

Snipe Bulletin™

Official newsletter of the Snipe Class International Racing Association



Volume 25, Spring 2007



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. Let us help you get your Snipe flying today.

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Snipe Bulletin

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The Count: 31 numbers have been issued since the last issue; Japan-9; Italy-2; Chile-6; Brazil-3; USA-1, and 10 to a builder.

Numbered Snipes: 30601

Chartered Fleets: 882

Cover photo: 2nd generation Snipe sailors Erin Robertson & crew Becky Lenhart round the weather mark at the 2007 US Women's Nationals sailed in Coronado, California. Photo by George Szabo.



Next Issue deadline:
June 1

From the Commodore

A Major Organizational Change – We Are Ready!

2007 is going to be extremely important for our class from an organizational standpoint, as we are looking to dramatically reduce the size of our Board while maintaining the same level of international representation we currently have.

During 2006, our Long Range Planning Committee (LRPC), headed by Jimmie Lowe with assists from four past Commodores, performed a study of SCIRA International's board structure and in October, issued their report along with a final proposal to the Board of Governors for a vote.

After several discussions with Board members and others, we, your Flag Officers, thought it best to delay the vote and solicit input from the members at large. In our opinion, this change is so significant that we wish to ensure we really do get it right.

The LRPC report/proposal was included in our last Snipe Bulletin (Winter 2007) which is currently on our website (www.snipe.org). In fact, a major section of the Bulletin was dedicated to this with the intention that all members fully understand the proposed changes and have the opportunity to provide input.

By the time this article is issued, the LRPC should have received input from members via their National Secretaries and/or General Secretaries. Your responses may initiate a change in the LRPC's proposal being readied for submission to the Board of Governors at the September Board meeting, slated to be held in conjunction with the World Championship in Portugal.

The anticipated key changes will be:

- The number of voting members on the board will be reduced from 18 to 7 or 9, creating a leaner, more nimble and effective Board.
- The Commodore and Vice Commodore will serve longer terms (two years instead of one). This will give these officers more time to complete specific projects during their term and will provide for greater

continuity.

•Board of Governor Members' roles/responsibilities will be made clearer.

It became evident to us, after discussions on these proposals, that many of our members are not really aware of how individuals are nominated and elected to the Board. The process is clearly covered in Section 25 of the SCIRA Constitution and I would encourage all members to read it. Your active participation in the process of nominating candidates for office through discussions with your National Secretaries is extremely important. It is the responsibility of your National Secretaries to forward the candidate's name to the Nominating Committee before October first of each year.

In future, we will be publicizing the positions on the Board that will need to be filled in the coming year via the SCIRA website. We will also be encouraging candidates to provide the Nominating Committee with bios.

We have a great class and I firmly believe we can make it even better with your input regarding the proposed changes above and your active participation in the nomination process.

Together, we can ensure we are making the right decisions for the future of the class.

Snipe Sales Stats for 2006

- 23 sets of Blueprints
- 23 "How to Build a Plywood Snipe"
- 117 new boat numbers issued
- 1,681 sail royalties
- \$5,000 of 75th anniversary merchandise sold (have you purchased yours yet?)



From the International Rules Committee

-Giorgio Brezich, Chairman

The Rules Committee over the past few months has received many questions and requests of clarification of our present rules. The questions are very interesting and of possible influence to the building of Snipes. Antonio Bari, Chief Measurer of the International Snipe Class and I were in constant contact for consultation. The requests were circulated among the 7 members of the International Rules Committee asking their opinions.

The following are the questions submitted to the International Rules Committee for consideration:

Question: is it possible to produce the spreaders in carbon or other aramid fibers?

Answer: No, as spreaders have to be considered "major equipment" and per rule 52.12 the use of carbon or aramid fibers is illegal. The use of aluminium or fibreglass is allowed. In case you decide to change your spreaders, remember that the mast has to comply the rule 30 (minimum weigh 9,1 kgs and the center of gravity shall be minimum 1524 mm above the lower band.)

Question: is it allowed to produce the cover of splash rail (spray board) in carbon?

Answer: the splash rail can be made of carbon fiber only if it is a separate part from the cockpit or the hull. If it is molded with the cockpit or the hull it must be of the same material as the rest of the boat.

Question: is it allowed to have a mast step fitting similar to those of Finn and Optimist Class that permit, when not racing, to easily change the mast butt position.

Answer: a mast step similar to those used on the Finn and Optimist are illegal. It would be considered an infringement of rule 31.2 "Mast shall not be moved at step during a race"

Question: is it legal to have the anchorage of shroud outside the sheer line?

Answer: the Rules Committee after long discussions and in further consultation with ISAF International Measurers clarifies that: "the extension of the shroud shall remain inside the sheer line. The extension of the forestay shall remain minimum 279 mm aft the point 0."

Question: has the Rules Committee approved new materials (laminates) for sails production?

Answer: No, as no one has requested to add to the current list of approved materials any new kind of laminates. We suppose sail-makers presently are not interested in the production of sails using laminates.

The SCIRA International Rules Committee has to enforce once more that the point 0 is the intersection of the stem with the deck. The actual stem head shall be identified on the boat and shall not be the projection of sheer line. Point 0 is the origin of all snipe measurements and shall be clearly stated. Refer to drawing at page 73 of Rule Book.

Chairman: Giorgio Brezich, Italy
Vice Chairman: Steve Stewart, USA
Chief Measurer: Antonio Bari, Italy
Members: Fernando Garrafa, Brazil
Johnny MacCall, Argentina
Nobuhiko Kudara, Japan
Mark Spicknall, USA

Swedes Showcase Snipe at Stockholm International Boat Show

SCIRA Sweden is celebrating the 75th anniversary of the Snipe Class by arranging a premier stand at the Stockholm Boat Show. Our stand is situated so that the audience views our two Snipes first thing when entering the fair.

The two Snipes are a brand new Persson and a wooden Snipe by Alvar Larsson built in 1962. Nicklas Torelgard from Fleet #327 Stockholm Snipe Club is the happy owner of the new Snipe. Mats Akerblad has owned his Alvar Larsson Snipe since he bought it new in 1962. #13216 is equipped to the latest rigging and trimming standards.

Our stand is sponsored by Persson Snipe, StarMarine, Olimpic Sails, Sidewinder Masts, Skipper Snipes, Stockholm International Boat Show, European Master Games 2008 Organization (organizers of the 2008 SnipeWorlds Masters in Sweden.)

Bernhard Rost
National Secretary, Sweden

photo by Gustav Kaiser



Meet the Rear Commodore

Ben VanCauwenbergh

Despite not having been in a Snipe since August 2006, due to work problems, I would like to look back on the Snipe year 2006 in Europe.

I believe the Snipe class in Europe is growing not only in quantity, but also in quality and friendship. We have a better and closer relationship with different countries, maybe this has to do on the modern communication, but also we find a way to help each other. True to our motto, 'Serious sailing, serious fun'.

A good example are the Italians who are doing a wonderful job and are more open, they have a great set up in Caldonazzo, thanks to Herbert and Gunter (GER), they created a friendship with the Polish and German Snipe sailors. True John Broughton, became this Polish and German relationship, sadly he past away last year.

In the same area in Trento and Garda lake, Roger Olivieri and Silvia are doing a lot of work to promote the class, also the Trieste Fleet, or better to say the Brezich team, with their Star Marine (Persson Snipe) are doing a lot and have brought the Snipe class to life in Croatia. And we must not forget the fleet in Bracciano, Claudio is welcoming everybody with open arms, always for me a place to suggest to anyone, a must to go their, and Solerio brothers with their super clinic and wonderful guest stars, in San Remo. My compliment on their Web-Master Pietro Fantoni.

The Belgians have also a successful Web-side, thanks to Dirk De Bock Jr. Having such a small country, our Teams are scoring everywhere, with 1st

and 2nd places at the Wiibroee, 2nd in Valencia, 1st South Euro., 1st Italian Masters, and German Open to mention but a few. We are also working very much on the friendship side we serve the connection with France and England, "The Middle West Triangle", so to say. The French and English are sailing better than ever, and I am happy to see that they enter many Belgian races.



The Belgians aim is, to beat the Spanish!

At the Secretary meeting in Pori, Jan Persson told us that there are, sadly, very few Snipe sailors in Denmark, I have hope that our young Danish dynamite and good sailor Christian can do something about this!?

In Pori we had a very nice European Championship, thank, you again Finland. Also I can see Finland is trying to improve the contact with other countries. Kai is trying to find a solution with Transport using larger trailers and shipping to get the costs lower. As we all know, costs can be the major problem in organising races.

Of course Norway is the Top with Birger motivating Norway as always, many boats on the start line, in Wiibroee there were 50 entries 25 of them from Norway! Not to forget the great initiative of Frederik Kaiser, whose aim is to get over 200 Boats for the Scira Jubille in Tonsberg in August 2007. I totally support his great energy into this huge event.

I remember the great time we had in Sweden (Motala), a few years ago, they are getting strong again now.

Tiago, who has been representing Portugal for a long time, constantly making the headlines with his mysterious boom!

Spain is the best in Europe, as they proved it once again in Pori, a great compliment to them. The secret is, they never sit still in the boat, it even got me nervous, and I was not in their neighbourhood very often!



Valencia was a very nice experience; they work hard and thank you Nando for your hospitality.

I hope one day I can make it to Poland and Russia, they are working hard as well. And of course there are always the States, the Bahamas, South America & Japan which remain goals for Nadia and myself.

With selling Persson boats to Starmarine, I hope to see Jane and Jan Persson as usual as much as possible, they play an important role in our play.

Thanks you Jerelyn, Robert and your Scira Team, you all did a lot of work, also all Snipers, especially all those helping hands we never see on the water, or in theatre language "all those behind the scenes" who make this wonderful class work so successfully.

