

Snipe Bulletin™

Volume 27, Winter 2009 Official newsletter of the Snipe Class International Racing Association



Using the Quantum BW-2 main and PS-5 Jib, Augie Diaz and Kathleen Tocke won the US Nationals with: Five 1st places, One 2nd place, and One 3rd place. They threw out the third. *Same Wind, More Speed.*
Quantum Sails.

Were they Smarter,
or Faster?

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Snipe Bulletin

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Reports & Calendar

2008 Membership Numbers & 2009
 Worlds Entry Quotas
 2009 Racing Calendar

The Count: 27 numbers have been issued since the fall issue; Brazil 8; Japan 3, Spain 2; USA 4; builders: 10

Numbered Snipes: 30765

Chartered Fleets: 885

Our newest fleet:

Lagoa Piraque in Rio de Janeiro.

Cover photo: Andrea & Alejandro Foglia blast upwind during the Western Hemisphere & Orient Championship in Punta del Este, Uruguay. Photo credits: G. Seguessa, J. Sanchez, Afga Photo.

Next Issue:
Winter deadline:
 March 1

From the Commodore -

Dear Snipe Sailors,

The year 2008 is going away, leaving us in the favored shift towards 2009.

2008 has been an year of great regattas, increase in membership, changes in SCIRA's structure and in how we do some things in the Class.



Racing has been great. Among many local and international events, 23 crews attended the Women Words in Roquetas (Spain), 49 the Western Hemisphere&Orient in Puntal del Este (Uruguay) and 48 the Europeans in Palma (Spain). Congratulations to the Brazilian and Spanish teams that dominated the World scene in 2008!

Although it varies from country to country, membership has been increasing in 2008. We hope that, with every sailor's help, we will continue the trend in 2009. Promotion is key. Sometimes it is just picking the phone and calling some friends over for the weekend races. Get together, involve new people, plan ahead, enjoy sailing and racing, and keep connected.

2008 was the first year of SCIRA's 7 member Board structure after 2007's decision to reduce it. We are now under the process of evaluation, but I already feel that we've been able to be more focused and productive than before. We drove some important changes of which we are just starting to reap the benefits, while others are on the way to be implemented.

The Online Data Base is a virtual place were the members are registered online and where any organizing commission can check for membership and boats compliance. Its worldwide use since some months ago, has helped SCIRA to follow up membership and boat measurement more closely, with excellent results.

We are about to launch a renewed Web Site, in order to have a fresher look and give more value to our members. We will include a virtual copy of our bulletin, for which we will change our advertisement strategy in order to follow modern practices related to virtual documentation.

I would also like to take the oportunity to encourage you to sign-up to Facebook's group "Serious Sailing, Serious Fun". We are already 109 members, with the idea that this group ends up in an open discussion forum of the Snipe Class.

2009 is a World Championships' year. We will have them both, Junior and Seniors, in San Diego, USA. The organizing committee is already working hard in them. So it's time to plan ahead and get prepared for another great Snipe year.

Merry Christmas and a Happy 2009, sailing Snipes!



Meet SCIRA's Newest Board Members

The SCIRA Board of Governors recently held elections to replace members whose terms had expired. Below are the 2 newest member of the SCIRA Board of Governors.

Renee Bartell **Costa Mesa, California** **International Treasurer**

Profession: Certified Public Accountant: partner in Cline, Carroll & Associates
 Renee began working with the SCIRA books in 1997 when Gonzo Diaz was Commodore. Both she and Gonzo created the Quickbooks categories for SCIRA and has continued to work with Jerelyn & Sherri in the office and she has prepared the tax return forms for several years.

Sailing: Renee began sailing in Monterey, CA and attended Univ. Calif. At Santa Barbara where she was on the collegiate sailing team, moving to Newport Beach after college where she began sailing Snipes. Not only is Renee the Lido National Champ (1984) and Snipe North American Champ (1990) but she was also crew for Jeff Lenhart in the 1991 Snipe Worlds in Tonsberg, Norway. Currently she races Sabots and has 2 small children with her Snipe sailing husband Mike.



Giovanni Galeotti **Antwerp, Belgium** **Vice Chairman, Int. Rules Committee**

Profession: Giovanni is a private consultant and economist. Prior to going solo he worked in Germany and Italy in various firms. He has a degree in Economics from MIT in Massachussets and attended school prior to that in Canada. A renaissance man, Giovanni brings a different perspective to the Rules Committee. He resides in Antwerp with his wife Dina DeBock and 5 year old daughter Anita.

Sailing: Giovanni has a long list of credits to his name including Quebec Youth Sailing team, MIT collegiate sailing team, Italian National Team - FD, Belgian, UK and European Snipe Cup champ (multiple times).



2009 SCIRA Board of Governors

Commodore:	2008-2009	Pedro Garra, URU
Vice Commodore:	2008-2009	Luis Pessanha, POR
Chairman, Rules Committee:	2009-2012	Giorgio Brezich, ITA
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General Sec. WH&O:	2009-2010	Martin Dovat, URU
Secretary:	2008-2009	Jiro Yamamoto, JPN
Treasurer:	2009-2012	Renee Bartell, USA

Non-Voting

Chief Measurer:	2009-2012	Antonio Bari, ITA
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Appointed

Legal Counsel	Leigh Savage
Chief Info Officer	Don Bedford
Vice Rules Chairman	Giovanni Galeotti, BEL
Executive Director	Jerelyn Biehl



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Zaoli sails snipe perfect year

2° Place (Western Hemisphere):
ALEXANDRE PARADEDA
& GABRIEL KIELING
Pro Nautic Sailing Team



1° Place (Western Hemisphere):
BRUNO BETHLEM & DANTE BIANCHI
Pro Nautic Sailing Team

100% OF CHAMPIONSHIP WON IN 2008

1° and 2° place in the 2008
Western Hemisphere
(Punta Del Este - Uruguay)

1° and 2° place in the 2008
South European
(Cervia - Italy)

1° and 2° place in the 2008
South Brazilian
(São Paulo – Brazil)

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Bruno Bethlem and Dante Bianchi Conquer 1/2 the Snipe World

**2008 Western Hemisphere & Orient Championships
November 22-30
Punta del Este, Uruguay**



Bruno Bethlem and Dante Bianchi arrived in Punta del Este ready to conquer the world and that they did. 49 teams from 9 countries sent their best and they would win the coveted title of Snipe Western Hemisphere & Orient champions on November 19-30.

Teams that arrived early to practice and even those just making the measurement days were in Punta del Este. Strong winds from the east making practice short so as not to ruin equipment or sails. Ceremonies were concluded, the wind subsided enough to give the sailors some great racing on Maldonado.

The RC team ran 2 races per day in mostly 15-18 knots with one day in the mid-20 knot range and another day in the 5-8 knots, just to add a mix for everyone. Midway through the regatta two teams separated themselves from the rest. 2001 World Champion Xandi Paradedada with Gabriel Kieling crewing looked like the championship would go to them. However, Bruno Bethlem and Dante Bianchi answered Paradedada's 2 wins with their own. Races 7 & 8 proved to be the winner's fortune as Paradedada/Kieling suffered their 2 worst races. Although Bethlem/Bianchi had a nice lead, with 2 drop races at stake they had to race the final race. Unfortunately Paradedada/Kieling couldn't get out of traffic in the light air race and had to settle for second.

The fight for the next tier had several Brazilians, 2007 WH&O champ Pablo Defazio and Americans Rodriguez/Raul Rios and Augie Diaz/Kathleen Tocke all battling for a spot on the podium. Rodriguez/Rios did not do so well and made some skilled comebacks through the fleet. Meanwhile, Augie Diaz/Kathleen Tocke overcame their youth with Diaz using some consistency to finish in 4th place.

One competitor mentioned that although he had competed in 2 Snipe World championships, he felt this was one of the toughest he had competed in. No small feat given the depth of the WH&O sailors on the scene. It is also no secret that sailors from the WH&O have dominated the Snipe World title since the mid-1980s.



SnipeUS.org

the official site of the US Snipe Class

Get to the Snipe Winter circuit

NEW SCHEDULE LESS DAYS MORE FUN

Midwinters 2009
Clearwater, Florida
March 9-11
contact:
boblenzrb@aol.com



DON Q 2009
Miami, Florida
March 13-15
contact: gecdiaz@gmail.com



Tag Heuer 2009
Nassau Bahamas
March 18-21
contact:
LoriJim@coralwave.com



an Open International Regatta Tradition with Sailors from

Bahamas Italy Norway Mexico Canada Finland Bermuda Puerto Rico US





Afga Photo

This edition of the WH&O was the 2nd that 1 junior and 1 women s team per country were included in countr quotas. Almost all countries complied sending one each Brazil winning the Women s division with Juliana Mota Viviane de Oliveira taking the honors while host count Uruguayans Philippe and Oliver Umpierre won the junior sion.

