

Snipe Bulletin™

Official newsletter of the Snipe Class International Racing Association



Volume 24, Winter 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 years 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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The Count: 28 numbers have been issued since the last issue; Brazil-12; USA-6; Norway-1, and 9 to a builder.

Numbered Snipes: 30571

Chartered Fleets: 882

Cover photo: WH&O Champion crew Eduardo Medici prepares for a takedown at the leeward mark. photo: Fried Elliott. www.friedbits.com. The majority of photos in this issue are from Fried Elliott and his excellent eye capturing the essence of Serious Sailing, Serious Fun.



Next Issue deadline:
March 1

From the Commodore

Highlights for the Year

Events -wise

We had a number of major international regattas in which all who participated thoroughly enjoyed themselves. As we all know, arranging events like these takes a great deal of time, talent and hard work. So allow me to take this opportunity once again to thank all of you who have contributed so much on the organizational side of our class – without you these events wouldn't happen.

A new international event was introduced this year; this being the European Masters Cup in Valencia, where the turnout was most impressive. This year saw the most boats ever racing in the Western Hemisphere & Orient Championship in Miami as a result in the change to the Deed of Gift

Performance-wise

Uruguay and Spain are emerging as the dominant countries. Spain not only won but dominated the European Championship and Uruguay won the WH&O Championship plus took top honors in the Women's Worlds. It is evident that they both have well developed and very effective national sailing programs. In listening to both Pepe Perez of Spain and Martin Dovot of Uruguay their programs are run almost like businesses, the key being enthusiasm, effective leadership, a well organized/disciplined approach and availability of funds. It is interesting to note that both countries look at the class as a feeder channel to the Olympic classes and are very enthusiastic about building the Snipe class in their countries. I was extremely impressed with Martin's presentation at the WH&O Secretaries meeting in October and the approach these young and very talented Uruguayans have taken and have asked them to make it available to us so we can pass it on to others.

Promotion of junior sailing continues

This is a subject very dear to many of us. It is the future of our class and with the work our Junior Committee, headed by Giovanni Galeotti is doing along with input from others I believe we are making the right moves towards attracting young sailors. Here are the key contributors being considered:

- Increasing the age limit of juniors to 21.
- Introduction of a smaller main sail and jib

(if necessary) so as to make the boat more manageable for juniors.

•A move back to having the junior national and international events held at the same venue immediately before or after the senior events.

•Creating seminars for youth sailors given by expert sailors in our class.

Increase in Snipe countries.

This year we welcome the following newcomers:

- US Virgin Islands
- Mexico

Proposed changes to structure of the Board.

Our Long Range Planning Committee, headed by Jimmie Lowe and comprised of four other Past Commodores were given the task this year to assess the effectiveness of the current Board structure and recommend changes. Their proposal is outlined in detail in this Bulletin. It is very important to the Class that all members read this, understand it and provide input through their National Secretaries, who in turn will communicate it to the General Secretaries early in 2007. The committee will then prepare their final proposal which will be voted on by the existing Board at their bi-annual meeting at the Snipe World Championship in Portugal during next September.

The Future

In moving forward I believe our focus should be on promoting our great Class internationally and in a way that brings growth to our existing fleets, staying on course with expanding our junior sailing program, and bringing about a change to the structure of our board that will ensure an efficient and effective means of further developing our class and overseeing it on a day to day basis. As a means of seeing this through, the existing Board has agreed to stay on for another year at the request and recommendation of the Nominating Committee. We should all be very proud of our organization as it really is one of the finest dinghy racing classes in the world today.

Robert Dunkley



Defazio/Medici Finally Clinch the Big One

2006 Western Hemisphere & Orient Championship

October 22-27

Miami, Florida, USA

It was the US turn to host a major regatta, and after a year of preparation, 43 competitors from 7 countries descended upon Coconut Grove Sailing Club in Miami, Florida to contest the 2006 Western Hemisphere & Orient Championship.

Former and current World Champions, continental and national champions were vying to win the title and an automatic berth to the Worlds next year in Portugal. There was no lack of top talent in this group!

After a 2 hour postponement on shore and 2 general recalls, the Championship got underway in a solid 6-8 knot breeze on Biscayne Bay. The group was off burning up the first beat.

Japanese sailors Takuma Takesue and Kazuhiro Ito led the race and extended their lead throughout the windward-lee-ward course. Fellow countrymen Kenji Abe and Hiroshi Yamachika retained 2nd place until mid-way through the race when Pan Am champion Bruno Bethlem with Dante Bianchi

(fresh off the World Masters) crewing, passed them and started honing in on the leaders. Hitting a left shift on the final beat,

Bethlem/Bianchi crossed Takesue/Ito and covered to the finish taking the bullet for race 1. At the end of the first day, the Brazilian navy posted a strong showing with 4 teams in the top 10.

The next day proved to be a good day for Uruguay and USA. Uruguayans Pablo Defazio and Eduardo Medici, coming off a Pre-Pan Am win the week prior in Rio, dominated the day in moderate breezes of 8-15 knots. Posting finishes of 1-2-3, the duo moved into striking distance of regatta leaders Bruno Bethlem and Dante Bianchi (BRA) who sailed a 6-4- and their drop of a 21st for the day. Americans Augie Diaz and Mark Ivey moved into gear on home waters with a 2-3-4,

moving them into 4th overall. Third place overall, Alexandre Paradedada and Pedro Tinoco (BRA) sailed a 9-5-9 for the day

including some penalty circles. Fresh breeze on the morning race slowly died throughout the day with the last race held in 8 knots. Japanese speedsters Akira Setoguchi and Teruhito Fujita were looking good until an OCS in the last race. They were not alone with 7 others being caught over early.

With 6-12 knots for the final day of the Snipe Western Hemisphere & Orient Championship, the Uruguayan team of Pablo Defazio/ Eduardo Medici were

able to overcome early event leaders Bruno Bethlem/ Dante Bianchi (BRA) for the overall win. The Brasil team did fare well for themselves, with Bethlem/ Bianchi in second, Alexandre Paradedada/ Pedro Tinoco (BRA) in third, Augie Diaz/ Mark Ivey (USA) in fourth, and Carlos Wanderly/ Richard

Zietemann (BRA) in fifth.

Kudos must be given to the excellent Race Committee work led by David Brennan with some challenging conditions. Regatta co-chairs Lynn Fitzpatrick and Kay Voss made it all happen, with measurement by Ken Voss and Steve Stewart. Scores of volunteers led by Fleet Captain Gonzalo (Old Man) Diaz and his capable, loving better-half, Carmen, made all the behind the scenes things happen. Thanks for Fleet 007 for a great regatta!



Results: 2006 Western Hemisphere & Orient Championship

	<i>Skipper/Crew</i>	<i>Country/Sail</i>	<i>Finishes</i>	<i>Total</i>
1.	Pablo Defazio/Eduardo Medici	URU 28991	3-7-4-(8)-1-2-3-2-(9)	21.75
2.	Bruno Bethlem/Dante Bianchi	BRA 30546	1-4-1-2-6-4-(21)-6-(dnf)	23.5
3.	Alexandre Paradedá/Pedro Tinoco	BRA 29821	7-2-(ocs)-1-(9)-5-9-5-4	32.75
4.	Augie Diaz/Mark Ivey	USA 30288	(12)-9-(18)-6-2-3-4-9-3	36.
5.	Carlos Wanderley/Richard Zietemann	BRA 29899	4-6-2-3-14-14-(dnf)-1-(22)	43.75
6.	Luis Canepa/Bruno Bianchi	BRA 30266	6-17-(20)-10-12-12-2-(23)-1	59.75
7.	Alexandre/Mario Tinoco	BRA 30322	(14)-8-7-9-(16)-6-5-14-11	60.
8.	Philip Umpierre/Martin Puricelli	URU 29828	9-11-11-rdg-8-1-15-(17)-(33)	65.75
9.	Akira Setoguchi/Teruhiro Fujita	JPN 30084	28-1-10-4-7-10-(ocs)-8-(38)	67.75
10.	Ernesto Rodriguez/Leandro Spina	USA 30364	8-14-3-20-4-9-12-(ocs)-(21)	70.
11.	Peter/Sheehan Commette	USA 30571	(38)-3-6-15-5-15-(23)-13-19	76.
12.	Marcelo Bellotti/Eduardo Molina	BRA 29823	18-5-8-5-11-7-(dnf)-(31)-26	80.
13.	Henry Filter/Kathleen Tocke	USA 30325	(27)-12-13-7-21-18-(ocs)-4-15	90.
14.	George Szabo/Alan Cappelín	USA 30337	10-10-5-(dnf)-19-20-19-12-(30)	95.
15.	Takuma Takesue/Kazuhiro Ito	JPN 30214	2-24-15-18-(ocs)-8-25-(ocs)-7	99.
16.	Kenji Abe/Hiroshi Yamachika	JPN 30328	5-18-(ocs)-12-13-27-7-7-(ocs)	99.
17.	Andrea/Mariana Foglia	URU 29829	16-21-(22)-11-15-13-(ocs)-16-8	100.
18.	Doug Hart/Jon Rogers	USA 29314	23-18-(28)-21-10-11-10-22-(ocs)	115.
19.	Tomohiko Koga/Kosuke Iwase	JPN 30283	15-22-21-25-30-(33)-1-(ocs)-2	115.75
20.	Ezequiel Despontin/Carlos Wybert	ARG 30492	22-15-17-(ocs)-24-(29)-24-11-5	118.
21.	Pedro Garra/Juan Real de Azua	URU 29891	33-13-12-13-33-(34)-(ocs)-3-13	120.
22.	J. Ignacio Vina/Mercel Felipe Cortesse	ARG 28696	(31)-20-(ocs)-14-27-25-6-21-16	129.
23.	Henrique Haddad/Guilherme Hamelmann	BRA 28851	25-19-23-23-3-26-(29)-18-(39)	137.
24.	Motoharu Nishi/Tatsushi Hashimoto	JPN 30305	19-(27)-24-17-20-21-16-(ocs)-20	137.
25.	Gustavo Crivello/Grace Fang	ARG 25455	21-(38)-25-(dnf)-17-17-20-10-27	137.
26.	Hector Longarella/Nick Voss	ARG 29797	(35)-25-16-19-(ocs)-32-8-28-10	138.
27.	Gonzalo Crivello/Robert Ramirez	USA 29963	(32)-16-14-27-25-(30)-13-20-25	140.
28.	Jimmie Lowe/Gavin McKinney	BAH 30511	13-(32)-19-26-18-(40)-11-32-28	147.
29.	Nicholas Granucci/John Kehoe	USA 30195	20-23-27-22-26-16-(28)-19-(31)	153.
30.	Enrique Quintero/Morgan Commette	USA 28810	11-(39)-33-30-(34)-22-17-33-14	160.
31.	Yuki Furumaki/Masaomi Adachi	JPN 30308	17-29-26-33-(ocs)-(35)-30-15-17	167.
32.	Martin Dovat/Rodrigo Cestau	URU 29785	34-26-9-29-(38)-37-(ocs)-27-12	174.
33.	Yoshimune Yasumori/Yoshiyuki Marimoto	JPN 30418	29-(30)-(31)-28-28-19-18-29-24	175.
34.	Lelio Jose Di Santo/Fernando Isa Pavia	ARG 29339	24-31-29-35-22-31-14-(ocs)-(36)	186.
35.	Jose Lovigne/Juan Dris	ARG 29889	(42)-33-34-38-32-(42)-26-24-6	193.
36.	Mike Blackwood/Patty Mueller	USA 30390	37-34-32-(ocs)-23-24-27-(ocs)-18	195.
37.	Aimee Graham/Lynn Fitzpatrick	USA 29646	(40)-35-30-31-29-(39)-31-30-29	215.
38.	Daniel/Daniel Jose Irrarrazabal	CHI 30298	36-(43)-36-36-(30-23-34-25-34	224.
39.	John Galloway/Alison Myers	BAH 28678	30-(41)-37-24-31-38-(ocs)-34-32	226.
40.	Robert Dunkley/Michelle Larkin	BAH 29899	26-36-(ocs)-dnf-(dnc)-dnc-dnc-26-23	238.
41.	Hector Davis/Frederico Saul	ARG 30488	(39)-37-38-32-36-28-33-36-(40)	240.
42.	Arisa Sakai/Tomoko Shimoda	JPN 30499	(43)-(40)-35-34-35-36-32-35-35	242.
43.	Maria Emilia Lamaison/Rosain Campiglia	URU 28633	41-(42)-39-37-37-37-41-22-(ocs)-37	254.



