

# Snipe Bulletin™

Volume 31, Fall 2013

Official newsletter of the Snipe Class International Racing Association





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# #1

**North Americans  
US Womens Nationals  
US Pan-Am Trials  
US Master Nationals**

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## Snipe Bulletin

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**The Count:** 27 new numbers have been issued since the last Bulletin: ARG 1; SWE 1; BRA 12; JPN 7; USA 2 and 4 to a builder

**Numbered Snipes:** 31208

**Chartered Fleets:** 893

Antioquia, Colombia

**Cover Photo:** Close racing at the UK Nationals in the Orkney Islands with a beautiful backdrop. Photo by Willie Watters.

Snipe Bulletin™



NEXT DEADLINE  
DECEMBER 1

As I'm writing this we're preparing for the 2013 Snipe Worlds in Rio de Janeiro, Brazil. Back in 2011 the Worlds Deed of Gift was amended to allow more flexibility in qualifying boats so now if some countries cannot send all their boats (per dues allotments) then those slots are provided to others. This should not only help with providing challenging starts and races of 70+ boats but will certainly help with countries and yacht clubs that struggle to provide great regattas at reasonable costs. This format has been used for the Western Hemisphere & Orient championship regatta for a few years now with great results.



Here in the Northern Hemisphere, our summer is over and racing is winding down. While I never seem to get as much racing in as I would like, I was sure happy to enjoy our fleet races and see many new faces on the starting line. I've spoken before that it is the responsibility of all of us to promote the Snipe Class and I thought I'd provide some examples of what has worked for our fleet. 1) Help get old boats on the water – this means fleet work parties to help new members (or old) to get their boat as well rigged and tuned as possible; 2) Social – yes, we don't just sail Snipes for the boat but also for the people, be sure your fleet has fleet meetings/ parties/ social activities that can bring new and old fleet members together and 3) say "hello", it seems so easy but can be difficult, if you see a new face then introduce yourself and ask how they got into Snipes or if you can help with anything. There are many other ideas but these are simple things that have shown to get new faces into our fleet. Oh, and our 24 Hour Regatta (GFU) this summer did all these – get old boats out, have fun off the water, and meet new people. I recommend starting a tradition of having fun in your fleet.

Lastly, I assume you will be reading this during or after the Worlds in late September. We will have had our National Secretaries meeting by then so please reach out to your own National Secretary and, if they attended ask what is happening in the Class and in your country. It is a big Snipe world out there as well as a small one where you sail and I hope you keep in touch with both. As always, visit [www.snipe.org](http://www.snipe.org) for official information and [www.snipetoday.org](http://www.snipetoday.org) to read and comment on Snipe sailing around the world!

-don

  
SNIPETODAY





## Remembering Our Snipe Friends

### Gonzalo Povar- Duke of Arion

To those who still do not know, I inform you the sad news that this past Monday has left us another great master of the sailing, Gonzalo Povar, Duke of Arion.



*Duque de Arion, King Juan Carlos and Felix Gancedo*

I had the honor to enjoy your friendship as well as many of you have known him and have even come to race against him. Others know them by hearing about their sporting successes. It was one of the great precursors of international successes in Spanish sailing.

After so many years of successes, the last part of its journey in this world has not been pleasant. Heart I wish for this he undertook yesterday I caught all favorable winds and when you reach your fate rest in Peace.

In addition to his extensive CV in sailing, I remind you, as an interested party, he was also President of the Real Club Nautico de Madrid.

### **Arturo Delgado, Commodore 1982**

A los que todavía no lo sabéis, os comunico la triste noticia de que este pasado lunes nos ha abandonado otro gran señor de la Vela, Gonzalo Povar, Duque de Arión tal y como nos cuenta Jaume en su blog.

Tuve el honor de gozar de su amistad, así como muchos de vosotros que le habéis conocido e incluso hemos llegado a regatear contra él. Otros lo conoceréis por oír hablar de sus éxitos deportivos. Fue uno de los grandes percursores de los éxitos internacionales de la vela española.

Después de tantos años de éxitos deportivos, la última parte de su singladura en este mundo no ha sido placentera. Deseo pues de corazón que esta que emprendió ayer le pille con todos los vientos favorables y que cuando llegue a su destino descanse en Paz.

Además de su amplio CV en la vela, he de recordar, como parte interesada, que también fue Presidente del Real Club Náutico de Madrid.

### **Arturo Delgado, Commodore 1982**

### Alan "Buzz" Levinson

The Snipe Class has lost one of its greatest supporters in the passing of Alan (Buzz) Levinson on August 3, 2013. And I lost a friend and mentor, Buzz being 10 years my senior and who, along with his brothers, Frank and Harry, taught me most of what I know about sailing. Buzz was Commodore of the class in 1959. During his many years

involved with class direction, he introduced many innovative changes to make the boat easier and more fun to sail. The one that stands out in my mind was the lowering of the centerboard trunk, to make it easier for the crew to move from side to side during tacks and jibes. He was also involved in allowing fiberglass boats, plywood boats and reducing the weight of the boat.