Host Yacht Club Punta del Este with former SCIRA Commodore Horacio Garcia Pastori at the helm, welcomed the sailors, officials and guests with their customary that is hard to beat great food, after racing hamburgers beer and plenty of parties & dinners to socialize during week. Everyone went home happy and satisfied but anxious to return to Punta del Este the next time the Snipe fleet invited



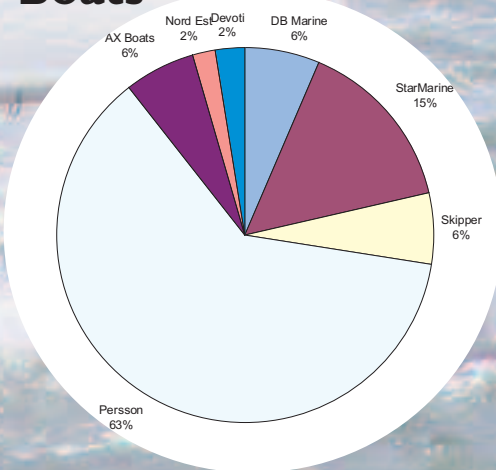
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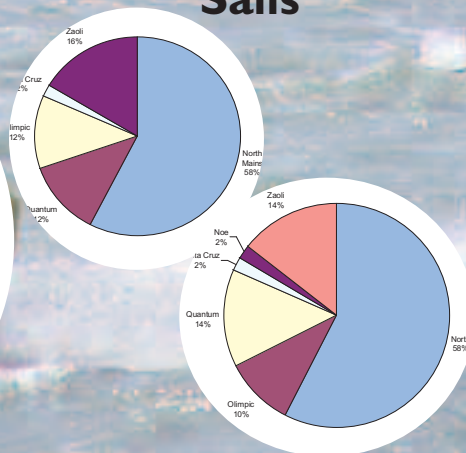
2008 WH&O Final Results

Skipper/Crew	Country	Finishes	Total
1. Bruno Bethlem/Dante Bianchi	BRA	2-1-5-(11)-3-4-1-1-(15)	17.25
2. Alexandre Paradede/Gabriel Keeling	BRA	5-2-1-3-1-1-(12)-(13)-10	22.25
3. Ernesto Rodriguez/Raul Rios	USA	(13)-4-4-4-2-12-3-5-(18)	34
4. Augie Diaz/Kathleen Tocke	USA	(16)-6-10-5-5-3-6-10-(16)	45
5. Pablo Defazio/Manfredo Finck	URU	10-5-6-7/rdg-13-(15)-2-2-(24)	45
6. Rafael Gagliotti/Henrique Wisniewski	BRA	4-14-(dsq)-8-11-8-(18)-6-4	55
7. Henrique Haddad/Thomas Low Beer	BRA	6-8-8-17-6-2-8-(raf)-26	55
8. C.Henrique Wanderley/Richard Zietemann	BRA	1-17-9-(20)-4-4-13-9-(zfp)	49
9. Diego Garcia/Martin Dovat	URU	8-11-14-2-10-(38)-9-12-(35)	66
10. Philipp Umpierre/Oliver Umpierre	URU	12-12-2-7-7-6-21-(dnf)-(22)	67
11. Javier Ocariz/Federico Lopez	ARG	9-(22)-3-10-8-22-16-7-(30)	75
12. Andrea/Alejandro Foglia	URU	18-7-7-1-(27)-9-15-27-(ocs)	83.75
13. Agustin Zabalua/Marianao Arroyo	ARG	(34)-10-19-(dnf)-16-18-4-4-23	94
14. Ricardo FABini/Maria Tato	URU	21-(23)-18-6-19-11-(23)-3-17	95
15. Hiroshi Takahashi/Takumi Kato	JPN	(37)-9-16-15-(25)-19-19-8-11	97
16. Pedro Garra/Diego Henon	URU	17-3-11-(dnf)-31-(37)-5-21-zfp	100
17. Peter/Sheehan Commette	USA	20-13-12-(dsq)-15-(33)-10-22-9	101
18. Yasushi Kondo/Ginga Kubota	JPN	3-18-22-21-(33)-(24)-17-19-3	103
19. Paulo Santos/Joao Hackerott	BRA	14-24-17-(dnf)-9-13-(40)-11-29	117
20. Koji Ida/Hiromu Yamasaki	JPN	26-(30)-26-13-26-14-(35)-14-1	119.75
21. Masakazu Sasai/Kazuhiro Ito	JPN	(32)-20-23-(25)-23-16-7-18-14	121
22. Tomas Hornos/Enrique Quintero	USA	22-(39)-15-30-18-7-14-17-(36)	123
23. Shingen Furuya/Keishi Suzuki	JPN	11-(33)-24-24-17-23-27-(34)-7	133
24. Federico Pierson/Igancio Sosa	ARG	23-(ocs)-(40)-32-12-10-25-26-8	136
25. Antonio Poncell/Felipe Aranda	CHI	(35)-16-20-12-28-32-20-rdg-(rdg)	152
26. Nick Voss/Tommy Fink	USA	25-(42)-25-14-20-20-11-39-(zfp)	154
27. Alexandre Tinoco/Matheus Goncalves	BRA	(dsq)-15-13-18-(36)-31-34-23-20	154
28. Santiago Silveira/Nicolas Shaban	URU	15-28-(410-26-14-25-(31)-16-31	155
29. Takeshi Yoshioka/Koji Saito	JPN	(31)-19-28-27-21-17-24-(33)-27	163
30. Stephen Dickinson/Matin Finegan	BER	7-25-33-16-(38)-28-(39)-28-32	169
31. Augusto Amato/Constanza Alvarez	ARG	24-32-29-23-(37)-27-(36)-31-5	171
32. Marcos Antognini/Eduardo Fumagallo	ARG	(36)-(36)-35-19-35-26-30-20-19	184
33. Kenji Abe/Hiroshi Yamachika	JPN	30-26-30-22-(32)-(34)-28-30-zfp	188
34. Roberto Fabini/Juan Martin Borda	URU	27-29-27-(dnf)-29-29-32-15-(ocs)	188
35. Motoharu Nishii/Tatsushi Hashimoto	JPN	29-27-(39)-31-29-30-(45)-38-6	200
36. Rick Arneson/Gus Wirth	USA	19-31-36-35-30-(42)-29-25-(39)	205
37. Nicolas Geico/Javier Matheu	ARG	(41)-35-21-(dnf)-24-35-37-24-zfp	211
38. Marcos Fuentes/Carolina Vergara	CHI	28-(43)-31-29-41-36-22-29-(dnf)	216
39. Lee Griffith/Andrea Nilsen	USA	33-21-38-(dnf)-34-(39)-26-32-33	217
40. Juliana Mota/Viviane de Oliveira	BRA	38-34-34-37-(zfp)-21-41-(dsq)-13	218
41. Jose Manuel Ugarte/Andres Ducasse	CHI	(ocs)-41-37-28-22-41-33-35-(dnf)	237
42. Lance Fraser/Catalina Sposato	BER	(46)-38-32-33-42-45-38-37-(ocs)	265
43. Ayako Yamaguchi/Motoko Ibaragi	JPN	39-44-44-(dnf)-40-44-43-(46)-21	275
44. Haley Lhamon/Christin Feldman	USA	(44)-(ocs)-42-34-44-40-42-44-37	283
45. Marissa Maurin/Maria Jose Poncell	CHI	42-37-rdg-rdg-42-(46)-(47)-43-41	284
46. Santiago Uscategui/Delio Delgado	COL	40-(46)-45-36-45-43-46-42-(ocs)	297
47. Tomas Middleton/Patricio Middleton	CHI	43-45-(dsq)-38-48-(49)-49-40-38	301
48. Colin May/Louise Johnsen-May	CAN	45-40-46-(cnd)-46-(48)-44-41-42	304
49. Stephan/Monica Irgens	USA	(47)-47-43-39-47-47-(48)-45-40	308

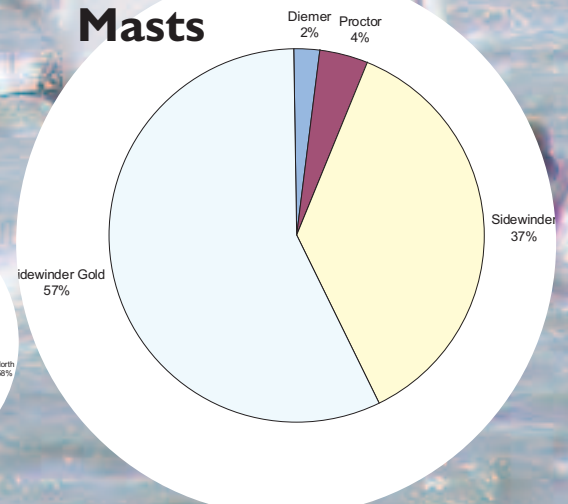
Boats



Sails



Masts



Gustavo del Castillo and Felipe Llinares Conquer the Other 1/2 of the Snipe World

2008 European Championships

December 3-8, 2008

Las Palmas, Gran Canaria, Spain

Helping the Real Club Nautica Gran Canaria celebrate their 100th anniversary was just the start of the European Championship. RCNGC sent 2 of their local boys to compete including multi-Olympic medalist Fernando Leon. And sailing in their home waters, the homeboys knew the lay of the water, and were ready for the lighter winds that prevailed during the event.