Foglia Sisters Win 2nd Women's World Title

2007 Women's World Championship

Punta del Este, Uruguay
November 19-26, 2007

It has been a long time since Uruguay started working on the idea of organizing a Women's World Championship. They first lost to the US in 2002, then to Norway in 2004, but the best combination was to organize it in 2006, with the defending champions at home.

Fifteen crews from Argentina, Chile, Bermuda, Brazil, Japan, Italy, Mexico and Norway showed up. The locals Andrea and Mariana Foglia were the favorites from the very start, but the Maurin/Court from Chile and Barbarossa/Bonini from Italy were expected to fight hard for the title. The revelation was, without any doubt, the Japanese crew of Ayako Yamaguchi and Motoko Ibaragi.

For those that have experienced the hospitality and organization of the Yacht Club Punta del Este, this championship was no exception. Everything worked perfectly, from the charter boats, to the race management in the water, to the very enjoyable social events. Even the weather was on the girls' side, letting this be the first Snipe intercontinental event with 11 races!

The first race went out in a 10 Kt Northwesterly wind. The Italians Barbarossa/Bonini and the Foglia sisters from Uruguay took the favored pin end. After a close fight, the Uruguayans took the lead and never looked back. At the finish line, they were followed by Maurin/Court of Chile and Barbarossa/Bonini from Italy.

In the second race the wind played all its tricks, but the RC did good work to keep the course straight. Maurin/Court took a fair lead in the light and lumpy conditions. The Foglias had a bad start and were sailing back in the pack by the first leeward rounding. But, in the second beat they were the first to catch a strong righty and managed to round the second beat in second place, following the Chileans. The Uruguayans had great speed, got closer and closer to the leaders and beat them in a tacking duel just 50 meters from the finish line. Barbarossa/Bonini came in third again, giving a hint of what the fight for the first places of the championship would.

The third race was for Japan from the very start. Yamauchi/Ibaragi started first at the RC boat and comfortably extended their lead in the 5-6 knots breeze. Time was on their side, but very close, when they rounded the first leeward mark in 38 minutes! Nobody was sure if the race would have to be abandoned or not but, with the help of the light but steady wind and a shortening of 30% of the last leg., the Japanese crew managed to complete the race in 1 hour and 25 minutes. They were followed by the Foglia sisters who finished the day leading

the championship with a 5.5 points advantage over the Italians



Barbarossa/Bonini. The second day seemed somewhat different. Race #4 started in a 10 knot Westerly wind and chop, with a considerable 1 knot cross current. Maria Stefani and Catalina Sposato from Bermuda started first by the pin end and they were leading by 100 meters by the first windward mark. The Argentineans Agusti/Guerra got close during the reach legs, but the Uruguayans fought back for the first place.

The pressure was on the left side of the course. Yamauchi/Ibaragi from Japan noticed that and got close to the leaders at the end of the second beat. After rounding in second place the last leg, they showed great skill in catching the shifts and handling their boat, to beat Stefani/Sposato by half a boat length just crossing the finish line. Now the Japanese were serious contenders for the title.

Race #5 started in an 8 Kt but decreasing breeze. Andrea and Mariana Foglia managed their way to lead the race going down for the leeward mark, but got there 5 SECONDS too late and the race was abandoned.

After waiting one hour for the breeze to build up, the RC called out the day and planned for an early start on Thursday.

Race #5 started with 13 knots from the North in very puffy and shifty conditions which remained for the rest of the day. Ayako Yamaguchi and Motoko Ibaragi had an excellent start at the race committee boat and were leading until the first half of the windward leg. Although Andrea and Mariana Foglia didn't have a good start, they managed to sail with great speed as the breeze grew stronger and got first to the windward mark. From then onwards, Foglia sisters kept well their first place, leaving the Japanese team in second and Tato/Rodriguez in third.

Race #6 was also a fight for the first place between Yamaguchi/Ibaragi and Foglia/Foglia. Following them, there was a close fight between Barbarossa/Bonini, Bellotti/Overgoor, Maurin/Court and Rafaniello/Bugge that the Chileans won.

At the start of race #7 puffs were arriving from the left side, so Foglia/Foglia



chose this side with most of the fleet. But the Argentinians Agusti/Maroglio and Bellotti/Overgoor went to the right and it paid off! They rounded first and second place but were overtook by the fast Uruguayans who were already consolidating their lead in the Championship. The Brazilians came in second and Bermudas in third.



Day four promised to be a definitions one. Race #8 was won once again by the Foglia sisters from beginning to end, taking advantage of their knowledge of the local sea breeze. Yamaguchi/Ibaragi clinched a second place, followed by Rafaniello/Bugge in third. The Japanese were in a comfortable second place overall and still fighting for the Gold.

Race number 9 was also won by the Foglias, but with a pending protest. So, it was not over yet!

In race #10, Foglia/Foglia needed to finish less than 3 places behind Yamaguchi/Ibaragi in order to nail the Jiro Yamaguchi Trophy even without racing the eleventh race. At the first windward mark, Stefani/Sposato were first, followed by



Barbossa/Bonini in second and Maurin/Court in third. At this point Yamaguchi/Ibaragi were 7th and Foglia/Foglia 10th. Throughout the regatta, both the Japanese and Uruguayan team climbed in order to finish 4th and 6th respectively. The race was won by Stefani/Sposato who kept their first place since the start, followed by Rafaniello/Bugge and

Barbossa/Bonini.

Although Foglia sisters were World Champions, they wouldn't believe it until they could see it with their own eyes the regatta results and make their own calculations. After realizing that their

had won the championship even with one race to go, the party started with their parents Sandra and Alejandro, with their coach Pablo Defazio and with all the competitors. The Uruguayans would later retire from race # 9, assuming their responsibility in the incident.



The last race was a match for the third place in between the Chileans, the Italians and the Bermudians.

In a 10 Kt Southeasterly gradient wind, Barbossa/Bonini from Italy early capitalized the offshore backed wind to cross the fleet and work out a comfortable lead by the first windward rounding. Yoshimura/Shimamoto rounded in second place followed by the Foglia sisters. It was no exception. The Foglias approached the leaders, took on the Japanese by the last run and engaged in a tacking duel with the Italians in the middle of the last beat. At the end, the World Champions took the race from the Italians and crossed the line to officially become the Women's World Champions for the second time in a row. The Italians were in second and Yoshimura/Shimamoto in third.

It was all party from there on. There were hamburgers and refreshments at the dock, followed by a prize giving ceremony including a dancing party. The fun continued in the traditional Moby Dick bar just half a block from the club, until sunrise! This was serious fun!!

It was an excellent championship that not only showed the increasing level of competition of Women worldwide, but also promoted Women Sailing in Latin America in a great extent from 2 crews in 2004 to 9 crews in 2006.

	Skipper/Crew	Country/Sail	Finishes	Total
1.	Andrea/Mariana Foglia	URU 29829	1-1-2-4-1-1-1-1-(ret)-(6)-1	11.25
2.	Ayako Yamaguchi/Motoko Ibaragi	JPN 30081	4-(7)-1-1-2-2-(6)-2-1-4-6	22.25
3.	Marissa Maurin/Carolina Court	CHI 30491	2-2-(9)-(7)-4-3-3-7-5-7-(11)	40.
4.	Sarah Barbarossa/Barbara Bonini	ITA 29975	3-3-3-6-(10)-4-8-(12)-9-3-2	41.
5.	Maria Stefani/Catalina Sposato	BER 25707	7-(10)-8-2-(12)-5-5-4-6-1-4	41.75
6.	M. Emilia Tato/Rosina Rodriguez	URU 28633	5-5-(10)-5-3-6-9-5-2-(11)-8	48.
7.	Claudia Rafaniello/Alessandra Bugge	URU 29251	10-8-6-8-5-(11)-11-3-4-2-5	51.
8.	Ana Renata Bellotti/Adriana Overgoor	BRA 29823	9-4-5-(10)-6-(10)-2-6-10-10-7	59.
9.	Franca Pesci/Carla Pesci	ARG 28970	(12)-6-4-(12)-8-8-4-9-7-5-12	63.
10.	Trixy Agusti/Florencia Guerra	ARG 29340	8-9-(13)-3-7-9-7-(10)-3-9-10	65.
11.	Eri Yoshimura/Akiko Shimamoto	JPN 28737	(11)-11-7-9-9-7-(12)-11-8-8-3	73.
12.	Judith Agusti/Cecilia Maroglio	ARG 30452	6-(13)-12-13-(RET)-12-10-8-11-12-9	93.
13.	Mio Sakamoto/Kuniko Yamada	JPN 29603	13-12-(14)-11-11-13-14-13-12-(ocs)-14	113.
14.	Fernanda Calderon/Veronia Rodriguez	MEX 25125	(14)-14-(15)-14-13-14-13-14-13-14-13	122.
15.	Hanne Winter Larsen/Cecilie Hurlen	NOR 29456	(15)-(15)-11-15-14-15-15-15-14-13-15	127.



Interview with Champions

Pablo Defazio & Eduardo Medici - WH&O Champions - Uruguay



Q: The small country of Uruguay is now a Snipe powerhouse with the reigning Women's World Champions and now the WH&O Champions. What is it that makes champions?

A: Defazio/Medici

First of all I want to thank you for the congratulations and to do this interview with me, since I am proud to tell people how we arrived at this championship. As far as the question, I believe that the present level of Snipe in Uruguay has 4 fundamental factors and one is the good group and the good organization that the class in our country has at the moment, since it has been growing in the last years. The other two are having references throughout the last years as Santiago Silveira (4 times South American champion) who makes that a small fleet can achieve a good level and finally to compete outside of our country, for example Brazil that has a very good level fleet. I strongly believe that those three factors are a pillar of the level that we have today and finally the conditions of climate in Montevideo make us adapt very well to any field since we have the most varied conditions of wind and wave. I believe that those are the reasons of our good level right now

Q: Did just winning the Pan Am Pre-Event in Rio the week prior help in your preparation for the WH&O?

A: Defazio/Medici:

Actually, it helped a lot. Running the Pan Am Pre Event was not in our plans, but we talked with Eduardo and decided to run it to use it as training, since we haven't trained as much as we needed in Uruguay. It helped to train, since we knew how difficult Rio's court was, so winning was not in our plans. We just went to train and to sail the best we could. Luckily, we ended up gaining the championship which gave us much confidence to go and fight for the Hemisphere title.

Q: Did you arrive early in Miami to train? Did you train with any other countries/sailors? What did you learn?

A: Defazio/Medici

We have learned in the last years, that there is nothing as good as feeling comfortable with the championship place and with the boat in which we are going to sail. That was the reason why we arrived so early. We were two days fetching and accommodating the boat to our own way and that let us arrive very well prepared to the championship. In Rio we did the same thing, but since the boat was too old, it took us more time to fix it.

Q: Miami served up a bit of everything – light, medium and a day of Snipe limit sailing. How did you adjust for the winds; what was the toughest condition for you?

A: Defazio/Medici

During this year, we have been sailing with a different rig set up, with the mast on the front in the base (something that almost nobody uses), and have worked very hard on that rig set up, and achieved to make the boat run in all conditions, modifying the mast fall depending on the wind, but we did not moved spreaders angle, nor rake tension. For us, the best wind condition is from 8 to 15 knots.

Wind	Spreader Length	Spreader Angle	Rake	Tension
6-12	44cm	68cm	6.55m	250lbs
12-18	44cm	68cm	6.50m	250lbs
18+	44cm	68cm	6.45m	250lbs

Mast Butt: 1" front of the 60' (old rule)

Defazio/Medici weight: 135kg

Q: On the equipment side, do you prefer to set-up your boat a specific way?

A: Defazio/Medici

As I already said, it is necessary to fix the boat in our own way. Specifically, there is no difference from which it is used in Persson. With Eduardo we are used to sailing like this: I take the boom vang, and he does the rest. We never use traveler; we

removed it from the boat. We move the base as much as the deck allows us, using our rig set up, I believe that's quite simple to do In my opinion, the best way of sailing depends a lot on doing it your own way.