Buzz, along with his brothers, Frank and Harry, competed in many national and world events. Buzz was a constant promotor of the class, always finding boats for other people to sail and promoting participation in regattas. He organized major championships at the Indianapolis Sailing Club on Geist Reservoir, which he helped organize in 1954. At one point, it had one of the largest Snipe Fleets in the country. He also helped organize major championships on Lake Wawasee, in Syracuse, Indiana, where his summer home was. One of the early World Championships was held at Lake Wawasee in 1938.

Buzz was generous with his time and money, always helping others and promoting what he loved most, the sport of sailing. He solicited sailing stories from everyone he knew and put together a fascinating book called 'Snipe Tales', enjoyed by many. He established a clothing company, named 'Sophisticated Shirts,' which carried dozens of humorous designs and educational messages. He was a pioneer in sailing in many ways and was one of the first to recognize the popularity of the Laser and Windsurfer. His success in the Laser class included a

second place finish in the 1983 Laser World Masters.

Buzz's memory will live on in the legacy he has left his sons, Frank, Carl and Paul, each of whom are well known sailors, and his nephew, Harry Levinson and his wife Sara, and their daughters Sally and Katie,



*Past Commodores Ted Wells, Eddie Williams and Fred Schenck welcome new Commodore Buzz Levinson in 1959.*

as well as his grandchildren, Frank Jr., Rose, Alana, and Alex. SCIRA has indeed lost a friend and supporter in the passing of Buzz Levinson.

### **Dick Tillman- Commodore 1972**

Buzz first and foremost was a true gentleman that loved the Snipe class and did all he could to promote the Class nationally and internationally. He was the linchpin at the Indianapolis Sailing Club forever building and maintaining the Snipe fleet. He would do anything for anybody at any time.

In 1966 I was the proud owner of a new Lofland Snipe with Levinson sails. Not knowing much about the boat I drove to Indianapolis and met with the fellow that was featured, one way or another, every month in the Snipe Bulletin, Buzz Levinson. I don't remember anything we talked about but there was one question he couldn't answer so he picked up the phone and made a long distance call to Ted Wells. Now that was impressive because it cost a lot of money to make a long distance call and to Mr. Snipe himself, Ted Wells that authored a book about





Past Commodores gather: Jerry Thompson, Red Garfield, Buzz Levinson, Ralph Swanson, Dan Williams, Gene Tragus and Peter Fenner.

Snipe sailing. For a dental student with barely enough money for food that was impressive. Our friendship strengthened through the years and I'm honored for having known Buzz and sailed in many of the same regattas.

Sail on good friend we all miss you.

**Terry Timm - Commodore 1993**

I have a lot of fun memories with Buzzy Levinson. I met him in 1959 or maybe in 1956. 1956 perhaps the Clearwater Midwinters. If not, for sure I met him during the Pan Am games in Chicago and the Worlds in Porto Alegre, Brasil in 1959. He was a young fellow (and me too). He was crewing for Dick Tillman who won the Nationals in 1959. This is the kind of guy he was. He was an excellent skipper on his own but would not doubt for a minute to crew for another skipper. He also helped his brother Harry win the Nationals in 1965 in Peoria, Illinois. That was planned and executed!! I was told when I got to Peoria.

In 1959 in Brasil Carmen and I toured Rio de Janeiro with Buzzy. He went to a store and bought himself one of those typical brasilian shirts stamped with a lot of colors and flowers. He wanted to look like a brasilian, but when we boarded a taxi, the driver addressed us in English to what Buzzy asked to the driver: Why do you speak to us in English? (Buzzy was aware he looked like a latin). The driver responded: "Only an American would buy and use that shirt". Buzzy put his typical smile on his face! Boy, we laughed!! Carmen and I will never forget that!

Buzzy, happy Snipe sailing in Heaven!

**Gonzalo Diaz, Sr. - Commodore 1980**

The Levinson Family and Buzz in particular were a class act. My first year out of college I was the fleet captain of the Snipe Fleet in Muncie without a boat. Buzz called me up and asked "If Harry and I give you a boat will you sail it?" For almost 50 years Buzz was a like second father to me.

I have many more stories about Buzz's thoughtfulness to my sons and myself.

It will hurt knowing Buzz is not around anymore. –

**Steve Sherman**

In addition to being great sailors, I always thought that Buzz and his brothers Frank and Harry "saved" the Snipe Class because they were in the forefront of the effort to reduce the weight of the Snipe



Buzz and Frank Levinson

from its original 425 pounds. Had that not happened it is doubtful that the Class would have survived. He was the last of the original "giants" of the Snipe Class, in the US and internationally. A class act and a good guy.