After a false start—the fleet went out day 1 and were part-way through the race until it was abandoned for disappearing wind, Gustavo del Castillo and Felipe Llinares started off the next day of the regatta with an 8-1-1 and never looked back. Rayco Tabares & Gonzalo Morales were in consistent pursuit with a 5-3-3, but Fernando Leon and Antonio Castillo-Olivares were on their tail with a 6-5-7. Manu Hens & Bart Janssens of Belgium sailed well until their last race which cost them an OCS to keep as the fleet was shy of 1 more race for a throw-out. Paco & Marina Sanchez were doing their best to be consistent but had to add some letter to their totals with a dsq & z-flag penalty to keep.

Talking to the Spanish coach Damian Borrás about the big breeze all the competitors were expecting, his comment was the Spanish knew this time of year Las Palmas is known for lighter breeze. The Spanish teams showed up light and fit for the big seas and lighter winds.

Teams that arrived early were treated to the big wind and big seas, and were pins down on their rigging only to be short changed with racing cancelled the first day due to no wind. Day 2 3 races were held, but again on day 3, the fleet was kept on land with no wind materializing for the day. The RC scheduled an earlier start for the last day, but after a few hours of postponement on shore, they were finally sent out and 2 races were held to complete only 5 of the posted 10 race series.


Lots of time on land gave lots of time to kick tires, check out the latest in rigging, hulls, sails and other Snipe fine-tuning to be seen in Europe. These will be in future Snipe Bulletins...

Congratulations to the European winners Gustavo del Castillo & Felipe Llinares and to RCNGC for hosting a fine event.


Photos courtesy of George Szabo



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2007 WORLD CHAMPIONS
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3RD CRC+ Mainsail, AR2-F Jib
1ST PRE-WORLD CHAMPIONSHIP (CRC+, AR2-F)



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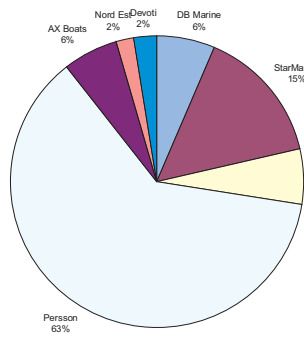


2008 European Championship Final Results

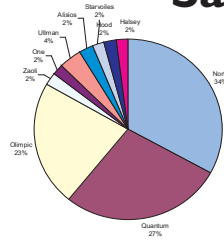
<u>Skipper/Crew</u>	<u>Country</u>	<u>Sail #</u>	<u>Finishes</u>	<u>Total</u>
1. Gustavo del Castillo/Felipe Llinares	ESP	29718	8-1-1-2-6	17.5
2. Rayco Tabares/Gonzalo Morales	ESP	29854	5-3-3-11-3	25
3. Fernando Leon/Antonio Castillo-Olivares	ESP	30468	6-5-7-5-2	25
4. Jordi Triay/Borja Llopis	ESP	29698	1-13-4-8-1	26.5
5. Alfredo Gonzalez/Cristian Sanchez	ESP	30147	4-28-6-6-12	57
6. Raul de Valenzuela/Jose La Tone	ESP	30728	2-14-11-21-9	58
7. Pablo Fresneda/Cesar Travado	ESP	29260	11-25-9-15-5	65
8. Pedro Barreto/Diogo Lopes	POR	30554	10-18-14-3-26	71
9. Manu Hens/Bart Janssens	BEL	30714	3-8-12-1-ocs	76.75
10. Matias Ros/Fulgencio Ortega	ESP	29520	24-9-23-13-10	80
11. Jostein Grodem/Asbjorn Grodem	NOR	30186	29-4-18-16-14	82
12. Alejandro Fresneda/Jesus Salvador	ESP	30682	15-12-21-26-8	83
13. Paco Sanchez/Marina Sanchez	ESP	29724	9-2-dsq-4-zfp	86
14. Enrico Solerio/Sergio Simonetti	ITA	30269	7-21-2-7-ocs	90
15. Ulrik Sandvig/Henrik Grythe	NOR	30498	13-10-20-14-34	91
16. Carlos Hernandez/Hector Gonzalez	ESP	29795	26-6-27-19-15	94
17. Birger Jansen/Lise Gehrken	NOR	29940	22-16-22-20-13	94
18. Paolo Lombertenghi/Antonio Bari	ITA	30009	42-19-10-10-16	98
19. Aureliano Negrin/Oliver Herrera	ESP	29145	18-46-17-9-11	102
20. Alvaro martinez/Gabriel Utrera	ESP	29923	12-23-33-37-4	109
21. Dario Bruni/Sonia Bonomi	ITA	29533	40-33-8-12-22	115
22. Fabio Rochelli/Daniela Semec	ITA	30683	36-22-35-18-7	118
23. Miguel Bunte/Ana Marques	GER	30666	23-40-5-33-17	119
24. Pietro Fantoni/Jacopo Ferrari	ITA	15790	30-17-25-29-21	122
25. Claus Carpelan/Riku Vaariskoski	FIN	29965	19-7-26-34-38	124
26. Christian Andersen/Kasper Wedersoe	DEN	29916	28-36-13-28-27	132
27. Jean Jacques Frebault/Eric Berron	FRA	28541	14-27-24-17-ocs	135
28. Henrik Jorhov/Lina Hamel	SWE	30197	16-11-30-27-ocs	137
29. Mads Ulrik Truelsen/Tina Kopseng	NOR	30613	17-32-43-25-20	138
30. Alex Helsen/Charlott Martok	BEL	30479	44-15-36-24-29	149
31. Tomas Aires/Maria Matos	POR	30074	34-30-29-31-25	149
32. Bo Lindsjo/Bodil Lindsjo	SWE	30584	33-26-45-23-24	152
33. Ulf Johansson/Noel Barhelins	SWE	29979	43-38-28-22-23	154
34. Piotr Manczak/Tomasz Waszak	POL	30536	38-41-19-35-30	163
35. Henning Balzer/Heinz Balzer	NOR	30559	41-31-16-36-40	164
36. Angela Pumareiga/Carmen Mateo	ESP	29397	31-29-44-40-19	164
37. Nicklas Torelgard/Beata Torelgard	SWE	30560	25-35-38-32-33	164
38. Floris Mortelmans/Giovanni Galeotti	BEL	30388	27-20-15-ocs-ocs	168
39. Alessandro Rodati/Tom Stahl	ITA	30530	32-24-37-42-32	168
40. Stefano Longhi/Walter Lorefice	ITA	30474	35-34-31-30-ocs	183
41. Andrea Piazza/Alessandro Bellotti	ITA	29779	45-37-32-38-31	183
42. Tobias Chroner/Charlotta Chroner	SWE	30445	21-47-42-41-37	189
43. Karsten Eskelund/Ketil Vanebo	NOR	29421	20-43-zfp-45-36	190
44. Eirik Olav Wroldsen/Birgitte Reiersen	NOR	39152	37-39-39-39-35	190
45. Eva Kulesza/Yakub Kulesza	POL	29973	48-dnf-34-43-28	202
46. Reino Suonsilta/Tarja Suonsilta	FIN	30460	39-45-40-47-39	211
47. Olga Balzar/Monica Aadlano	NOR	30355	46-44-41-46-ocs	231
48. Bjorn Sundby/Bjorn Rud	NOR	30187	47-42-47-44-ocs	233



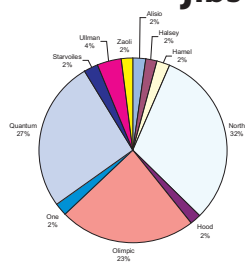
Boats



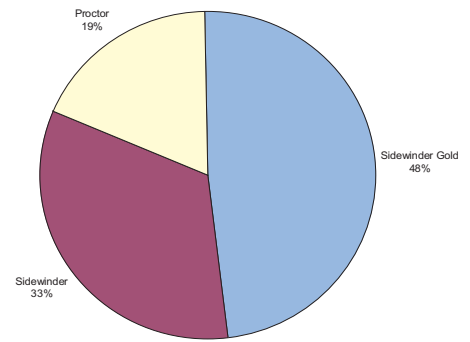
Sails



Jibs



Masts



Photos by G. Szabo:
 Upper photo: Euro start; left: Nano Negrin between sets; Left: Team Belgium; Below: Sunrise at RCNGC; Film strip: Paco & Marina Sanchez have a altercation with the pin end anchor line...and Paco takes a swim.



