwenborg, ably coached by the Great Dane Jan Persson, all hailing from Espergårde on the strait of Elsinore.

### **Spaniards take top five on final day**

The final day started out with a flat calm. Finally at 13:35 the starting gun went off, on a line favoring the committee boat end. When the rumble in the jungle on the starting line cleared, the sight was a familiar one: ESP, ESP, ESP... The Ferrers came first to the windward mark, with Pablo Fresneda and Alfredo Gonzales snapping at their heels. On the second beat, Fresneda read the motion of the ocean best, pulled away from the Ferrer Movistars, put an open cover on them, and that was that – the fate of the European Championship was sealed.

As the field kept slowly creeping in, the clock kept ticking towards the 15:00 deadline after which no start could be made. The mutinous sailors decided en masse to vote with their tillers by heading directly into port. The PRO Ari Ahonen on the starting vessel Joella must have felt like Captain Bligh on the Bounty, watching his crew sail away into the sunset. Thus, nine races were completed, reaching the magic limit for allowing two discards. After crunching the numbers for the 55 boats, the leaderboard read like a Spanish-Belgian spaghetti western: five Spaniards in front, chased by two top guns from 'the gang of Antwerp'.

### **The Spanish keys to success**

How can Spain be so dominant? We put the question to Pepe Perez, the National Secretary of the Spanish Snipe class. – "We have active Snipe fleets with some 200 boats all over our country. For our EC team, we have picked the cream of the crop from Almeria, Alicante, Cadiz, Madrid, the Balears and the Canary Islands. The Spanish Yachting Federation supports the Snipe as a feeder channel to the Olympic classes. For example, Paco Sanchez belongs to the National 470 team, while his sister Marina crewed on the Spanish Yngling in the Athens Olympics. We are especially supportive of our juniors. We pay their entry fees, we organize good boats for them, and we drive them to the championships. A successful move has been to arrange the national Junior Championship one week before the senior nationals, in the same venue. The juniors can borrow quality boats, and may find supporters and mentors among the seniors."

### **The 'gang from Antwerpen'**

To the surprise of many, the Belgians were clearly the runner-up team in the Europeans, beaten only by the Spanish. Bart Bomans, how is this possible, with a tiny Snipe fleet of only 22 boats? – "We have a friendly group, the 'band from Antwerp'. Most sail with mixed teams, our girl crews are nimble and agile. They contribute their experience from light, sensitive craft such as Europe dinghies. The band meets in the winter for gym training and tactical discussions. In spring, part of the band heads north, part south to the major regattas. After returning, we pool our observations and experiences, and try to grow wiser. We practice boat handling and race tactics on our little lake, but for



next year we will train more on the open North Sea."

### **Blue and white blues**

The results of the blue-and-white Finnish home team were a disappointment: Best boat in 30<sup>th</sup> place, a far cry from the silver of 1974 and bronze of 1991 when the Europeans were previously held in Finland. The two top Finnish teams were young, agile, gym-trained and experienced in other dinghy classes. The old Snipe masters are currently contemplating how to shed 20+ kilograms from the total crew weight and

20+ years from the total crew age.

### **Arrangements on the water**

Considering the tricky and shifty conditions, the Race committee performed its work well. Marks were shifted and courses changed when the need arose. Starting times were upheld punctually, and after some late arrivals, competitors learned to leave port in time to reach the course area. The workboats and jury boats were of suitable size and speed to fit their task. On the light-weather days, the media boat sometimes kicked up some disturbing waves, for which this reporter hereby apologizes.

### **Press & media**

Throughout the event, daily press releases with results were prepared in English, Swedish and Finnish, and distributed to websites and newspapers in the home countries of the participants. Stories and pictures were published, not only on the EC and SCIRA websites, but in exotic media such as the ISAF *Making Waves* site, the Skota.se sailing website in Sweden, the Clubracer website in Belgium, Budstikken newspaper in Bärum, Norway and the Diario Sur daily in Malaga, Spain. Both local and national TV were out on the course, videotaping the action.

### **Shore arrangements, social life**

Upon returning to port from the day's racing, the sailors were met by the blast of 'Hard Rock Hallelujah' as performed by Lordi, the first (and last?) Finnish group ever to win the Eurovision Song Contest. The boats were then parked on the paved ramp, which fit all 55 boats well, each boat having its own space, marked by nation. Beer and food were served in a tent close to the water's edge.

The traditional North-South football game was cancelled due to poor attendance. This was understandable, as the long days spent on the sea, waiting, drifting and racing caused most sailors to retire rather directly to their rented cottages, quite a distance from the BSF clubhouse.

The social events included a reception at City hall, a grill party in the hotel garden, and the final prize giving event in the hotel restaurant. At the final party, the winning Spanish team gave a sporty impression in their matching team clothes. The many presiding SCIRA officers, including Executive Director Jerelyn Biehl and European Secretary Stefano Longhi, were duly acknowledged for their contributions to the success of our dear Snipe class.

**Henry Ericsson**  
Event Press Officer





# 2006 European Championship

August  
Pori, Finland

1.	ESP26260	Pablo Fresneda/Cesar Travado	1-1-3-2-(10)-10-(25)-1-1	18
2.	ESP29724	Francisco Sanchez Ferrer/Marina Sanchez	3-8-1-6-3-(13)-(dsq)-4-3	27.75
3.	ESP29698	Jordi Triay/Jose Escudero	8-(ocs)-9-1-4-(12)-7-6-4	38.75
4.	ESP 30147	Alfredo Gonzalez/Cristian Sanchez	15-4-4-13-1-1-(20)-(19)	39.5
5.	ESP29854	Rayco Tabarez/Gonzalo Morales	11-5-6-(32)-9-15-3-(16)-8	57
6.	BEL30265	Thierry Den Hartigh/Greet Jansen	(27)-6-10-3-11-6-6-(37)-18	60
7.	BEL30356	Emmanuel Hens/Thomas Van Schaftingen	16-(20)-2-10-2-(30)-2-15-20	67
8.	RUS29480	Eduard Skornikov/Pavel Karachev	20-16-13-7-8-7-(29)-2-(23)	73
9.	ITA29685	Giampiero Poggi/Silvia Boccato	13-2-7-(43)-16-24-(dsq)-5-11	78
10.	ITA15790	Pietro Fantoni/Jacopo Ferrari-Bravo	12-24-19-(26)-5-32-1-8-10	78.75
11.	ESP30476	Alejandro Fresneda/Borja Llopis	9-13-21-11-13-(48)8-(22)-5	80
12.	NOR30498	Ulrik Sandvig/Henrik Grythe	19-3-5-12-17-(22)-21-(32)-16	93
13.	ESP30146	Juan Castaneda Gonzalez/Felipe Cantero	10-17-17-(39)-(28)-14-11-7-17	93
14.	BEL30357	Bart Bomens/Jill Ponet	2-7-16-28-6-16-23-(ret)-(ocs)	98
15.	DEN29916	Christian S.Andersen/Andreas Lowenborg	7-15-(33)-16-18-8-22-(31)-14	100
16.	FRA28541	Justin Frebault/Jean Jacques Frebault	23-21-8-14-(24)-(26)-14-17-6	103
17.	ESP29321	Victor Perez/Rafael Benitez	22-(32)-8-7-23-4-(39)-13	105
18.	SWE30197	Henrik Jorhov/Ebba Friis	6-12-11-25-15-(38)-16-20-(dnf)	105
19.	BEL30388	Giovanni Galeotti/Florin Mortelmans	18-(30)-25-4-(zfp)-21-27-3-9	107
20.	BEL30311	Ben VanCauwenbergh/Nadia Deferm	14-18-27-20-22-5-(28)-10-(34)	116
21.	POR30045	Tiago Roquette/Hugo Teixeira	17-(ocs)-39-5-(ocs)-28-10-12-7	118
22.	ITA30474	Stefano Longhi/Paolo Lambertenghi	22-(32)-(49)-17-12-3-32-13-22	121
23.	NOR20186	Jostein Grodem/Asbjorn Grodem	4-11-(35)-30-20-(42)-30-11-21	127
24.	ESP29870	Francisco Ibanez Gonzalez/Juan Merayo	26-10-15-(41)-(ocs)-18-15-18-28	130
25.	ITA30334	Fabio Rochelli/Daniela Semec	24-9-12-22-(26)-(27)-17-23-24	131
26.	SWE30495	Robert Winther/Emil Svensson	30-14-14-(34)-19-9-(41)-27-31	144
27.	NOR29940	Birger Jansen/Cecilia de Faire	29-27-23-15-25-20-9-(41)-(36)	148
28.	SWE30068	Per/Axel Edwall	21-31-22-24-27-4-(36)-21-(41)	150
29.	ESP30242	Jaime Miranda/Francisco Jimenez	33-(dsq)-18-29-(zfp)-17-34-24-12	167
30.	FIN29859	Andrea Bornius/Charlotta Renvall	35-34-38-9-21-(45)-12-(50)-19	168
31.	RUS29490	Maxim Kuzmin/Aleksander Shirokov	(42)-37-24-23-36-19-18-(47)-25	182
32.	FIN29642	Ville Aalto-Setälä/Jussi Nevas	38-(ocs)-26-36-14-29-24-35-(39)	202
33.	NOR30355	Henning Balzar/Heinz Balzar	43-29-(51)-(50)-31-11-35-28-26	203
34.	RUS29471	Andrey Astashev/Andrey Samoilov	34-28-(50)-38-47-2-13-(53)-43	205
35.	FIN29965	Claus Carpelan/Risto Valjus	31-33-(54)-46-(ocs)-37-19-25-15	206
36.	NOR30069	Ola Nygard/Hans Magnus Nygard	25-35-31-33-33-(43)-(40)-29-27	213
37.	SWE27696	Ola Sjostrand/Mats Gustafsson	(51)-19-36-31-23-31-33-(42)-40	213
38.	NOR30312	Magnus Hedemark/Asne Berner	5-38-45-44-32-(ocs)-44-9-(ocs)	217
39.	POL26744	Piotr Manczak/Przemyslaw Plazka	(53)-44-29-18-37-25-43-26-(ocs)	222
40.	FIN29892	Stefan Winqvist/Alf Renvall	40-(49)-(44)-21-30-35-42-14-42	224
41.	SWE30044	Bernhard Rost/Nicklas Torlegard	32-29-(43)-19-40-33-38-30-(46)	231
42.	POR29996	Miguel Graca/Ana Marques	37-(40)-30-37-35-34-39-(46)-29	241
43.	ITA30530	Alessandro Rodati/Barbara Bonnini	46-25-20-35-43-(49)-(49)-43-33	245
44.	ITA29934	Roger Olivieri/Silvia Pederiva	(50)-36-41-48-(49)-47-5-34-45	256
45.	NOR30354	Magnus Christiansen/Michael Irgens	(48)-23-42-40-41-39-31-(45)-44	260
46.	FIN29019	Timo Nurmi/Timmi Isotalo	(49)-45-37-27-46-40-(51)-38-38	271
47.	ESP28913	Amelia Gomez/Carmen Mateo	36-41-40-45-42-(53)-37-(dnf)-35	276
48.	FIN30447	Jussi Savela/Kari Tuomala	39-46-(47)-(53)-44-46-46-33-32	286
49.	ITA28765	Andrea Zaoli/Francesco Filippi	(52)-50-28-42-(52)-44-48-52-30	294
50.	FIN30450	Kai Saarhelo/Markus Wikar	45-43-46-47-38-36-47-(49)-(49)	302
51.	ITA30213	Giovanni Stella/Andrea Minardi	41-26-(53)-49-39-(52)-45-51-51	302
52.	NOR29725	Kristine Schuessler/Camilla Christensen	(55)-48-48-(51)-48-51-26-36-48	305
53.	FIN30189	Anders Cederberg/Reino Suonsilta	44-47-(52)-(52)-45-41-52-40-37	306
54.	ITA30222	Alberto Perdisa/Giampiero Joime	47-42-(55)-54-51-54-50-44-47	335
55.	NOR28816	Stian Pedersen/Cathrine Karlsson	(54)-51-34-(55)-50-50-53-48-50	335