**Brainard Cooper - Commodore 2003**

Growing up in District 3 out of Cincinnati Ohio, the Levinson Family was at the center of the Snipe "Golden Age" of Snipe sailing in the Midwest. Drawing from Indiana, Ohio, Michigan, and Illinois; it was quite normal to have 80-90 boat fleets at regular weekend regattas - we even had the all-time record 120 boat Nationals at Green Lake, Wisconsin in those days. The 1974 Geist Reservoir Regatta in Indiana had 95 boats, and Geist is no more than a half moon shaped pond!

Situated on Geist Reservoir was the

Indianapolis Yacht Club which was the unquestioned domain of Buzz Levinson and Family. The 1974 regatta had 95 boats!! As a young 16 yr old just allowed to drive with his sister alone to regattas, this was one of my first exciting "road trip" adventures to a Snipe regatta triggering a passion I still cherish for this great sailing pastime of ours and the people involved.

Buzz was one of the patriarchs of this great family along with his brothers Harry, Sr. and Frank. All their sons and daughters and cousins of the Levinson clan - Frankie, Carl, Paul, Mary, Harry, Jr., Anita - became life-long friends from when we were rug rats together at these amazing regattas. Whenever us kids got caught doing a little harmless mischief at the regattas, Buzz was usually the one that sat us down and straightened us out. I felt like he was a surrogate, demanding father when away at the Snipe regattas. While a little on the stern and opinionated side, I developed a tremendous amount of respect for this great and accomplished man; and he was one of the adults who demonstrated to me how this Snipe sailing game breeds relationships which renders irrelevant the age differences between individuals.

Farewell and fair winds to you, Buzz. The snipe fleet will miss you and we won't forget you - both your peers and the youngsters like me who looked up to you. I hope you got up there to the other side, and are pulling up a comfortable chair next to your brother Harry, Sr. so you can reminisce about your many regattas competing against each other. You might even remind each other about that regatta in 1965 in the Grand Canary Islands where you two got in that old Birney Mills Snipe together and finished first runner-up in the '65 Snipe World Championship.

**Lee Griffith - Commodore 1999**



# 25 Years Under the Bird

A few months ago, on April 21st 2013, I had my first 25 years in the class.

I still remember that day of 1988 like it was yesterday, because it was my father's 60 years birthday. I had finished sailing Cadet in August 1987 and didn't sail for several months because I had aged out for the Cadet and no new boat. I had repeatedly asked for a Snipe to my parents but they were too expensive in Argentina and the economic situation at home was not very good.

That April 21st, my father didn't work for the first time in 4 decades, and asked me to accompany him to Rosario (200 miles away), to buy his birthday present, an old wooden sailboat that was not used for several years.

When we arrived at the Yacht Club Rosario, we found a guy who was working in an old and dusty wooden Snipe. While my father went with him to the bar, I climbed quietly on the boat and pretended to sail it for a while, checking and touching everything. I hiked on it until that old strap cut loose and I fell to the grass.

I knew little about Snipe, never sailed one before, but I knew enough to know that the number 12103 engraved on the keel, could only mean that it was a Lineburger 58 or 59. At that time, the best boats in the world.

For half an hour I stayed near the boat, dreaming of having one just like this one some day, and imagining how it could be, once repaired and rigged well.

When my father returned, I asked him when we could see his gift because it was getting late and we had to drive another 4 hours. With a proud smile he replied to me: "You're looking at it, let's put it on the car somehow and go home."

Before that day, my dad didn't not know what a Snipe looked like or how much it weighed. I think he was expecting something the size of a large Optimist or Laser at best, so we were not prepared. So, with tears in my eyes, we put my "JAPAO" over the roof of a yellow 1979 Toyota Celica and drove the 200 miles back home at 40 mph, with a full Snipe on the roof, with mast, boom and a small trailer on top of it.

I trained on this old boat, with wooden boom, with old Hood sails, with the centerboard trunk up to the deck, every day for two months and in July I qualified for the Junior Worlds of 1988 at St Petersburg where I finished 3rd.

My romance with the class started that year and never stopped. Since then, several times I walked away for a few years but always came back. I sailed on all types of boats but none gave me what the Snipe Class did.

Today I see many new kind of boats, very exciting I admit, but I have not found yet a boat that gives me similar sensation of sailing. No boat puts together the physical side, the technical and tactical part so perfectly for me as the Snipe, neither

provides such a wide range of ages and weights to enjoy it, not being a professional..

I hope that together we can keep and improve the Class to make it grow and persist in time, and maybe in 17 years, I can take my son Santiago with me on November 6, 2030, to buy my birthday present.