Remembering Freddy Schenck....

Our readers are familiar with recent articles that Fred Schenck submitted to chronicle the early days of Snipe sailing. Unfortunately, we lost Fred in November due to complications of pneumonia at the age of 87. Fred was born in Maine in 1921, moving to Long Beach, California where he grew up and learned to sail in Snipes at Alamitos Bay Yacht Club.



Except for a brief stint during World War II aboard a US Navy destroyer where he subsequently lost his hearing, Fred was amassing sailing trophies beginning in 1940 as the winning crew for Darby Metcalf in the Snipe World Championships.

As a skipper he could hold his own winning the US Snipe Nationals, finished 3rd in the 1957 Snipe Worlds in Cascais, Portugal and then again in the front of the boat finished 2nd in the 1953 Worlds and 3 US National titles. Fred sailed for UC Berkeley along with fellow teammates Lowell North & Bill Ficker and had the honor to sail with King Olaf and King Juan Carlos in Dragons and 5.5s. He was an alternate on the US Olympic team in 1960 in the Dragon class. He later went on to race radio controlled boats winning numerous regattas there as well.

Professionally Fred was a yacht broker in the Long Beach area. His stories, like the ones printed in previous Snipe Bulletins are priceless and Fred always kept an audience.

Although Fred was married 4 times, he left no family upon his death. Services were held in December at Newport Harbor Yacht Club in California.

Good sailing Fred - the Snipe Class misses you.

Quality in details!

For results and info check our website

Sidewinder Sweden
sidewindermast.com

Skipper Snipe
www.skippersnipe.com

Sidewinder Sweden
www.sidewindermast.com



Gallego/Sanchez New Queens of the Snipe Class

2008 Women's World Championship

Roquetas del Mar, Spain

September 24-28, 2008



Twenty three crews from nine countries attended Roquetas de Mar, a wonderful beach resort in southern Spain. Among them, the ruling champions Foglia/Foglia from URU, the Beijing Laser Gold Medalist Anna Tunnicliffe from USA and the Olympic 470 campaigner Marina Gallego from Spain. Everything was set for one of the highest level Women World Championships ever.

Real Club Nautico Roquetas did a great job in organizing the event, especially taking into consideration that this was their first experience in managing an International Championship. The on-the-water race organization, carried out by Spanish PRO Carlos Muñoz and his team, was outstanding.

Gallego/Sanchez from Spain took the lead from the first day, winning race #1 and then finishing 4 and 2 in the following ones in moderate wind conditions. Poncione/Oliveira from Brazil followed closely and Tunnicliffe/Tocke from USA were in third.

The second day was abandoned due to a total absence of wind). The third day was set for some action. In winds just below the 18 Kt limit (for women), you could spot Tunnicliffe/Tocke from far away when reaching. They had such a speed, that they merely went through the fleet as if the rest were all still. Gallego/Sanchez sailed fast also despite of their light body weight but, in the end, the day was for the ruling champions, the Foglia sisters from Uruguay. With a 3-2-1, they shortened the distance to the leaders in order to get into the championship zone for the last day of races.

Going into the last three races, the title could end in USA, ESP, BRA or URU. Tunnicliffe/Tocke won the first two windy races in a seemingly easy way, making almost everybody to think that they were only a step away from the title. But there were two girls from Spain that were far from thinking that it was over. These two "little" girls, weighting only 115 Kg, showed great mastery in sailing their boat. Having almost no background in the Snipe Class, Gallego (Sanchez has long been crew for her brother Paco) took the boat gently through the waves and strong wind in an exhilarating way, knowing that they had to beat the Americans by more than one point to get the title. And they did!

After overtaking Tunnicliffe/Tocke in the last reach of the double triangle course, the Spaniards tried to gradually slow the Americans on the last beat, just to the point that Poncione/Oliveira could slip into the second place. Heart beats stopped while the fight continued with the Spaniards forcing the Americans to the right side while the Brazilians sailed fast towards the left side...only to recover 30 seconds to go when the Spaniards finally crossed their bow by a mere two boats length with the Americans in a secured third place.



Marina Gallego and Marina Sanchez finally took Women World Championship to Spain for the first time ever, showing astonishing skills in sailing their boat and tactics. The Uruguayans resigned their double title to great competitors, but still happy that Mariana Foglia (crew) will be able to tell the story to her daughter-to-be Analía, of when she sailed for a World Championship in her mother's tummy.

Commodore Pedro Garra

	Skipper/Crew	Country	Sail #	Finishes	Total
1.	Marina Gallego/marine Sanchez	ESP	29724	1-4-2-6-1-2-3-2-1	12
2.	Anna Tunnacliffe/Kathleen Tocke	USA	30288	7-1-3-1-5-3-1-1-3	13
3.	Juliana Poncioni/Viviane de Oliveira	BRA	29497	3-2-4-2-4-4-2-3-2	18
4.	Sara Barbarossa/Marinella Gorgatto	ITA	29975	2-3-7-5-3-7-6-7-4	30
5.	Andrea/Mariana Foglia	URU	29829	11-9-1-3-2-1-4-ocs-dnf	31
6.	Beatriz Penas/Julia Marfil	ESP	28807	4-5-9-4-6-6-5-5-6	35
7.	Angela Pumariega/Carmen Mateo	ESP	29397	13-10-5-7-7-9-7-4-5	44
8.	Marissa Maurin/Maria Poncell	CHI	30491	15-6-9-10-10-8-6-7	52
9.	Trixy/Yuyu Augusti	ARG	29340	5-8-8-10-8-12-11-8-8	55
10.	Soledad/Ester Requena	ESP	23230	8-11-10-8-9-5-9-14-9	58
11.	Marta/Angela Hernandez	ESP	29506	19-7-12-14-ocs-8-13-9-13	76
12.	Anna Toraiwa/Asaki Kawashima	JPN	30214	6-15-16-13-15-14-10-12-10	80
13.	Ewa Kulesza/Magdalena Sibilska	POL	29973	9-14-15-12-11-11-14-13-11	81
14.	Marta Perez/Lucia Veiga	ESP	30242	16-12-13-11-12-15-12-10-12	82
15.	Cristian/Marina Casado	ESP	30405	18-21-14-15-14-13-16-15-14	101
16.	Lidia Arrocha/M. Angeles Medina	ESP	30293	14-17-17-16-16-17-17-11-16	107
17.	Cristian Herrera/Pilas Leon	ESP	28916	23-raf-11-dne-17-18-15-16-dnf	124
18.	Kyoko Hojo/Kuniko Yamada	JPN	29603	17-16-18-dnc-dnc-dnc-18-17-15	125
19.	M. Del Mar Aguilar/Pepa Garcia	ESP	30052	12-dsq-dnc-dnc-13-16-19-19-dnf	127
20.	Marina Jimenez/Carmen Bonilla	ESP	29998	10-19-dnc-dnc-dnc-dnc-20-18-dnf	139
21.	Montserrat Zea/Ana Fernandez	ESP	29504	22-18-19-dnc-dnc-dnc-21-20-17	141
22.	Maria Palacio/Carmen Palacio	ESP	28278	20-13-dnf-dnc-dnc-dnc-dnc-dnc	158
23.	Victora Flethes/Celia Izquierdo	ESP	28893	21-20-dnc-dnc-dnc-dnc-dnc-21-dnc	158



A QUICK OVERVIEW of the SIGNIFICANT RULE and GAME CHANGES in the 2009-2012 RACING RULES OF SAILING

compiled by Dave Perry (davperry@optonline.net)

The following is a list of the significant changes in the 2009-2012 edition of *The Racing Rules of Sailing (RRS)*. These are changes from the 2005-2008 edition of the RRS. **NOTE:** These brief summaries are not intended to be actual representations of the rules; nor is this a complete list of all the changes in the 2009-2012 RRS.