Thank you again everybody and I wish you all fair winds and good sailing for 2007.

Ben



Technical Tips

Pablo Defazio, 2006 WH&O Champion, shares his tips for making your boat go faster!

How do you use your mast puller/pusher? Where is the position of the mast in the partners?

In light air, upwind, I actually don't use it because the mast touches the front side of the mast hole in the deck. Downwind the mast is pulled all the way back so the mast is fully inverted. This allows the main to remain fully powered as the boom is eased almost 90° from the centerline. In medium winds, when I switch to the 6,50 rake, I use it in neutral position (approx. 1 cm from the front side of the deck hole). Downwind, I trim in the puller until the mast is completely upstraight (Not inverted). From this intensity on, I never invert the mast because of the risk it represents for bending it permanently.

In strong winds upwind, using the 6,45 rake, I pull it approx 5 cm from the neutral. When reaching, I push the mast all the way forward in order to flatten the main as well as to allow the pole to be as far out as possible.

How do you adjust your Cunningham?

In calm winds I almost don't use it, with exception of those days which are absolutely flat. In medium winds I work it all the time. When fully hiked, if the boat still feels overpowered, then we start to trim in. If the wind goes down, then we ease it again. That's the way we work it upwind. If too wavy, you can trim a little bit less than expected in order to keep the main powered up. When it's really blowing, trim until removing all the wrinkles or even a little more. Downwind I ease it in all conditions.

Outhaul Adjustment

- Upwind fully tightened in all conditions.
- Downwind ease it just about 4 to 5 cm.
- Reaching in strong wind, trimmed in.

Boomvang Adjustment

When calm, don't use it. Not upwind or downwind. In mid winds, I use it just tight. I trim in the main to the centerline, then tighten up the boomvang and I use it that way all the upwind leg but working very much the mainsheet and the cunningham, as we explained before. As the wind builds up, you have to trim in, always keeping the top batten parallel to the boom.

Downwind in mid winds, you have to trim the boomvang just enough to avoid the wind flow to escape from the top of the sail. If we are sailing heeled to windward, the boomvang has to be trimmed in such a way that the lower part of the leech remains closed, but the top batten is a little bit to leeward.

In strong wind, up and downwind the top batten has to remain parallel to the boom. So, the windier it gets, the tighter you go.

When reaching, you have to set it in such a way that the top telltale goes 100% of the time out.

Mainsheet trim

In light air upwind, the boom should be in the centerline with enough tension so that the top telltale is 100% of the time out. In medium winds, when the boat is at full power, I use a lot of sheet tension so I can head up a few degrees more. In order to look at that, I look at the top batten, and try to keep the top telltale hidden all the time.

If the wind starts to build up, the mainsheet has to be eased in order to lose some power and keep the boat dead flat.

In strong winds I trim in and out all the time, to keep the boat flat but still powered, leaving the boomvang in one position during the most of the time, and again, with a lot of mainsheet work.

Traveler position

I have never used traveller. Even more, I don't have a traveller system in my boat!



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2007 Brazilian National Championship

19-27 January 2007

late Clube do Rio de Janeiro - 159 Fleet

Bruno Benthlem and Dante Biachi, current Hemisphere Vice Champions, won the 2007 Snipe Brazilian National Championship. They beat Alexandre Paradedda and Pedro Tinoco by a 14 points margin with Henrique Haddad and Guilherme Hamelmann in third place, completing the Brazilian team for the Snipe World Championship. 75 boats entered in the championship that celebrates the 75 year class anniversary. The competition was very tough and only Haddad and Guilherme Hamelmann managed to stay in the top 20 position in all races. The wind started very light in the first two days but it became stronger after the fourth race changing the leaders.

The Junior Champion was Mario Tinoco and Christian Vostoupal with Marcos Adler and Phillippe Wender in second Place. Ivan Pimental/ Victor Martins won the master division after leading the beginning of the event in light winds. Pepe D'Elia and Lúcia D'Elia were the champions of the mixed division and Renata Bellotti Larissa Bunese Juk were the winners in the woman division.

For the first time, there was a team race event together with the Nationals. The team formed by Henrique Haddad/Guilherme Hamelmann, Rafael Elias Nahat Gagliotti/Henrique Wisnieski, Geison Mendes/Gustavo Thiesen, Thomas Low-Beer/Felipe Praça beat the all woman team for 3 x 0 in the final. This event will replace the practice race for the next year



Brazilian National.

The Snipe activity doesn't stop. Next week will be decided the Brazilian representative for the Pan Am Games, also at the late Clube do Rio de Janeiro.

Ricardo de Queiroz Lobato
National Secretary - Brazil

Pictures: <http://icrijsnipe.blogspot.com/>

Results: <http://www.icrj.com.br/vela/2007/resultados/janeiro/brasileiro/snipe.htm>

Top 20 - Final Results

1. Bruno Bethlem de Amorim/Dante Bianchi
2. Alexandre Paradedda/Pedro Tinoco
3. Henrique Haddad/Guilherme Hamelmann
4. Carlos Henrique Wanderley/Richard Zietemann
5. Ivan Pimental/Victor Martins
6. Gustavo Viana/Matheus Gonçalves
7. Mário Calazans Urban/Daniel Seixas Claro
8. Luiz Felipe Adler Canepa/José Eduardo Ribeiro Jr.
9. Rafael Elias Nahat Gagliotti/Henrique Wisnieski
10. Victor Hector Demaison/Rodolpho Rebecchi
11. Paulo da Silva Santos/Filipe Novello
12. Lucas Barrozo Brun/Bernardo Low-Beer
13. Mário Tinoco do Amaral/Christian Vostoupal
14. Geison Mendes/Gustavo Thiesen
15. Marcos Adler Pimentel Duarte/Philip Wender
16. Ricardo Canepa Barboza/Rogério Simões Queiroz
17. Alexandre Tinoco/Jucyan Okretic
18. Arcélio Moreira/Rafael Rosemberg
19. Pedro Mascarenhas/Gabriel Lorenzo
20. Thomas Low-Beer/Felipe Praça

photos by Vicente Barreto



ISAF Measurer's Conference

Giorgio Brezich & Antonio Bari Attend on Behalf of SCIRA

Saturday and Sunday February 17-18, ISAF organized in Southampton the first international conference about the In House Measurement (IHM), a new certification system to be applied to all manufacturers to guarantee that their production fully complies with Classes' specifications. To better clarify, something like our Builders Certification, but deeply applied to any step of the manufacturing process.

55 measurers and National Authorities representatives attended the meeting, coming from 30 countries and representing 20 international classes.

The conference has been perfectly managed by ISAF with lectures, discussions, exercises (especially about managing a measurement protest at international level) and a final round table. Giorgio Brezich (SCIRA Int. Rules Chairman) and myself, Antonio Bari (Chief Measurer) attended on behalf of SCIRA.

In House Measurement

ISAF began to study this measurement system some years ago, trying to cooperate with the Olympic Classes and some of the biggest manufacturers (builders, sailmakers, etc.) Right now, about 10 classes, some sailmakers and two NA's are involved in the project.

The purpose is to certify any step of the production system of the single manufacturer, beginning from the materials used in the production, to any passage in the construction. This certification, similar to the ISO9000 system, has two purposes: to guarantee that the product is built following in full the classes' specifications and, if any will be found during a control out of the prescription, be able to find the weak point of the producer's production system.

At a first glance, the IHC could be a great help to save time during the measurement or the inspections of boats and rigging at major events, but cannot eliminate them. On the other side, it shall be convenient only for big boatbuilders or sailmakers who can afford the expenses needed to complete any step of the production (it is supposed that about 15 controls shall be required). Regarding our class, we believe that the IHM might be applied to sails and mast producers, not to boatbuilders, as we have many builders with little numbers to justify the effort of the IHM. More, the Snipe can be home-built and this is not compatible with IHM.

We need to thank Paolo Luciani, Int'l Measurer for the Optimist Class who has been involved for years in the IHM at ISAF, for the time spent to deeply explain to Giorgio and me the system.

Equipment Rules of Sailing

The ERS are the basic rules for equipment that shall be adopted by the classes in their rulebooks before accepting the IHM system. This gives a common base to all the class to use the same definitions in their rules. The ERS have been



explained and some Class Rulebooks following the ERS presented (Laser, 420 and 470). A sam-



ple for Class Rules and a guideline to help classes to convert their rules to ERS has been given to all participants.

Measurements at big events

Some lectures and explanations has been done regarding this subject. It has been remarked that at Championships the measurers only inspect the boats to verify that they complies with the rules. Many International Measurers have pointed out the poor conditions found during inspection procedures at any level and in any class and the need of better cooperation with the organizing committees. It has been shown the system used at the Olympic Games to verify the hull dimensions using a laser. The Chief Measurer for 470 and Europe dinghy have showed their tools to measure the boats. An exercise has been done on how to manage and carry on a measurement protest during a regatta, focusing the discussion on the duties of the measurer.

A discussion has been done about the problem of the stickers, used in the big events and by the measurers: most of those used are not of good quality and can be easily removed. The stickers of the Snipe Class has been recognized as the best available.

Measurers recruiting and training

There is a problem to recruit and train new measurers, especially in Asia and South America. ISAF will improve its effort to organize training sessions for the international measurers and publications on the measurement systems.

Managing Class Measurement

ISAF is trying to keep under its wing all the managing of the measurements of the single classes. It is found that among any single class the measuring system is not standard, the measurement certificates are different from Country to Country, only very few classes have a database of the boats on file to be quicky verified by the measurers at the championships, and only few classes have adopted a world wide common stamp to identify any measurer. Once again, our Class is working well on this matter and, in our opinion, doesn't need to be managed by the ISAF.