## Interview with 2006 European Champions Pablo Fresneda & Cesar Travado, Spain

Congratulations to both of you on your recent European Championship win!

**Q:** Coming from your recent win at the Spanish Nationals, what preparation did you do for the Europeans?

**A: Fresneda/Travado:** After winning the Spanish Nationals, we raced the Spanish Cup (June, 23<sup>rd</sup> to 25<sup>th</sup>) where we finished 2<sup>nd</sup> (Francisco Sánchez took the 1<sup>st</sup>). This are the last days we sailed together before Pori. The following day we met was in Madrid Airport to take the airplane to Pori.

**Q:** How much training did you do with other Spanish team members who also attending in Pori?

**A: Fresneda/Travado:** We didn't train with other Spanish team members. I know that Pablo, sailed a few days with Alejandro Fresneda (his brother) in Almería but not with me.

**Q:** We noted that Pablo lives in Almeria and Cesar in Malaga (220 km away)...how did you two arrange your schedule to practice together?

**A: Fresneda/Travado:** Due to our jobs (Pablo works in real estate and I work in the Real Club Mediterráneo de Málaga), we only meet in the place where the race will be held. In 2006 we only sailed:

-March: King Cup (1<sup>st</sup>) and Andalusian Championship (4<sup>th</sup>) – 2 weekends

-Abril: Spanish National (1<sup>st</sup>) – 4 days

-June: Spanish Cup (2<sup>nd</sup>) – 3 days

-July: European Championship (1<sup>st</sup>)

**Q:** Were you expecting the lighter winds experienced in Pori, and if so, did you change your training?

**A: Fresneda/Travado:** No. As I said, we don't train together, so we dedicated to performance the boat. We supposed that in Pori could be some day with light wind, but not all the days. So we didn't change our tuning. The only thing we changed after the Spanish National was the jib track, with two new systems to permit us a better jib control in all possible positions and wind conditions, I think that it was very helpful in Pori, because we were not limited only to the track that every boat has; we got control over the jib leech and angle of the jib without moving the track or jib sheet.

**Q:** We noted that all the Spanish teams in Finland seemed to be sailing light, around 130kg. Is this a conscience decision (or a reaction to the lighter winds in Pori)?

**A: Fresneda/Travado:** We won the Spanish Nationals around 147 kg. And in Pori we were around 145 kg. We are about 185 cms tall, so for us is impossible to be under 140 kg, we were the heaviest crew in the top 10 (I think). We thought that in light wind it

would be impossible to win against other crews (like Francisco Sánchez or Jordi Triay) lighter than us, but I think that we have showed that you can win in any condition if you do your best and the boat permits you to do that, no matter the weight. In the last race, with about 3-4

knots, Francisco Sánchez took the windward mark first and we were second. We passed him in the first downwind, ;;;we were faster than him downwind with about 18 kg more; ;;;.

**Q:** On the equipment side, most of the Spanish teams seem to be using the radial cut North mains (Vigo loft) and a Sidewinder mast combination. Was this a combination tested over time?

**A: Fresneda/Travado:** Our sails were made in the Japanese. We would like to thank to Kei Takakuwa the attention he paid us and to Alejandro Fresneda for his untiring dedication, our victory is yours. Even if you don't believe, we didn't sail with these sails before. We bought the sails in June and we used them in Pori for the first time. For this reason, and the fact that they were unknown for us (we used Hood sails previously), we decided not to change our tuning and spend our time on the performance of the boat. We didn't know what we were going to need to get a good shape, so we fitted the new jib sheet system and a main halyard. About the mast, we think that Sidewinder Standard is the best for our weight.

**Q:** We also noted that your spreaders seem to be longer; 3 holes showing, with a 15 on the tension guage. Is this also a result from experimentation?

**A: Fresneda/Travado:** We always sail with long spreaders and we didn't want to change this with the new sails. The only difference between Spanish Nationals and European Championship is the jib tension, higher in the European. In the



Spanish Nationals we had about 8-10 cms and in the European we had about 12 cms, with the results that everybody knows.

**Q:** What are your training plans leading up to the Worlds in Portugal next September, 2007?

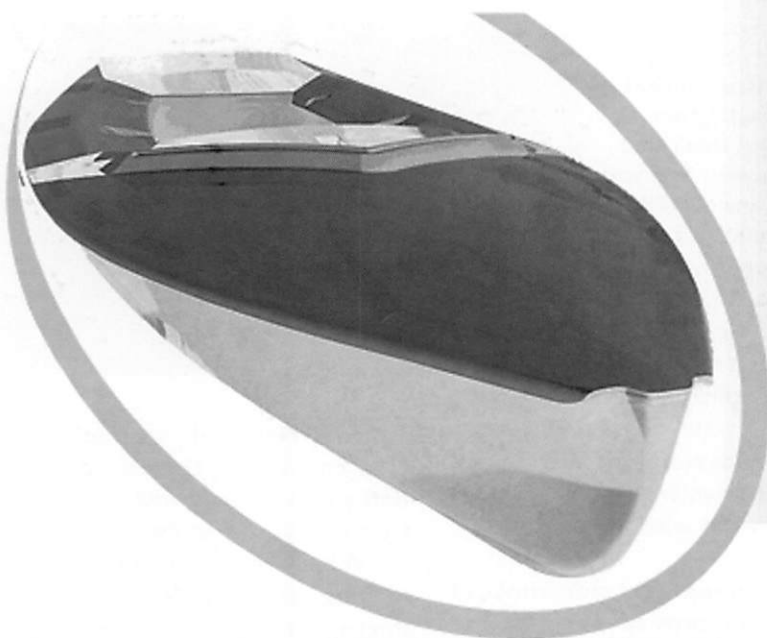
**A: Fresneda/Travado:** We would like to go to Portugal a few times during 2007, to get to know the place and the race area and, with the help of Kei, we hope, develop new shapes for the conditions in Oporto.

**Q:** Anything else you think your fellow Snipe sailors should know?

**A: Fresneda/Travado:** In spite of this, the secret is training, training and more training. We don't do that now, but we have been sailing together during the last 3 years and I think we know ourselves (my brother Pablo and me) to the point that I know what he is thinking only looking him eyes the most of the times (sometimes is unpredictable, jaja). Skipper and crew must be only one. Skippers must remember that the crew is for helping him, is a friend that has the same target. Crews must remember that skipper supports a stress and must be patient.







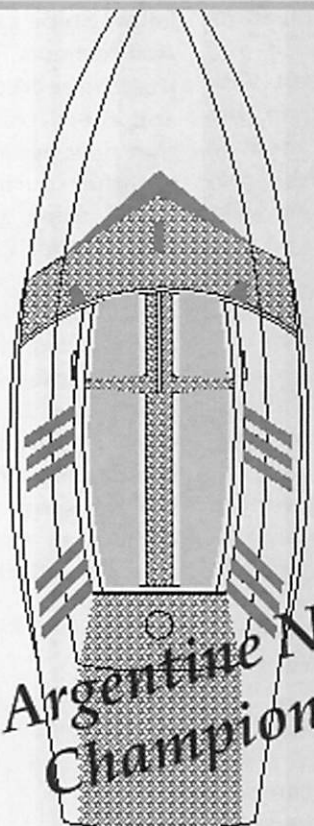
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# Short Tacks...