For a complete explanation of *The Racing Rules of Sailing*, read Dave Perry's book "Understanding the Racing Rules of Sailing" available from US SAILING at: store.ussailing.org/ or by calling 1.800.US.SAIL.1.

Rule 17.2 (On the Same Tack; Proper Course) has been deleted. This means that a windward boat or a boat clear astern no longer has a proper course limitation when sailing near other boats. She can sail below her proper course if she wishes, for instance to make it more difficult for a boat astern to pass or establish an inside overlap nearing a mark. Windward boats must still keep clear of leeward boats under rule 11 (On the Same Tack, Overlapped).

Rule 18 (Mark-Room)

Instead of saying "room at the mark," there is a new concept called "mark-room." "Mark-room" is the space a boat needs to sail to the mark in a seamanlike way; and then when she's at the mark, the space she needs to sail her proper course around the mark. The primary differences are that the previous rules did not specifically require outside boats to give inside boats room to sail to the mark; and once at the marks, inside boats were required to sail very close to the mark even if it slowed them down, even though most outside boats were more forgiving. There is not much game change here.

In the previous rules, rule 18 began to apply when the boats were "about to round or pass" the mark. This vague and subjective phrase has been removed. Rule 18 now begins to apply to boats when one of them is in the "Zone." This will clarify more precisely when outside boats need to begin giving mark-room to inside boats.

The "Zone" has been enlarged from two hull lengths to three (see the definition Zone). This is intended to provide inside boats and boats that are clear ahead at the Zone the time and space they should need to prepare for and execute their rounding maneuver. Note that the sailing instructions for a race or event can change the Zone to two or four lengths (rule 86.1(b)); and match and team racing will continue to use a two-length zone (Appendices C and D) and radio-controlled boat racing will continue to use a four-length zone (Appendix E). Under the previous rules, most overlapped outside leeward boats began giving room before the two-length zone, so the only real game change here is that boats clear ahead at three lengths from the mark are safe from being overlapped on the inside, whereas under the previous rules they weren't safe until two lengths away.

Under new rule 18, if a boat entitled to mark-room sails outside the Zone for any reason, even if she is giving mark-room to boats inside her, rule 18 ceases to apply; and it is a fresh start under rule 18 when she re-enters the Zone.

When a leeward "gate" is being used (two leeward marks close to one another that boats pass between and exit in either direction), rule 18.4 does **not** apply. That means that when a boat is approaching a gate mark on the inside with right of way over other boats, she does not need to sail her proper course around that mark for as long as she remains the right-of-way boat. She may sail farther from the mark than needed to sail her proper course before she gybes, even if she has no intention of sailing over to the other gate mark. Outside keep-clear boats will need to keep clear of her under rules 10 or 11.

Rule 19 (Room to Pass an Obstruction)

"Obstructions" no longer have a "zone" around them. If boats are overlapped when they get to an obstruction, outside boats must give inside boats room to pass the obstruction, even if they weren't overlapped before arriving at the obstruction. The only test for establishing an overlap between a boat and an obstruction (other than a continuing obstruction) is whether the outside boat is able to give the inside boat room after the overlap is established.

At a continuing obstruction (such as a long dock, shore or seawall), a boat astern (B) that has the right of way is now allowed to establish an inside overlap between the boat ahead (A) and the obstruction even when there is not room for her to pass between them in safety; and A, as the keep-clear boat, must keep clear of B.

Right-of-way boats in a race can still be "obstructions" but they are never "continuing" obstructions (see definition Obstruction). For instance, on the starting line, a boat astern (B) can now establish an overlap between a leeward boat (L) and a windward boat (W) even if there is not room for her to pass between them in safety, provided B complies with rule 15 when she becomes overlapped to leeward of W, and with rule 16 if she then luffs, and provided W can give B room to keep clear of L from the time the overlap begins (rule 19.2(b)). The same will be true on a downwind leg when B approaches two boats ahead (L and W).

Rule 20 (Room to Tack at an Obstruction) is previous rule 19. It now clarifies that when a boat is hailed, she must respond by tacking or hailing "You tack," even when the hailing boat has hailed when safety did not require her to make a substantial course change to avoid the obstruction, or if the obstruction is a mark that the hailed boat was fetching. This is for safety. However, in that case the hailing boat has broken rule 20.3 and must take a penalty, and can be protested by the hailed boat.

Rule 23.2 (Interfering with Another Boat) has been changed to say that a boat is allowed to interfere with a boat taking a penalty or sailing on another leg as long as she is sailing a "proper course." This makes this rule the same for fleet, match and team racing.

Rule 28.1 (Sailing the Course) now includes the language needed to require boats to pass through a "gate," such that sailing instructions no longer need to write this out.



Rule 29.1 (Individual Recall) clarifies that when rule 30.3 (Black Flag Rule) is in effect, and a boat is OCS at the start, the race committee does not have to signal the OCS with flag X and a sound signal.

Rule 30.2 (Z Flag Rule) clarifies that if a boat receives a 20% Scoring Penalty and there is a general recall or abandonment after the starting signal, and the boat is in the triangle on a subsequent start of that race, she gets an additional 20% Scoring Penalty.

Rule 32.2 (Shortening or Abandoning After the Start) now requires the race committee to signal a shortened course before the first boat crosses the finishing line.

Rule 40 (Personal Flotation Devices) now refers to “personal buoyancy” as “personal flotation devices.” When personal flotation devices are required to be worn under this rule, the rule permits such devices to be taken off briefly while changing or adjusting clothing or personal equipment. Now sailing instructions referencing this rule do not need to include that language.

Rule 42 (Propulsion) now permits sailing instructions to specify certain circumstances when a boat can be propelled by an engine or other propulsion method, provided the boat does not gain a significant advantage in the race.

Rule 44 (Penalties at the Time of an Incident) now contains the One-Turn Penalty for touching a mark. Old rule 44.4(b) regarding penalizing a boat that has already taken a penalty has been moved to new rule 64.1(b).

Rule 51 (Movable Ballast) clarifies that sails that are not being used are considered “ballast,” and as such they must be properly stowed and cannot be moved for the purpose of changing a boat’s trim or stability; and it clarifies that bilge water may be pumped out.

Rules 60.2 & 60.3 (Right to Protest; Right to Request Redress or Rule 69 Action) now permits a race committee or a protest committee to protest a boat based on a self-incriminating remark made by that boat. Rule 60.2 now prohibits a race committee from protesting a boat based on information in a request for redress, which is the same for protest committees (see rule 60.3).

Rule 62.1(a) (Redress) now prohibits a boat from requesting redress from a protest committee decision when that boat was a party to the hearing.

Rule 62.2 (Redress) now requires requests for redress to be delivered to the race office, which makes it the same as for protests (see rule 61.3, Protest Time Limit).

Rule 63.4 (Interested Party) now requires members of a protest committee to declare any possible self-interest as soon as they are aware of it.

Rule 64.1(b) (Penalties and Exoneration) now clarifies that a boat that has taken an applicable penalty, whether on the water or ashore, cannot be further penalized for that incident, unless the penalty for the rule she broke is a disqualification that is not excludable from her series score. Note: a turns penalty is not applicable if the boat caused injury or serious damage or gained a significant advantage in the race or series by her breach (see rule 44.1(b), Penalties at the Time of an Incident).

Rule 69.1 (Allegations of Gross Misconduct; Action by a Protest Committee) now requires a protest committee to reschedule a rule 69 hearing if the competitor provides good reason for being unable to attend the hearing (rule 69.1(a)). Furthermore, if the competitor does not provide good reason for being unable to attend the hearing and does not come to it, the protest committee may conduct it without the competitor present (rule 69.1(d)). And if the protest committee chooses not to conduct the hearing without the competitor present or if the hearing cannot be scheduled for a time and place when it would be reasonable for the competitor to attend, the protest committee shall collect all the available information and, if the allegation seems justified, make a report to the relevant national authority (69.1(e)).

Rule 70.3 (Appeals and Requests to a National Authority) requires that, if boats will pass through the waters of more than one national authority while racing, the sailing instructions must identify the national authority to which appeals or requests are to be sent.

Rule 70.5 (Appeals and Requests to a National Authority) now contains a US SAILING prescription that requires race organizers to receive approval from US SAILING before they can deny the right of appeal from an event.

Rule 79 (Classification) is a new rule that says if a notice of race or class rule state that some or all competitors must satisfy classification requirements, the classification must be carried out as described in ISAF regulation 22, Sailor Classification Code.

Rule 86.1(b) (Changes to the Racing Rules) permits sailing instructions to change the “zone” around a mark to two or four lengths, provided the number is the same for all marks and all boats using those marks. They must refer specifically to the definition Zone when making this change.