Q: Pablo, you have been nipping at the heels of previous winners of the major Championships scoring top 10 and even top 5 finishes. Has this made you hungry to win?

A: Defazio/Medici

The truth is that we were really close, in a way we could never imagine. That was when we realized that we can win the championships, giving much confidence and strength to continue fighting for them.

Q: Prior results note that you two began sailing together around 2004. Has this long-term partnership helped—in what way?

A: Defazio/Medici

Of course it did. We know each other very well, and that is the reason of our success. We have been sailing together for 3 years. With Eduardo we began in March 2003, but that year I did not sail too much in the Snipe, and in November of that year we began to train hard and to go to outside championships together. And I believe that it helped us a lot and today we know ourselves very well, so much that each other knows exactly what to do without mention it.

Q: Pablo, you first showed up on the Snipe radar at the 1996 Jr. Worlds where you finished 12th as a 15 year old. What have you learned from sailing Snipes since a junior that you apply now to sailing at the adult world level?

A: Defazio/Medici

I believe that sailing from so small in Snipe gave me a lot of experience. Throughout the years you learn many things, as many good as much bad, and these are the ones that you should apply in each championship. Another thing that I believe that helped me, is to sail in other classes, as J24 and the Vaurien (European class), they helped me in opening my mind and the tactical part on races.

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

A: Defazio/Medici

Our plans for next year, is to dedicate to run all the Snipe championships that we can participate. Now in December, we are going away to the Argentine Championship in Buenos Aires, and later we will continue running the championships in Uruguay during the 2007, National Championship that classifies us to the Pan-American and the South American in Punta del



Interview with Champions

Andrea & Mariana Foglia - Women's World

Defazio/Medici—continued

Este. I believe that it will be a very complete year and we aspired to run the World Championship and to be in the top 5, since to win it is necessary to run each championship. I think that all championships are different; I hope we have the chance of winning it...

Q: We noted that the charter boat you drew belongs to the Diaz family – do you think this helped with your psychological sailing or..?

A: Defazio/Medici

I can say that it helped us in the fixing part. The first time I spoke with Augie, knowing that I was going to be able to use his boat, he told me that he would let me modify absolutely everything that I wanted, to take my jib track with carbon and to place them in the boat, etc. And something very graceful, was when Old Man took the boat for me, said that he didn't want me to make holes, but that Augie told him that I could make modifications because he wanted us to win the championship, which surprised me a lot, but it was very nice to feel supported by them.

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

A: Defazio/Medici

Yes, that the greatest secret is to be sailing as much as you can; it's all about experience. Snipe is a boat that it doesn't matter if are using a different rig set up, everybody finishes running in the same way, and that is because of the way if sailing of each person.

I would like to thank first of all, to the Uruguayan team that went with us, and supported us all the time, also to Christian Noe, that when I was little told me that I needed to learn much more and just keep on sailing, that's all about. And to the Hemisphere Organization and the Diaz family!!!

Champions - Uruguay

Congratulations to both of you on your recent Women's World Championship repeat win!

Q: The small country of Uruguay is now a Snipe powerhouse with the two-time reigning Women's World Champions and the WH&O Champions. What is it that makes champions?

A: Foglia Sisters:

The most important thing is to like what you are doing and try really hard to meet your goals. It takes a lot of effort and skill.

Q: Did competing in the recent Western Hemisphere Championship help prepare you – how so?

A: Foglia Sisters:

Participating in the WH&O was a rewarding experience. It was our first opportunity to sail with Senior World's champions and the best crews of the world! We were able to measure us against the top crews. Sailing in the WH&O was a very good training.

Q: You won your first Women's Worlds in Norway and now repeated in your own country. What were the differences between the two championships?

A: Foglia Sisters:

The fleets that competed in Norway were different from the ones of Uruguay. In Uruguay there were three local teams, while in Norway 80 percent of the crews were local and we knew some of them. In this Women's World it was difficult to know the rivals as we did not know any of the ones that sailed in Punta.

Q: As sisters, do you have an advantage sailing together? How do you decide who will skipper/crew? How long have you been sailing together?

A: Foglia Sisters:

We have been sailing together for 5 years. Mariana sailed as crew with Pablo Defazio when she was 17 while I was sailing Optimist. Mariana was crew, and the decision was easy because she didn't have the skipper experience. As sisters we have more troubles than advantages! It took us a lot of time to learn each role on the boat. It was difficult to learn how to sail together and in each championship we learn more. There are situations in which our points of views are different and we lose time discussing.



Q: On the equipment side, do you rig your boat differently, for women?

A: Foglia Sisters:

We rig our boat in the same way as men. We don't use double-purchase mainsheet or any-

thing else. Nevertheless, when the wind got stronger prior to a race at the Women's Worlds, we decided not to change the set-up (shrouds and haylard tension), and if we were racing against men we would have changed them without any doubt. We were the heaviest crew so, that gave us more speed reaching.

Q: You have done very well in major regattas: South Americans, Nationals, etc. Do you prefer women only events or open?

A: Foglia Sisters:

We like to sail both, open and women's championships. Women and men sail different. We learn in both championships. Here in Uruguay we sail against men all the time and we think it is harder but in the end you have better results.

Q: Do you think your success and being named Uruguay's Athletes of the Year in 2005 helped promote sailing; do you think it attracted more women to sailing?

A: Foglia Sisters:

Certainly, but it was not only our success. The achievement of other snipe sailors in Uruguay like Pablo Defazio and Edurado Medici, the work carried out by Martin Dovat, the National Secretary and by Vice Commodore, Pedro Garra, for the Snipe Class in Uruguay have also contributed significantly.

Q: What are your sailing plans for the future?

A: Foglia Sisters:

Next year we have the South-American championship organized by the Yacht Club Punta del Este. Our higher goal is to qualify to the Senior World's next year.

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

A: Foglia Sisters:

Keep up for the SERIOUS SAILING, SERIOUS FUN!!!!!!!!!!!!!!



Martin Dovat & Rodrigo Cestau. F. Elliott photo



Diaz/Kelly Win Yet Another World Title

2006 Snipe World Masters Championship

October 3-7, 2006

The Bahamians, as always, started the World Masters with a bang! Held on the porch of the Royal Nassau Sailing Club, the Royal Bahamas Police Band played calypso songs and national anthems while the rum flowed freely in the 25 knots of breeze. 10 countries flags were raised on the dock with the competitors paraded down the dock in grand style. Conch fritters and other munchies were served and people mingled rekindling old friendships and making new ones. The forecast for the coming days was for breeze – possibly too much to sail to comply with the Masters Deed of Gift.

Wednesday October 5

Brainard Cooper and the R/C Chairman Thierry Huguenin made a valiant attempt to get a race off today. The R/C sent the fleet out after a postponement on shore, and the group sailed around in 15+ knots. After one hour on the water, the R/C sent everyone in for a postponement on shore, but it was not to be. The breeze would not let up, but that did not deter Master sailors from catching up with old friends and preparing for the famous Bacardi Party. The breeze is predicted to be lighter for tomorrow morning.

Thursday, October 5

The RC started the first race at 9am in 8-10 knots of breeze. Terry Timm and Mandy Smith of the US led 3/4 of the race

until relinquishing the lead to Peter Commette/Barb Evans and Augie Diaz/Pam Kelly, also of the US. Because this was the scheduled layday, the organizers had a commitment on a fast boat to the Exumas to carry all competitors. In the Exumas, the competitors enjoyed the pristine waters, sharks and rays and relaxation. The beautiful white sand beaches and turquoise waters are a site to behold. Warm water, cool drinks and great friends – what else could you want?

Friday, October 6

The first race began on time at 10:30am in 8-10 knots. Commette/Evans and Diaz/Kelly rounded 1-2 and had a great duel the entire race, with an ensuing tacking duel on the last leg. Diaz/Kelly were able to push Commette/Evans back while Johan Melaender of Norway slipped into second. Timm/Smith finished 4th and Giorgio Brezich of Italy rounded out the top 5.

Final

The final two races of the World Masters were held in perfect conditions. The morning race was held in 6-8 knots of breeze with Giorgio Brezich/Lorenzo Soppani of Italy leading the race wire-to-wire. The breeze increased slightly for the 2nd race, held immediately afterwards, in 8-10 knots and hiking conditions.

Apprentice Master 45-54 years

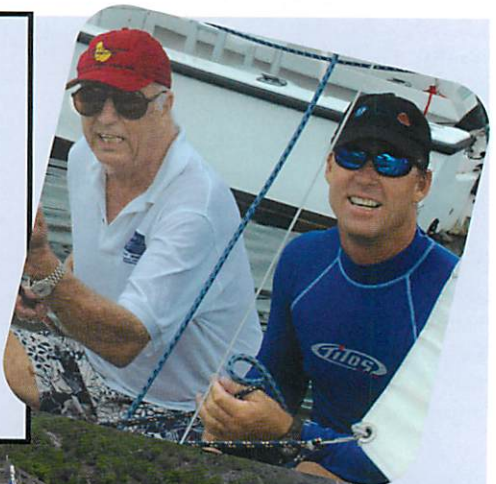
Augie Diaz/Pam Kelly, USA
Peter Commette/Barb Evans, USA
Enrico Michel/Giovanni Turrazza, ITA

Master 55-64 years

Terry Timm/Mandi Smith, USA
Robert Dunkley/Michelle Hope, BAH
Jimmie/Lori Lowe, BAH

Grand Master 65 and older

Bibi Juetz/Dante Bianchi, BRA
Giorgio Brezich/Lorenzo Soppani, ITA
Jerry Thompson/Janett Krefting, USA



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



Low Profile Hat

One size fits most!
 Colors: white, navy, khaki, red
 Price: \$15.00



Floppy Hat

Keeps the sun out!
 One side fits most!
 Color: natural only
 Price: \$20.00



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



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



Competitor Jacket

Warmth for pre and post rigging!
 Sizes available: S, M, L, XL
 Colors: navy, hunter, red
 Price: \$70.00



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



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Sidewinder Sweden
www.sidewindermast.com



Influencing the Depth and Twist of the Main through Shroud Tension

George Szabo
Quantum Sails, San Diego

We know that a draft aft mainsail is good in light air and draft forward mainsail is faster in heavy air. We also know that we have to play all of the sail controls to be fast. But, what about shroud tension? Shroud tension is one of the critical components to mainsail shape and Jib Forestay tension.

When I used a Proctor mast, I always increased the shroud tension as the wind increased to keep shape in my mainsail. Using the Sidewinder mast with the fuller, Quantum FB-3 mainsail, life was easy. We set the rig tension once, and never touched the shroud tension again, only using cunningham, mast puller, traveler and vang to keep the boat going fast through the wind range.

Unfortunately, with the new flatter mainsails that are becoming standard in the class, we can't leave the shrouds set all the time anymore. Mast trim is becoming as important as all of the other sail controls.

The photos show the difference mast trim can make. If you compare Picture 1 and 4, you will see how the main gets flatter when the wind increases and shroud tension is left the same.

Pictures 2, 3, and 4 were taken at the same mark rounding during the recent Western Hemisphere's in Miami. You can tell how the mast with the tightest tension and most sag at the spreader (**see the distance between the drawn line and the mast**) makes for the fullest mainsail with the least amount of twist. And conversely in Picture #4, you can see that the loosest rig tension makes the main flatter and twistier.

So who was faster? In picture 1, I was too tight for the light air, making the main too full low, and the boat was high and slow. I needed to ease my shrouds slightly to go faster. Comparing pictures 2, 3, and 4, #2 was too tight, but was able to point very high, while #4 was too loose and was only able to foot fast forward without the ability to point high.



Photo #1: Same tension on #4, but too tight for lighter air

Photo #2: Too tight - mast is hooking and main gets light leeched, and too full down low. Able to point, but not foot.

Photo #3: Just right - sail is full enough and has good twist. Life is good.

Photo #4: Too loose - main gets flat and twisty. Little depth in sail. Able to foot, not point.

SCIRA's New On-Line Registration System

Beginning January 2007, National Secretaries will be able to directly input their country's individual memberships into SCIRA's International On-line database, with the ability to immediately print out membership cards.