**Luis Soubié**

Side note: my father paid for the boat with 19 collectors bottles of wine, that my grandfather brought from France during the war. It was wine from 1928, his year of birth. He kept one bottle and payed with 19 and 250 u\$d.... In 2012, my father watched me win two races at the Westerns at Buffalo Canoe Club. I sailed back to the club with him in the boat, and he said "it took me more than 20 years to use my present."



# Snipe Worlds to be held in Rio de Janeiro in September

By Mari Peccicacco

From September 14th, Rio de Janeiro will host the biggest sailing event of the year at the 2016 Olympic Games sailing area: the Snipe Worlds. The event begins with the Junior Worlds, for sailors under 21 years old, and follows, from September 21st, with the Senior Worlds, for sailors of all ages. During the fourteen days of competition, 115 pairs (35 at the Junior Worlds and 80 in the Senior Worlds), including the locals Alexandre Tinoco, current World and Pan American champion, Alexandre Paradedá, world champion in 2001, Bruno Bethlem and Dante Bianchi, world champions in 2009, and the American Augie Diaz, two time world champion in 2003 and 2005, will be on the water at Guanabara Bay. The level of both events will be high and sailors know that will not be easy to win. Bruno Bethlem, who won the Brazilian Nationals, hosted at the same place in



January, explains why: "Sailing at home is always good. We are already familiar with the landscape. On the other hand there is more pressure for a good result, but I think Dante and I can manage it well. I believe that the main opponents are the Brazilians, Americans, Spanish and Japanese sailors". Despite Bruno's words, the Spanish Victor Perez Campos who will sail a world championship for the first time, knows that it will not be easy. "I think it will be really difficult, especially because of the level of the Brazilian team. Our goal was to rank to the event, so now we will try to enjoy and learn from this experience, always sailing the best we can." Who also wants to give the best is the Portuguese junior duo Diogo and

Francisco Pinto. Diogo, the oldest, is 18 years old and has been sailing a Snipe for four years. "I was too big for the Optimist and because of our father I moved to Snipe. I sailed on the bow on the last Junior Worlds and after that I decided to go to the helm with my brother as a crew, "he said." We are training hard and hopefully it will be

a great championship both in the regatta, as in the social, as Brazilians are known for party! I think it will be as the motto of the class says 'Serious sailing, serious fun!' "He adds.

All the event news can be found at the official website ([www.snipeworlds.com](http://www.snipeworlds.com)) and at the official Facebook page ([www.facebook.com/RioSnipeWorlds2013](http://www.facebook.com/RioSnipeWorlds2013)) Snipe Jr World Championships and Senior World Championship are organized by ICRJ, SCIRA Brazil, CBVela and have the support of Olimpik Sails

Photo by Fred Hoffmann

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# GRAN PRIX NACIONAL EN SALTA

El 17 y 18 de agosto se llevó a cabo el Gran Prix Nacional de Snipe en las aguas del Lago Campo Alegre en la Provincia de Salta. Fue un excelente campeonato organizado por la Flota Salteña con la colaboración de la Flota Jujeña.

Corrimos cinco regatas con una briza espectacular de 8 nudos el sábado y 5, el domingo. El calorcito nos hizo olvidar que todavía estábamos en invierno. Y, aunque la cancha estaba complicadita y el viento borneado, todos pudimos comprender su lógica —a veces—. Con resultados variados en cada regata y sin complicaciones reglamentarias la clasificación general tuvo como podio a Rocío y Paco Agusti en el tercer lugar; a Ale Trigliano y Vicky Courtade en el segundo, y a Trixy y Yuyú Agusti en el primero.

En el norte está en proceso de formación una flota de Juniors y dos de ellos participaron en esta fecha de GPN arrojando los siguientes resultados: en tercer lugar Andrés Bloser y Mariano Avilés; en segundo Joaquín Rodríguez y Agustín Molina; y en primero Rocío y Paco Agusti.

En master el “Bruja” se llevó el primer puesto con Gonzalo Ortiz de Urbina en el timón y Silvana Sánchez de tripu. Rocío y Paco Agusti lograron la segunda posición en Mixtos y Ale Triggiano Vicky Courtade, la primera en dicha categoría.

El primer puesto Femenino fue para Trixy y Yuyú Agusti. Respecto a la Flota Femenina, existe en Salta un interesante potencial de tripulaciones a armarse de cara al Mundial Femenino- Córdoba



2014. Así, se van sumando cada vez más snipes con chicas al timón, cuestión en la que se está avanzando mucho en la provincia de Córdoba.

No podemos dejar de remarcar lo maravillosa que es la gente por allá. Nos recibió con su calidez característica ofreciéndonos siempre su ayuda. Además de agasajar a todos los participantes con sus ricas comidas, tragos y buena onda. Agradecemos a los jueces, OR y a todos los que participaron en la organización de tan lindo campeonato.