Rule 86.1(c) (Changes to the Racing Rules) requires, as of January 1, 2011, that when a class rule changes one of the rules listed in rule 86.1(c), it refers specifically to the rule and states the change.

Rule 87 (Changes to the Class Rules) is a new rule that permits sailing instructions to change a class rule only when the class rules permit the change, or when written permission of the class association for the change is displayed on the official notice board.

Rule 88.1 (National Prescriptions) clarifies that the prescriptions that apply are the prescriptions of the national authority with which the organizing authority is associated. However, if boats will pass through the waters of more than one national authority while racing, the sailing instructions must identify any other prescriptions that will apply and when they will apply.

Appendix P (Special Procedures or Rule 42) is the appendix that pertains when rule 67 (Rule 42 and Hearing Requirement) permits judges to penalize boats during the race for breaking rule 42 (Propulsion). Now, if a boat is penalized a third time in a regatta, she does not have to retire from the regatta. Her penalty is to retire from the race and be scored disqualified (DSQ), and she cannot drop that DSQ from her score. The Appendix now also states that a boat is not entitled to redress from the action of a judge penalizing her under rule PI (Signalling a Penalty) unless that action failed to take into account a race committee signal or class rule.



Manu Hens & Bart Janssens of Belgium win 2008 Yves LeBour Challenge



Challenge Yves LE BOUR 2008				Le Havre 14-15 juin 2008		Broadstairs 28-29 juin 2008		Eau d'Heure 27-28 sept. 2008		Classement 2008	
BEL	HENS	Emmanuel	RYCB	1	1	14	14	1	1	1	16
BEL	GIBSON	Andrew	RYCB	7	7	4	4	7	7	2	18
FRA	VILLETTE	Michel	SCCR	9	9		14	3	3	3	26
BEL	HELSEN	Alex	RYCB	6	6		14	8	8	4	28
GBR	MARSHALL	Ian	Maldon YC		14	1	1		14	5	29
BEL	CELIS	Guy	RYCB		14		14	2	2	6	30
BEL	MORTELMANS	Floris	RYCB	2	2		14		14	30	30
GBR	ANTONELLI	Mark	Budworth SC		14	2	2		14	7	30
BEL	VOS	Jo	KLYC	3	3		14		14	8	31
FRA	ROMAIN	Maxim	SRH		14	3	3		14	31	31
FRA	FREBAULT	J-Jacques	CNC	4	4		14		14	10	32
BEL	CALLOT	André	RYCB		14		14	4	4	32	32
BEL	CORNELISSENS	Marc	WVD		14		14	5	5	11	33
GBR	GREGORY	Brian	Blue Circle SC		14	5	5		14	33	33
BEL	PEETERS	Jan	VVW	5	5		14		14	33	33
GBR	WILLIAMS	Alan	Budworth SC		14	6	6		14	13	34
FRA	LE BOUR	René	SCCR		14		14	6	6	34	34
GBR	GREGORY	Ian	Blue Circle SC		14	7	7		14	15	35
FRA	THOMAS	Jérôme	SCCR	8	8		14		14	16	36
GBR	ROBERTS	Sue	Blue Circle SC		14	8	8		14	36	36
FRA	GARDERE	Jean-Marc	SCCR		14		14	10	10	18	38
BEL	MEEUS	Raymond	RYCB	10	10		14		14	38	38
FRA	VERNHEES	Fabien	SRH	11	11		14		14	20	39
FRA	LE BOUR B.	Sylvie	CNCS		14		14	11	11	39	39
FRA	MENDES	Jose	CVBM	12	12		14		14	22	40
FRA	CAVELIER	Gilles	SNPH	13	13		14		14	23	41
DNC	par régata (BEL-FRA-GBR)			14		8		11			
	Retenue			14							

Participants (tous pays)

13

8

10



From the Bow of a Snipe to the Helm of an America's Cup challenge

Who knows when the 33rd Edition of the America's Cup will take place, but one thing is for sure, a Snipe sailor will be at the helm of one of the challenger boats. Lars Grael, who won the 1983 Snipe World Championships with his brother, Torben, is the skipper of the Argo Challenge, Club Náutico di Gaeta, Italy's entry.

In Brazil, where the Snipe class has always been strong, Lars and Torben's lineage is from two strong Snipe families, the Graels and the Schmidts. Axel and Erik Schmidt, Lars and Torben's uncles, won the Snipe World Championships together in 1961, 1963 and 1965. Their aunt Margrete Schmidt Haynes and their brother, Axel were second in the Snipe Nationals and their cousin Anders Schmidt won the Nationals twice and was second twice crewing for four different skippers.

Said Lars, "The Snipe is an extremely technical boat and it has always been difficult to win the nationals, because we always had a tough fleet to compete against. The Snipe gave us, (Lars and Torben) a solid background for our Olympic class sailing." Torben went on to win two Gold, one Silver and two Bronze Olympic medals and Lars has two Bronze in the Tornado Class. Torben has three America's Cup campaigns behind him and Lars is stepping up for his first with the *Argo Challenge*.

Taking a step for Lars is harder than it is for most of us, because Lars is missing a leg. He lost his leg after being run over by a drunk powerboat driver while campaigning his Tornado for another run at an Olympic medal. In the ten years that have passed since the accident, Lars has had many personal, professional and athletic accomplishments. He continues to sail Star boats and win races at major regattas and recently he has been at the helm of big boats sailing with a crew of disabled athletes and members of Club Náutico di Gaeta – the *Argo Challenge*.

Just as the Argonauts overcame seemingly insurmountable challenges in search of the golden fleece, these modern day Argonauts have set out to persuade us that in the world of sport, as in life, barriers can be broken down if one has determination, passion, team spirit, seriousness and professionalism. *Argo Challenge's* motto: We can, you can!

The *Argo Challenge* team turns heads no matter where it goes. By winning their division at events such as Les Voiles de Saint Tropez and the Rolex Maxi Cup, the team is attracting attention and a following. Says Grael, "The *Argo Challenge* is the only place where I sail with disabled people, but we are competing against able-bodied crews. We are motivated to prove that we can share the racecourse and everything in life with the so-called 'normal' people."

The *Argo Challenge* management team and crew are scouting for and establishing contact with many other capable disabled athletes and sailors in addition to sponsorship for what is sure to be a very visible campaign. Said Grael, "our rule is that a disabled sailor will have a chance to sail with us if he or she demonstrates that he or she is as competitive as a skilled able-bodied sailor." www.ideaargo.com.



Lynn Fitzpatrick
www.worldregattas.com

SCIRA RULEBOOK READY FOR DISTRIBUTION

The new SCIRA Rulebook 2009-2012 will be ready for shipping in January 2009. All dues paying members can request a hardcopy through their National Secretary. National Secretaries will be mailed copies in bulk as requested.

The Rulebook will also be available on-line via the Snipe website and Virtual Paper, our newest use of digital technology with page turning capabilities and direct links.

The SCIRA Rules Committee has been hard at work preparing the latest race documents as well as compliance with ISAF rules and updating the SCIRA rules.

Don't be left out in the dark - pay your SCIRA dues early to receive your personal copy!