The Snipe Class

After the two days of conference we can say that the Snipe Class is working in the right direction compared to the ISAF purposes.

What we have done and is (almost) working

- The Snipe has a database with all the Measurement Certificates and Measurement Data Sheet on file
- has a common Measurement Certificate
- a common stamp for all the Countries to identify the measurers
- a useful and well working sticker to





- be applied to the hull the rigs and the appendages
- holds seminars every two years to improve the technical skill of the measurers
 - has a complete list of the rules interpretation on the web.

What we are doing

- The Class is preparing a booklet for all the measurer with the standard procedures to correct measure and inspect a Snipe and is discussing a better defined role of the measurers (divided in fleet, national and international measurers).
- A planning for a clinic open to class measurers to be held in Porto is ready.
- The Rules Committee Chairman and the Chief Measurer are already working together with the Nat. Sec. of Portugal for the best measurement inspections at the World Championship.

What we shall do (to be perfect)

- The Class should write its Rulebook following the ERS guidelines (not changing the rules, but writing them according to the ERS prescriptions when not changed by our rules).
- A database with all the sail numbers and the Measurement Certificate should be easily available on the web.
- The National Secretaries shall improve the use of the stamps among their Countries' measurers.
- The Rulebook should be updated to comply to the new Measurers' duties (if approved) and give an easier and better control over the Measurers.
- The Class shall nominate one Class International Measurer per each area (North and South America, Europe and Asia) and submit to the ISAF a request for nominating those measurers as ISAF International Measurers.

Further information on the conference can be found at:
<http://www.sailingangles.com/default.asp?PID=20293>

Antonio Bari
 Chief Measurer

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AND
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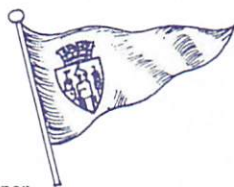
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SCIRA JUBILEE REGATTA

August 4-7, 2007

Saturday	4.8	Measurement Registration Practice race Opening ceremony
Sunday	5.8	1 - 3 races
Monday	6.8	1 - 3 races
Tuesday	7.8	1 - 3 races Prizegiving ceremony and dinner



SCANDINAVIEN OPEN MASTER CHAMPIONSHIP

August 8-11, 2007

Wednesday	8.8	Measuring Registration Practice race if min. 20 boats interested Opening Ceremony - Get Together Party.
Thursday	9.8	1 - 3 Races
Friday	10.8	1 - 3 Races
Saturday	11.8	1 - 3 Races Prizegiving Ceremony and Dinner.

Entry and eligibility:

This regatta is open to SCIRA registered boats of all ages and materials, skippers and crew in good standing for the current year.

Awards to best Juniors, Ladies, Mixed and Classic (Woods).

Early pre-registration until 30 May, 2007 EUR 110,- which includes food at the Get Together Party.

Late pre-registration until 15 July, 2007 + EUR 50,-.

Social activities every evening.

SPECIAL EVENT

Wednesday 8.8 Day off, sightseeing activities, golf.

Entry and eligibility:

This regatta is open to SCIRA registered boats, skippers and crew in good standing for the current year. Skippers must be at least 45 years of age in the year of the awards to the three groups of age according to SCIRA rules and the deed of gift.

Early pre-registration until 30 May, 2007 EUR 110,- which includes food at the Get Together Party.

Late pre-registration until 15 July, 2007 + EUR 50,-.

Important notice:

Early pre-registration for Jubilee and Masters until 30 May, 2007 EUR 190,- . Late pre-registration until 15 July, 2007 + EUR 50,-.

Payment.

National payment: to our account 2470.14.46751 Notterø Sparebank

International payment: Sparebank 1 Midt-Norge

BIC/SWIFT: SPTRN022

IBAN: NO2824701446751

Race area and weather conditions.

The races will take place in areas close to the club within a distance of 1-2 n.m.

Normal weather conditions at this time of the year is light winds up to abt.

16 knots from south/south west. Waves moderate and normally light current

conditions. Tide less than 0,5m. The summer temperature is approximately

18 – 23 C and the water temperature approx. 18 – 20 C.

Accommodation.

There are several hotels, hostels and camping grounds in the Tonsberg/Fjaerholmen area. Reduced rates for sporting participants are available during summer season and for booking you are kindly requested to take direct contact with either

		e-mail
Quality Hotel Tonsberg	Tel. +47 33 00 41 00	q.tonsberg@choice.no
Rica Klubben Hotel	Tel. +47 33 35 97 00	rica.klubben.hotel@rica.no
Thon Hotel Brygga	Tel. +47 33 34 49 00	brygga@thonhotels.no
Hotell Maritim	Tel. +47 33 00 27 00	booking@maritimhotell.com
Active Cabin Hotel	Tel. +47 33 34 59 10	booking@cabin.no
Tonsberg Youth Hostel	Tel. +47 33 31 21 75	tonsberg.hostel@vandrerhjem.no
		@vandrerhjem.no
Notteroy Familiecamping	Tel. +47 33 38 51 43	post@fjaerholmen.no
Fjaerholmen		
Tourist Information Office	Tel. +47 33 35 45 20	visittonsberg.com

Charter boats.

Any overseas sailor interested in chartering a boat for racing please take direct contact with Fleetcaptain 854 Norway, Fredrik Kaiser, Tel. +47 95 76 28 50, e-mail: kaiserfam@c2i.net



SCIRA 75th Anniversary Merchandise



Patagonia Silk Weight T-shirt

These are great to wear on the water or in the bar!

Available in short and long sleeve

Sizes available: S, M, L, XL

Color: white only

Price: short sleeve: \$45.00; long sleeve: \$50.00



Technolite Reversible Regatta Vest

Fleece on one side, nylon shell on the other!

Sizes available: S, M, L, XL

Colors: red, navy, green, stone, black

Price: \$60.00



Low Profile Hat

One size fits most!

Colors: white, navy, khaki, red

Price: \$15.00



Competitor Jacket

Warmth for pre and post rigging!

Sizes available: S, M, L, XL

Colors: navy, hunter, red

Price: \$70.00



Floppy Hat

Keeps the sun out!

One side fits most!

Color: natural only

Price: \$20.00



Glacier Soft Shell Jacket

The ultimate in warmth & water shedding!

This is a great jacket!

Sizes available: S, M, L, XL

Colors: black only

Price: \$80.00



Easy care Buttondown Shirt

Great for after racing!

Available in short and long sleeve

Sizes available: S, M, L, XL

Colors: white, navy, red, light blue, stone

Others colors available – ask!

Price: short sleeve: \$35.00; long sleeve:

\$40.00



Order yours now through www.snipe.org!!

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Skipper
Snipe

www.skippersnipe.com



Sidewinder
Sweden

www.sidewindermast.com



Pablo Defazio and Eduardo Medici are Uruguayan National Champions for the 3rd time

February 24-25, March 3-4

The 2007 Uruguayan Nationals were hosted by the Punta del Este Yacht Club, which has always done a great effort for promoting the Snipe Class in our country.

Only 5 out of 11 planned races were able to be completed by the Race Committee during the Nationals due to unstable weather conditions. 2 races took place on Sunday 25th with a breeze of 12 knots from the East, and the other 3 were raced with a strong and puffy breeze of 16 to 20 knots also from the East.

Pablo Defazio and Eduardo Medici had great speed and tactics (as always) won 3 of them and finished 2nd and 4th at the other 2 races, to finish first overall with 8.25 points.

Ricardo Fabini and Federico Waksman had a great championship winning one of the races, finishing 2nd at two of them and third at the other two races.

Philipp Umpierre and Martín Puricelli who won one of the races finished third overall.

In the women's category, Andrea and Mariana Foglia finished first followed by Tatiana Gertner and Melissa Quesada, whereas in juniors María Tato and Pablo Perdomo won followed by Nicolás Zerbino and Alejo Morales who finished second and Matías García and Manfredo Fink y third place.



Photos by Florentina Viola

Out of the 4 junior teams, 3 of them have just finished Optimist, and 2 of them raced at the last Optimist Worlds, so these Nationals have also showed a lot of new blood in the Uruguayan Snipe fleet!

With their victory at the Nationals, Pablo and Eduardo have qualified to represent our country at the Pan American Games, which will take place in July at Rio de Janeiro, Brazil.

Furthermore, as Defazio and Medici had already qualified for the Worlds after winning the WH&O's, their National Champion qualifying spot was transferred to Fabini and Waksman. Both teams will represent our country at the Snipe Worlds, and now the only place left will be decided at the Ranking Championship.