## Seen at the European Championship

Antonio Roquette appeared with a new concept for a boom that has the SCIRA International Rules Committee investigating. The current rule is a bit ambiguous, but you can't deny that this boom is cool, sexy and innovative!

## Possible Changes on the Horizon

The Int. Rules Committee is currently looking at other possible changes including:

- increasing age of juniors to 21
- extending weather limitations for junior & masters to match other championships
- adopting the black flag or modify Z flag penalty
- adopting the ISAF scoring system
- modifications to courses for large fleets

Both the Rules Committee and Long Range Planning Committee are studying a possible reduction in the size of the Board of Governors.



## SCIRA Mourns Loss of Perry Bass

SCIRA's ninth Commodore, Perry Bass, died at the age of 91 in Fort Worth, Texas on June 15.

Perry Bass led the Snipe Class through the initial growth of the class as it grew exponentially. The 1941 World Championships were held in Fort Worth Boat Club, no doubt due his current position as Commodore.

Born November 11, 1914, Mr. Bass was a prominent philanthropist who turned a small fortune from his oil-hunting uncle into a bigger fortune, *Forbes* Magazine estimated Bass' net worth at \$1 billion, ranking him No. 746 on its list of wealthiest Americans.

Mr. Bass, a Yale graduate, was a generous donor to many charities, museums and civic organizations. He is survived by his wife and 4 sons.

*2007 Women's Snipe Challenge  
to be held in conjunction with the  
2007 Snipe USA Women's National Championships  
Feb 23 - 25, 2007*

Hosted by  **San Diego Yacht Club**

Notice of Race and Event Details  
coming soon to [www.sdyc.org/raceinfo](http://www.sdyc.org/raceinfo)  
Email contact: [sailing@sdyc.org](mailto:sailing@sdyc.org)

Regatta is open to women sailors  
of any nationality



# The Snipe Story

*From the Snipe Archives - this story appeared. We have no idea who the author was or when/ if this story was published. However, the story has not changed and is still relevant today. Enjoy this view of the Snipe Story.*

What inner demon possesses otherwise sane men that travel hundreds of miles to pit their slim 15 ft racing machine, their skill, and their stamina against the elements and the cunning of other amateur sailors? Why do thousands of sportsmen the world over answer happily to the name of "Sniper", with all its connotations? How, with hundreds of varieties of sailing craft to choose from does one boat, the Snipe, find itself far and away the world's most popular with some 17000 under sail organized into hundreds of local fleets?

For the answer we must look back to 1931 when William Crosby, an avid sailing enthusiast and the designer of several sailboats decided to design a boat that would be small enough to haul over the nation's highways with ease, sturdy enough for the roughest seas, sports and responsive enough for the most aggressive skipper. After much trials-and-error, the first Snipe class sailboat was built and is still sailed."

As with many good things, this one was latched onto quickly by those who perceived the skill of the design. So fast came the growth that in 1932 the Snipe Class International Racing Association ("SCIRA") was founded with Dr. "Hub" Isaacks, a Texas doctor as Commodore. The home addresses of the next four Commodores reflect the spread of owners: California, Florida, New York and Wisconsin! Many who tended to think sailing was reserved for the coastal waterways or the Great Lakes were delighted to discover that the Snipe was perfect for the myriad of lakes, ponds, and rivers within the continent.

Meanwhile, there was growth overseas with sailors from many nations serving on the Board of governors. There are now fleets in 28 other countries. Starting in 1935 an international championship regatta has been held in odd-numbered years, ranging from the first one in this country with only 12 entries, to regattas limited to the national champion from each member-country and held in Switzerland, Spain, Cuba, Monaco, Portugal and Brazil. The most recent, in 1965 in Las Palmas, Canary Islands, Spain, with 28 countries entered, was won by a remarkable set of Brazilian twins, Axel and Eric Schmidt. Second was taken by Harry Levinson, Indianapolis, three-time National U.S. Champion.

There are probably three reasons why this class is the world's largest: It is relatively economical to own and maintain (many Snipes first saw the light of day in a home workshop...amateur builders can and do compete equally well with the factory-built boats); the boat and its equipment have undergone very, very few changes during its existence and only after careful analysis to see if the change tends toward convenience and economy, making an old boat competitive with the express aim of keeping all boats and sails as nearly alike as possible so that winning reflects skill and knowledge, not superior equipments...sails, equipment, and boat must be weighed and measured each year to qualify for racing, and are re-checked before major regattas.

A third factor in this boat's growth in popularity probably is

the result of a strong national and international organization which rides herd on boat specifications, rules, or racing and planning of regattas as well as maintaining a spirit of camaraderie among Snipe skippers. There are a varied lot, ranging in age from pre-teens to Carl Zimmerman, a past champion and International Commodore still sailing aggressively and winning in his 70s, and ranging in occupation from "doctor, lawyer and merchant chief" to students and housewives. The crew, the other half of the racing team, reflects the family participation strength of this sport, for it is most often the wife, son, daughter or father. There are some notable husband-and-wife teams in this country, such as Bob and Ellie Huggins, the professors from Cal Tech; Allan and Winnie Levinson, "merchant chiefs" from Indiana; Dick and Jack Tillman, now of the Army Air Corps, etc.

Anyone who wants an exciting sport which the whole family will enjoy can't do any better than to get himself a Snipe and join the bronzed and buffeted Snipers who will welcome him, teach him what they know, and then do their best to beat him to the finish line!



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Colors: black only  
Price: \$80.00



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Others colors available – ask!  
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TIP: The AR3 needs lower tension than the AR2-F to get the best performances. In flat sea you could go up a little with the tension to achieve a better pointing angle.



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# The Low-down on MOI (Moment of Inertia for laymen)

The Moment of Inertia test has been around the Snipe Class since the early '70's but sailors still question "why" especially when told they cannot remove the lead if the boat weighs a little on the heavy side....So the Snipe Bulletin asked some wise Past Rules Committee chairmen who were around during the initial MOI tests for a re-look at the process.

## Dan Williams & Brainard Cooper

One of the first lessons learned by all Snipe sailors, indeed all dinghy sailors, is that keeping skipper and crew close together in the center of the boat makes the boat steadier in waves than if they are separated fore and aft. A boat that returns to its sailing lines quickly after being disturbed in waves tends to be faster than a boat that "hobby horses" for an extended time in waves, and keeping crew weight centered is the only way sailors can have a direct effect on this while sailing.

But there is another, an indirect way that this tendency of a boat to bounce in waves may be mitigated. A boat that is built with less mass in the ends, especially in the bow, and more of its mass near the center of gravity will tend to ride over waves with less loss of speed and will tend to return to its sailing lines more quickly than one with more mass in the ends. There were early Snipe sailors who figured this out, also.

In former Snipe Commodore Buzz Levinson's book "Snipe Tales" there is a story about a group of California sailors in the late 1930s who cut a suspect Snipe in half one night and discovered that the wood in the bow area had been planned down to a less than half of the mandated 3/4 inch minimum thickness for a wooden hull.

With the advent of fiberglass hull construction it quickly became obvious that that some hulls were more prone to damage in the bow and stern areas than was to be expected in minor collisions. When examined, it was found that these boats had less fiberglass in the ends than the rules require, once again reducing weight in the ends and structurally weakening the boat in the process.

This took on added importance since increased stresses had been introduced to the forward end of a Snipe hull with the development of the bendable rig in the 1950s and 60s. While no one was brazen enough to cut a boat in half during the night, there was some doubt among Snipe sailors that all were playing on a level field.

Other classes were experiencing these same doubts, these same increased stresses and the same problems of structural soundness. One US Snipe champion, who at the time was campaigning in an Olympic class, told a member of the SCIRA Rules Committee that he needed 5 hulls a year during his Olympic campaign because the stress induced by that boat's rig caused the hull to rapidly lose stiffness, a situation no one wanted to see replicated in the Snipe Class.

The general consensus at the time was that the only direct way to check the thickness of the fiberglass laminate in the bow was to cut a hole in the bow large enough to admit a caliper for measuring the thickness. Since no sailor would want a hole cut in his boat, especially in a highly-stressed area, an easy, indirect method of checking for structural soundness was looked for.

Former Commodore Ted Wells was Rules Committee Chairman and a former Snipe World Champion. He was also past chief engineer of Beech Aircraft, and he proposed that the Class might investigate something called Moment of Inertia, a subject with which he was familiar from his years in airplane design. If designed properly, a moment of inertia test would highlight boats that were light in the ends, and correcting them with compensating lead weights in the ends of a hull would remove the incentive for sailors and builders to reduce the amount of material used in the bow of the boat. And if there was no longer an incentive for reducing the strength of the hull, it stood to reason that another result of a properly designed test would be Snipe

hulls that would not age prematurely.

The result was that in early 1971 the Board of the Snipe Class asked Ted to design a moment of inertia system. The development budget was unlimited as long as "Ted used his own money and didn't charge anything to the Class."

Ted published the details of his proposed system in the February 1971 issue of the Snipe Bulletin. It was basically the one that is in use today, balancing the bare hull on a round bar and restraining it with calibrated springs of high tensile steel, then disturbing it from equilibrium and taking the time of a known number of oscillations and putting that into the formula Ted had devised which took into consideration the calibrated value of the springs, the distance between the balance point and the upright member of the MOI jig, and the time of the oscillations. The Class took no immediate action because no one knew what a reasonable Moment of Inertia for a Snipe hull might be. If set too low, boats would still be too fragile, if set too high, boats might be non-competitive with the wooden hulls still sailing, and that would kill the adoption of fiberglass hulls.