## Snipe European Master Championship

By Ivo Gattulli

Three days of Snipe-sailing, 35 boats from 8 different countries, six races and a big-party: that's how Lake Bracciano works.

The Snipe European Master Championship started with two days of light and incredibly shifty breeze, defining a clear leadership from Borrás-Bats (ESP) and a quite clear chasing-pack with two Italian crews: Rochelli-Rochelli (Apprentice World-Master Champions) and Poggi-Vanni (Bronze medal at last Snipe European Championship) close in the trail.

On Friday night an outstanding party with dj-set and overwhelming Italian dishes blown away AVB (the hosting Club) facility and regatta members, cause racing is important but..

So came the last day: first race has been stopped after half-course, with the outstanding performance of Johnny “The Phenomenon” Estrella (ITA) and Randy Stray (NOR), first on the finish: the race has been shortened because the wind speed increased (near Master's races limits) and

some massive rain came across the Lake.

After a pit-stop on the shore, everyone back on the water (as the sun) for the second and final race of the Champ.

Also in that race the wind was close to the wind speed-limit (15 knots), often more, but never for 5 minutes without decreasing under 15 knots. This doesn't prevent the Grand Master Birger Jansen (NOR) and his crew Lise Ghrken (NOR) to arrive first on the finish in a really impressive duel with Jørn Haga (NOR) and Borrás (ESP).

Final rank has first over-all Borrás-Bats (ESP), second the locals Poggi-Vanni (ITA) and third the semi-locals Michel-Ruggiero (ITA).

### Apprentice Master Division

- 1- Borrás- Bats (ESP)
- 2- Poggi- Vanni (ITA)
- 3- Michel- Ruggiero (ITA)

### Master Division

- 1- Edwall-Edwall (SWE)
- 2- Morani- Romani (ITA)
- 3- Andersen- Skolovanga (DEN)

### Grand Master Division

- 1- Jansen- Gehrken (NOR)
- 2- Haga- Steffen (NOR)
- 3- Orn-Orn (SWE)

For what I heard everyone was really happy about the hosting Club and the Lake Bracciano, a true important location for Italian (and not only Italian)

Snipe racing, and after 9 years (last time was on 2005) Lake Bracciano has been recently selected to host the Snipe Italian National Champions 2014.

As everyone knows Snipe Italian National Championship is fully “open” to foreign crews, so we really hope to have many snipe friends reaching our Lake to share a great Snipe-event during the last week of July 2014.

The hosting Club will release a pre-Notice of Race as soon as possible, meanwhile snipe local fleets are already working on it to set another great event after Snipe World Master Champ.(2004), Snipe South European Champ.(2011) and latest Snipe European Master.

photo by Annarosa Amati







# A NEW SNIPE IS BORN



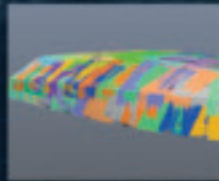
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# Kvarner Cup

Omisalj, July 6-7, 2013.

## Results, photos and regatta report by Damir Vranic

This year eleven boats gathered in Omisalj for the Kvarner Cup and the 2nd leg of this years Summer Circuit (1st leg took place in Cervia at Piada trophy).

Three teams from Italy and seven from Croatia at the starting line on Saturday with the weather forecast that looked promising for both days showing moderate to strong "Bora-NE".

However the first signal at 13:00 was given with light and demanding wind conditions. Bojan Grego who was sailing with his 12 years old son Ivan took the lead and won the race.

Then the Bora started and as she builded up so we started to have some "serious fun" lol. Stefano "The Lovetti" Longhi and his crew Francesca Ruggiero managed best in the demanding conditions and took both wins in the 2nd and 3rd race.

It was however Pietro Fantoni with his crew Marinella Gorgatto who sailed the most consistency and with three 2nd places managed to take the overall lead on the first day. The "Rockets" Fabio & Daniela took three 3rd that was enough for second overall.

After demanding day we all gathered for some barbecue after when the most courageous ones lead by Mr. "Lovetti" went to after party at the local football club ...

And so we came to Sunday with Bora that was blowing already over 30 so it was decided to stay inside the bay, but very shifty wind didn't allow the race committee to set the course, so we wait and in the afternoon with a shorten course manage to sail two more races.

The podium didn't changed although it was very tensioned on the race course till the very end. The big struggle was going on for the 4-7th position between all four teams and it was the European Champion from '66 Anton Grego with his son Vlado who outsmarted all and took 4th.

Pietro Fantoni with Nicola Gerin/Marinella Gorgatto also won his second Summer Circuit! Well done Pietro!

A big "thank you" to all who sailed this week in Omisalj! See you next year!