The system will greatly improve National Secretaries efforts to distribute decals and SCIRA membership cards in a timely manner. The SCIRA Rules were amended in 2004 and now require the presentation of the SCIRA membership card at registration at major Snipe Championships.

How it works:

- Each National Secretary is able to log-in with an ID & password.
- The NS will only be able to view the information of his/her country
- The database will carry the last information received by the Int. SCIRA office; so in effect it's pre-loaded. The NS need only sort by fleet or District to update the records.
- Members can be added or edited (not deleted)
- NS will be able to immediately print out membership cards for those they just entered, or for anyone who has lost their card.
- NS will be able to then download the information to an excel or pdf file for other purposes

Access by Regatta Organizers

A modified database will be accessible by regatta organizers. No personal information will be viewable, only to verify if the member and boat is registered for the year.

The SCIRA Board and Office has been working hard on this project for many years to ease the processing of memberships & speed up the receipt of membership cards. Now it's instant!

*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
Email contact: sailing@sdyc.org

Regatta is open to women sailors
of any nationality

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
Ladies European Championship	May 21-27	Moscow, Russia
Wiibroe Cup	May 26-28	Espergaerde, Denmark
European Masters Championship	June 7-10	Lake Caldonazzo, Italy
Pan Am Games	July 13-29	Rio de Janeiro, Brazil
Junior World Championship	August 6-12	SanRemo, Italy
SCIRA Jubilee	August 5-7	Tonsberg, Norway
Scandinavian Open Masters	August 9-11	Tonsberg, Norway
Snipe Worlds	September 8-15	Oporto, Portugal

National Championships

Germany	June 1-3	Lake Caldonazzo, Italy
Colombia – Junior	June 2-3	Portillo, Colombia
United States	July 28-August 3	Dillon, Colorado
Italy	August 18-Sept. 1	Gaeta, Italy
United Kingdom	September 1-2	Stone Sailing Club
Colombia – Senior	Oct. 20-21, 27-28	Muña, Colombia

National Secretaries - send your National Championship dates to the SCIRA office so we can update the calendar both in the Snipe Bulletin and on the website!



2006 Dues Paid

as of December 1, 2006

Country	Boats Paid	Members
Argentina	31	59
Bahamas	13	22
Belgium	28	50
Bermuda	6	13
Brazil	116	181
Canada	16	28
Chile	9	23
Colombia	23	41
Croatia	1	5
Cuba	1	5
Denmark	11	16
Finland	32	68
France	41	62
Germany	8	11
India	0	0
Italy	146	325
Japan	512	412
Mexico	4	7
Norway	125	231
Paraguay	2	5
Poland	12	26
Portugal	119	133
Puerto Rico	11	21
Russia	49	62
Spain	176	236
Sweden	49	80
United Kingdom	16	24
United States	517	706
Uruguay	16	35
US Virgin Islands	3	7
Total	2087	2896

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

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

Entries

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 competitors		



The Junior Dilemma: Smaller Sails?

An idea in Norway bloomed into experimentation in Nassau...

Birger Jansen first commented that the Norwegians were experimenting with smaller suits of sails on the Snipe. Karl Otto Book, an accomplished Snipe sailor and now sailmaker, was asked to assist with the project, and Karl gives his summary below.

Karl Otto Book

Basically the whole idea started with a very well organized fleet situated in southern Norway, Risør. Kaare Karlsen and several others asked me if it was possible to do some of the same things that are done with the Laser, having several options using the same rig to make the Snipe a more all around boat and possibly to use for light sailors, and beginners.

We made 5 sets of sails for that fleet, and with some small changes that are in my opinion, ready to go.

What I find to be important is that the sailors should not feel that they have something made to be cheap. Cruising around with a reefed sail, will give this feeling. Another thing is that a reduced sail area behind the mast also requires a reduced area in front of the mast to keep the boat balanced on the upwind point of sail.

Other important issues:

The top of the mainsail must be above the headstay on the mast (Having the top below will give the mast a chance to bend backwards on the middle).

What I did not think enough about when creating this mainsail was that when the sail does not go fully to the top, the mast will bend less and the luff curve must be considerably reduced compared to a normal sail. (the mainsail recently tested in Nassau is, in my opinion, a little bit too deep.)

Obviously we had to make the jib high in the clew to avoid having to add more tracks or other jib sheeting possibilities.

Things to do to keep the costs low:

As you say, having a maximum number of panels.

Loosefooted mainsail

Letting the fleets organize sail numbers (NOR 12345 X 2) actually has a price approximately 7 – 8 % of a mainsail.

Find a cloth type which is cheaper, and only allow this cloth to be used.
Simplifying the measurement rules to measure sails

Experiment at the World Masters on a windy day.... Giorgio Brezich

The first day of the World Masters was really windy and above the wind limit for the regatta, but the senior sailors, especially the Past



Commodores, are very active and so the time was used to sail a Snipe using a set of smaller sails with a reduced sail area.

The idea to make smaller sails originated as a way to help young sailors to continue to sail after the Optimist.

Our experiment included:

- a set of small sails specifically made for the test
- one standard main with a reefing line and a standard jib.

The smaller sails, as you can see from the photos appeared on the SCIRA web, are shorter in the luff and foot.

We experimented first with the test sails and the boat was well balanced, easy to trim and it was possible to use a whisker pole downwind.

We then experimented with a reefed main and a standard jib. The main surface area was similar to the small sail but the jib was a standard jib.

Both solutions are of interest. Using the reefed main and standard jib the involved costs are near to 0, but for a kid, the jib could be too much to trim.

The sails specifically made with the reduced jib resulted in light trimming and of less cost.

One of major Snipe sails sailmakers suggested to me that in order to keep the cost at a reasonable level, to prescribe the maximum number of panels that constitute the bodies of main and jib and allow a loose footed main.

I recommend, considering above, that the Board to ask to Rules Committee to arrange special rules for the smaller sails and circulate as much information, encouraging National Secretaries, fleets and clubs to use the smaller sails for developing the class and to help juniors to join the Snipe Class.



Old Boat Renewal

Recently there has been chatter on e-mail and the Snipe Forum on how to fix the wooden rails on older Snipes. Lots of experienced Snipe sailors have lent their knowledge. Here's a summary in case you're in the same situation...

Joel Zackin

#29111, 27011 and 16960

Taking the rails off an old Snipe is not a good idea. Better to use new wood. Replacing the rails is actually very easy. You can even splice in half or quarter of a rail if part is OK. The rails on the boat are teak, which is expensive. You can use any wood, but teak is good because it does not rot and only needs an occasional oiling it is also hard and therefore serves as a good rub rail. Other woods might need to be varnished. White Oak is tough, fairly rot resistant and used in wooden boat building a lot for these reasons. It is also fairly inexpensive. So...

Take the old rails off. Remove as many of the screws as possible. If any of the heads break, just cut them flush with a hacksaw. Fill any holes with thickened epoxy or something like MarineTex. Make new rails from a 16' board (find someone with a table or band-saw). With a hand plane round the outer two corners. Attach the rails with counter sunk STAINLESS steel screws. Some people like to also glue the rails on with epoxy or again MarineTex. Cap the screw holes with a dowel (dip dowel in glue and insert in hole, cut flush with rail and sand) or store bought plugs that match the wood of the rail. Sand the rails and finish with teak oil, varnish, or Tung oil.

To splice rail is very similar. First make two (or one if new piece extends to end of boat) diagonal cuts in the rail, such that the new piece will be retained by the existing piece (see rough drawing). Looking down on deck and rail.

Boat Deck



The angle of cut should be longer than shown. Follow directions above – but cut new section to match diagonal in old rail. Also try to use wood that matches!

You might try to find some of those elusive wooden boat builders in your area for help. This really is fairly easy woodworking!

Jack Gannon

16333, 28050 & 30526

Having built Snipes, and installed many rub rails and replaced/repaired twice as many, I find that the rail splice, where possible is sometimes the easier resolution. Teak or ash can be suitable. Most rails are approx. 1/2" thick, by 5/8" wide....If you can, make your cuts vertically, and square, as it is easier for the "layperson" to fit.

The secret is to butt one end first, and screw in place with a # 8 X 3/4" pan head Stainless sheetmetal screw. Measure, and cut the piece **just very slightly longer**, and make the final cut through both the existing rail end and the new piece end, with a fine hack saw blade. This should mate the wood precisely when screwed in place. You can buy a countersink combination drill bit, at a woodcraft store (about \$15-20), but well worth the cost, as it makes the perfect pilot hole and bung hole countersink all in one)

Note: In removing the old screws, if the heads snap off, take a vise grip and remove the broken screw studs if possible.....as you will inevitably hit one when you go to reinstall the new piece.(unless you mark their locations on the deck).

Good luck.

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Last 7 World Championships
Last 8 European Championships
Last 7 Western Hemisphere
Last 10 US-National Championships
Last 12 Scandinavian Championships
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and many more to come

Western Hemisphere
in Miami 2006 placed 1-10

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A Class-Building Regatta The Final Shake-down

Both the European and Western Hemisphere & Orient Championships have been faced with un-filled quotas for Championships. The WH&O Officers took the first step in amending their Deed of Gift to affect the 2006 Championship while the European Officers discussed their situation in length at their meeting held at their 2006 Championship this past summer. Based upon the successes and lessons learned from the WH&O, below is a summary of the events and how both hemisphere officers can learn, grow and improve to make both regattas bigger and better!

After several years of a 24-boat regatta, the officers of the Western Hemisphere & Orient were willing to make a change to increase participation. Let's look at what precipitated the small attendance in numbers?

Distance: The WH&O is made up of 15 countries from North America, the Caribbean, South America and the Orient. Truly a vast expanse of area to cover.

Team Quota: the Deed of Gift states that 5 teams from each country may attend. Pre-qualified teams included the reigning WH&O Champion and World Champion, if from the WH&O. Usually only US, Brazil & Japan would send their full quota each time.

Charter Boats: Because of the distance to travel to the regatta, most competitors needed to charter boats. Host countries had difficulty coming up with a sufficient number of high-quality boats.

Prestige: Many sailors commented that their Federations were willing to assist with regatta expenses, but only for a World Championship.

Economy: the world economy has hit some countries harder than others. The expense of the travel, entry, charter, accommodation was prohibitive during hard economic times.

What was changed?

Changes to the Deed of Gift were drafted, circulated and voted upon by the National Secretaries of the WH&O in time for the new Deed to be in effect for the 2006 event.

- 5 team quota per country was retained
- NA, SA & Orient champions were added
- One junior team from SA, NA & Orient were added
- One women's team from SA, NA & Orient were added
- Deadlines for participation were enforced to allow open or additional entries

- A reallocation of entries were posted to the Internet to keep all NS involved in the process and encourage more participation
- Vacant slots were reallocated by country according to a formula which favored registering the maximum number of teams allowed during the initial round of registration.

What Happened?

43 teams from 7 countries registered, making the event the largest ever.

Lessons Learned

The organizers did not enforce payment at registration and several teams backed out; some never intended on attending. This caused an unrealistic number of competitors that meals, shirts, etc. were based upon.

- 2008 event will require payment at moment of registration
- 2008 event will have a penalty fee and/or retainment of charter fee if the competitor backs out.

Reality: very few countries will be able to provide the amount of quality charter boats with the increase of competitors. One suggestion was for smaller countries to voluntarily limit the number of host entries to provide sufficient charter boats and encourage participation from outside the host country. This comes at a price to the host country, but the philosophy of the Snipe Class has been to rotate events to all countries that want to hold events, to encourage local growth and exposure to the Snipe.



From the International Rules Committee

-Giorgio Brezich, Chairman

Possibly you remember that the fall issue of the Snipe Bulletin had proposed rules changes of that the Rules Committee have studied and intend to submit to the Board for consideration and vote. Currently the sailing season is over for the majority of countries and I believe we have to use this time to consider the experiences we had during this year to complete and better detail our work.

I need to point your attention on events that transpired recently:

- Europe was compelled to abandon the organization of the European Junior Championship due to low pre-registration numbers and other reasons.

- Once again the World Masters could not have a drop race as only 5 races were completed.

To hold our quality level, maintain Serious Fun and sail fair races, the Rules Committee suggests to adopt the following changes:

MEASUREMENT RULES

Rule 37

...the boom ends may be cut-off with a maximum angle of 45°

Reasons: the present rule version is not clear. During the recent Europeans was noted a boom cut off approximately 45 cms, at lower edge, to receive the blocks.