In 1972, at the urging of Flavio Caiuby of Brazil, a Rules Study Committee was appointed to look into simplifying the measurement rules and to investigate the possibility of the adoption of a Moment of Inertia test. This committee consisted of Flavio, Niels Toftgaard of Denmark, and Dan Williams, USA.

Privateer Yacht Club in Chattanooga, TN, Dan's home club, was

## The Smither-Lightning Method

This involved a fully-rigged boat sitting on a trailer. He placed a calibrated spring under the tongue of the trailer and displacing the boat and trailer from equilibrium, timed the cycles. The Snipe committee felt that this system introduced too many variables into the results and SCIRA did not pursue the Lightning approach.

home to a large and active group of Snipe sailors who owned a wide variety of the then-currently popular fiberglass Snipes, including one from South America, as well as older and newer wooden Snipes. Realizing that he could accumulate a large amount of data rather quickly, Dan built a Wells MOI jig and started recording his findings. Expanding his sample, he then next performed tests on many of the Snipes from the nearby Atlanta Yacht Club, and then for the next 4 years at US National Championships and selected international regattas, until he had a very broad cross

section of Snipe MOI information.

At about this same time there were two similar developments in other classes. Bob Smither, Chief Measurer of the Lightning Class, was working on a MOI system for that class, and Gilbert Lamboley had perfected a radius of gyration test for the Finn Class.

After over three years of testing, the Rules Study Committee recommended the adoption of the Wells system and the setting of the minimum Moment of Inertia at 200 slug feet squared (English) or 27.6 slug meters squared (metric). Far from being some "magic number", 200 was chosen because it was an even number, and the very few boats that had been found with moments of inertia below that could be

## The Lamboley-Finn Radius of Gyration Test

This method involved suspending the bare hull on sheer hooks from a knife edge balance and rocking the hull back and forth, timing the cycles. This was then repeated using a different set of sheer hooks so the boat swung at two differing heights. Dan made up a radius of gyration jig for Snipes and tested about a dozen boats. The test took longer than the Wells MOI test and required a very stout A-frame to suspend the almost 300 lb (136 kg) Snipe hull without itself rocking when the hulls were swung. Dan had commented that, "It was a little frightening to watch a Snipe hull swinging back and forth above the ground on this rig."





"grandfathered" since a new restriction could not fairly be applied to them after they had been built.

Acting on this recommendation, the Board of Governors of SCIRA approved the use of Moment of Inertia testing on all Snipes starting with the publication of the 1976 Rule Book.

And, as a comedian might say, "we've been stuck with it ever since!"

**Photo below: a newer version of the MOI jig, as produced by Bob Ewoldt, US Chief Measurer. This jig breaks down, making it easier to transport. Photo: B. Cooper**



**Photo right: a close look at the spring attachment point for the MOI. photo: B. Cooper**



## These are some random thoughts and observations from one who has been involved in testing Snipe hulls for Moment of Inertia since about 1975:

When the MOI rule was established in 1976 there very few Snipes competing with a Moment of Inertia of less than 200. Boats that were doing all the winning at the time had moments of 205 to as high as 215 or 220. However, when 200 was established, it immediately became a target, taking on an importance far in excess of its intent or value.

A builder from one European country came to a World Championship in 1977 with lead divers' weights on a belt running fore and aft so that he could fine tune his MOI.

Another in the 80s brought in boats that had the center of gravity so far aft that the boats would not balance on the Moment of Inertia jig.

Boats with the lowest MOI don't always win; perhaps the water doesn't know what the MOI is, and sometimes a boat with a higher moment that is in harmony with the wave action is faster than one that is not in harmony, even though the MOI is lower.

A difference of 1/10 second of the time of twenty cycles during a typical MOI test can change the MOI of a boat as much as two whole numbers.

While the difference of the 1/10 second over 20 cycles is probably of no importance on the water, the difference of 2 whole numbers is frequently of huge difference in the mind of the skipper.

Measurers and others have always doubted the integrity of the calibrated spring sets, frequently requesting new ones because they say that theirs have lost their tension. However, Spring Set #17, which has probably been used in more tests than any other spring set ever put in use, was recalibrated after 20 years of use and was found to be unchanged from when it was new. One set from Japan, replaced some years ago because of age, was re-calibrated and found not to have changed at all.

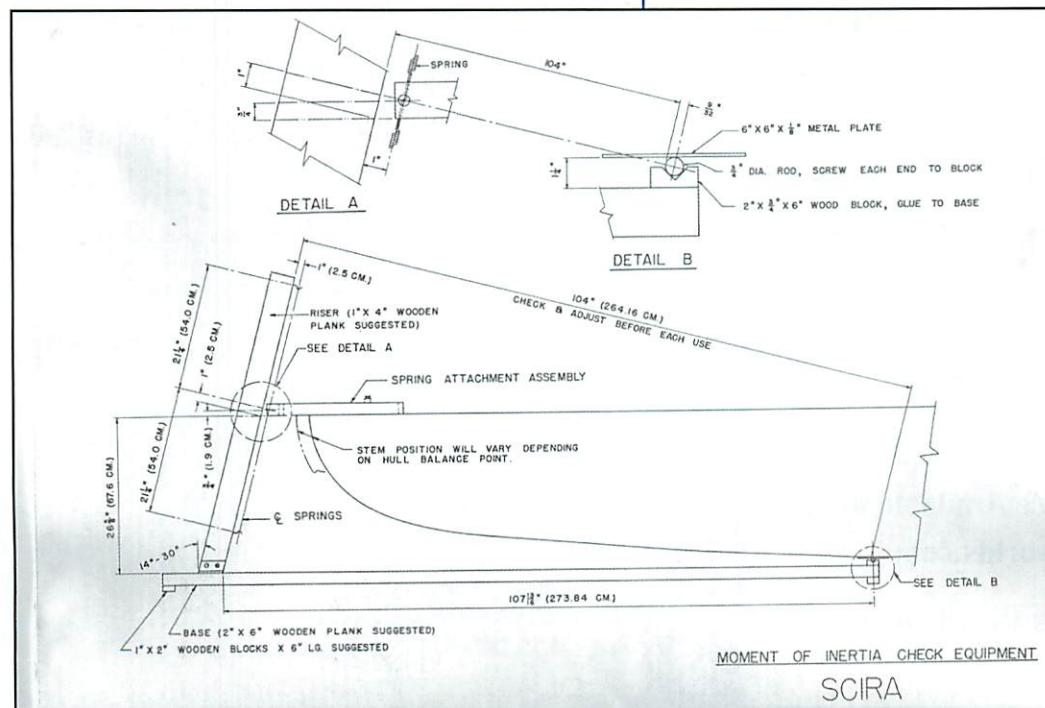
The development of Sikaflex and other permanent adhesives made the MOI process immeasurably easier since before their advent all ballast weight including MOI corrector weights had to be screwed permanently in place.

Builders hate the test, sailors endure it but don't like it, and measurers don't care for it either; but Snipes don't turn to putty in a year or so from the tension the rig imposes on the boat.

Some time in the late 1980s I was helping run the Highlander Class National Championships in the US. I met a Highlander sailor who had been a Snipe sailor in years past. He asked me, "Did you ever know 'George Wilson' (obviously not his real name)?" I replied that I had met him but didn't really know him. And I said, "He used to build Snipes. They were good looking and fast, but

they weren't legal." My new friend said that 'George' was a good friend of his and that when he started to build Snipes in the 60s 'George' had told this sailor that it would be easy to build a fast Snipe; that all he had to do was not "put all that laminate in the bow; they can't check it." And I thought, "It's too bad we didn't know that 20 years ago."

— Brainard Cooper



**Diagram left: the Moment of Inertia check equipment as originally drawn by Dan Williams and Chuck Loomis for SCIRA**



# 2006 Snipe Racing Calendar

## International Championships

Polish Cup	September	Poznan, Poland
VM Snipen	September 2-3	Stavanger, Norway
Yves LeBour – Belgium*	September 23-24	Eau d'Heure, Belgium
Rio State Champs	Sep 23-Oct 1	Rio de Janeiro, Brazil
Vikingsnipen**	September 26-27	Oslo, Norway
Master Worlds	October 3-7	Nassau, Bahamas
Semana de Vela	October 12-15	Rio de Janeiro, Brazil
Western Hemisphere & Orient	October 22-27	Miami, Florida, USA
South American Games	Oct 28-Nov 9	Buenos Aires, Argentina
King's Cup	November 11-12	Nassau, Bahamas
Women's Worlds	November 19-26	Punta del Este, Uruguay
Junior European Championship	December 6-10	Palma, Mallorca, Spain
*Yves LeBour Cup		
** Nordic Cup		

## National Championships

Poland	September 1-3	Poznan, Poland
Uruguay – Women's	October 7-8, 12-13	Punta del Este, Uruguay
Paraguay	November 19 & 26	Asuncion, Paraguay
Argentina	December 8-10	Buenos Aires, Argentina

## 2007 Championships tentative

South American Campionships	April	Punta del Este, Uruguay
Ladies European Championship	June	Moscow, Russia
European Masters Championship	June 7-10	Lake Caldonazzo, Italy
Pan Am Games	July 13-29	Rio de Janeiro, Brazil
Junior World Championship	July 31-Aug 6 tentative	SanRemo, Italy
SCIRA Jubilee	August 5-7	Tonsberg, Norway
Scandinavian Open Masters	August 9-11	Tonsberg, Norway
Snipe Worlds	September 8-15	Oporto, Portugal