1. ITA 15790 P. Fantoni & M. Gorgatto, 2-2-2-1-(3), tot. 7
2. ITA 30983 F. Rochelli & D. Semec, (3)-3-3-2-1, tot. 9
3. ITA 30774 S. Longhi & F. Ruggiero, (8)-1-1-7-2, tot. 11
4. CRO 30501 A. Grego & V. Grego, 6-(7)-6-3-4, tot. 19
5. CRO 30442 D. Vranic & R. Sparozic, (9)-4-4-6-6, tot. 20
6. CRO 29569 V. Kabalin & M. Moric, (5)-5-7-5-5, tot. 20
7. ITA 28906 M. Valetic & S. Zgomba, (7)-6-5-4-7, tot. 22
8. CRO 30909 B. Grego & I. Grego, 1-(DNC)-DNC-DNC, tot. 37
9. CRO 30707 N. Deskovic & D. Deskovic, 4-(DNC)-DNC-DNC-DNC, tot. 40
10. CRO 28274 V. Nalis & I. Staraj, (OCS)-8-DNC-8-DNC, tot. 40
11. CRO 25569 A. Sepich & E. Deskovic, 10-9-(DNC)-DNC-DNC, tot. 43



Kvarner Cup top 3 with trophies: left to right - Ruggiero/Longhi; Fantoni/Gorgatto; Semec/Rochelli.



Grego family - 3 generations of Snipe sailors: Anton (1966 Snipe European Champion); Vlado, Bjon (1992 Olympian - Flying Dutchman); Ivan.



Start of the Kvarner Cup from the Race Committee boat.



# Piada Trophy

Cervia, June 28-30, 2013. Results, photos and regatta report by Alberto Perdisa

This past weekend the seventh edition of the Piada Trophy was sailed in Cervia, Italy.

After the calm on Friday that prevented racing, on Saturday and Sunday competitors enjoyed optimal weather conditions with winds from the northeast from 7 to 12 knots....

A total of six races (out of seven scheduled) were dominated by the currently best Italian team, Enrico Solerio and Sergio Simonetti. They enjoyed five wins due to good speed and masterful interpretation of the difficult sailing area. Paolo Lambertenghi and Marco Rinaldi ended in second place, fast and consistent, ahead of Francesco Granchi and Marco Rinaldi from Tuscany, on the podium, who also showed high skills. The team of Pietro Fantoni and Nicola Gerin, finished fourth; they took a clear victory on the first race of the series, but then were a little bit inconsistent in the other races, preceding Fabio and Daniela Rochelli (a.k.a. the "Rockets"), who won the first edition of the regatta in 2007. Stefano Marchetti and Paolo Sangiorgi,



The Piada Trophy has remained an event able to entertain the sailors at sea and ashore with many and of unique social events. On Friday night, we had the traditional "Piada Grand Prix" — a go-kart race at the Happy Valley circuit - won for the umpteenth time by Lorenzo "Lollo" Baldi, made possible by a big mistake in the round robin qualification series of his main historical rival Fabio Rochelli. In the final, Lollo had to defend himself from the attacks of a super-fast Francesco Rossi, who closely followed him throughout the race a few meters behind, trying, without success, to take advantage of the slightest mistake of the strong driver from Florence. Alessandro Colinucci was third, and fourth was Damir Vranic. Stefano "O Animal" Longhi, after a good start, finished only sixth behind Filiberto "Serpico" Perdisa.

On Saturday, we had dinner at the yacht club with piadina, cheese, and grilled meats, all washed down with excellent Sangiovese, the most famous wine in this part of Italy. The dinner was followed by "Piada Bingo," the famous raffle with great prizes.

The prize-giving was a beautiful ceremony on Sunday in the garden of the club, followed by a buffet with two giant cakes to celebrate the birthdays of Felipe Sebino and Filippo Perdisa.

## Piada Results - 2013 top 20 of 24

1. Enrico Solerio/S. Simonetti	30269	4
2. Paolo Lambertenghi/Marco Rinaldi	30009	8
3. Francesco Granchi/Valerio Gavazzi	29555	12
4. Pietro Fantoni/Nicola Gerin	15790	14
5. Fabio Rochelli/Daniela Semec	30983	16
6. Stefano Marchetti/Paolo Sangiorgi	30222	20
7. Enrico Michel/Stefano Longhi	30774	22
8. Filippo Perdisa/Ermanno Massini	30922	23
9. Bibi Juetz/?	29143	28
10. Francesco Rossi/G. Filippini	29510	37
11. Giuseppe Proserpi/Filiberto Perdisa	30224	40
12. Tom Stahl/Edoardo Marangoni	29660	43
13. Alessandro Bari/Antonio Bari	30705	44
14. Diego Baroldi/Fulvio Arrighini	30099	46
15. Giovanni Stella/Andrea Minardi	3026	49
16. Andrea Gemini/A. Tramparulo	30403	54
17. Andrea Pesci/Lorenzo Baldi	29869	64
18. Claudio Guadagni/A. Amato	30756	65
19. Damir Vranic/Ratko Sparozic	30501	70
20. Alberto de Paoli/Anna Mosca	31131	72



newcomers to the class, but good and fast upwind, showed a good performance, while Enrico Michel and Stefano Longhi ended in seventh place, maybe because they tried new settings on their boats. Filippo Perdisa and Ermanno Massini were also in evidence, finishing in in eighth place overall with a third as their best result.