Demichi & Ishikawa named 2008 Japanese Champs

	Sail No	Helmsman	Crew	Fleet	total
1	30504	Kosuke Demichi	Masahro Ishikawa	519	49.75
2	30597	Yasushi Kondo	Ginga Kubota	428	51.75
3	28758	Hiroshi Takahashi	Takumi Kato	3rd 2007	57.5
4	29003	Takeshi Yoshioka	Koji Saito	5th 2007	57.75
5	30622	Kenji Abe	Hiroshi Yamachika	4th 2007	59.75
6	30233	Takumi Nakamura	Junichiro Shiraishi	428	60
7	30216	Shigeru Matsuzaki	Toshihiko Tanaka	519	70
8	28763	Ryo Oyabu	Yoshihiko Mizuno	692	83
9	30332	Baharu Kodama	Hiroyuki Sugiura	519	88
10	30623	Yoshimune Yasumori	Yushiyuki Morimoto	692	98
11	30382	Yoko Kiuchi	Masumi Komura	428	100
12	30553	Akira Setoguchi	Kyokuyo Fujita	595	102
13	30307	Nobuhiro Masuda	Yukio Tani	519	114
14	30283	Sho Sakaguchi	Masaki Kutomi	595	114
15	30515	Mitsugu Nakajima	Tomokazu Komata	428	116
16	30072	Toru Ishizaki	Hidenobu Niimi	519	118
17	28877	Toshiaki Ishikawa	Ryota Suzuki	519	118
18	30531	Koji Kamiya	Tatsuya Yamauchi	428	122
19	30520	Hideyuki Kawahara	Akira Matsuo	Univer. Champ.	128
20	29635	Yusuke Shindo	Kaname Hayashi	428	132
21	30308	Hiroki Goto	Shinsei Ueda	595	134
22	30679	Kosuke Mutaguchi	Masashi Maeda	703	141
23	30736	Shingen Furuya	Keishi Suzuki	Jr. Champ.	142
24	30081	Ayako Yamaguchi	Motoko Ibaragi	595	144.75
25	30563	Masakazu Sasai	Kazuo Ito	519	147
26	30634	Shinichi Uchida	Wataru Mochizuki	428	153
27	30395	Shingo Tsudagi	Noriaki Sakai	428	155
28	30561	Takamitsu Iwase	Shingo Ishikawa	519	156
29	30082	Fukie Akiyama	Kuniaki Miura	519	167
30	29660	Tatsutaro Nozaki	Takeaki Sakamoto	703	167
31	30497	Masaki Kimoto	Yuji Nishimura	428	181
32	28605	Hiromasa Iwamoto	Noriaki Atsuchi	595	181.75
33	29661	Yasusi Nakano	Sunada/Doi	703	184
34	30249	Junpei Furue	Kenichi Inada	703	185.75
35	29620	Seiji Koga	Hirohito Takushima	595	192
36	29803	Akira Koga	Masahiro Kawano	595	193
37	29465	Tomohiko Komatsu	Ikuo Tani	428	195
38	30647	Masato Nakamura	Minoru Kejima	428	196
39	30499	Norihiko Kiyama	Masahiro Ishihara	703	202
40	30006	Tomoko Hayashi	Naoya Machida	703	202
41	30665	Takao Suzuki	Kota Tobiuchi	428	212
42	30083	Masaho Minezawa	Koji Uta	428	225
43	30211	Tsutomu Hayakawa	Ken Takagi	519	226
44	30085	Hirohito Kato	Rina Tanaka	519	244
45	30418	Masao Shimomae	Toshiyuki Aoki	692	248
46	28731	Ryohei Doi	Kohei Doi	428	252
47	29208	Jun Fujinami	Maki Sakamoto	822	271
48	29061	Shinya Aoyama	Kazunori Yamada	703	271
49	29909	Mineki Ogata	Yokosuka/Sasaki	428	271
50	30360	Makoto Shimada	Akihiro Sato	519	279
51	30621	Arisa Sakai	Anna Toraiwa	692	281
52	29744	Uki Harada	Mizuho Oka	561	289
53	30419	Akihiko Kume	Motohiro Seo	692	292
54	29286	Miki Omoti	Tatsuya Mitsuru	561	293
55	29637	Mitsunobu Okada	Yoshihiro Matsushita	823	299
56	29567	Tomoyo Nishikawa	Keika Kawakami	703	300
57	27846	Mitsuto Yamamoto	Ayaka Sakai	822	301
58	30576	Takanori Koderu	Nagayasu Matsui	561	312
59	30353	Keiichiro Itagaki	Yujiro Iwasaki	561	331
60	30253	Yohei Sato	Shoichiro Kazama	428	341
61	30417	Yuta Ohira	Wataru Owada	703	351
62	29390	Hidekazu Hirai	Soichiro Oribe	519	385
63	29883	Taisuke Horiuchi	Tsuyoshi Kimura	428	455
64	28793	Akio Nakamura	Takayuki Eda	519	455
65	28341	Koichi Ito	Takayoshi Miura	823	455



Maria Guedes de Queriz Dom Pedro Hotels Cup 2009 Snipe "Couples" Race - Portugal

Jointly hosted by the **Clube Naval de Cascais** (Cascais Yacht Club) and the **Clube Dom Pedro**, yet another edition of the **Maria Guedes de Queiroz Cup** took place, a regatta that has become internationally known as the "**Mistos**" (i.e. 'mixed'). The event among the Snipe Class boasted the participation of thirty crews from Portugal and Spain.

The event took place over a three day period. On the Friday, 20-knot winds made racing impossible, however the participants were compensated with an "Obelix" style bbq which, once again, was a huge success and included all the competitors as well as several guests.

Seven "couples" from Clube Naval de Cascais participated in the event: **Pedro Barreto & Mariana Freitas**, **Vasco Empis & Ana Sofia Oliveira**, **Francisco Neto & Inês Gamito**, **Luis Guedes de Queiroz & Victoria Almada**, **Frederico Pinheiro de Melo & Luisa Andrade**, **Duarte Bustorff & Maria Bessa** e **Nuno Rosa Lopes & Maria Conceição**.

On the Saturday, two regattas were carried out, with easterly winds reaching 16 knots in the first race and 10 knots in the second. Competition was balanced between all participants, but the duo from Yate Clube do Porto (Porto Yacht Club), **Tiago Roquette & Nuria Serrano**, stood out from the other competitors by winning both of that day's races. That evening, the competitors got together again for yet another dose of camaraderie and fun at a wonderful dinner at the **Dom Pedro Palace Hotel** in Lisbon.



The final two regattas took place on Sunday, with the winners coming through after close competition between some of the crews. **Pedro Barreto & Mariana Freitas**, from **CNC/Mitsubishi**, won the first regatta of the day, moving in on the leaders, **Tiago Roquette & Nuria Serrano**, who had to boost their performance in order to maintain their position in the lead. The two crews held a "match race" in the final regatta, but victory ultimately went to **Tiago & Nuria**, with **Pedro & Mariana** holding second place. The fight for third place was also great, and resulted in a tie between **Miguel Graça & Ana Marques** from SCWOE, and **Joaquim Moreira & Ana Champalimaud** from CVA, with Miguel and Ana eventually winning in the tie-breaking criteria.

To note were the prizes offered by **Dom Pedro Hotels**, with the champions winning a one-week stay at a Dom Pedro hotel of their choice. The crew attaining second place received a four-day stay at a Dom Pedro hotel of their choice, and the third place winners received a weekend at a Dom Pedro hotel of their choice. Demonstrating the great spirit that exists in the Snipe Class, **Miguel Graça & Ana Marques** offered their prize to the **Joaquim & Ana** duo, who not only tied with them in their score, but were getting married the following weekend.

CALIFORNIA HERE WE COME!

A Brief look into the 2009 Jr & Sr Worlds venue



The San Diego area Snipe Fleet (Fleet 495) was founded over 45 years ago. Fleet 495 currently has in excess of 65 members and is one of the largest and most active fleets in the world. The strength of the Fleet can be seen by the caliber of sailors that have been and are currently members of Fleet 495. Champions that call fleet 495 home include the Great Earl Elms and Jeff Lenhart and more contemporary Craig Leweck, George Szabo and Doug Hart.

The San Diego Yacht Club is a "California traditional" club that is welcoming, relaxed and refined with a staff dedicated to detail and service. The Clubs amenities include two Bars, a restaurant and more casual eating services, a swimming pool, Jacuzzi, tennis court and Saunas. The boat park features plenty of space and two launch ramps. For the event we will have a large tent that will serve as the regatta center complete with WIFI and a concierge / help desk. Registration, measurement, meetings, official Notices and daily first presentations will all take place under the tent. There are sail, hull and rigging services all available within 200 meters.



The race area will be on the Pacific Ocean. The normal sea state is about a 1.5 meter swell with wind waves mixed over the swell. Our normal water temp should be 68- 73 degrees and is clean and unpolluted. Depending on the swell and its direction moderate kelp (seaweed) can be present. The Race Committee will try to position the race course to minimize the presence of seaweed. The weather in Late August and early September on the race course will normally be sunshine with on the water highs of 24.4C (76 degrees) and evening lows are about 21 C (70). The winds typically should be 9.5 to 12.5 knots from the WNW (280-290) with moderate oscillations. The wind generally goes from left to right slightly during the morning hours into the afternoon. The link to for the race venue is

<http://snipeworlds2009.com/sail/index.htm> and click on the race location tab.

A good wind forecasting link is:

http://www.wunderground.com/US/CA/San_Diego/KNZY.html#History

The local fleet has a good supply of Persson boats available for charter. The majority of these hulls are about ten years old. These boats are still fast and will have all the standing and running rigging replaced or upgraded before the championship start. There will also be approximately 8 boats that will be available that are within two years of age plus the charter boats that DB Marine will have available. The Organizing committee suggest shipping your own boats to San Diego, we have made arrangements for the off loading and storage of up to eight containers.