### 2006 Women's World

### Championship

**November 19-25**

**Punta del Este, Uruguay**

**Registration & Notice of Race Available on-line:**

**[www.snipewomenworlds.com](http://www.snipewomenworlds.com)**

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## 2006 Dues Paid

as of September 1, 2006

Country	Boats Paid	Members
Argentina	29	56
Bahamas	13	19
Belgium	28	50
Bermuda	6	11
Brazil	116	181
Canada	16	27
Chile	9	23
Colombia	23	41
Croatia	1	5
Cuba	1	5
Denmark	11	16
Finland	32	68
France	36	49
Germany	8	11
India	0	0
Italy	128	251
Japan	196	412
Mexico	4	7
Norway	124	227
Poland	12	26
Portugal	119	133
Puerto Rico	11	20
Russia	49	62
Spain	176	237
Sweden	49	80
United Kingdom	16	24
United States	501	679
Uruguay	16	34
US Virgin Islands	3	7
<b>Total</b>	<b>1733</b>	<b>2760</b>



**SCIRA 75th Anniversary clothing with the official SCIRA 75th Anniversary logo.**

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- ✦ Last 6 Western Hemisphere Championships
- ✦ Last 8 US-National Championships
- ✦ Last 10 Scandinavian Championships
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**News for 2005**

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

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## Central American & Caribbean Games

Cartagena, Colombia held the Central American and Caribbean Games in July 15-30 with ten teams representing 6 countries. Results were:

1. Cuba	Jorge Carrillo Tellez/Yudiel Suarez Mederos	4-1-3-3-1-1-2-(8)	15
2. Cuba	Michel Leyva Perez/Darien Martinez Pimentel	1-3-4-1-2-3-(5)-4	18
3. Puerto Rico	Jesus Rodriguez/Jorge Santiago	7-2-2-2-(dsq)-2-3-2	20
4. Bahamas	Robert Dunkley/Michelle Lakin	3-5-5-(ocd)-3-5-1-1	23
5. Bahamas	Jimmie Lowe/Peter Bruce Wassitch	2-4-1-4-4-(dsq)-8-3	26
6. Colombia	Santiago Uscategui/Sergio Delgado	5-7-(8)-5-8-4-4-6	39
7. Colombia	Philippe Jacob/Jessica Jacob	(6)-6-6-6-6-6-6-5	41
8. Mexico	Jorge Murrieta/Alejandro Murrieta	(9)-9-7-7-5-7-7-7	49
9. Mexico	Martin Merino Ibarra/Patricia Valdespino	8-8-(9)-8-7-8-9-9	57
10. US Virgin Islands	Thomas Kozyn/Jean Sylvester	10-10-10-9-9-9-(ocs)-10	67



## German Open 2006

Caldonazzo, June 9 – 11, 2006

## Kneulmans Win Canadian Nationals

The Ontario Open/Canadian Nationals were 17-18, 2006 at Guelph Lake. There were 11 boats. All were Canadian boats. This is the most Canadian boats that we have had for Nationals in sometime. The weather was warm and windy but not too windy except for Sunday afternoon when the last race was cancelled before the start when it got up to 26 knots. It went higher from there. Whitecaps on Guelph Lake mean it is really windy. Dirk Kneulman and son Peter won in convincing fashion.

—Chris Hains

National Secretary, Canada

Manu Hens (BEL) and Enrico Michel (ITA) dominated the Championship that was held again on the beloved Lake Caldonazzo. Once more the Trento Sailing Association, represented by the President Roberto De Bernardis and the very active Vice President Herbert Hoerterich, organized within 5 months a perfect event, as well ashore as on the water!

The reward for their work was 59 snipes on the starting-line! Besides the big Italian fleet and Germany, there were also represented Belgium, Brazil and Poland.

After six races with a lot of wind Hens and Michel (4-1-1-1-1-OCs) took the top-position, followed by Bernardis / Pontalti (ITA) and the famous Bibi Juetz with Bruno Bianchi as crew.

On the following positions were to be found Rear Commodore Ben Van Cauwenbergh / Nadja Deferm (2004 winners) and Thierry Den Hartig / Greet Jansen (2005 winners).

Herbert Hoerterich was "crowned" new German Champion, followed by Günther / Peter Hautmann and Margit / Gerhard Hautmann.

Nearly not necessary to mention, that each evening was finished with a perfect dinner; thank you Silvano!

SCIRA was also represented by Rules Chairman Giorgio Brezich, by the European Vice Secretary Stefano Longhi, by Chief Measurer Antonio Bari, by the Member of Large Zbigniew Rakoczy and last but not least by the Italian Nat. Secretary Alessandro Rodati.

The German Open 2007 will be held again on Lake Caldonazzo at Whitsun and it will be followed one week later by the first European Master Championship ever!

Thank you to all the helpful hands of the AVT and wishing you every success with organizing the next year events!

### Top 12 of 59

Skipper/Crew	Total		
1. Manu Hens/Enrico Michel	7	7. Fabio Rochelli/Daniela Semec	32
2. Gabriele Bernardis/Stefano Pontalti	18	8. Paolo Lambertenghi/Antonio Bari	42
3. Bibi Juetz/Breno Bianchi	18.75	9. Dario Bruni/Sonia Bonomi	43
4. Ben VanCauwenbergh/Nadia Deferm	19.75	10. Bruno Bensa/Ruggero Roccari	49
5. Stefano Longhi/Alessandra Papa	23	11. Giorgio Brezich/Flavio Rossi	52
6. Thierry DenHartigh/Greet Jansen	27	12. Giuliano Dematte/Massimiliano Emer56	





# UK National Championship 2006

## William & Crouch Reign!

26-28 August

15 crews from across the country as well as two boats from the Orkney clubs: Holm and Stromness converged on the Royal Yorkshire Yacht Club at Bridlington. Due to a clash of dates with the Belgian Nationals sadly none of our regular overseas visitors attended.

The initial gentle breeze for race 1 fell off to only just enough wind to beat the tide, on top of that the swinging wind made for a frustrating situation where a beat turned to a reach and back to a fetch all in the space of a few minutes. Despite these taxing, shifty conditions the first three positions remained unchanged for the last 3 legs, Mark Antonelli and Susan Robertson maintained their early lead to take the first win of the 6 races over 3 days. The RO hung on for over an hour before starting race 2, his patience was rewarded with a steady wind direction and a good 7 knots breeze. Iain and Richard Marshall established a narrow lead over Alan Williams and Liz Crouch in the early part of the windward- leeward course. The breeze began to ease a little which made the final dead run a little nerve racking. Iain and Richard hung on to the rudder of Alan & Liz as they took the left hand side down to the leeward and final mark. Richard & Nicky Lambert held the central line with Brian & Anne Gregory close on their transom, leaving Mark and Susan on their own down the right hand side.

Whilst Iain & Richard tracked Alan & Liz through one gybe after another, the other three boats pulled through. The Lambert's and Gregory's were dead running on starboard, about 5 boat lengths from the mark, when Mark spotted a "gap" between the two, and came in on a port broad reach with more speed and went for it! However, Mark did not have the speed he needed and was clipped by Brian's bow. The Lambert's rounded the mark first, with the Gregory's following, the Marshall's were next to round, having overhauled Alan & Liz. Mark was left floundering doing a 720, in light airs. The final mark rounding set the final positions for the race. Iain Gregory and Paul Wilkes took 5<sup>th</sup>, with Nick and Hannah McGonigle 6<sup>th</sup>.

Day 2 started with a delightful force 3 which quickly built to a force 4. The race officer and his team set a good Olympic course to take advantage of the great sailing conditions. The flat sea with nearly 20 knots of wind made for some very fast off wind sailing. The third race was won by Alan and Liz, closely followed by the Marshall's and Lambert's. With the wind continuing to build, race 4 got underway. This time the Marshall's took line honours narrowly from the Lamberts, followed by Alan & Liz. The fleet then headed for shore for a well deserved rest break.

After lunch the wind was still blowing a lively force 5. The first two races had taken their toll on the fleet and only 9 of the 15 entrants made the start line. Despite his foot injury Iain and Richard prevailed to take their 2<sup>nd</sup> victory of the series. This meant that going into the last race on day 3 the Marshall's had a slim lead of 0.25 of a point over Alan and Liz and Richard and Nicky.

1 <sup>st</sup> Alan William & Liz Crouch	$2 - (4) - 0.75 - 3 - 2 - 0.75 = 8.5$
2 <sup>nd</sup> Iain & Richard Marshall	$3 - 3 - (3) - 0.75 - 0.75 - 2 = 9.5$
3 <sup>rd</sup> Richard & Nicky Lambert	$(7) - 0.75 - 2 - 2 - 3 - 5 = 12.75$
4 <sup>th</sup> Phil & Emma Hackney	$8 - (10) - 5 - 4 - 4 - 3 = 24$
5 <sup>th</sup> Brian and Anne Gregory	$(11) - 2 - 4 - 7 - 7 - 4 = 24$

Over night, torrents of rain came down accompanied by very strong (approx 25 knots) winds – a typical British summer! By the morning the wind was just below the cancellation strength. From the start gun, Iain and Richard led and had gained a 10 second lead over Alan & Liz at the 1<sup>st</sup> windward mark of the triangular course. After the first screaming reach the positions were reversed, Alan & Liz then stretched their lead to 45 seconds by the time they rounded the wing mark for the second time. However, the Marshall's reeled them back in to 20 seconds by the final (leeward) mark, but it was not enough to stop Alan and Liz taking their 2<sup>nd</sup> win of the series and the top spot overall, with Iain and Richard just 1 point behind in second and Richard and Nicky in third.