Martin Dovat
National Secretary



2007 Snipe Racing Calendar

International Championships

Winter Circuit

Clearwater Midwinters	March 11-13	Clearwater, Florida, USA
Don Q	March 16-18	Miami, Florida, USA
Bacardi, Gamblin & Kelly	March 21-24	Nassau, Bahamas
South American Championships	April 1-8	Punta del Este, Uruguay
SanRemo	April 5-9	Sanremo, Italy
North American Championships	April 28-May 5	Hamilton, Bermuda
MajSnipen*	May 5-6	Göteborg, Sweden
Ladies European Championship	May 21-27	Moscow, Russia
Palm d'Or	May 26-27	Guelph Lake, Canada
Wiibroe Cup*	May 26-28	Espergærde, Denmark
European Masters Championship	June 7-10	Lake Caldonazzo, Italy
Skansholms Cup	June 9-10	Vaestervik, Sweden
East Brazilian	June 29-July 1	Cabo Frio, Brazil
HangØregatta*	July 5-6	Finland
Pan Am Games	July 13-29	Rio de Janeiro, Brazil
Nordic Championship	July 28-30	Landskrona, Sweden
Junior World Championship	August 6-12	SanRemo, Italy
SCIRA Jubilee	August 5-7	Tonsberg, Norway
Scandinavian Open Masters	August 9-11	Tonsberg, Norway
European Cup	August 24-26	Scharendijke, Netherlands
Pre-Worlds Open	September 1-2	Oporto, Portugal
South Brazilians	September 7-9	Florianopolis, Brazil
Snipe Worlds	September 8-15	Oporto, Portugal
Vikingsnipen*	September 22-23	Oslo, Norway
South Europeans	October 19-21	Cadiz, Spain
Rio State Champs	Nov. 24-Dec. 2	Niteroi, Brazil

* Nordic Cup circuit

National Championships

Germany	June 1-3	Lake Caldonazzo, Italy
Colombia – Junior	June 2-3	Portillo, Colombia
Norway	June 29-July 1	Risør, Norway
Canada	July 7-8	Guelph, Canada
United States	July 28-August 3	Dillon, Colorado
Sweden	August 16-18	Saltsjobaden, Sweden
Belgium	August 24-26	Scharendijke, Netherlands
Italy	August 28-Sept. 1	Gaeta, Italy
United Kingdom	September 1-2	Stone Sailing Club
Colombia – Senior	Oct. 20-21, 27-28	Muña, Colombia
Brazil – 2008	January 19-26	Santos, Brazil



2007 Dues Paid

as of March 1, 2007

Country	Boats Paid	Members
Argentina	0	0
Bahamas	0	0
Belgium	0	0
Bermuda	0	0
Brazil	0	0
Canada	1	1
Chile	0	0
Colombia	0	0
Croatia	0	0
Cuba	0	0
Denmark	0	0
Finland	4	4
France	0	0
Germany	0	0
India	0	0
Italy	0	0
Japan	0	0
Mexico	0	0
Norway	5	6
Paraguay	0	0
Poland	12	25
Portugal	0	0
Puerto Rico	0	0
Russia	0	0
Spain	0	0
Sweden	1	2
United Kingdom	0	0
United States	219	262
Uruguay	0	0
US Virgin Islands	0	0
Total	242	299

2007 Worlds Quota System

These are the final entry quotas for the 2007 Worlds in Portugal as per the Deed of Gift. Entry quotas are based upon the average of the boats registered in each country over a 2-year period preceeding the World Championship.

The Hub E. Isaacks Deed of Gift sets for the quotas:

2 year average of

Registered boats

Entries

5-60	2
61-110	3
111-180	4
181-250	5
251-300	6
301 and up	8

REGISTERED BOATS PER COUNTRY

	2005 Boats	2006 Boats	total	base quota	entries 2007 Worlds	addit'l entries	qualified champions
Argentina	22	31	53	26.5	2		
Bahamas	12	13	25	12.5	2		
Belgium	23	28	51	25.5	2		
Bermuda	3	6	9	4.5	2		
Brazil	75	116	191	95.5	3	2	2 Jr Worlds
Canada	10	16	26	13	2		
Chile	23	9	32	16	2		
Colombia	24	23	47	23.5	2		
Croatia	1	1	2	1	2		
Cuba	0	1	1	0.5	2		
Denmark	15	11	26	13	2		
Finland	25	32	57	28.5	2		
France	46	41	87	43.5	2		
Germany	9	8	17	8.5	2		
India	0	0	0	0	2		
Italy	144	146	290	145	4		
Japan	317	512	829	414.5	8		
Mexico	0	4	4	2	2		
Norway	149	125	274	137	4		
Paraguay	0	2	2	1	2		
Poland	10	12	22	11	2		
Portugal	114	119	233	116.5	4	2	country & fleet host
Puerto Rico	8	11	19	9.5	2		
Russia	49	49	98	49	2		
Spain	226	176	402	201	5	1	European
Sweden	51	49	100	50	2		
United States	538	517	1049	524.5	8	1	World
Unt. Kingdom	19	16	35	17.5	2		
Uruguay	10	16	26	13	2	1	WH&O
Virgin Islands	0	3	3	1.5	2		
Total	1923	2087		82	84	7	
				7	add ons		
				91	possible competitor		



Perfecting the Roll Jibe

The Crew's Perspective

When the pole launcher was introduced in the early 80's, crews suddenly needed to learn a new technique. Retracting the pole and keeping the lines straight are the primary goals when first learning, but as time-in-the-boat and technique increases, the finer points emerge such as: proper angle of roll, fi retraction (to just clear the forestay), and quick re-launch to optimize the boat speed.

George Szabo recently shot this series of photos of Aimee Graham and Jerelyn Biehl pulling off a jibe at the US Women's Nationals. This was a light air jibe, and obviously things would change in heavier air. We'll go through the light air roll jibe step-by-step;

Preparation: Clear the sheets first. Pole line goes under the deck, splayed out and jib sheets go just under the cleat, free of feet or any possible foot movement. *Have all lines free of knots or tangles for easy retraction (and possible new uses of words from the skipper (or crew!))*

It's recommended that an advanced crew hold the active jib sheet in one hand and the pole launcher line in the other. The advantage of this is the crew has the ability to control the pole, keeping it parallel to the boom for easier retraction (ever tried to retract the pole when it's at an odd angle to the boom?) It also frees the skipper to concentrate on the race and the jibe. For practice, grab both and pull then slightly release to understand the relationship between the two jib sheets, pole launcher line and the boom. It can be like ballet and you need to be a little coordinated!

KNEES AGAINST THE BOARD, HEELS AGAINST THE EDGE OF THE COCKPIT FLOOR

Photo 1: In lighter breeze, the crew stands and leans hard against the raised daggerboard to initiate the boat to roll to windward (*do this often enough and hard enough and you'll have some lovely bruises!*) Place your feet perpendicular to the board and lean hard, heels against the edge of the cockpit floor – you will most likely lean over the board which will also initiate your duck of the boom. While in this position, keep your weight forward (or to windward) and an eye on the pole and the jib. Skipper stays on the windward side for the roll. *Notice how the pole is parallel to the boom.*



Photos 2 & 3:

- Simultaneously as the boom begins to come across (*duck! – but you'll most likely still be bent over the daggerboard*), release the launcher line to retract the pole. The jib is already uncleated as you've had control of it in the other hand.

- Move your weight back toward the deck, rocking on your heels to move your weight back, but most likely you won't sit down as you should have your weight ready to roll on the balls of your feet to stand and launch once the boom crosses. *By staying on this*



side and with the skipper moving toward the middle, this helps rocks the boat to windward to help fill the jib.

Tip: *You can have a mark on the launcher line that indicates when the pole is retracted enough to clear the forestay (not complete retraction) giving you the ability to re-launch quicker. It helps to have a piece of shock-cord attached to your forestay to keep it taut and out of the way. Otherwise the pole could get tangled between the jib wire and the mast forestay.*

- During the roll, keep an eye on the pole to make sure it retracts properly. If you don't have a mark on your launcher line, keep pressure on the retracting pole line to let it release just enough to clear the forestay, then put tension on to re-launch. If you'll notice in the photos, my feet never move. It's a balancing act between the initial roll, moving the weight back to the new windward side and standing up to re-launch. By keeping your weight on the balls of your feet AND KNEES AGAINST THE BOARD, you're more able to maneuver.





Photos 4 & 5: Immediately begin to re-launch the pole. You may use your weight to get the pole out faster by pulling against the launcher line, but try to re-launch with the least amount of pulls. Your goal is to launch it fast to re-gain the puff you just jibed for! Once launched, keep your weight in the middle of the boat to counter the skipper's movements to the new side. I like to challenge the skipper and try to have the pole re-launched & ready before they're ready to cleat the jib! That adds some fun, competition & teamwork to the boat and it's a sign of a perfect jibe!

Photo 6: Skipper cleats new jib sheet and crosses sides simultaneously with the crew to keep the boat balanced. The crew steps over the board to assume the new leeward position. Keep in mind or communicate if your skipper wants windward or leeward heel on the new jibe. Adjust your weight accordingly before sitting down or be ready to move.



Photo 7: On the new jibe – crew readies boat for next maneuver ensuring the pole launcher line is free of knots and tangles and ready for the next jibe or drop. Also get the jib sheets clear; check to make sure the skipper's area isn't tangled. Basically, remove any excuse for a problem.

Note: the use of the roll, while taking advantage of the chines to carve the boat through the jibe.



NOTE TO SKIPPERS: win points with your crew when on starboard tack, by pulling the mainsheet in (thus pulling the boom off the shroud) and making it easier to launch the pole! When jibing onto starboard, keep pressure on the mainsheet so the pole can re-launch more easily (i.e.: no friction on the pole/shroud overlay).

BAHAMAS SELECTING SAILING AS NATIONAL SPORT

Honorable V. Alfred Gray, Minister in charge of Local Government and Consumer Affairs, has announced that he will push for sailing to become the national sport of the Bahamas.

"It is my intention to take my proposal to the cabinet for them to approve my ministry naming the sport of sailing the national sport of the Bahamas. There is no particular sport labeled the national sport. I think sailing has reached the stage where I feel that it is touching every island in our country. Every island has a sailing component at its homecoming events every year. I don't know of any other sport that deserves to be the national sport of the Bahamas.

The Bahamas Journal

US Women's Nationals

Treadwell & Mitchell Win Tigh Regatta

The 2007 US Women's Snipe Nationals held Saturday, February 24 and Sunday, February 25, was hosted jointly by Coronado Yacht Club and San Diego Yacht Club in the breezy but flat waters of south San Diego Bay.

Saturday morning the early breeze was a little south of the predicted thermal northwesterly. The 1100 warning for the first race started in 8 knots on a course axis of 250 degrees. However about 30 minutes into the first race, the NW thermal arrived and clocked the breeze right to about 300...all at once. This caught some of the pre-race favorites on the wrong side of the course and with no discards, it resulted in some extra 'keeper' points.