RULES FOR CONDUCTING

- Add a new sentence: At championships the measurement committee checks the conformity of boats

So it is not allowed to modify them (i.e. reduce the ballast quantity if the boat is over the minimum weight)

Reasons: after a change, it is necessary to re-measure the boat and so the procedures are quite different and longer in length.

- Modify the Z flag rule adding: Race Committee shall display at the first mark, or on the Race Committee boat in case of a general recall, the sail numbers of those boats that have infringed the rule.

Reasons: help the OCS boats and protect boats properly started

- Modify the prescription concerning the use of courses W-O-T clarifying that Race Committee is allowed to change at **any mark** the course selection depending of weather conditions passing from W and/or O to T **but also from T to O or W.**

Reasons: the present rule is written with the intent to protect sailors from high winds but winds can also decrease during the race. It is unreasonable to sail a T course under light conditions.

- In addition to the suggested use of offset marks and a gate, add a new sentence: In case of a large fleet (over 35 boats) the Race Committee shall arrange the first windward leg of a W course longer than the the subsequent windward-leeward legs.

Reasons: this allows to fleet to better spread before reaching the first mark avoiding a crowd situation at the windward mark. The start will less influence the race results.

The prescription will not cause extra work or problems as it is only a matter of positioning of mark 3

Change the Deed of Gift of all **Snipe junior regattas** increasing the age to maximum: 21 years (not having their 22nd birthday during the calendar year in which the event is sailed)

Reasons: this is the suggestion of the Junior Committee that conducted research and investigated other dinghy classes similar to the Snipe. We suppose this will allow to enlarge the fleets and give more chance to organizers to have a wider number of entrants. Juniors are the blood of Class.

Change the Deed of Gift of all **Snipe junior regattas** adopting the same weather limitation of: Races may be started in winds up to and including 15 knots and a race shall be abandoned if the winds rise above 20 knots.

Reasons: it is fair to sail all junior regattas under the same weather limitations.

Change the Deed of Gift of all **Snipe Master regattas** adopting the same weather limitation of: Races shall not be run in winds exceeding 15 knots.

Reasons: it is fair to sail all Master regattas under the same weather limits.

Change the Deed of Gift of World Master Championship to allow the drop race upon completion of 5 races.

Reasons: it was noted and experienced that it is not easy, in Master regattas, to complete the intended program so it will be fair to allow the use of a drop race at the completion of 5 races.



photo: start of the European Championship in Pori, Finland. Henry Ericsson photo

Random Thoughts from the ISAF Meeting

Brainard Cooper

SCIRA's ISAF Representative



At the recently-concluded ISAF Annual Meeting in Helsinki I attended the full meetings of the International Classes Committee (as a voting member, the representative of the Snipe Class), the Regional Games Committee, and the Equipment Committee (as an observer to each). I also attended part of the meetings of the Class Rules and Events Committees as an observer.

The 900-pound gorilla in the room at any ISAF meeting is the fact that 40% of ISAF's funding comes from the Olympic Games, and every issue must be looked at through that frame of reference. The meeting in Helsinki was no exception. Some times that works to the advantage of the Snipe Class, sometimes it doesn't.

In the meeting of the Regional Games Committee it worked to our advantage. A.J. Balram, chairman of the Regional Games Committee told the committee, whose meeting I attended as an observer, that ISAF president Goran Peterson had said to him that maintaining regionally popular classes is the regional games was very important in keeping sailing in the Olympics, that ISAF was going to perhaps "modify its focus on high-tech equipment". A.J. further stated that "if we focus on Olympic equipment, we lose focus." This is a direct change in the emphasis of this committee from a year ago.

There is pressure to cut the sailing footprint at the Olympics from the Olympic federation because it is an expensive sport to organize with not much spectator interest compared to others more visually appealing to a mass audience.

This being so, A.J. told the committee that the Executive Council was very interested in keeping sailing in the 21 regional games staged around the world, and the council believed that using regionally popular classes in regional games was a better way to keep sailing in those games than insistence on Olympic classes. It was further felt that if sailing is lost in the regional games it would be easier for the Olympic organizers to decide to eliminate sailing competition.

The Regional Games Committee and the Classes Committee voted unanimously to recommend against a submission which would strike the current regulation that included the Snipe and others such as the J-24, Hobie 16, Lightning, and Sunfish, as "equipment approved for completion in Olympic and regional games". The members of the Equipment Committee wanted the regulation repealed. To date ISAF Council has not acted on the submission.

Both the ISAF Classes Committee and the Regional Games Committee recommended passing a submission to establish the protocol for reporting unsatisfactory race officials. This had much of its impetus from reports sent by SCIRA of the race management at the 2004 World Masters in Italy. This new system of performance reporting on Race Officials was approved by Council "with some amendments" (minutes of Council meeting do not specify further just what these amendments are). As the Snipe delegate to ISAF I recommended both to the Classes Committee and later in personal conversation with the head of the Race Officials Committee

that part of the protocol should be a reply detailing actions taken under the new procedure be sent to any entity appealing under it.

The Equipment Control Subcommittee is working to establish procedures for in-house certification of equipment. This should not affect the Snipe Class for some time. The first step in implementation will be with sails of the Olympic and youth classes. It is envisioned that sails will be measured and vetted in-house by the sailmakers using ISO standards, making sail measuring at regattas unnecessary except for a few "check sails" from each maker. The plan, which was also discussed last year in Singapore, would then gradually involve blades and spars, and finally hull construction. Last year I asked one of our major sailmakers what impact this might have on us and was told that it would increase price of sails since they would have to have employees on their payroll to do the measuring. Another major sailmaker feels that it is a "train that is coming" and that it will be a positive step that, if managed properly, will add value to sails at little cost. It appears to be similar to what we in SCIRA have done for years with our system of measuring hulls at the builder with the cost of the measurement added to the price of a new boat.

At the meeting of the Equipment Committee there were 6 new classes requesting ISAF "International Status" or "Recognized Status". Only two were granted, but it points up, since each of these classes must demonstrate that they have fleets on at least three continents, that hundreds of new boats are being built each year, many of which are sold to sailors who might otherwise buy Snipes or other established classes. We must be aggressive to counteract this continual onslaught.

There was intense and lengthy discussion over the approval of class rules of several different classes in the Class Rules Committee. I had the strong feeling that we never want our class rules to be subject to approval and interpretation in this venue.

Two "Connect to Sailing" seminars were held with the title "Training - The Golden Key to the Future of Sailing". I did not attend due to conflicts. The president has written about the need for sailing to broaden its appeal and these seminars are an attempt to find ways to do this. The seminars introduced the slogan "Sailing - a lifetime sport".

It is disappointing to find so few Snipe sailors among the ISAF hierarchy. Where once there were Arturo Delgado and Fernando Bolin, both former Snipe national secretaries and ISAF vice presidents, now there are Liz Filter and Dina Kowalyshyn who have important positions within ISAF. We have friends, to be sure, in Scott Perry of Uruguay, Rich Jeffries, Technical Director of the Pan Am Games, and Oleg Ilyn of Russia, but Liz and Dina are the only ones who have put their toes under the hiking straps. During the International Classes Committee meeting I sat next to the president of the Star Class and their chief measurer (classes are seated alphabetically). I wished for a larger Snipe presence. We need it.



2006 Eastern Japan Championship

Enoshima Yacht Harbor and Snipe fleet 428 hosted the 9th annual Eastern Japan Championship for 61 Snipes that traveled from Kanto, Chubu, Tohoku.

Enoshima Yacht Harbor held the Olympics in 1964 Tokyo and twice hosted the 1986 and 1998, Western Hemisphere Championship in the Snipe Class.

The first race Saturday began in 7 to 8 knots from south wind of windward/leeward course, and Oui, with Nakajima, of student National champion took the first race. After several general recalls Uchida with Akasaki, who started from the left side, caught a good wind shift in the second race and took the first place. An AP/A signal was hoisted, and the race of this day was finished.

That evening at a party with plenty of beer and a light meal, many articles were raffled by a support company.

Postponement for dense fog began the day Sunday morning. Later, two races were performed in a sea breeze of 10 to 12 knots, beginning around noon. Sasai, with Kato, and Takesue with Ito, each took first in the 2 races. As a result of all 4 races, Shiraiishi, and Higasi, of North Sails won the 2006 Eastern Japan Championship.

In these past few years, our Snipe numbers in Japan have decreased, but in the East Japan Championship over the past three years, participation continues with more than 60 boats. All Snipe sailors are working hard to keep the Snipe Class strong and active in Japan.

—Shinichi Uchida



Polish Championship and PRIMAVERA Polish Cup 2006

Kiekrz, Poland

On 1-3 September 2006 on the Kiekrz Lake, the Snipe Class Polish Championship and Primavera Polish Cup 2006 took place. This time the event was organized by Poznański Klub Morski LOK.

The change of the name facilitated the acquisition of the sponsors' money. It also enabled us to promote the Snipe Class in Poland. A professional agency prepared the whole congruent visual and graphic design of the advertising materials that included billboards, invitations and a CD. Except for rain on the first day, the weather conditions during the Regatta were friendly. On the first day the wind did not exceed 3° B (beaufort), reaching maximally 4° B on the following day. The strongest wind was reported on Sunday, the last day of the Regatta, when the final of the 7 scheduled races took place at the wind blowing at 4° B to 6° B.

23 teams included 7 foreign teams - 6 from Italy and 1 from Germany, competed. However, the Regatta was dominated by the Poles. Outstanding young sailors, Piotr Mańczak representing ŁKS Kiekrz and Przemysław Błaszka (POL 26744), who won as many as 6 races, declassified the rivals. It should be noted here that they repeated their last year's success of the Championship in Zbószyn. The former serial champions of Poland, also ŁKS Kiekrz competitors, seniors Janusz Knasiecki and Bogdan Ratajczak (POL 29973) did not fare well, placing them after two less successful races in second position. The following positions were taken by Italian teams- Roberto Apostoli and Enrico Bonivento (ITA 29705) as well as Silvano Zuanelli and Stefano Pontalti (ITA 27130).

However, some minor breakdowns and capsizes were inevitable, which disabled some teams to finish the race.

As regards Piotr and Przemek, the difference in the equipment handling was easily observed as were the results of harsh on-

the-water- trainings. Despite their young age (22 and 17) they gave an impressive show of their technical and tactical skills. However, our oldest competitors should also be highly appreciated, as totaling 119 years they were almost as good as Piotr and Przemek.

The Italian teams lacked in luck and knowledge of the body of the water. I think that after several trainings on such a peculiar water such as the Kiekrz Lake they could challenge our champions. This statement is not groundless as after 6 races the position of the Poles was not leading- the Italians were placed on the 2nd and 3rd positions, and the differences in scores were insignificant- Apostoli was the 2nd with 20 points, Zuanelli the third with 21 points, and Knasiecki the 4th with 23 points. Thus, everything could happen. So it did. Janusz Knasiecki took his chance to show how the Kiekrz Lake should be sailed and facing quite an unusual direction of the wind as well atypical route planning, he undisputedly won the final race. The Italians came in 7th- Apostoli, and 10th- Zuanelli that gave Janusz the 2nd position in the final classification.

The atmosphere during the Regatta was excellent, in accordance with the class motto: Serious Sailing, Serious Fun, and lacked any protest situations. The organizers should be highly appreciated: the event was run superbly both in sports and purely organizational terms. Everybody, especially foreign guests, will surely remember the marvelous Saturday "Oak" evening (those who took part in it know what I mean, those who didn't may regret it. You must come next year!!!). Members of the PKM LOK club succeeded in preparing the club for such a serious event - they put a lot of their effort and effectively used the sponsors' money. This was also appreciated by foreign guests who praised the organizers and promised to attend the next Snipe Class Polish Championship & Primavera Polish Cup 2007 .



Gardasnipe Trophy 2006

The second edition of the Gardasnipe Trophy has been won at the last regatta by Dario Bruni and Sonia Bonomi from Cremona. A big success for them, as this is only their second season on snipe. They managed to grasp the Trophy only during the last races, sailed on November 4th and 5th in Malcesine on the Garda Lake. The fight was between the winners and the second classified, Giuliano Demattè from the YC Velica Trentina in Caldonazzo who has sailed with different crews, mainly with Massimiliano Emer and Sandro Cavallari, both juniors.