Much has been written about the fight between the top 3 boats. Behind this group the racing was just as close and hard fought. Phil Hackney with Emma Town got stronger as the regatta progressed; in the final race they clawed their way past the Gregory's the final beat to notch up a 3<sup>rd</sup> - their best result, giving them equal points with Brian and Anne. Iain Gregory and Paul Wilkes had consistent scores and were just 2 points shy of Brian and Phil. This close competition was mirrored throughout the fleet, with each group having their personal battles.



**Photo above: UK National Champions Liz Crouch and Alan Williams display their hardware.**



# 2006 Swedish Championships in Motala

## July 7th-9th

This year we had 24 Swedish teams/Snipes competing in our open nationals. Usually we get a few boats from Norway and/or Denmark to boost numbers, but this year we were glad to be able to make the "crucial" 20 boats+ all by ourselves.

We were sailing in Motala in Lake Wetteren which is a well-known place for Swedish Snipe sailors. This has been a very active fleet for many years and is the home town for manufactures of Skipper Snipe and Sidewinder Masts.

We had predominantly light winds for the regatta. Out of 9 scheduled races we were only able to sail 6 races. After waiting ashore the whole Friday (no racing) Saturday morning looked more promising. Some wind and some clouds and the first race was soon started. On the 2<sup>nd</sup> beat there were a major right hand shift and the leading boats were overtaken by rights hand corner guys. Home boat Patrik Jönsson/Filip Kruslock won the race. For the 2<sup>nd</sup> race some more wind has been building and it was semi hiking for most boats. Ebba and myself had a good start and an early lead. We won the race and hoped that the breeze would stay.

Instead the sun broke through the cloud and we had a warm and nice summer day – but absolutely no wind. A lot of swimming/diving/playing around took place. Nice to swim in fresh water and not have all the salt drying on your skin. After a couple of hours waiting we were able to set out in light wind. We were in good position when the last beat started and went with the leaders a bit right on port. Ebba said "lets not risk this all the way to the corner, let's go back in the middle a bit..." and so we did. Afterwards I was very happy that Ebba had reminded us to stick with our overall conservative game plan. The wind died completely for 30 minutes and then come back from the left. The leaders at the last mark were way back at the finish and Rööf/Löjdström (first regatta in Snipe class) won the race. Ebba and I managed a 5<sup>th</sup> and felt fortunate with this.

Sunday had almost the same scenario with wind changing in both velocity and direction. Some more wind in the first and we took another first and led the regatta. Unfortunately (for us) it took a long time before the 2<sup>nd</sup> race were started and the wind had again dropped. We were talking a lot about NOT getting an OCS since we had a 15<sup>th</sup> from the first race. But with a tad of too much adrenaline (and lack of routine) we were over early and that was it for us. Instead the fight for the championship stood between Sandbergs (masters) and Jönsson/Kruslock. But in the last race Sandbergs lost a lot on the last run and Jönsson/Kruslock was in top three and Patrik Jönsson took his 4<sup>th</sup> title.

Winners in the masters division and second overall were Sandbergs. In third place were father and son Burman that showed that winning a race at last year championships wasn't just a one time occasion. In light wind and flat water this crew is very fast. They were using North AP-5 main and so were 4<sup>th</sup> and 5<sup>th</sup> placed boats as well.

I also want to thank the race committee with chairman Ulla Ordell at Motala Sailing Club for a great job both at sea and ashore. The social events were headed by Hasse Strom and his colleagues. Their enthusiasm made us and the snipe family feel very happy.

We hope to see some more boats –both domestic and from abroad – at next years regatta.

**Henrik Jörhov/Ebba Friis**  
**SWE 30197**



## Results of the Swedish National Championship



	<i>Skipper/Crew</i>	<i>Boat #</i>	<i>Division</i>	<i>Finishes</i>	<i>Total</i>
1.	Patrik Jonsson/Filip Kruslock	30031	Senior	1-4-2-(7)-4-3	14
2.	Tommy/Kristina Sandberg	30068	Master	10-2-6-2-1-(11)	21
3.	Lars Burman/Georg Burman	29416	Senior	2-7-4-(15)-12-1	26
4.	Henrik Jorhov/Ebba Friis	30197	Senior	15-1-5-1-(ocs0-6	28
5.	Ola Sjostrand/Mats Gustafsson	27696	Senior	(16)-2-12-3-11-2	31
6.	Tomas Berg/Patric Wollersson	27459	Senior	4-(ocs)-17-4-3-5	33
7.	Robert Winther/Emil Svensson	30495	Senior	13-6-(20)-5-2-10	36
8.	Bo/Bodil Lindsjo	29979	Master	5-(ocs)-3-8-5-15	36
9.	Oskar Roos/Gustav Lojdstrom	29860	Senior	9-12-1-10-6-(dnf)	38
10.	Sara Back/Linda Johansson	26482	Lady/Sr	(18)-5-8-16-7-4	40
11.	Nicklas Torlegard/Patrik Gransater	29236	Senior	8-10-7-12-(14)-8	45
12.	Mats Gothlin/Andreas Karlsson	30050	Senior	6-11-11-14-(15)-9	66
13.	Ulf Johnasson/Jonas Augustsson	27809	Master	17-14-(19)-6-9-12	58
14.	Bernhard/Christian Rost	30044	Senior	11-8-14-9-17-(18)	59
15.	Mats Akerblad/Hakan Wersall	29862	Master	7-9-13-(20)-16-17	62
16.	Tommy Svensson/Filip Svensson	13921	Master	(21)-13-21-11-13-7	65
17.	Martin Alvefjord/Fredrik Lindstrom	27448	Senior	20-16-10-(21)-8-14	68
18.	Ingemar Helgesson/Ronny Carmling	29309	M/Classic	3-15-15-18-22-(dns)	73
19.	PA Johansson/Karin Pettersson	29819	Senior	(dns)-dns-dns-13-10-13	86
20.	Bengt Harling/Mats Holm	29821	Master	12-18-22-17-18-(dns)	87
21.	Tobias Chroner/Charlotta Chroner	29239	Senior	14-19-18-(23)-20-16	87
22.	Anders Backstrom/Carl-Magnus Lonnqvist	27452	Senior	19-17-16-19-19-(20)	90
23.	Jan Lindgren/Jan Frenne	29243	Master	(22)-20-9-22-21-19	91
24.	Marie Norlund/Hakan Norlund	29080	Master	23-21-23-(24)-23-21	111





# Italian Nationals

## Paradedda/Sifanno win, with Poggi/Boccato taking Italian Title

The 2006 Italian Nationals were sailed in Trieste, organized by Triestina della Vela and Yacht Club Adriaco August 23-27.

58 boats with sailors from Brazil and Croatia competed for the overall title.

Guest sailor Alexandre Paradedda with Sabrina Sifanno crewing won the regatta with Giampiero Poggi and Silvia Boccato winning the Italian Championship title. Second Italian overall was Michele Paoletti (new to the Snipe on vacation from the America's Cup team of Mascalzone Latino) with Benedetta Nicolich crewing. Rounding out the top were Enrico Michel and Francesca Cappello and Fabio Rochelli and Daniela Semec.

The level of sailors was very high, beyond that of the habitual sailors of the national regattas, also of champions of the international sailing world.: Xandi Paradedda, Snipe World champion in 2001 and Olympian to Sydney and Athens in 470; Michele Paoletti, Olympian to Sydney in the Soling, the Croatian Bojan and Vlado Grego, Olympians to Barcelona in the FD.

Paradedda, with Sabrina Sifanno won, but in seven races there were five different winners. That is indicative of the fact that the Championship was tough.

### Top 25 of 58

Skipper/Crew	Finishes	Total
1. Alexandre Paradedda/Sabrina Sifanno	3-1-3-1-(13)-3-3	13.5
2. Giampiero Poggi/Silvia Boccato	5-3-4-5-(7)-1-1	18.5
3. Michele Paoletti/Benedetta Nicolich	(17)-4-2-2-2-7-6	23
4. Enrico Michel/Francesca Cappello	4-(9)-1-9-6-5-2	26.8
5. Fabio Rochelli/Daniela Semec	13-5-11-7-4-(24)-8	48
6. Giorgio Brezich/Lucio Penso	8-8-5-18-1-9-(28)	48.8
7. Pietro Fantoni/Elisabetta Macchini	1-14-13-11-(19)-2-9	49.8
8. Paolo Tomsic/Andrej Mocilnik	9-12-8-6-5-10-(14)	50
9. Stefano Longhi/Alberto Piccinini	18-7-10-4-(20)-6-13	58
10. Bojan Grego/Vlado Grego	(ocs)-17-17-3-3-16-4	60
11. Corrado Perini/Daniela Berto	15-21-6-(25)-10-8-16	76
12. Pietro Cerni/Marco Pellis	6-20-(ocs)-8-14-15-22	85
13. Giorgio Stefani/Anna Zerial	10-13-(27)-21-11-20-15	90
14. Sarah Barbarossa/Massimo Longo	14-(26)-20-17-22-4-19	96
15. Dario Bruni/Sonia Bonomi	19-16-12-20-21-(36)-10	98
16. Alberto/Andrea Schiaffino	21-10-14-24-(27)-19-11	99
17. Alessandro Rodati/Tom Stahl	28-2-9-13-25-(34)-26	103
18. Paolo Lambertenghi/Antonio Bari	30-6-(ocs)-10-40-13-7	106
19. Marco Penso/Annarosa Perini	23-19-7-29-8-(30)-21	107
20. Luca Marangon/Manuel Costantini	26-11-34-(35)-28-12-5	116
21. Roberto Apostoli/Marina Simoni	2-29-23-12-34-(ocs)-18	118
22. Fabio Steffe/Stefano Bosutti	11-22-22-19-15-32-(42)	121
23. Umberto Penzo/Stefano Penzo	27-(33)-16-22-18-28-23	134
24. Umberto Wetzl/Matteo Stefanini	25-23-15-16-30-(ocs)-35	144
25. Sergio Irredento/Marina Senni	7-38-21-28-33-(39)-20	147



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# Ola Nygard/Heidi Sandvig win 2006 Norwegian Nationals

The Norwegian championship 2006 had 66 entries from 17 Yachtclubs, a very good turnout.