First of the foreign teams was Bibi Juetz and Felipe Sebino in ninth place. Bibi is a real legend in the Snipe Class and an example for everyone for her sportsmanship and kindness, after fifty years of races and victories. The Brazilian team, thanks in part to the skill of the young Sebino, made it difficult for those in the lead, particularly when racing in light air. In the top ten we find also Francesco Rossi and Frenk Filippini.

I want to point out two teams who came from Croatia: Damir Vranic and Ratko Sparozic and Igor Staraj with her young son Tom. I would remind that the "Piada" and Kvarner Cup in Omisalj, next weekend will award the coveted Summer Circuit Trophy offered by SCIRA Italy.



# Participating in the Snipe Finnish National Regatta as a blind sailor

I had the great chance to take part in the Snipe National Regatta at lake Vanajavesi in the beginning of August 2013. I would now like to share this fantastic experience with the international Snipe community.

It all started at the Helsinki Boat Show where our group of visually impaired sailing enthusiasts stopped by the Finnish Snipe Associations' booth. The guys at the booth were enthusiastically described the class activities and the boats details. From a blind sailor's perspective, the first impression of the boat was surprisingly positive, since it was small enough to learn just by touching it around. All the blocks and ropes for the jib trimming were neatly organised and easy to reach. Also the boom in the Snipe is high enough minimizing possible head injuries. But the most important fact was that no spinnaker is used which facilitates the full and safe participation of a visually impaired person. I found it an exciting idea to race the boat in regattas, of course with another sighted crew member. We left the booth with a generous invitation to come and test the boats later on in the summer.

An introductory sailing session was organised to us at the Helsinki Snipe Center, organized by Kai Saarhelo, Reino Suonsilta, Hanna-Leena and Juha Lehtinen. With the help of our own sailing instructors, we went through all the necessary controls before putting the boats in the water. Since the wind was fairly strong we were informed that we most likely get all wet and we need to hang out, not forgetting the possibility that the boat could capsize!

We did get all wet, we did have to hang out but we did not capsize. What a thrilling feeling for a person like myself who likes action and speed! The conclusion by all of us was that Snipe suits well for visually impaired, sailing together with a sighted person.

Soon after our head instructor of the special sailing group Jussi Heikkilä asked me whether I would be interested in participating in the National Snipe Regatta with him. Without hesitation I said yes, and we agreed that in the first open regatta it is better to start by him being the helmsman and me as the crew. Actually, at this stage, it was the best solution taking into consideration the large number of coming participants, 25 boats all together in the starts. Even though Jussi is an experienced sailor and competitor, his full verbal instructions to me besides trimming would not have been enough in the quick manoeuvres to avoid collisions with the other boats.

The boat was rented from Juha Lehtinen and transported to Lake Vanaja by Kai Saarhelo. It was interesting to learn how the boat needed to be trimmed to the recommended sailing settings. The fellow competitors kindly gave their own tricks and hints to us Snipe novices.

The weather forecast for the Regatta weekend showed mild winds. At least the conditions would be easy to start with as a jib sheet trimmer since there were many more operations than I had earlier been used to. And all the things needed to be done quickly at the right time without sight. I had to make sure all the ropes were ok at all times, remember the block positions

by touch and also being careful not getting my fingers squeezed in between. Apart from pulling the keel up and moving quickly around it, everything else was fairly easy and straightforward.

Most of the operations I could do intuitively by feeling the tilt of the boat, the sound and the tightness of the sail. Of course, I got instructions from Jussi in fine tuning trims or in cases of hazards. I can imagine how demanding it was for the helmsman to give all the instructions apart from steering the boat, trimming the main and observing the surrounding winds and boats. That's why it was important to give me quick data on nearby boats and the approaching marks by remaining meters and the clock direction in order for me to be prepared to quickly react in different manoeuvres.

In general the upwind sailing is easier than downwind for a visually impaired sailor since you feel the wind direction and the tilt of the boat. I found the reactivity in the boats very exciting in passing each other with just a short distance in between. You can hear the boats' directions and speeds, in addition to the "psychological messages" from other boats next to each other when turning the marks.

Unfortunately, the winds did not get better towards the end of the Regatta. On the contrary, we barely got one start on Sunday after floating around on the lake for couple of hours in a wonderful and warm sunshine. After two days' learning I would have wanted to try even the tougher winds and more demanding conditions.