Junior sailors Sarah Davis & Maria Kuzina impressed everyone with a bullet in Race one and a third in the second race and was leading the fleet and looking strong after two races, and tied with Barb Tillson. Aimee Graham & Jerelyn Biehl managed a win in the second race but was one of those caught by the 'righty' in Race 1 that added 9 points to their score.

Race 3 belonged to Fiona McLean & CC Childers, with sister Aine Fretwell & Katie Love placing 3rd and taking the lead in the series with 11 points on the day. Right behind were Barb Tillson/Michelle Fennel and Sam Treadwell/Julie Mitchell each with 12 points and Aimee Graham/Jerelyn Biehl in 4th with 14.

With the stage set for drama on Sunday morning, tension built as competitors had to endure over an hour of postponement due to unsettled and light breeze. Race four eventually got off in 6-8 kts. from the SW. In the tight quarters of the top four competitors, it was still anyone's race, but the leaders became the chasers, and vice versa. The front of the fleet became becalmed while the back roared down with pressure. Samantha Treadwell/Julie Mitchell did a great come from behind to take first followed by Barbie Tillson/Michelle Fennel, Graham/Biehl and in fifth, Fretwell/Love.

The Race Committee squared up the course and Race 5 began in the biggest breeze of the day (14 kts). Fretwell/Love had an early lead and two great upwind legs, but got caught from behind on both runs and finished 3rd for a series total 4th place/19 points. Aimee Graham (defending 2006 Women's Snipe

Champion) with Jerelyn Biehl crewing was also in the hunt and got their second win of the series moving from 7th to 1st on the final run, but couldn't shake the extra points from race 1, finishing in second overall with 18 points (winning a tie breaker with two 1st places to none) over Barb Tillson/Michelle Fennel (3rd overall).



Samantha Treadwell (defending 2006 Women's Snipe Champion CREW) and crew Julie Mitchell finished the final race in second place which put them solidly in first place as the new US Women's Snipe National Champion.



Many thanks to the Suddath Companies and Full Plane Sailing Gear for their continued support of this Women's Championship; A big shout out to Regatta Chair Steve Stewart and Karen Butler for their hard work getting everything organized; Principal Race Officer Michael Foster and the San Diego Yacht Club Race Committee for their efforts in the shifty conditions; to the World Class Boat Boys for all that they do...; to Coronado YC as a gracious venue and Saturday night party host; and to San Diego Yacht Club for hosting the Sunday awards dinner; and to the 15 Women's Snipe Teams that chose to spend their weekend competing in this venerable one design class – Thank you very much.

SDYC Sailing Office and John Fretwell

Final Results - US Women's National Championships

Sail #	Skipper/Crew	Finishes	Total
1	28687 Sam Treadwell/Julie Mitchell	4-6-2-1-2	15
2	29646 Aimee Graham/Jerelyn Biehl	9-1-4-3-1	18
3	30550 Barb Tillson/Michelle Fenell	2-2-8-2-4	18
4	29222 Aine Fretwell/Katie Love	3-5-3-5-3	19
5	29019 Erin Robertson/Becky Lenhart	5-7-5-10-6	33
6	29811 Ali Bell/Kim Kruger	6-4-6-13-8	37
7	29250 Sarah Davis/Maria Kuzina	1-3-13-8-13	38
8	30113 Fiona McLean/CC Childers	7-8-1-12-10	38
9	28955 Alex Brown/Laurel Timpson	8-11-7-7-7	40
10	29015 Katia Smith/Mary Buckley	11-9-9-9-5	43
11	30470 Kerry O'Brien/Linda Epstein	13-13-12-6-12	56
12	29614 Shelley Schrieber/Ruth Schock	10-14-14-4-16	58
13	28467 Heather Milne/Diana Carter	14-12-10-14-9	59
14	30111 Bridget Hallawell/Vicki Fennell	12-10-11-15-13	61
15	28464 Akane Nakagaki/Alexa Kownacki	15-15-15-11-15	71



1st Snipe European Masters Championship

SNIFE CLASS INTERNATIONAL RACING ASSOCIATION

June 7 – 10, 2007

Associazione Velica Trentina

Lake Caldonazzo – Trentino/Italy

Notice of Race

ORGANIZING AUTHORITY: Snipe Class International Racing Association

HOSTING CLUB: Ass. Velica Trentina – Italy

HOSTING FLEETS: 415 - 849 - 874

RULES: The current Racing Rules of Sailing (RRS) and the SCIRA Rules for Conducting National and International Championship Regattas, the Deed of Gift and the Sailing Instructions shall be in effect. In case of conflict between the Notice of Race and the Sailing Instruction the Sailing Instructions shall prevail.

OFFICIAL LANGUAGE: English shall be the official language used at the regatta

ADVERTISING: This regatta is classified as Category "C" in accordance with the RRS and SCIRA Advertising Prescriptions. In accordance with ISAF Regulation 20, boats may be required to display at all times a sticker with the event sponsor advertising provided by the Organizing Authority.

ENTRY AND ELIGIBILITY: This regatta is open to SCIRA registered boats and Class Member skippers and crews for any European SCIRA member in good standing with their fleet, country and the Association and sailing a Snipe registered to SCIRA for the current year subject to any Deed of Gift trophy restrictions. No skipper or crew shall be eligible enter any Class championship race unless they possess and present a current Class Membership Card, or its SCIRA issued equivalent. Age criteria are the same as those for the Master World Championship.

MEASUREMENT: All boats shall produce a valid measurement certificate and are subject to measurement at any time at the reasonable discretion of the Class or Race Committee. All boats are required to have a current Class decal properly displayed. The official measurement is foreseen for thursday June 7th, first measurements can be effected saturday 2nd and sunday 3rd (in the morning) during the German Open Championship hold at the same place.

REGISTRATION: A completed entry form for each competitor shall be sent directly or by each national secretary enter the **May 25th 2007**. The entry fee is 80,00 Euro (€). Overdue registration and/or unregistered boat (sail number) & member with SCIRA will NOT be accepted.

SAILING INSTRUCTIONS: the regatta Sailing Instructions will be available (thursday 7th) nearby the regatta office in the club

COURSES: the courses to be sailed are the Class approved courses for International Championship regattas as published in the current SCIRA Official Rulebook and SCIRA web site.

BLACK FLAG: RRS Rule 30.3 shall not be used in this regatta

SCORING: the SCIRA Low Point system will be used

6 (six) races will be attempted and at least 3 (three) races shall constitute a regatta, if 5 or more races are completed, the worst race shall be dropped.

SUPPORT BOATS: Support boats shall not be allowed (regional legal rules)

INSURANCE: Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of € 1.000.000 (one million Euro) per event or the equivalent.

SCHEDULE: Saturday 2nd + Sunday 3rd / Thursday 7th – Sunday 10th

Regatta Office opens 9.30 am

Thursday 7th

Registration and Measurements	10.00 - 18.00
Tune up race warning signal	10.0
Brunch	12.30
Dinner	20.30

Friday 8th

Competitors Meeting	10.00
Official Opening Ceremony	11.30
Brunch	12.30
2 races are planned warning signal	14.00
Concerto of a mountain chorus	19.30
Dinner	20.30

Saturday 9th

Brunch	12.30
2 races are planned warning signal	14.00
professional wine tasting (max. 25 p.)	19.30 (fee € 5,00 p.p.)
Dinner	20.30

Sunday 10th

Brunch	12.30
2 races are planned warning signal	14.00
happy hour	after the races
Price giving ceremony	18.00

CHARTER BOATS:

A limited number of charter boats are available (€ 70,00/day), insurance is absolutely necessary; contact the event manager

MEDIA AND PRIVACY RIGHTS:

Competitors, owners and their guests give absolute right and permission to the Organizing Authority for any photography and video footage taken of persons and boats during, before and after the event, to be published and/or broadcast in any media, including but not limited to TV advertisements, whatsoever for either editorial or advertising purposes or to be used in press information, including also the most important personal data.

SCIRA Representatives:

Alessandro Rodati (Italian Secretary) - Günther Hautmann (German Secretary)

REGATTA CONTACTS:

Event manager : Herbert Hörterich Vicepresident AVT-Sailing Club

Via Gocciadoro 38

I 38100 TRENTO / Italy

Ph. ++39 0461 931578 fx ++39 0461 914648 mail:

hoerterich@iol.it

Address of the Sailing Club: **Associazione Velica Trentina** asd

Loc. Valcanover 79

I 38057 PERGINE VALSUGANA / TN Italy

ph/fx ++39 0461 548020 mail A.V.T.@dnet.it

web site : www.velicatrentina.it

DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority and any other party involved with the organization will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

PRIZES:

Prices shall be awarded to the skipper and crew for the first 3 places in every category (apprentice master 45-54 years, master 55-64 years, grand master 65 years and over).

The European Masters Championship Trophy will be awarded to the top skipper and crew.

There will be several nice gifts for all participants.

SOCIAL:

ID cards are needed when attending all events (ID cards will be handed at the registration to all competitors without any additional cost). The brunches and dinners together with drinks for the participants are included in the entry fee.



JUNIOR WORLD CHAMPIONSHIP SNIPE CLASS

August 6th - 12th, 2007

Sanremo, Italy

Notice of Race

ORGANIZING AUTHORITY:

Yacht Club Sanremo supported by Snipe Class National Secretary for Italy, SCIRA International and FIV (Italian Sailing Federation).

HOSTING CLUB:

Yacht Club Sanremo, Molo Nord – 18038 Sanremo (Italy); Ph. + 39 0184 503760; Fax + 39 0184 546038; E-mail: segreteria@yachtclubsanremo.it; web site: www.yachtclubsanremo.it.

Further information is available on website: www.yachtclubsanremo.it.