Friday evening 2 races were sailed in suitable winds about 8 - 14 knots. Both were won by one, but at the rules check after the races the boat was found to be a few pounds light, and was subsequently DSQ. Harsh, such is life. And why was it too light? I am sure it was not intentional.

Saturday the winds increased 12 - 16 + knots. The fighting was hard. Sunday Even more wind: 20+ knots and more. My young 14 year crew was exhausted after 2 races, so we withdrew in about 24 knots, about 18 were DNC in the final race, for various reasons.

Popular winner was Ola Nygard, in his 30th attempt for the Norwegian prize... with Heidi Sandvig, sister of the winner 2005. The next two places went to Birger Jansen/Cecilia deFaire and Ulrik Sandvig/Henrik Grythe: both only one point behind!

**Bjorn Sundby**  
**NOR 29447**



**Photo: start of Norwegian Nationals.**  
**Photo by Stein Frich**

	<b>Skipper/Crew</b>	<b>Boat #</b>	<b>Finishes</b>	<b>Total</b>
1.	Ola Nygard/Heidi Sandvig	30069	5-6-(16)-1-3-2-4-5	26
2.	Birger Jansen/Cecilia deFaire	29940	1-(10)-1-10-1-5-5-4	27
3.	Ulrik Sandvig/Henrik Grythe	30498	4-2-4-(12)-4-11-1-1	27
4.	Jostein Grodem/Asbjorn Grodem	30186	(13)-1-2-8-7-4-2-7	31
5.	Christian Dahl/Carine Bauer	27744	6-(29)-8-2-8-12-11-6	53
6.	Michael Irgena/Nina Irgens	30225	(ocs)-5-5-14-2-6-14-9	55
7.	Pauline Book-Bratback/Lise Gehrken	28452	(18)-9-15-9-5-1-9-10	58
8.	Johan Mejlaender/Cecilie Irgens	30013	7-18-9-3-6-9-8-(23)	60
9.	Jonas Stromquist/Jorgen Stromquist	28372	9-(ocs)-10-22-15-3-6-2	67
10.	Torstein Pedersen/Isabelle Pedersen	29650	3-(24)-13-6-13-8-18-11	72
11.	Erline Nesse/Alexandra Wang	30070	11-14-(21)-13-12-10-7-17	84
12.	Rune Kartveit/Eirin Kartveit	30270	(32)-27-14-15-11-17-3-8	95
13.	Henning/Heinz Balzar	30355	26-30-12-4-(dsq)-15-20-3	111
14.	Mads Truelsen/Tina Kopseng	29020	20-(21)-3-21-20-13-15-18	111
15.	Halvor Poulsson/Edel Poulsson	29673	(36)-19-11-11-26-14-12-20	113
16.	Viktor/Liv Sinding-Larsen	29428	12-15-34-29-10-7-13-(dnc)	120
17.	Stein Jacobsen/Vibeke Blydt	30087	27-11-(dsq)-7-17-27-17-16	122
18.	Fredrik Marius Selvig/Linda A. Selvig	30394	37-17-(35)-17-16-21-15-12	132
19.	Jorn Haga/Anniken Bjerke Landre	30255	17-4-7-5-(dnc)-dnc-19-21	134
20.	Lise Fredriksen/Aleksandra Kofoed	29649	24-7-33-18-9-(38)-29-15	135
21.	Magnus Christensen/Ola Breitdokken	30354	28-(dnf)-6-16-rdg-28-21-19	138
22.	Petter Aursnes/Johan Glent	29663	22-(dnf)-20-25-23-15-10-29	144
23.	Fabian Buvik/Fredrik Lien	29665	16-8-17-27-25-25-(43)-28	145
24.	Harald Walder/Christine Walder	30483	14-26-19-20-31-33-23-(dnc)	166
25.	Fredrik Kaiser/Britt Kaiser	29942	8-3-(37)-33-36-24-36-31	171
26.	Rolf Eriksen/Eli Aspelund	30247	25-(dnf)-32-26-24-19-27-25	176
27.	Pal Terje Christensen/Pal Rynning	29237	15-(dnf)-45-30-22-26-31-13	182
28.	Ellen Hoegh/Asta Stenhagen	30440	2-(dnf)-26-19-34-20-45-36	183
29.	Karsten Eskelund/Ketif Vanebo	28143	29-31-28-24-18-(37)-30-30	190
30.	Erik Nilsen/Lise Lorne	27970	35-(dnf)-22-43-19-31-25-24	199
31.	Ida Saetersdal/Randi Stray	29632	37-33-23-31-21-(42)-41-14	200
32.	Jan Ivar Hystad/Anita Hystad	29633	(48)-22-47-28-30-29-22-27	205
33.	Petter Vegard Hansen/Linn Beate Hansen	30482	10-(dnf)-24-23-37-22-34-dsq	211
34.	Terje Sandiv/Tale Nysted	26836	19-34-36-32-29-35-(37)-26	211
35.	Camila Christensen/Hans Fredrik	30481	30-(dnf)-43-42-14-23-28-34	214



## Maike VanDerLinden/Alexandra Wang top Norwegian Women's Fleet

	<i>Skipper/Crew</i>	<i>Boat #</i>	<i>Finishes</i>	<i>Total</i>
1.	Maike Vander Linden/Alexandra Wang	30255	1-1-3-1-1-4-(5)	13
2.	Cecilia deFaire/Jeanette Jansen	29940	(5)-2-1-1-2-5-2	13
3.	Jessica Sylvan/Lise Gehrken	28452	4-3-2-2-3-1-(6)	15
4.	Ellen Hoegh/Hege Bertelsen	30440	6-(8)-4-6-2-1	25
5.	Ida Saetersdal/Hanne Bowitz	29632	2-4-(8)-7-4-3-7	27
6.	Kristine Schussler/Hilde Hovik	29725	3-7-11-4-5-8-(12)	38
7.	Elisabeth Movik/Monica Aadland	28455	7-(10)-5-9-7-9-4	41
8.	Olga Balzar/Truidie Scholman	30355	9-6-(dsq)-11-10-7-3	46
9.	Liss Anna Olsen/Siri Helland Hansen	29982	8-9-(12)-10-11-10-8	56
10.	Agnethe Cedelov/Ingeborg Wathne	29094	11-11-9-8-12-6-(13)	57
11.	Kristin KollSvendsen/Katrin Waage	2963	12-(dsq)-12-9-11-10	64
12.	Beate Kristiansen/Randi Stray	28922	(dnf)-5-6-5-dnc-dnc-dnc	67
13.	Elise Eckbo Juell/Ann Kristin Hansen	27973	13-(16)-13-13-8-12-11	70
14.	Siv Merete Sunde/Ingvild Cederlov	3025	(dnf)-14-7-15-14-13-9	72
15.	Kaia Bergsaker/Ellen Lindland	27010	12-13-10-(14)-13-14-14-76	
16.	Karoline Kvelland/Linda Steen Andersen	29938	14-15-14-(dnc)-dnc-dnc-dnc	94



*Photo: Olga Balzar & crew. Photo Stein Frich*

## Diaz/Kelly Win North American Championship August 18-20 Gull Lake, Michigan

*Top 30 of 54*

	<i>Skipper/Crew</i>	<i>Country</i>	<i>Finishes</i>	<i>Total</i>
1.	Augie Diaz/Pam Kelly	USA	(14)-4-1-6-3-4	17.75
2.	Ernesto Rodriguez/Merril Varn	USA	2-1-11-1-4-(13)	18.5
3.	Brian Bissell/Bryan Stout	USA	8-8-5-(9)-1-1	22.5
4.	Hal Gilreath/Alex Stout	USA	3-12-2-4-(16)-2	23
5.	Henry Filter/Wilson Stout	USA	5-2-(10)-7-4-8	26
6.	Peter/Sheehan Commette	USA	7-9-4-3-10-(18)	33
7.	John MacRae/Linda Epstein	USA	17-3-6-2-(30)-6	34
8.	Mick Funsch/Dave Meyer	USA	(34)-6-3-8-15-7	39
9.	Nicolas Granucci/Ignacio Saralegui	USA	6-10-(15)-13-6-5	40
10.	Lee Griffith/Lorie Stout	USA	(12)-7-7-11-9-10	44
11.	Lee/Mandy Sackett	USA	(ocs)-17-9-10-dnf-3	46
12.	Andrew Pimental/Julia Langford	USA	1-14-(19)-5-17-11	47.75
13.	Mike Blackwood/Patty Mueller	USA	9-5-8-14-(30)-12	48
14.	Jorge Murrieta/Andres Akle	MEX	(45)-11-14-15-8-19	67
15.	Craig Noakes/Heather Marshall	CAN	16-16-13-(19)-14-9	68
16.	Harry/Sarah Levinson	USA	20-15-25-12-7-(30)	79
17.	Jerry Thompson/Mandi Smith	USA	4-26-12-23-(33)-16	81
18.	Mike Dinsdale/Lars Leckie	USA	15-21-17-18-12-(31)	83
19.	Gonzo Diaz/Andrea Wilsen	USA	10-23-16-(25)-13-24	86
20.	Stephen Dickinson/Leatrice Roman	BER	(46)-22-18-20-11-17	88
21.	Terry Timm/Aubrey Timm	USA	11-19-(48)-30-25-15	100
22.	Chad Coberly/Michelle Coberly	USA	24-20-20-27-(40)-14	105
23.	Jno/Karen Disch	USA	18-13-23-(37)-24-32	110
24.	Bob/Sandy Rowland	USA	32-24-21-17-27-(37)	121
25.	Andrew Klein/Barb Evans	USA	13-29-(ocd)-22-32-26	122
26.	Mark/Julie Heup	USA	19-30-28-16-35-(45)	128
27.	Dirk/Peter Kneulman	CAN	(38)-18-30-34-19-33	134
28.	Chris Hains/Don Hains	CAN	(44)-27-31-33-22-22	135
29.	Tom Peterson/Jim Peterson	USA	(43)-36-27-31-18-25	137
30.	Jesus Rodriguez/Jorge Santiago	PUR	23-40-22-24-28-(dnf)	137