The Gardasnipe Trophy 2006 has been sailed in 34 races during 7 regattas with 4 regattas on the Garda Lake (which was a National Regatta valid for the Italian Ranking List qualification for the European Championship of Pori), 2 regattas in Caldonazzo and 1 in the small lake of Ledro. These 2 smaller lakes near the Garda Lake have 3 amongst the oldest fleets of Italy, and particularly in Caldonazzo there are the 2 biggest fleets of Italy with more than 25 boats. They usually organize inter-fleet regattas on Wednesdays late afternoon and on Sundays.

We would like to thank all the clubs who have organized the regattas, as they have done their best in order to guarantee professionalism and maximum fun on water and on earth, with wonderful results. A thank also to the sponsor of the National Regatta, WGR, a company of the Omnia Network Group.

The 75th anniversary of the Snipe class has met a crowded participation to the regattas of the Gardasnipe Trophy. 95 helms sailing totally, coming not only from Italy, but also from abroad: Brazil, Belgium, Germany, Poland and Sweden. Almost half of the helms sailing snipe in Italy have come at least to one regatta of the Trophy. This is an encouraging success confirming the Garda Lake and the smaller lakes of Ledro and Caldonazzo are appreciated by sailors all over the world.

At district level, thanks also to the clubs in Ledro and Caldonazzo where sailing courses for young people are organized on snipe, we are trying to do our best in order to have and keep in our class also juniors. We have organized separated results and special prizes for them and at the end the total participation (both helming and crewing) to the Gardasnipe Trophy 2006 is 18 juniors.

Gardasnipe does not mean only nice and fun regattas with many boats. Born as a mailing group for "keeping together" all snipe friends sailing on the Garda Lake and on the smaller lakes around (Caldonazzo, Ledro, Caldaro and in Cremona) Gardasnipe has the target to help keeping people in contact. Thanks to the mailing group it is more easy to compare and exchange ideas and experiences about snipe sailing, in order to be together even though we are far from our beloved waters. Even more simply the idea is to spread in a direct and economical way all the information related to dinners, sailing meetings, trainings, regattas, notices of races and informal initiatives. Our motto is "fun built together", as we are deeply convinced that only with the engagement and support of everybody it is possible to



built our fun, and we all know that the more we are, the best the fun.

The synergic collaboration of different sailing clubs of our district has brought big results for everybody. Gardasnipe means also this: work and availability of many for the best and gain of everybody.

In our district the Snipe is well known everywhere. Gardasnipe did not discover anything new: it has helped at district level what had already done at local level thanks to the initiative of few and little groups. The "movement" now is well known and the best answer is always having sailors to the regattas and seeing them happy.

The ingredients are always the same: availability, good ideas, maximum value to each sailor, at all levels, as we think the regatta as a moment of meeting and aggregation which should not finish reading the final results of a race. Every sailor taking part to a regatta participates to the good result of the event, not only who climbs the podium.

We have continued in our work of communication with news published on the main sailing web sites for every regatta of the Trophy and this year we managed to obtain also some articles and publications on important national sailing magazines and local newspapers. Gardasnipe means communication, and the press is an important part of it.

All races of the Trophy have seen a strong struggle on water, often with different winners for every race. Third qualified are Roger Olivieri and Silvia Pederiva of the YC Brenzone (Garda Lake), fourth Silvano Zuanelli of the YC Velica Trentina and Paola Rognoni, fifth Alessandro Bellotti with his daughter Giorgia from the YC Velica Trentina.

On the wave of enthusiasm this year we managed to organize also a winter championship on the Garda Lake. 12 boats have taken part to the first regatta. We have had a regatta in November and the next are in January and February. This is also a very encouraging result for snipe activity in our district. Gardasnipe is a group of friends who have fun in sailing snipe. The second edition of the Gardasnipe Trophy with the good participation is a positive result to our efforts, and an encouraging sign for continuing on this way and possibly making even best.

You are all invited to our regattas, the more we are, the best the fun!

SCIRA International Board Re-Structure Proposal

Jimmie Lowe
Chairman, LRPC

Background

Every year, the Commodore of SCIRA appoints members to serve on Standing Committees. These committees include: Finance, Junior, Membership, Nominating Committee and the Long Range Planning Committee (LRPC).

As appointed members of the Long Range Planning Committee, in January we were asked to serve for 2 years and to take a good look at our Class in its current position. Our primary request from the Commodore was to look at restructuring the SCIRA Board to form a smaller, more efficient and nimble body to conduct business and complete projects. We were also tasked to create a transition plan to implement our recommendations for future officer positions.

Commodore Dunkley asked us to look to the past foundations that brought SCIRA to 2006 but also to look forward to the future in order to keep SCIRA strong and moving toward our next 75 years.

Other one-design class structures were studied and the basis of what was presented to the Board of Governors for consideration was a culmination of all of the above. In May of 2006, the LRPC submitted our basic proposal, and in October 2006, Commodore Dunkley distributed the final proposal to the Board of Governors for a vote. After several discussions at major regattas, Commodore Dunkley felt it in the best interest of the Class to retract and then print his motion in the Snipe Bulletin for all members and officers to study and comment. This proposal, after input from members and Board members, will be submitted to the Board of Governors at the 2007 Board of Governors meeting to be held in conjunction with the World Championship in Portugal.

Observations

Research into the growth and expansion of the SCIRA Board from 1933 to present (see side chart) shows as the Class grew exponentially all over the world, the Board attempted to counter with proper representation from all regions. The end result was an expanded Board with no clear responsibilities and no way to monitor the progress of main projects and initiatives.

After several months of research and discussion, our committee presented a general proposal for restructure of the Board. Our consensus was based upon;

- The current SCIRA Board has grown to a large number
- Board members are not specifically tasked with projects and/or responsibilities
- A one year term leaves little time to complete projects
- The current Board is constituency based
- Proposal models corporations & other one-design class structures

The restructure will create a smaller Board solely responsible for creating and overseeing initiatives. It is our feeling that this will help move the Class forward. The focus on each region (Europe, Asia, NA, SA, etc.) will remain under each General Secretary, while each region will still be represented at

the Board level, the main goal of each GS will be to liaise and offer guidance in projects & initiatives for the good of SCIRA as a whole.

The LRPC asks SCIRA members to step back and at the international level, create a Board that has the goal of furthering SCIRA for the betterment of the Class.

Main Objectives

- Dramatically reduce the size of the Board and establish a small, nimble and effective Board of Governors for SCIRA.
- Create a cohesive, cooperative Board balanced by including the main positions to effectively run, oversee the Office and maintain SCIRA.
- All Board members shall have demonstrated exceptional governance ability and judgment, and who shall be most effective, in collectively serving the long-term interest of SCIRA
- Board members shall not hold any position at the regional or national level in their respective country.
- Commodore and Vice Commodore will each serve 2 terms for continuity of programs and to move SCIRA toward our 100th year.

Election of Officers

The Nominating Committee will continue to be appointed by the Commodore with its members to include the Immediate Past Commodore and other past Commodores still actively involved with SCIRA. Every attempt will be made to have a representative from each of the various continents on the Nominating Committee. Section 25 of the Constitution will remain intact except as amended in the proposal.

Transition

January 2007: Proposal printed in the Snipe Bulletin

January – April 30, 2007: comments from the proposal submitted to the LRPC for consideration. The Snipe Forum (on the web page) can be used for worldwide discussion.

May 2007: LRPC considers all input and submits final proposal.

June 1, 2007: Final proposal printed in the Summer Snipe Bulletin.

September, 2007: Board of Governors votes on proposal at Board meeting held at World Championship, Porto, Portugal.

September-October 30, 2007: If the proposal passes, the Nominating Committee will ask for nominees for the new positions to be submitted for consideration.

November 1, 2007: Ballot of Officers submitted to Board of Governors for a vote

January 2008: New Board of Governors takes office.

Members of the Long Range Planning Committee

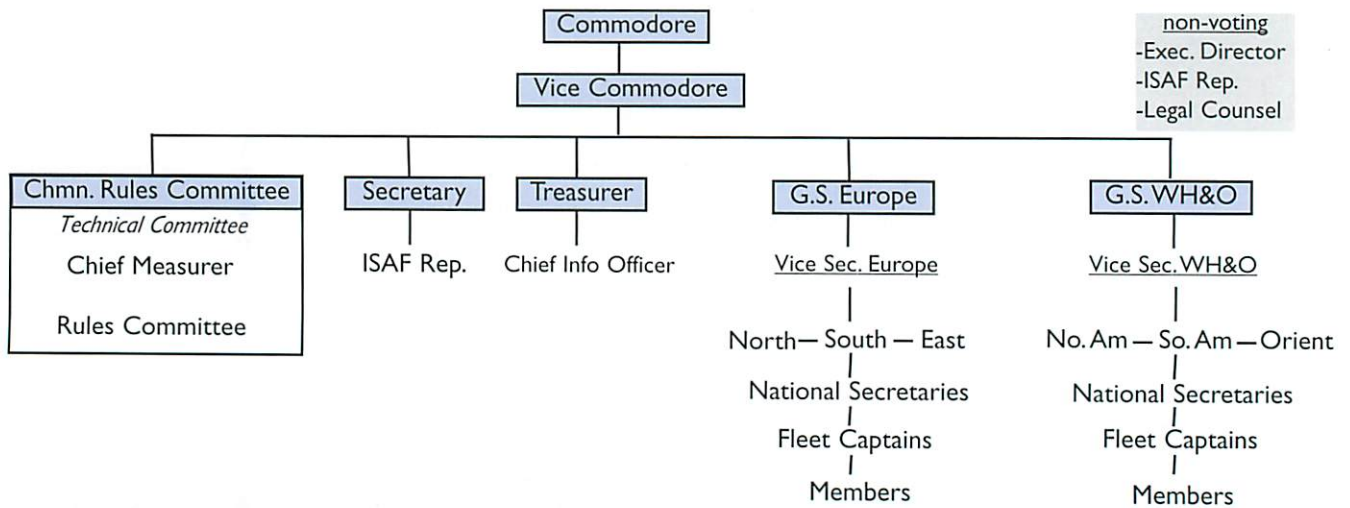
Chairman Jimmie Lowe Past Commodore 1995
Giorgio Brezich Past Commodore 1996
Henrique Motta Past Commodore 2005
Akibumi Shinoda Past Commodore 1998
Jerry Thompson Past Commodore 1988



Proposed SCIRA Board of Governors

	<u>Responsibilities</u>	<u>Term of Office</u>
Commodore	Oversees Officers & special projects	2 years – cannot serve more than 2 consecutive terms
Vice Commodore	Oversees promotion & location of future worlds regattas	2 years – cannot serve more than 2 consecutive terms
Chairman, Rules Committee	Oversees Rules Committee & Chief Measurer	4 years
General Secretary – Europe	Oversees all European officers & affairs of Europe	2 years
General Secretary – WH&O	Oversees all WH&O officers & affairs of WH&O	2 years
Secretary	Oversees membership and works with Class office to maintain forms & records	2 years
Treasurer	Oversees the finances of the Association and works with the Class office	4 years – cannot serve more than 2 consecutive terms

Proposed SCIRA Organization Chart



1961 Board of Governors - Rye, NY



Current vs. Proposed SCIRA Board of Governors

Current Board

Proposed Board

	years		years
Commodore	1	Commodore	2
Vice Commodore	1	Vice Commodore	2
Rear Commodore	1		
Past Commodore	1		
Rules Committee Chairman	4	Rules Committee Chairman	4
Gen. Secretary Europe	2	Gen. Secretary Europe	2
Vice Sec - Europe	2		
Secretary N. Europe	1		
Secretary S. Europe	1		
Gen. Secretary WH&O	2	Gen. Secretary WH&O	2
Vice Sec - WH&O	2		
US National Secretary	2		
Member at Large	3		
Member at Large	3		
Member at Large	3		
Member at Large	3		
Member at Large	3		
Member at Large	3		
		Treasurer	4
		Secretary	2
Total Voting	<u>18</u>	Total Voting	<u>7</u>
<u>Non-Voting</u>	years	<u>Non-Voting</u>	years
Legal Counsel		Legal Counsel	
ISAF Representative	4	ISAF Representative	4
Secretary E. Europe	2		
Chief Measurer	4		
Vice Chairman - Rules Comm.	4		
Treasurer	4		
Chief Info. Officer	2		
Executive Director		Executive Director	



Text of Proposed Changes to the Constitution

As per Section 23.4 Meeting Agenda of the Constitution, "All motions placed for action before the Board of Governors, and whose enactment or implementation shall impact the Constitution and or the By-laws of the Corporation, shall require the motion maker to attach as part of that motion a complete schedule of those specific sections of the Constitution or By-Laws which would be affected by the passage of the motion. Any motion so considered without the required section citing may be either rejected by the Board of Governors or tabled until the required information is attached to the motion."