RULES:

The current Racing Rules of Sailing (RRS) ISAF 2004-2008, the SCIRA Rules of Conduct for Conducting National and International Championships, the Notice of Race and Sailing Instructions shall be in effect.

In case of conflict between the Notice of Race and the Sailing Instruction the Sailing Instructions shall prevail.

ADVERTISING:

This regatta is classified as Category "C" in accordance with the ISAF and SCIRA Advertising Prescriptions.

ENTRY AND ELIGIBILITY:

This regatta is open to SCIRA member skippers and crews who are in good standing with SCIRA for the current year and according to the Deed of Gift for the Vieri Lasinio Di Castelvero Trophy. All boats must be properly registered with SCIRA.

REGISTRATION:

The registrations are accepted in Regatta Office until the 1st of July 2007.

No race shall be started after 1600 on the final day. Any variations from the previous day will be posted on the Official Notice Board before 19.00.

SCIRA CARD:

All competitors shall be associated with the Snipe Class Association for the 2007. The Italian competitors must have an Italian Sailing Federation card for the current year, with a valid license and health visa. It will be necessary to leave a copy with the Regatta Secretary.

RACES:

The championship shall be sailed on the dates of the programme with a maximum of 10 races.

No race shall be started after 1600 on the final day. Any variations from the previous day will be posted on the Official Notice Board before 19.00.

SCHEDULE:

Registration and check-in will be in the Sailing Department of the Yacht Club Sanremo, on August 6th, 2007 from 09.00 to 18.00.

- 6th August: h. 9.00/18.00: measurements; entries and registration finish; opening ceremony;

- 7th August: h. 11.00 Skippers Meeting; h. 14.00: Race/ Races;

- 8th August: Race/ Races;

- 9th August: Race/ Races;

- 10th August: Race/ Races;

- 11th August: Race/ Races;

- 12th August: Race/ Races; Prize Giving;

The Organizing Committee can modify the programme in case of bad weather forecasted or for any other reason. However, no more than 3 races may be sailed per day.

MEASUREMENT:

The responsibility for providing Racing boats, corresponding to Class and Measurement Rules, to the competitors is taken by SCIRA Italy. Competitors may use their own boats.

All boats are subject to measurement at any time at reasonable discretion of Race Committee.

All skippers must use their own sails. A maximum of two (2) suits of sails will be measured for any entry.

SAILING INSTRUCTIONS:

The regatta Sailing Instructions (SI) will be available at registration.

VENUE:

The Gulf of Sanremo.

COURSES:

The course to be sailed are the Class approved ones for national and international championships and are described in Sailing Instructions.

SCORING:

Scoring is set with the accordance to SCIRA Low Point System as shown in Class Rules.

PRIZES:

Junior Worlds is Vieri Lasinio Di Castelvero Trophy and it is awarded to winning skipper and crew; prizes will be awarded to the top ten skippers and crews.

RESPONSIBILITY:

The Organizing Committee, the Regatta Committee and the Jury are not responsible for any damage caused on land or at sea to persons or objects. The responsibility for the decision to race or to continue racing shall be made by the person himself.

INSURANCE:

All boats must hold an adequate (minimum 1.000.000 Euro) insurance certificate according to current ISAF Regulation. The Organizers will ask for a disclaimer at registration.

RIGHTS OF IMAGES:

By participating, the competitors, the teams and their guests authorize the Organizers and their Sponsor to publish and show any type of photo or film, of persons and boats taken during the event and use them as publicity or for press matters.



43rd Snipe World Championship

SNIPER CLASS INTERNATIONAL RACING ASSOCIATION

Commodore Hub E. Isaacs Trophy

O' Leary Trophy

Earl Elms Perpetual Trophy

September 8-15, 2007

Clube de Vela Atlântico

Leixões - Portugal

Notice of Race

ORGANIZING AUTHORITY: Snipe Class International Racing Association

HOSTING CLUB: Clube de Vela Atlântico

HOSTING FLEET: 369

RULES: The current Racing Rules of Sailing (RRS) and the SCIRA Rules of Conduct for Conducting National and International Championship Regattas, the Deed of Gift and the Sailing Instructions shall be in effect. In case of conflict between the Notice of Race and the Sailing Instruction the Sailing Instructions shall prevail.

OFFICIAL LANGUAGE: English shall be the official language used at the regatta.

ADVERTISING: This regatta is classified as Category "C" in accordance with the RRS and SCIRA Advertising Prescriptions. In accordance with ISAF Regulation 20, boats may be required to display at all times a sticker with the event sponsor advertising provided by the Organising Authority.

ENTRY AND ELIGIBILITY: This regatta is open to SCIRA registered boats and Class Members skippers and crews who are in good standing with SCIRA for the current year subject to any Deed of Gift trophy restrictions. No skipper or crew shall be eligible to enter any Class championship race unless they possess and present a current Class Membership Card, or its SCIRA-issued equivalent.

REGISTRATION: A Completed entry form for each competitor shall be sent by each national secretary with a copy of valid SCIRA membership card by August 01, 2007. The entry fee is 250 Euros (€). Overdue registration and/or unregistered boat (sail number) & member with SCIRA will NOT be accepted.

SCHEDULE:

Saturday, 1 September

Regatta Office Open: 9:00

Saturday, 8-Sunday 9 September

Registration and Measurements: 10:00 – 17:00

Monday, 10 September

Competitors Meeting: 10:00

Tune up race warning signal: 12:00

Opening Ceremony: 17:00 - 18:00

Welcome Party: 20:00 – 22:00

Tuesday, 11 September

3 races are planned warning signal: 12:00

Happy Hour: 18:00

Wednesday, 12 September

3 races are planned warning signal: 12:00

Happy Hour: 18:00

Thursday, 13 September

3 races are planned warning signal: 12:00

Happy Hour: 18:00

Friday, 14 September

2 races are planned warning signal: 12:00

Happy Hour: 18:00

Saturday, 15 September

Spare race warning signal (if needed): 11:00

Prize giving dinner ceremony: 20:00

MEASUREMENT: (1) all boats shall produce a valid measurement certificate and are subject to measurement at any time at the reasonable discretion of the Class or Race Committee. (2) all boats are required to have a current Class decal properly displayed.

SAILING INSTRUCTIONS: the regatta Sailing Instructions will be available on the regatta website, or at a registration on 8 – 9 September.

COURSES: the courses to be sailed are the Class approved courses for International Championship regattas as published in the current SCIRA Official Rulebook and SCIRA web site.

BLACK FLAG: RRS Rule 30.3 shall not be used in this regatta

SCORING: the SCIRA Low Point will be used

11 races will be attempted and at least 3 races shall be completed to constitute the regatta. 1 race can be dropped when 6 races are completed. 2 races can be dropped when 9 or more races are completed.

SUPPORT BOATS: Support boats shall register with the Organizing Committee who will assign an identification flag that will be supplied by the organization.

INSURANCE: Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 1 million Euros per event or the equivalent.

DISCLAIMER OF LIABILITY

Competitors shall participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

PRIZES: Prizes will be awarded to the skipper and crew for the top 8 Places.

The Commodore Hub E. Isaacs Trophy-awarded to the fleet of the winning skipper.

The O' Leary Trophy-awarded to the crew of the winning team.

The Earl Elms Perpetual Trophy-awarded to the fleet of winning skipper of the final race.

A daily first prize-awarded to the skipper and crew of the winning team each race.

SOCIAL:

ID cards are needed when attending all events (ID Cards will be handed at the registration to all competitors without any additional cost).

SCIRA REPRESENTATIVE: Mr. Terry Timm

REGATTA CONTACT:

Miguel Lopes Cardoso

Telephone: +331 917 577 536

mlc@lopes-cardoso.pt



2007 (38th Annual) Comodoro Rasco Snipe Regatta

Now That's Close Racing!!

Wow! How close do you want it? CGSC's annual Comodoro Rasco Snipe Class Regatta was decided by a fraction of a point after a five-race, no drop regatta February 3-4. A good fleet of seventeen boats, from as far as Long Beach, CA, came to race on a weekend that didn't match Chamber of Commerce weather, but provided incredible competition.

Things got off to a slow start on Saturday afternoon as the Race Committee was forced to postpone the noon start due to lack of wind. A couple of attempts to start were aborted due to wind shifts. Finally, after over an hour and a half, the wind steadied down from the northeast, eventually increasing to about 12 knots. Three windward-leeward, five leg races were sailed in good sailing conditions. All finishes in the Rasco are at the windward mark.

It was a three boat regatta right from Race 1. After Saturday's racing, there was a three-way tie for first place! CGSC's Ernesto Rodriguez, Ft. Lauderdale's Peter Commette and Annapolis veteran Henry Filter each had a first, second, and third for 5.75 points apiece. In fourth was CGSC's Nick Voss, some 12 points back!

The sailors and some of the Race Committee enjoyed the traditional Com. Rasco Regatta lasagna dinner at the home of Gonzalo and Carmen Diaz on Saturday evening.

Sunday morning came drizzly and light. Armed with a forecast of 8 knot winds by the 10 am start for Race 4, the Race Committee shoed the Snipes out on the Bay. A short postponement was necessary to allow the fleet to assemble. The breeze was still in the northeast quadrant, but further right than Saturday. Two more windward-leeward courses were sailed with the wind shifting right and increasing, then back to the left and decreasing as the day went on. The Race Committee responded with course changes to square the course and first lengthen, then shorten the legs. Finally, for the 5th and final race, the RC shortened the course at the end of the second beat due to the decreasing wind.

Ernesto had a 1-3 for the day, with Peter scoring a 2-2 and Henry a 5-1. So, in the end, it was Ernesto's two race wins that provided a quarter-point victory over Peter at 9.50 vs. 9.75 points. Henry was 3rd with 11.5. Tomas Hornos bested Lee Griffith by a point for 4th, as Nick Voss was not able to sail on Sunday.