San Diego is a major summer destination for people on their holiday. The Worlds are scheduled just after the traditional holiday period ends and what San Diegan's refer to as "locals summer" where the crowds are gone and we enjoy the best weather of the summer. Some of our major attractions; The San Diego Zoo is one of the largest and most modern in the world, the array of wildlife is incredible. Speaking of wildlife the downtown Gaslamp District (15 minute drive) is the place to be after dark. With over 200 restaurants, bars and night clubs covering a six square block area this is the trendiest district in San Diego. Tijuana, Mexico is a short 30 minute trolley ride for south of the border shopping and entertainment. If shopping is high on your companions list there are three major shopping centers within 10 K of SDYC. SeaWorld and the Scripps Aquarium offer a unique and fun glimpse of our underwater world. Disneyland, Magic Mountain and Universal Studios theme parks are couple of hours drive up to Los Angeles. The miles of white sandy beaches and the best surf in Southern California are San Diego's best feature and you will want to reserve at least a day to spend sitting on the sand. Once the regattas start there will be a social schedule that reflects the San Diego experience.



There are numerous hotels within a five minute walk of SDYC—look to the web site for the preferred hotels and lodging discounts. The Youth Worlds competitors will all be provided home stays nearby the club including necessary transportation.

Our mantra of "How can we help you" extends to not only helping you have a successful championship but also a terrific holiday. The Snipe Worlds Organizing Committee, Fleet 495 and the San Diego Yacht Club welcome you as our guest and hope your stay is one of your most memorable championships ever.

Resources:

2009 Snipe World Championship: <http://snipeworlds2009.com/index.htm>

San Diego Yacht Club: <http://www.sdyc.org/>



TUNING YOUR

JIBBE TECH MADE IN U.S.A

At this years North Americans, in Boston, I had the opportunity to sail a newer Jibetech. The boat felt more narrow and more tippy, making it very quick offwind, but we found that the tuning numbers needed to be slightly different from our boat at home.

SETTING UP THE MAST

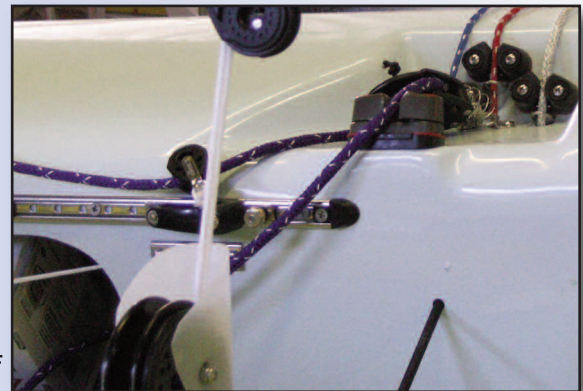
To set up the mast for the BW-2 main, the standard Persson numbers would be: Spreaders at 16.75" x 29.5", and Rake of 21' 6.5" at 18 tension on the front hole.

The above tuning works for the Standard Persson shroud placement, where the shrouds are 4' 4' 7.5" apart, and 5'5.75" from the forestay. We found that the newer 2008 Jibetech, with an "L" type shroud/deck attachment have the shrouds similar to this position, and will tune the same, but this position can be different in boats built earlier.

The boat we were using had a 'U' channel to connect the shrouds to the hull. The shrouds were 4' 8" apart, and the forward hole was 5' 6.25" from the forestay. If your shrouds are this far apart, or Far from the forestay, we suggest using the forward hole (5' 6"), and putting your spreaders at: 17"x29.5 - 30", with the same rake and tension.

Other differences we found with the Jibetech were:

- The Mast step was 10' 8 3/8" from the mast pin to the transom (center of the aft deck that is cut out for the rudder).
- The pin also measured 9 3/4" from the pin to the drain hole tube opening.
- The transom is 1/2" lower, and as a result the rake should be 1/4" longer than the comparable Persson Rake.



SETTING UP THE FLOATING JIBLEADS

Coming from a jib track system, setting up the floating leads took a bit more work initially. To get started, in 7-8 knots, with the foot of the jib at the edge of the splashrail or slightly inside (16.5 - 17" off centerline) we made sure that the last foot of the middle seam of the jib (or slightly higher) was parallel to the center line. Once we got that correct, our speed and pointing improved. Our settings ended up being:

	Holes showing behind on track	Forestay to Twing line	Twing line eased from car	Distance between Twings pulled apart	Jibsheet In/Out compared to cockpit edge
Light: 5-10kts	2	90"	1" Ease	29"	Even
Medium: 12-18kts	3	89'	2" Ease	31"	1-2" out
Heavy: 18+	4	88"	3" Ease	33"	3"-4" out

George Szabo
Quantum Sails San Diego

2009 Snipe Racing Calender

Carnival Trophy	February 21-23	Vilamoura, Portugal
Winter Circuit		
Midwinters	March 9-11	Clearwater, Florida, USA
Don Q	March 13-15	Miami, Florida, USA
Bacardi/Gamblin/Kelly	March 18-21	Nassau, Bahamas
South American Champs	April 4-12	Buenos Aires, Argentina
Copa Espana	April 9-12	Murcia, Spain
South European	June 5-7	Lake Caldonazzo, Trentino
Coupe Francoyse de Grace*	June 20-21	Le Havre, France
Nykarleby Regatta	June 25-26	Uusikaarlepyy, Finland
Helsinki Regatta	June 27-28	Helsinki, Finland
European Cup	July 24-26	Poznan, Poland
Iberian Championship	August 1-2	Coruna, Spain
North American Champs	August 13-18	Erie, Pennsylvania, USA
Junior World Championship	August 22-28	San Diego, California, USA
Pori Open	September 5-6	Pori, Finland
Open World Championship	September 4-12	San Diego, California, USA
Semana Buenos Aires	October 17-18	Buenos Aires, Argentina
Snipe Cup	October 31-Nov 1	Cazaux-Lac, France



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2008 Dues Paid as of December 8, 2008

Country	Boats Paid	Members
Argentina	44	82
Bahamas	13	12
Belarus	0	0
Belgium	35	59
Bermuda	10	14
Brazil	108	165
Canada	10	28
Chile	8	17
Colombia	4	4
Croatia	3	7
Cuba	0	0
Denmark	11	30
Finland	22	45
France	33	57
Germany	7	11
Italy	145	269
Japan	524	1205
Mexico	6	6
Norway	125	216
Paraguay	0	0
Poland	36	46
Portugal	19	44
Puerto Rico	13	17
Russia	49	63
Spain	197	295
Sweden	41	71
Ukraine	0	0
United Kingdom	17	34
United States	485	689
Uruguay	15	32
Total	1980	3518

2009 Snipe World Quota per Country as of December 8

These are the entry quotas as of December 8, 2008 for the 2009 Worlds in San Diego as per the Deed of Gift. Entry quotas are based upon the average for the boats registered in each country over a 2-year period preceeding the World Championship. The Hub E. Isaacks Deed of Gift sets for the quotas:

2 year average of
Registered Boats Entries

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

REGISTERED BOATS PER COUNTRY

	2007 Boats	2008 Boats	base quota	entries total	addit'l entries	qualified champion
Argentina	29	44	73	36.5	2	
Bahamas	13	13	26	13	2	
Belarus	3	0	3	1.5	0	
Belgium	33	35	68	34	2	
Bermuda	8	10	18	9	2	
Brazil	142	108	250	125	4	2 Jr Worlds, WH&O
Canada	13	10	23	11.5	2	
Chile	15	8	23	11.5	2	
Colombia	26	4	30	15	2	
Croatia	3	3	6	3	2	
Cuba	5	0	5	2.5	0	
Denmark	12	11	23	11.5	2	
Finland	28	22	50	25	2	
France	42	33	75	37.5	2	
Germany	10	7	17	8.5	2	
India	0	0	0	0	0	
Italy	109	145	254	127	4	
Japan	246	524	770	385	8	
Mexico	6	6	12	6	2	
Norway	116	125	241	120.5	4	
Paraguay	5	0	5	2.5	0	
Poland	13	36	49	24.5	2	
Portugal	62	19	81	40.5	2	
Puerto Rico	10	13	23	11.5	2	
Russia	49	49	98	49	2	
Spain	197	197	394	197	5	1 European
Sweden	47	41	88	44	2	
Ukraine	3	0	3	1.5	0	
United States	523	485	1008	504	8	2 ***World, country & fleet host"
United Kingdom	22	17	39	19.5	2	
Uruguay	16	15	31	15.5	2	1 Jr Worlds
Virgin Islands	0	0	0	0	0	
Total	1806	1980	73	73	6	7 add ons

*** per deed of gift, host country only allowed one additional providing it does not have among it's other reps the Jr, Sr, Euro or Wh&O Champ. Sr champ from USA.



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