Section 22. Officers

The officers of the Association shall be a Commodore, a Vice Commodore, ~~a Rear Commodore~~ and an Executive Director.

22.1 Commodore: Duties of the Commodore include: bi-annually appointing a Nominating Committee, a chairman of the Long Range Planning Committee and other standing committees. The Commodore shall be the chief executive officer of the Association and shall enforce its laws and execute the orders and policies promulgated by the Board of Governors. ~~The Commodore will also be responsible for overseeing any special projects assigned during his tenure.~~

22.2 Vice Commodore: The Vice Commodore shall be the chairman of the Promotion Committee and shall take over the duties of Commodore if the Commodore becomes incapacitated. ~~The Vice Commodore will also oversee the location of future World championship regattas.~~

~~22.3 Rear Commodore: The Rear Commodore shall be the chairman of the Finance Committee.~~

Section 23. Board of Governors

23.1 Voting Members: The Association shall be governed in all matters except as provided herein by a Board of Governors comprised of the Commodore, Vice Commodore, ~~Rear Commodore, the Immediate Past Commodore,~~ the Chairman of the International Rules Committee, the General ~~and Vice Secretaries~~ Secretary for Europe, ~~including North and South, and~~ the General ~~and Vice Secretaries~~ Secretary for the Western Hemisphere & Orient, ~~the Secretary and Treasurer the US National Secretary and six (6) members at large.~~ All shall be voting members of the Association's Board of Governors and all elected officers of the Association shall be Senior Members of the Class.

~~23.2e 23.1a Treasurer:~~ The Treasurer is responsible for the financial affairs of the Association. The Treasurer shall oversee the Executive Director's maintenance of the Association's books, financial records, securities and shall place funds in a depository approved by the Board of Directors. He shall also review financial statements for presentation to the Board of Governors and thereafter prepare a summary of these statements for publication in the Snipe Bulletin for the information of members.

23.1b Secretary: The Secretary shall keep the minutes of meetings and supervise the Association's system of forms and records for all members. The Secretary will oversee membership trends and patterns and report to the Board. The ISAF Representative will report to the Secretary.

23.2 Non-Voting Members: There shall be ~~eight (8)~~ three (3) additional members comprised of Legal Counsel, ~~Vice Chairman of the Rules Committee, ISAF Representative, Chief Measurer, Secretary for Eastern Europe, Treasurer and Chief Information Officer~~ and Executive Director.

~~23.2d Secretary for Eastern Europe:~~ His main responsibilities shall be primarily promotion, growth and communication with Eastern European countries and providing an annual report to the Board of Governors.

~~23.2f Chief Information Officer:~~ The Chief Information Officer shall be a non-voting member of the Board of Governors and of the Rules Committee. ~~Duties include maintaining web site, Internet requirements and e-mail requirements of the Association. Review of all technology used or to be used by the Association, including but not limited to telephone, computer, hardware, software, measurement and rules. He supports the Rules Committee on technical issues by doing research on new technology for old methods. He supports the Association's Board of Governors on technical issues by explaining details on complex technology issues.~~

Section 23.3 Board Meetings: Bi-annual meetings shall be held in conjunction with the absolute World Championship to facilitate attendance. A quorum shall be an absolute majority of the voting Board of Governors in attendance. The Commodore, when petitioned by an absolute majority of the members of the Board of Governors, shall call an official meeting of the Board of Governors. The Commodore shall choose a time and place for the meeting, which shall be held within three months if petitioned, and the Executive Director shall give notice to all members of the Board of Governors at least thirty days in advance. For all meetings, the Executive Director shall present the current agenda for consideration at the meeting. Except as provided herein, items may be added and voted upon provided each receives an absolute majority of votes of the entire Board of Governors. Items already on the agenda may be amended and voted upon by a majority of those present. Any item as amended by the meeting, which fails to receive a majority vote of those present but mathematically could receive a majority of the whole Board of Governors must be retained on the agenda at the request of any member present at the meeting. The Executive Director shall publish an accurate and fair summary of the agenda of the Board of Governors in the *Snipe Bulletin* and shall report the status and disposition of all items. The Executive Director shall report a summary of the Board of Governors deliberations to the membership as accurately as possible.

Section 24. General Secretaries

The General Secretaries designated in Section 23 shall be elected every two years, to take office on even-numbered years at a meeting of National Secretaries at the European or Western Hemisphere & Orient Championship regattas. The chairman of these meetings



shall be the current Hemisphere General Secretary, or if he is not present, the National Secretary of the country where the Championship is held. Designated representatives may represent Secretaries not present from their countries who may vote for them but otherwise, proxy voting shall not be allowed. Voting by mail, e-mail or fax shall be permitted. The individual receiving the most votes shall serve as Hemisphere Secretary for the next two years.

Section 25. Election of Officers

The Board of Governors shall have the sole power to nominate and elect the Officers of the Association for the ensuing term, such election to take place as soon as feasible after the general meeting held at the World Championship races.

By August first of each year, the Commodore shall appoint a Nominating Committee for the nomination of members for office. The Chairman of the Nominating Committee, or the Executive Director, shall promptly notify each voting member of the Board of Governors of said appointments and shall call for nominations to be received by October first. Nominations of the Nominating Committee may be supplemented by nominations by any member of the Board of Governors. If more than one name is placed in nomination for a given position, all names shall be shown on the ballot. The Executive Director shall mail, fax or e-mail ballots to each voting member by November first. They shall be completed and returned to the Executive Director by December first.

Officers shall be elected ~~as follows for one year~~ or until their successors are duly elected. ~~Commodore will be elected for a 2 year term and cannot serve more than 2 consecutive terms. Vice Commodore will be elected for a 2 year term and cannot serve more than 2 consecutive terms. Chairman of the International Rules Committee will serve a 4 year term. The Treasurer will serve a 4 year term, re-electable only once consecutively. The General Secretaries shall be elected every two years to take office on even-numbered years at a meeting of National Secretaries at the European or Western Hemisphere & Orient Championship regattas. The Secretary shall be elected for a 2 year term. The Members at Large shall be elected by the Board of Governors to serve three year terms. Two Members at Large shall be elected each year.~~ Generally, they will assume office as of January 1st of each year. ~~The following are elected to four year terms of office: Rules Committee chairman and Vice Chairman, Treasurer (re-elect able only once consecutively), Chief Measurer.~~

Section 28. Rules and International Rules Technical Committee

The Board of Governors shall appoint a Technical Committee consisting of the Chairman of the International Rules Committee, Vice Chairman, Chief Measurer, Rules Committee members and the Chief Information Officer. ~~International Rules Committee the chairman and vice chairman of which are members of said Board commencing January 2004~~ This The Rules Committee shall maintain, study and make recommendations on all Class measurement rules and restrictions. This Committee shall have power to record or clarify any measurement rule or restriction whenever its meaning is deemed not clear or unfair. Proposed changes shall be circulated to all members of the International Rules Committee for comments and recommendations, and these shall be submitted to the Board of Governors for action. Measurement rules changes may take effect only on January 1 of each leap year (2000, 2004, 2008, etc.) and then only if submitted to the Board as agenda items by June 1 of the preceding year. Each proposed measurement rules change must appear on at least two agendas, with amendments offer able on the first circulation, and a vote on the amendments on the second or final vote on the change if no amendments were offered. Consideration at a properly called meeting of the Board may count as the second or third agenda appearance. Changes can be made at times other than the specified four-year intervals where the Board considers them to be of extreme urgency. An absolute majority of the Board is required for final passage.

Whenever a "circular Letter" from the International Rules Committee over the signature of the Chairman appears in the *Snipe Bulletin*, the corrections, interpretations or simplifications appearing therein shall become a part of the current Official Rulebook. Such corrections, interpretations or simplifications will also be posted on the Snipe web site, Rules section.

Section 29. Chief Measurer

The Board of Governors shall appoint a Chief Measurer. He shall serve a four year term with re-election possible after the first term. He shall be responsible for managing the Class Measurers worldwide. He shall be a member of the Rules Committee and shall advise that Committee on Measuring Rules problems.

~~23.24~~ **Chief Information Officer:** The Chief Information Officer shall be a ~~non-voting~~ member of the ~~Board of Governors Technical Committee~~ and of the Rules Committee. Duties include maintaining web site, Internet requirements and e-mail requirements of the Association. Review of all technology used or to be used by the Association, including but not limited to telephone, computer, hardware, software, measurement and rules. He supports the Rules Committee on technical issues by doing research on new technology for old methods. He supports the Association's Board of Governors on technical issues by explaining details on complex technology issues.

Section 33. Standing Committees

The Commodore shall appoint ~~Board of Governors~~ members to serve as on the following standing committees: Long Range Planning, ~~Finance~~, and Promotion. ~~Additional positions on these committees are open to all Snipe Class members, with appointments to be made by the Commodore.~~

New Section. Continental Officers

Each continent may choose to create continental officers that report to the General Secretary, for their respective continent. These may include: for Europe; Secretaries for North, South and East as well as Vice Secretary. For the Western Hemisphere & Orient; Secretaries for North America, South America and the Orient as well as Vice Secretary.



History of the SCIRA Board

The Long Range Planning Committee with the help of the Executive Director, has researched the creation and growth of the Board of Governors of SCIRA from every Rulebook ever issued. Below is a synopsis of how the Board grew over the years with more detail in the text below. All items marked in red were new officers added to the Board during that year. Those with the ~~strikeout~~ mark, were removed. We found this to be a particularly interesting view into the history and growth of not only the Snipe around the world, but the SCIRA Board of Governors. We hope this history will help you understand the new perspective for the current proposal set forth from the Long Range Planning Committee.

year	'33	'34	'35	'38	'40	'52	'56	'58	'61	'63	'64	'66	'68	'72/73	'74/75	'80/83	'84/87	'92/95	'96/00	'01/04	'07
Officers	28	13		8	5	5	5	5	5	5	5	4	4	4	4	4	4	4	4	4	5
Board			5		7	7	9	11	16	15	13	16	15	18	18	18	17	18	18	18	7
Voting					7	7	9	11	16	15	13	16	15	18	18	18	17	18	18	18	7
Non-voting					?												2	3	6	8	3