Gonzalo Diaz presided over the trophy presentation on the lower level of the Clubhouse Sunday afternoon. As usual, it was hilarious! Ernesto was awarded the Comodoro Rasco Perpetual Trophy, and keeper trophies for 1st through 3rd were also presented.

Carolina Palacios, who finished 8th, was awarded the Aicardi Trophy, which goes to the first place in the Green Fleet (middle of the fleet with preference to someone new in the Snipe racing).

After the trophies were presented, the assembled Snipe sailors participated in the traditional singing of LA BOMBA, an old Cuban Seawolves custom dating from the thirties, which includes the winner(s) sipping a mix of cider and wine from a large bowl while the rest of the sailors sing LA BOMBA VA (rest of the words translated to English)!

CGSC's Race Committee did an excellent job under conditions that were challenging for a substantial part of the time. Wil Bourne's 29 ft. Intrepid "Kokopelli" was Signal Boat, and Wil was PRO on Sunday. Ron Rostorfer was PRO on Saturday. The rest of the Signal Boat crew included Julia McGlannan, Vicki Rosenbloom, Jo Ann Mathieu and Jeanne Buntin. On the weather Mark Boat were Geoff Sutcliffe, Susan Walcutt and Dottie Rostorfer. The Pin Boat crew was Bruce Schneider and Carolyn Rahn. Thanks to all.



Ron Rostorfer and Gonzalo Diaz



Cheating and Inappropriate Behaviour in the Sport of Sailing

The following are excerpts from a paper presented by Bryan Willis on the above topic. The full paper is available on www.snipe.org

A survey by Bryan Willis for the Executive Committee
of the International Sailing Federation
November 2007

From a contributor: 'I was reminded of Alistair Cook's description of Bobby Jones: "Once, in a national championship, he drove his ball into the woods. He went after it alone, and, in standing to the ball, he barely touched it. He came out of the woods, signalled his fault, penalized himself one stroke and by one stroke lost the championship. When he was praised for this and similar acts of sportsmanship, he was genuinely disgusted, 'You might as well,' he said, 'praise a man for not robbing a bank.'"

Introduction

At the Annual Conference of the International Sailing Federation in Singapore, November 2005, the Executive Committee commissioned me to undertake a survey to discover to what extent cheating and bad behaviour is a problem in the sport of sailing and, if appropriate, make recommendations.

Sources of information

I phrased three questions which were sent by the ISAF office to all 120 Member National Authorities and to all ISAF 87 Class associations. The questions were also included in ISAF's email distribution 'Making Waves' (distribution 5000) and consequently appeared in Scuttlebutt and several Sailing magazines world-wide. This prompted responses from about 80 individual sailors and officials. I also used my own experiences and that of sailors and officials I know.

continued on page 24



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The questions posed

Question 1: Have you had any experience within your class in recent years of cheating or bad behaviour? If so please give me some examples, including the action that was taken (if any).

Question 2: Do you think there is a problem generally that needs addressing? If so, what action do you think ISAF should take?

Question 3: [Within your class], have you had experience of International Juries (or protest committees) being reluctant to proceed with a rule 69 hearing, and if so, why? (For example, have committee members felt they do not have the experience or knowledge to be able to proceed, or do the members feel exposed to being subject to litigation?).

Responses

Responses were received from 22 Class Associations (including the Snipe Class), 9 Member National Authorities, and 79 individual sailors and race officials. This level of response was lower than might be expected for an important survey. This could be due to (a) satisfaction with the status quo, (b) a well-established reluctance to respond to surveys, (c) the difficulty of routing the questions to the right person.

Reluctance to open a rule 69 when clearly appropriate to do so.

[5.1] 'I have no clear proof, but I believe that IJs indeed are reluctant to proceed under RR 69 because this is a difficult issue (needs legal experience) with a lot of possible consequences for the judges and the 'victims'. In any case I think ISAF should work on third [party] liability insurance for IJs and IUs (all ROs!) to give them the necessary freedom to make appropriate decisions.'

Bad language

[6.2] 'Judges should make a distinction between language which is distasteful and language which is threatening. If distasteful, consideration should be given to whether it was intended to be distasteful. If threatening it is far more serious'

[6.3] 'I do see an insidious increase in unsportsmanlike behaviour - cursing out competitors, etc. in our sport. In my opinion, rule 69 does not adequately address this type of behaviour problem'

[6.4] 'Mostly we need to talk about it, when young people had problems using appropriate wordings in a foreign language or used words or a way of talking they were familiar to do so with their companions. Elder people are more trained to use polite words when having ugly thoughts. Judges know this and try to find, if possible, other solutions than using the big hammer 69. And this is a good way of handling young people and bring them back to a behaviour closer to what we want.'

Cheating that went unpunished

[8] Rule breaches which may not be realised as infringements

Reluctance to protest

[9.1] 'My experience in other one design dinghies is that rule breakages go unpunished because people do not want to spend time in the protest room. This encourages people to flout the rules.'

[9.2] 'When some of these incidents have gone to protest then there is a reluctance for any of the other competitors to witness at the protest. The main reasons being that the protests are late at night after a long day of sailing and that other sailors do not want to become enemies of the cheating sailor.'

[9.3] '... people (including myself) are there for enjoyment and either sitting in a protest room or getting into a confrontation with a competitor are not enjoyable things to do.'

Situation deteriorating

1. Arrogance – there is a sizeable minority who think they know it all and somehow convince themselves that they are always in the right. Thus they are not open at all to the fundamental principle of sportsmanship. When these people appear in protest hearings they are usually the ones who have tried to brief their witnesses etc i.e. they lie. Often it is so glaringly obvious that they are in the wrong, yet they will never admit it.

[10.2] 'There seems to be a gradually growing incidence of failure to observe the racing rules at mixed country regattas. I believe it is tolerated behaviour amongst the sailors - minor collisions, forcing passage at marks, tacking in water. At European and World Championships active on water judging and the use of a whistle by judges to indicate an infringement has been seen seems to help control and sometimes results in a two turns penalty or a protest with the protestor more confident of a result if they know the jury may witness. At this level overall rule observance is very good maybe because of the jury presence afloat.'

The self-policing culture

[11.1] 'The fundamental rule is not clear. Obviously one part means 'take a penalty when you know you've broken a rule' but is it compulsory to 'protest when you see a boat breaking a rule' or 'to protest when another boat breaks a rule in an incident with you'? I don't think it should be compulsory to protest.'

Rule 69 'too severe' to be used

[12.2] 'ISAF should have a constant policy for cases of cheating or bad behaviour, which should be implemented also by the MNA. In this aspect ISAF may consider drafting of a code of conduct and proceedings in cases of cheating or bad behaviour by competitors, coaches, supporters, race officials and organizers.'

Rule 42 (Pumping and Rocking)

[13.1] 'At an ISAF World Championship I shouted at a competitor (an Olympic gold medallist) to stop pumping and his response was "There is no jury boat near".'

[13.2] 'I guess we discuss about this a long time ago. In my opinion we (ISAF) had change our game. When we start with the judges taking care rule 42 we ketch part of the responsibility from the sailors. Now a day's I am seeing some new sailor believing, if the judges don't see they can cheating. Direct judging helps this idea also. I believe would be important to find a way to address that the responsibility still on the sailors.'

Youth

[14.2] 'There is a need at junior level to instil respect for race officials in sailing. Abuse of officials, questioning of decisions, etc. is not uncom-



mon in more high profile televised sports such as football so it is important that junior sailors are aware that it isn't acceptable in sailing.'

Measurement Infringements

[15.1] 'Rule 78.3 "When a measurer for an event decides that a boat or personal equipment does not comply with the Class Rules, he shall report the matter in writing to the race committee, which shall protest the boat".

64.1(a) "When a protest committee decides that boat that is party to a protest hearing has broken a rule, it shall disqualify her unless some other penalty applies".

Concerning measurement protests nothing is said about "other penalties" then disqualification. So also at very small deviations, which are not influencing speed or handling of the boat, the penalty officially is disqualification.

I and others are feeling that at those very small deviations disqualification is not a fair solution. The International Europe Class Union recommends to enter in the Sailing Instructions some wording like, "At minor infringements from the Class Rules the jury is entitled to give other punishment than disqualification at their discretion".

Education of and impartiality and support of race officials

[16.1] 'The governing bodies should pay a great deal of attention to the quality and impartiality of judges and measurers'

Education for sailors

[17.4] 'Sailors need to understand that Rule 69 applies to areas beyond the Race Course (both in time and place).'

Lying in a hearing

[18.1] 'When I was a competitor at the ISAF World Team Racing Championships ... I overheard a few of the other competitors discussing protests and jury issues. One of the younger competitors described a protest [in which he was involved] where he had won the protest through lying. He was quite open about it and seemed proud of it as it had happened in reverse to him before. He also elicited comments from a few others in the room that indicated to me that that was the normal and accepted practice in the circles he raced in. As he was in the top group of the sailors at the regatta that worries me.

I guess I should have said something but to be honest given that I was 2 to 3 times the age of all the others in the room and this was one of the first days of the regatta (and as I was not doing well) I decided not to be an old curmudgeon and interject to a group of kids who could out sail me anytime.. I did not think my opinion was at all credible to them and I was so taken aback I did not say anything. However it does tell me there is a problem. One is that they had no compunction about lying and 2 that they felt that making up a believable story and selling it was more important than having the real facts found.'

Morality v Risk/reward

[19.4] 'One area for concern is that the increase of on-the-water judging is leading to a culture of "check who is watching" but this is a widely debated and probably insoluble problem common to all large-fleet Classes.'