# Snipe Rituals & Superstitions

The whisper came from nowhere, "Putter, putter, putter, putter, putter..." A late fall Sunday afternoon on Mission Bay Yacht Club's Sail Bay. The Santa Ana Wind and the sea breeze have called a truce, leaving a few random puffs for the fleet to chase up the final leg. We're leading the regatta, but need to finish in front of our nearest competitor who has hit the other side, looking quick. I'm holding my breath while my skipper attempts to will my weight down, begging me to keep still. One last puff gets us across the line and I comment, "what's with the putter, putter?" "Oh, he responds, I was whispering to my hiking stick." "OK" I respond, "but putter?" "Yeah, don't you remember Bill Murray whispering to his putter? It always works for me in the light stuff..."

From hockey goalies talking to goal posts, "They are my friends", to baseball pitchers eating the same meal before every outing to race drivers never wearing green and refusing to eat peanuts, sports are full of superstitions. With that in mind, the *Snipe Bulletin* decided to venture out and explore our international world of sailing superstitions and rituals.

Hull numbers and therefore sail numbers seem to take on a life of their own. Some sailors latch onto a recognizable number which becomes their lucky number. 26812, 28612, 29812, 30512 is one example. Other sailors settle for one favorite number in their sequence: 6446, 16104, 20004, 26004, 27054, 29204, 30404. Other countries are more philosophic. As Jiro Yamamoto describes "The number '8' is considered lucky in Japan. The Japanese letter of 8 is spelled like '八'." When we see the profile of '八', the bottom, which means future, is wider than the top which means present time.. It is spread out in "a fan shape." The fan shape means "growing prosperous" or "hopeful future." One of the sailors in our fleet has the very lucky number 28888."

Needless to say, boat colors have a way of becoming ritual. Sailors in the US are so used to seeing Doug Hart in a light blue deck boat, they probably can't imagine him in anything else. And yes, his new boat's deck is light blue. Enrico Michel writes from Italy " ...at the beginning of my Snipe experience I bought a Skipper Snipe from the Italian dealer. I was in a hurry and the only boat available was green with sail number 26812. ...in Italy green is considered a very unlucky colour for a boat and all the other competitors said to me that this boat CANNOT be fast. During the years the boat won the the Nationals and a lot of important regattas in Italy. For this

reason, I tried to have a sail number the most closest possible to 26812 (see above)...of course ALL my boats had something GREEN on board!!"

Speaking of green boats, former Executive Director Buzz Lamb started a sequence of green boats for Past Commodore Ralph Swanson when Ralph received number 17999. Amongst other numbers Ralph's last 4 boats were 19119, 19191, 19199, and 19999. Chubasco/McLaughlin/Eclipse boatbuilder Mike McLaughlin finally gave in and just created "Swanson Green" to simplify the ordering process.

And of course, there are the less rational superstitions. Rumor has it a multi-world champion has to roll his boat cover a certain way every time.....

At a recent a regatta. we took a poll of the sailors and some some of the more favorite responses were:

- No loved ones allow to spectate at major events
- 1<sup>st</sup> on the water.
- Last on water, 1<sup>st</sup> off.
- Breakfast of tomato juice w/lemon, eggs, sausage, dry wheat toast w/grape jelly!!
- Cigar while rigging.
- Only wear a visor (no hats!)
- 1<sup>st</sup> to the dock, 1<sup>st</sup> to the shower.
- Wear same socks and boots throughout regatta (whew!!!)

And...maybe just to keep the party going

- Don't call home when leading the regatta!

So next time your skipper starts muttering something unintelligible, just go with the flow, they might know something you don't!

## Old vs. New

Waiting for the wind to fill at a recent regatta in Seattle, Washington, Seattle sailor Bill Campisteguy brought out some sails his father had purchased new for his boat "Red Hot" #8659. Never used, Bill pulled these cotton sails out of the bag and instantly became the center of attention! While marveling at the hand workmanship of these new/old sails, someone had the bright idea to compare them to a brand new set of Ullman sails (photo at right). Of course the next step was to hoist these sails on the latest brand new boat, #30611 (photo at left).

Thanks Bill for a walk back in Snipe history!

photos by Lee Griffith





# Diaz/Rogers Repeat as US National Champions

July 8-14

Erie Yacht Club, Erie, Pennsylvania

July 8-14 the US Snipe Nationals invaded the Erie Yacht Club. We had a very successful event with 15 Junior teams competing for the Junior Nationals and 57 senior teams in the National Championship. This year was all about the family, 34 of the 57 teams that participated in the Snipe USA National Championships involved families: husband/wife, wife husband/ parent/child, child parent, many parents competing against their children, brother against brother, other family members coming along, etc. The age of the competitors ranged from 8 to 76 years old.

Teams from some 23 states including California, Colorado, Utah, Georgia, and Fl made the long trek to the Erie for some great sailing. Despite a little rain conditions proved to be quite good and very challenging. Not at all what many folks expected. The Junior Championship was won by the team of Tyler Sinks and Ben Todter from San Diego.

Current World Champion Augie Diaz and Mark Ivey won the Heinzerling US National Championship. Augie is now tied with George Szabo with 4 national titles. The top four teams qualified to go to the Snipe Worlds in Oporto, Portugal in 2007.

The consolation Wells Series was won by Dustin Kays and Clayton Dixon from Atlanta. They are cousins, and grew up sailing Snipes at the Atlanta Yacht Club.

The key to the event's success was the support from volunteer and staff from the Erie Yacht Club. Over 40 volunteers participated throughout the months leading to and week of event. The yacht club staff did an excellent job coordinating all the social activities and accommodating some 120 sailors on a daily basis.

The Erie Yacht Club provided the perfect environment for a "family affair". Blessed with a protected sailing venue on Presque Isle Bay, the sailing was comfortable for a broad spectrum of Class members. People came to the Club early and stayed late, enjoying the activities on and off the water. The Club management, staff, and members made all the guests feel entirely welcome and part of the "family".

The 2006 USA Nationals was truly an event reflective of the Snipe Class themes "Serious Sailing, Serious Fun" and "family recreation, together for a life time".

Holly O'Hare



*Photos: Top: John Sepanski and Justin Daley plane around between races.*

*Above: crew Teddy Helfrich comes out of a tack during the Junior Nationals.*

*Bottom - upper: Ernesto Rodriguez and Leandro Spina roll into a tack.*

*Bottom: Bill Schoenberg and George Szabo laugh at the photographer....*

*All photos by Fried Elliott.*

## US Nationals Results

### Top 5 in each division

#### Heinzerling

1. Augie Diaz/Mark Ivey	30088	1-(8)-1-2-3-2	8.5
2. Jim Bowers/Myrna Chan MacRae	30330	3-(12)-2-1-1-10	16.5
3. Ernesto Rodriguez/Leandro Spina	30364	2-2-3-(19)-8-9	24
4. Tomas Hornos/Enrique Quintero	29610	11-1-8-(32)-4-1	24.5
5. George Szabo/Bill Schoenberg	30337	4-5-4-8-(11)-8	29

#### Jr. Nationals

1. Tyler Sinks/Ben Todter	28687	1-(6)-1-4-2	7.5
2. Austin Kana/Morgan Commette	29114	(7)-1-5-2-1	8.5
3. Joe Morris/Wilson Stout	29222	4-cnfn(cnf)-1-3	11.75
4. Nick Voss/Andy Rahn	28814	2-cnfn(cnf)-4-(dnf)	17
5. Andrea Savage/Curt Rozelle	29534	5-cnfn(cnf)-3-4	19

#### Jr/Senior

1. Katie/Harry Levinson	29842	(2)-1-1-2-2	5.5
2. Peter/Pierce Wolcott	28656	1-2-2-(3)-3	7.75
3. Christian/Henry Filter	30325	4-(dns)-dns-1-1	10.5
4. Bill Townsend/Elliott Thompson	26465	3-3-3-(4)-4	13





**2006**  
#1 Dead of Winter Regatta

**2005**  
2<sup>nd</sup> Worlds  
#1 Women's Nationals  
#1 Fleet 495 Champs  
#1 District 7  
#1 District 6  
#1 Florida Districts  
#1 Las Vegas Regatta  
2<sup>nd</sup> Colonial Cup

*Contact our experts for the latest news on our Snipe program!*

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