- 1933: **Officers:** Commodore, Vice & Rear Commodores; divisional fleet captains; Executive Secretary.
- 1934: **Officers:** Commodore, Vice & Rear Commodores; **Executive Secretary; Past Commodore, District Secretaries (US)**
- 1935: **Board of Governors:** Commodore, past Commodores, Executive Secretary. **Treasurer listed as an officer.**
- 1938: **Board of Governors elect officers:** Commodore, **past Commodores for not more than 5 years** and Executive Secretary. Treasurer listed as officer.
- 1940: **Officers:** Commodore, Vice & Rear, Treasurer, and Executive Secretary.
Board of Governors: Commodore, Executive Secretary and past Commodores of not more than 5 years preceding. Other officers of the Association may attend; have voice, but no vote at all meetings of the Board of Governors.
- 1952: **Officers:** Commodore, Vice & Rear, Treasurer, & Executive Secretary.
Board of Governors: Commodore, Vice & Rear, Executive Secretary, **Chairman of Rules Committee, Past Commodores of the two preceding years.**
- 1956: **Officers:** Commodore, Vice & Rear, Treasurer, & Executive Secretary.
Board of Governors: Commodore, Vice & Rear, Executive Secretary, Treasurer, Chairman of Rules Committee, past Commodores of the two preceding years and **one District Governor elected by the other District Governors.**
- 1958: **Officers:** Commodore, Vice & Rear, Treasurer, & Executive Secretary.
Board of Governors: Commodore, Vice & Rear, Executive Secretary, Treasurer, Chairman of Rules Committee, past Commodores of the two preceding years and one District Governor elected by the other District Governors. **In addition, the General Secretary of Great Britain and Europe and the General Secretary of the Western Hemisphere (2 year terms).**
- 1961: **Officers:** Commodore, Vice & Rear, Treasurer, & Executive Secretary.
Board of Governors: Commodore, Vice & Rear, Executive Secretary, Treasurer, Chairman of Rules Committee, past Commodores of the two preceding years, **six Members at Large (3 year terms)**, GS for Great Britain and Europe and GS for Western Hemisphere.
- 1963: **Officers:** Commodore, Vice & Rear, Treasurer, & Executive Secretary.
Board of Governors: Commodore, Vice & Rear, **Executive Secretary-Treasurer**, Chairman of Rules Committee, past Commodores of the two preceding years, six Members at Large, GS for Great Britain and Europe and GS for Western Hemisphere.
- 1964: **Officers:** Commodore, Vice & Rear, Treasurer, & Executive Secretary.
Board of Governors: Commodore, Vice & Rear, Executive Secretary-Treasurer, Chairman of Rules Committee, past Commodores of the two preceding years, **Secretaries for Northern & Southern Europe** and the Western Hemisphere, **four Members at Large.**
- 1966: **Officers:** Commodore, Vice & Rear, Treasurer, & Executive Secretary. **Same person may fill the role of Treasurer & Executive Secretary.**
Board of Governors: Commodore, Vice & Rear, Executive Secretary-Treasurer, Chairman of Rules Committee, **immediate past Commodore**, Secretaries for Northern, **Eastern** & Southern Europe and the Western Hemisphere, **six Members at Large.**
- 1968: **Officers:** Commodore, Vice & Rear, Treasurer, & Executive Secretary.
Board of Governors: Commodore, Vice & Rear, Executive Secretary-Treasurer, Chairman of Rules Committee, immediate past Commodore, Secretaries for Northern, Eastern & Southern Europe, **six Members at Large, General Secretaries for Europe and the Western Hemisphere.**
- 1972-73: **Officers:** Commodore, Vice & Rear, ~~Treasurer~~, & Executive Secretary.
Board of Governors: Commodore, Vice & Rear, Executive Secretary-Treasurer, Chairman of Rules Committee, immediate past Commodore, General Secretaries for Europe, **Africa** the Western Hemisphere and **Orient**, Secretaries for Northern, Eastern & Southern Europe, the **US National Secretary** and six Members at Large.
- 1974-75: **Officers:** Commodore, Vice & Rear, & Executive Secretary.
Board of Governors: Commodore, Vice & Rear, Executive Secretary-Treasurer, Chairman of Rules Committee, immediate past Commodore, General Secretaries for Europe, Africa the Western Hemisphere and Orient, Secretaries for Northern, Eastern & Southern Europe, **the Vice Secretary of Europe and Africa**, the US National Secretary and six Members at Large.
- 1980-83: **Officers:** Commodore, Vice & Rear, & Executive Secretary.
Board of Governors: Commodore, Vice & Rear, Executive Secretary-Treasurer, Chairman of Rules Committee, immediate past Commodore, General Secretaries for Europe, **Africa** the Western Hemisphere and Orient, Secretaries for Northern, Eastern & Southern Europe, the Vice Secretary of Europe **and Africa**, the US National Secretary and six Members at Large.



History of the SCIRA Board - *continued*

1984-87: **Officers:** Commodore, Vice & Rear, & Executive Secretary.

Board of Governors: Commodore, Vice & Rear, ~~Executive Secretary-Treasurer~~, Chairman of Rules Committee, immediate past Commodore, General Secretaries for Europe, the Western Hemisphere and Orient, Secretaries for Northern, Eastern & Southern Europe, the Vice Secretary of Europe, the US National Secretary and six Members at Large. **Legal Counselor and Vice Chairman of the Rules Committee (neither shall have a vote.)**

1992-95: **Officers:** Commodore, Vice & Rear, & Executive Director.

Board of Governors: Commodore, Vice & Rear, Chairman of Rules Committee, immediate past Commodore, General Secretaries for Europe, the Western Hemisphere and Orient, Secretaries for Northern, ~~Eastern~~ & Southern Europe, the **Vice Secretary of the Western Hemisphere**, Vice Secretary of Europe, the US National Secretary and six Members at Large. **Legal Counselor and Vice Chairman of the Rules Committee and Secretary for Eastern Europe (none shall have a vote.)**

1996-00: **Officers:** Commodore, Vice & Rear, & Executive Director.

Board of Governors: Commodore, Vice & Rear, Chairman of Rules Committee, immediate past Commodore, General Secretaries for Europe, the Western Hemisphere and Orient, Secretaries for Northern & Southern Europe, the Vice Secretary of the Western Hemisphere, Vice Secretary of Europe, the US National Secretary and six Members at Large. **Legal Counselor and Vice Chairman of the Rules Committee, and Secretary for Eastern Europe, Treasurer, Chief Measurer and IYRU Representative (none shall have a vote.)**

2001-04: **Officers:** Commodore, Vice & Rear, & Executive Director.

Board of Governors:

Voting Members: Commodore, Vice & Rear, Chairman of Rules Committee, immediate past Commodore, General Secretaries for Europe, the Western Hemisphere and Orient, Secretaries for Northern & Southern Europe, the Vice Secretary of the Western Hemisphere, Vice Secretary of Europe, the US National Secretary and six Members at Large.

Non-Voting Members: Legal Counsel, Vice Chairman of the Rules Committee, Secretary for Eastern Europe, Treasurer, Chief Measurer and **ISAF Representative, Chief Information Officer, Executive Director**

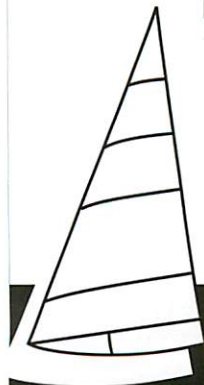


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New Jib for 2006: model AR-3

The target of our designers was to achieve an easier to set and all-round sail. The shape of the new jib derives from our previous AR2, but it has a slightly different geometry; it is wider, the exit angles are flatter, whilst the entries are slightly fuller. This makes the jib easier to trim and more "forgiving", asking less concentration from the helmsman on the upwind legs whilst the wider surface area gives a little more driving force downwind. These two factors help you to increase the overall performance during the race.

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 Last Word....

In Memory of John Broughton

SCIRA was sorry to hear of the loss of John Broughton, a long time sailor, supporter and volunteer for the Snipe Class. Several people sent memories in as well as excerpted here from the UK Newsletter. Thanks also to Eric Broughton for photos of his dad.

Past Commodore Brainard Cooper

SCIRA lost another of our long-time stalwarts with the death of John Broughton in England in early October. In the days before modern electronic communication and jet airplane travel John was the main (frequently the only) communication link between Europe and Buzz Lamb, SCIRA's Executive Secretary in those days. More than once Buzz was heard to say, "Thank God for John Broughton."

The thing I remember most about John was that you could disagree with him, sometimes strenuously, and he would still be your friend. This is a rare quality in a man. He maintained his strongly-held opinions about what was needed for the betterment of the Snipe Class in England and Europe, but disagreements were never personal with him. He understood that both sides of any disagreement we had (and he and I had one or two) were equally committed to the welfare of our Class.

The last time I saw him two years ago John was full of energy and good will, working as he always did for our Class especially as our "ambassador without portfolio" to the emerging countries of Eastern Europe. Former Commodore Dan Williams and I and our wives were in England, and we met John and Jo down at Greenwich for lunch. He fairly came running to meet us. It was a joy to see how active he had become since we all remembered his struggles before his hip surgery.

One month to the day before his death I received a note from him telling me that he and Jo were planning to be back in Greenwich on Sept. 29 and he would "sink a pint" in my honor at the Trafalgar Tavern where we had had that lunch two years before. I sincerely hope he and Jo got there. I have "sunk" a pint or two in my friend's memory since.

Liz Crouch – Member at Large, UK

Trying to write something about John is so very difficult – where do you start? John's dedication to, and support of, the Snipe Class goes back so many years. To John, the Snipe fleets across Europe and the rest of the world were his extended family.

To me personally, he was a huge support, first when I took up the fleet captaincy of Blue Circle and later as national secretary. He spent so much time generating support for the class in new Snipe countries, as well as supporting UK events.

Many years ago, as a junior my brother and I went to sail the junior worlds in Florida. John wrote a few letters to a few people to make sure that we were looked after when we were there. I am sure that many will miss this thoughtfulness. He was always encouraging everyone to travel and sample the Snipe hospitality.

2007 would have marked 50 years of John's involvement with Stone SC. To celebrate this, it was John's wish to hold the Nationals at Stone. In August next year, I hope that many of you will be there, to make it the great nationals John wanted it to be.

I will miss his help and advice and my thoughts are with Jo, Eric, Mark and their families.



Alan Williams – UK National Secretary

Any report from myself in respect of matters that have taken place since the last newsletter are of course completely overshadowed by the sad death of John Broughton, the European Liaison Secretary. From my own view point the biggest tribute that I believe can be paid to John Broughton is that without his efforts I very much doubt whether myself and indeed a large number of the people that are currently sailing in Snipes and that have sailed in Snipes over a great many years would have done so.

John Broughton was instrumental in my taking part in the Snipe Junior European Championships held at Stone in the late 70's which opened my eyes to the international extent of the class. John and Jo have worked tirelessly for the Snipe class over a great many years and my sincere condolences go out to Jo, and to Eric and Mark, John and Jo's two sons, both of whom I got to know and got to regard as friends from Snipe sailing.

Johns' hard work and dedication will be greatly missed and on behalf of myself, the SCIRA committee and the membership many thanks for everything that has been contributed over many years.

In Memory of John Broughton

Sylvie LeBour-Boisaubert

Friday, October 6th was a sad day indeed...John was like a second father to me in the world of Snipes and this father left us without notice (how could God snatch away in this manner a man who always made a point to discuss the pros and cons thoroughly before reaching a decision???)

He who kept phoning to pass on information about races or important SCIRA news will phone no more. I already miss his calls. John always sent either long letters or small encouraging notes before championship and I will miss his kind words. He never forgot family events either and one of his lovely engravings would come in the post to say so. How I will miss them too!

John always pushed to relentlessly but also so gently for things to be done in Europe because he wanted the best for the Class – not the Class itself but because the Class means people. I remember him poring over the boat loaned to C.S. Reddy, the Indian competitor in the '79 Worlds, and trying to find a solution to make that less than adequate boat right. It was in his nature to help and comfort others and he was so good at it!

I shall miss him sorely as will so many more around me but I am sure that, from above, he will keep an eye on all the British and European Snipe fleets that were so dear to him. So go out sailing whenever you can, that will make him happy and look up when you sail, he will be there.



Gavin Watkins

Among John's many interests sailing and promoting sailing was very important to him. He joined Stone Sailing Club in 1957. His future wife Jo was also a member of the club and sailed with her sister. John became assistant fleet captain of Fleet 372 Stone in 1969 and was elected Fleet Captain in 1972. He was very successful in promoting the fleet and in encouraging us to support open meetings and championships.

He handed a successful fleet to Derek Butterfield at the end of the 1974 season. He continued to encourage Juniors to compete in Snipe events and actively recruited young sailors for the Junior National Championships.

As National Secretary for more than fifteen years John continued to encourage sailing for juniors, he helped to persuade many to sail Snipes. While representing us in Europe John managed to encourage the spread of Snipes throughout Europe and especially in Eastern Europe.

John ceased to be our National Secretary in 1992 but this did not end his promotion of Snipe sailing in Europe and SCIRA supported this by making him an unofficial promoter of Snipes in Europe.

I first met John, Jo and their children and was befriended by them at open meetings on the circuit before I joined Stone Sailing Club. John continued as a valued friend for the rest of his life. I remember all of the international visitors who he attracted to Stone. He never gave up on his own fleet and dreamed that we could bring it back to active life. John was looking forward to the National Championship at Stone next year. He will be missed by so many of us.

I have so many memories of John but found it very difficult to weave them into an account.



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