Range of seriousness

[21.10] It is important to realise that there is a wide range of seriousness of cheating and unacceptable behaviour. Clearly to break a rule accidentally is not cheating. Not to take a penalty after breaking a rule is unacceptable and should carry a heavier penalty. To break a rule deliberately if it is thought that to do so is the norm and 'everyone is doing it' is not as serious as breaking a rule deliberately to gain an advantage over other sailors. Lying in a hearing is unacceptable and should carry a heavy penalty.

Cultural differences

[21.13] One of the great things about sailing is that it has become the prime sport of people from many nations, and many cultures. International regattas have the potential to have a positive effect on international relations. Young people sailing at international regattas learn about cultures other than their own. Later in their lives they may be in business or political situations where this understanding will affect the way they behave.

Offensive language

[21.19] Swearing may or may not be offensive. The critical question is not what the words used are or whether they seem offensive to ISAF judges, but in the context of a particular event, are the words actually offending anyone. The same words used in two different places may be acceptable in one place and unacceptable in another. It is not a judge's role to make moral judgements about which words are acceptable and which are not. Sailors who use language which offends should be penalised under rule 69.

Juries pro-active on water

[21.21] The Laser class, which surely deserves credit for pioneering the control of pumping and rocking by the use of on-the-water judges, and which is always ready to try innovative ideas, have found that a system where judges blow a whistle when they see an apparent infringement increases the number of penalties taken by sailors. However this may have a detrimental effect long-term, in that, unless we want a sport which requires umpires in fleet racing, the system encourages the very attitude we are trying to discourage – that of sailors depending on others to make the penalty-taking decisions for them (which is what happens in match racing).

Recommendations

Several recommendations are listed in the complete text of this paper and as mentioned earlier, just a few of the responses were listed.

Please consult the Snipe website for a complete text of this paper. www.snipe.org

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Treasurer's Report

Executive Summary

SCIRA International continues to be in good, though not great, financial condition. We have \$30K in cash balances, and a clean balance sheet with normal prepaid assets and accrued liabilities. Operations were very well managed in 2006, with revenues exceeding operating expenses before performance based compensation by approximately \$10K.

This annual report on the 2006 financial results of SCIRA International includes a Balance Sheet, which summarizes our assets and liabilities, and an Income Statement which reflects our results of operations. The Income Statement shows operating expenses broken out between Program expenses and Support expenses. Program expenses are those items that advance the goals and objectives of the organization, whereas Support expenses are those items that are administrative in nature and do not directly benefit member programs. Our actual results for 2006 reflect a ratio of 79% Program and 21% Support. This is a very positive allocation of costs, and compares to 76% Program and 24% Support in 2005.

Operating Results

Total revenues of \$89K in 2006 increased \$12K or 16% compared to 2005 revenues of \$77K.

Revenue from annual dues is our largest income source and totaled \$62K, which is an increase of 11% from 2005. This is primarily driven by Senior Dues increasing by \$5K or 13%. Junior dues also increased by \$1K or 28%. This is very strong performance in the Dues category and a good indicator of the stabilized health of the Class.

The other major driver of revenue growth was Merchandise sales which totaled \$7K in 2006 compared to \$1K in 2005, for a growth rate of 490%! This was driven by the very successful marketing of Snipe merchandise celebrating the 75th Anniversary.

Other revenue sources that are leading indicators of Snipe activity were mixed year over year. For example, revenues from Sail Royalties were up \$2K or 25% from last year. On the negative side, Hull Number revenues declined \$1K or 9%.

Looking at our operating expenses, they totaled \$89K which is an increase of \$12K or 16% from 2005.

The largest operating expense is the Management Fee paid to One Design Management, as this entity employs our Executive Director Jerelyn Biehl and her staff Sherri Campbell. In 2006, the total fee paid to ODM was \$45K, comprised of fixed compensation of \$35K and performance based compensation of \$10K. In 2005, the comparable expense was \$35K.

Snipe Bulletin expenses (printing and postage) totaled \$20K, an increase of \$2K or 10% from the 2005 expense of \$18K. The increased costs resulted from the publishing of an additional issue in 2006.

Rent and office supplies expense was \$0 in 2006, as these items are included in the One Design Management fee that became effective May 1, 2005.

Promotion expense of \$3K in 2006 relates to our purchasing a new stock of SCIRA window stickers for promotional purposes. Since these items do not generate revenue, they were expensed in the year purchased.

The software upgrade expense of \$2K in 2006 refers to contract programming work done on our Access database.

Executive Director travel expense totaled \$2K in 2006, a decrease of \$2K or

Balance Sheets			
December 31, 2006 and 2005			
(Unaudited, in US\$'s)			
		Dec 31, 06	Dec 31, 05
ASSETS			
Current Assets			
Cash		29,951	22,113
Accounts Receivable, Net of Credit Memos		1,342	-782
Other Current Assets			
Prepaid decals		1,120	1,547
Prepaid rulebook		2,427	3,640
Prepaid expenses		2,198	259
Total Other Current Assets		<u>5,744</u>	<u>5,446</u>
Total Current Assets		<u>37,037</u>	<u>26,777</u>
Fixed Assets			
Measurement Equipment		3,820	3,820
Office equipment		2,478	2,478
Accumulated depreciation		-6,298	-6,298
Total Fixed Assets		<u>0</u>	<u>0</u>
TOTAL ASSETS		<u>37,037</u>	<u>26,777</u>
LIABILITIES & EQUITY			
Liabilities			
Current Liabilities			
Accounts Payable		2,787	0
Other Current Liabilities		10,000	2,993
Total Current Liabilities		<u>12,787</u>	<u>2,993</u>
Total Liabilities		<u>12,787</u>	<u>2,993</u>
Equity			
Retained Earnings		23,784	23,784
Net Income		466	0
Total Equity		<u>24,250</u>	<u>23,784</u>
TOTAL LIABILITIES & EQUITY		<u>37,037</u>	<u>26,777</u>



50% from 2005 as the 2005 expense also included travel by the Commodore to the World Championships.

As a result of strong revenue growth and well managed expenses, revenues exceeded operating expense before performance based compensation by just over \$10K. In accordance with the terms of the management agreement, the excess of revenues over expenses (capped at \$10K) is paid to One Design Management as a performance based payment. Accordingly, the 2006 operating results include a performance based compensation expense of \$10K. As a result, the Income Statement reflects net income of \$466 (not rounded) for the full year. In the prior year, the net income before bonus was \$2K, and net income was breakeven as the \$2K was paid to ODM as bonus.

Financial Position

Looking at the Balance Sheet, we finished 2006 with cash balances of \$30K, no long term liabilities and equity of \$24K.

The Accounts Receivable balance is reflected as \$1K. All amounts are deemed collectible and no reserve for bad debts is required. Prepaid items totaling \$6K arise in the normal course of operations and include prepaid amounts for measurement stickers, year three of four on the SCIRA Rulebook and the prepaid expense of the software for the database project. Fixed assets became fully depreciated during 2005 and none were added in 2006. Accrued liabilities consist primarily of the Management Bonus payable to One Design Management and the payment due on the software project for the online data base.

Looking Forward to 2007

As we close out 2006 and begin looking forward to 2007, it is a good opportunity to reflect on where we have been and what lies ahead. We have begun to see growth in Class numbers as reflected in higher revenues from dues and sail royalties. We have stabilized our operating expense structure and have put in place controls to avoid financial surprises. The management services contract with One Design Management has been modified such that it now provides for them to receive fixed annual payments of \$35K and up to \$5K in performance based compensation if specified objectives are met. From a financial standpoint, all of these developments enable the Class to more easily grow its cash reserve balances.

As we are a member based organization, it is my belief that SCIRA's financial condition should be fully transparent to every Snipe sailor. I hope that this financial report is informative, and that you will feel free to contact me at david.wanderer@gmail.com if you have any comments or questions.

Respectfully Submitted,

David Odell

SCIRA International Treasurer

Income Statement -Year over Year Comparison Years Ended December 31, 2006 and 2005 (Unaudited, in US\$'s)

	2006	2005
Revenues		
Dues		
Senior	46,845	41,495
Junior	2,620	2,050
Decal	11,325	11,100
Fleet	1,005	1,005
Total Dues Revenue	61,795	55,650
Sail Royalties	8,395	6,725
Hull Numbers	5,850	6,450
Merchandise Sales	7,482	1,268
Advertising		
Snipe Bulletin	2,975	1,825
Rulebook	930	920
Total Advertising Revenue	3,905	2,745
Regatta Sponsorship	750	0
Shipping	980	348
Other	68	3,412
Total Revenues	89,225	76,598
Operating Expenses		
Program Expenses		
Management Fees	31,500	17,973
Payroll and Benefits	0	5,267
Publications		
Bulletin printing	9,843	9,362
Bulletin postage	10,418	9,082
Rulebook	2,301	2,161
Total Publications	22,562	20,605
Travel and Meals		
Exec. Director	2,426	4,807
ISAF Rep.	500	500
Total Travel	2,926	5,307
Membership Card Stock	0	4,409
ISAF Fees	2,738	2,408
Merchandise Costs	4,478	744
Boat decals	624	674
Measurement stickers	461	461
Printing and Reproduction	119	412
Promotion	2,787	135
Dues and Subscriptions	359	100
Software Maintenance	1,901	0
Trophies	16	0
Total Program Expenses	70,471	58,495
Support Expenses		
Management Fees	13,500	7,703
Payroll and Benefits	0	2,257
Rent	0	1,800
Depreciation	0	1,742
Shipping	2,308	1,353
Bank Service Charges	1,214	1,035
Postage and Delivery	1,216	846
Legal and Accounting	50	580
Bad Debt Expense	0	520
Telephone	0	181
Office Supplies	0	85
Total Support Expenses	18,288	18,102
Total Expenses	88,759	76,598
Net Income	466	0



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Photo Fried Elliot

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