Considering our modest expectations as Snipe beginners, I feel we did quite well in the Regatta after all. Our placement was 16 out of the 25 boats, just behind the middle of all boats. According to Jussi we sailed quite perfectly under the circumstances. The main areas of improvement are in mark roundings and trimming. But all the needed operations can be learnt by a visually impaired person to make a competitive team. Jussi made me feel as any sighted crew member.

The whole regatta was a wonderful learning experience. I hope for the other competitors also, knowing that a Snipe can be trimmed by a visually impaired person as well. Everybody were helpful and I felt myself welcome in the Snipe community. The evening activities and the regatta dinner were enjoyable getting to know the history of the Snipe class in Finland and hearing fun stories of the more experienced Snipe sailors.

Great thanks for the Snipe Association for welcoming us so warmly to the class and the regatta, and for Vanajaveden Purjehtijat, the local Sailing Club, for organising such a successful event.

## **Pekka Rantanen**

### **Finnish Nationals - Top 10 of 26**

1. Ville/Eveliina Aalto-Setälä	30259	4
2. Jukka Kotisalo/Outi Piiparinen	30558	9
3. Claus Carpelan/Risto Valjus	30874	15
4. Kai Saarhelo/Jaakko Mikkonen	30900	18
5. Simo Lehtinen/Jouko Saarhelo	29860	18
6. Rikuk Vaariskoski/Senja Vuoristo	29918	30
7. Chita Wahlroos/Timo Wahlroos	29418	32
8. Sampo Valjus/Ronja Valjus	28704	32
9. Timo Nurmi/Tommi Isotalo	29019	33
10. Mikko Maatta/Mai Jarvinen	31099	35



# Zeltic FOR SALE

## Straight to new horizons

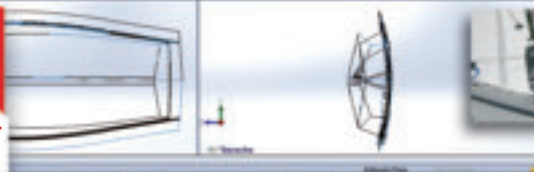
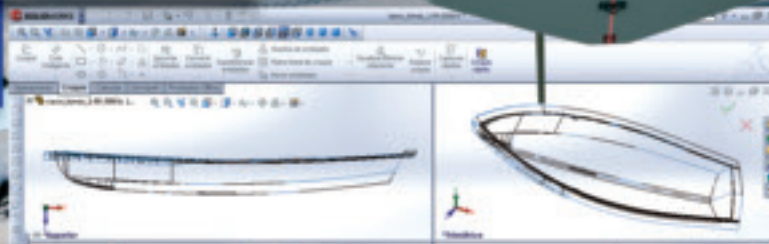
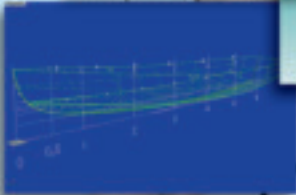
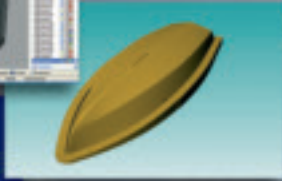
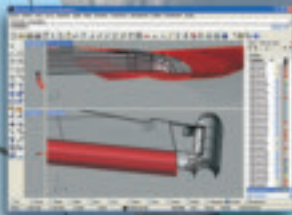
*A fantastic opportunity to get the baton of a winner project. For imperative reasons, Javier Miranda -creature's father- must quit his labor on his state of the art Snipe project and let another to lead it toward new horizons.*

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# A Warm Welcome and Reluctant Farewells

## UK Nationals in Orkney Islands

Sue Roberts

I have always been slightly unwilling to write articles – best to leave it to whoever came third place in the event! However, on this occasion I actually wanted to try and put into words some of the feelings and emotions that both myself and others have felt on our recent trip to Orkney. The idea of us holding our Nationals in Orkney started a couple of years ago and for the last year a dedicated Orkney committee alongside two of us from Blue Circle have been working hard to make the event a success.

It took three days to drive the Land Rover towing a double trailer but the journey went well, especially when we drove through the beautiful scenery of the Cairngorms on the famous A9 to Inverness. On arrival at Gills Bay (with a brief photo stop at John O' Groats) we were loaded onto the Pentland ferry

were set and ready to go.

The first sighting I had of the old Longhope lifeboat was once we were out on the water. It was beautiful. The Thomas McCunn was most definitely the prettiest committee boat I have seen. Usually kept under wraps in the lifeboat shed in Longhope she had been launched to come to our rescue as our committee boat. Isobel Tipler took on the duties of Race Officer and both her and her team gave us seven professionally run races over the three days in some very testing conditions.

The courses were set in the Bay of Ireland, about a twenty minute sail from the launch ramp. The back drop of the mountains of the Island of Hoy and the more undulating pastures of Orkney mainland, made the sailing even more pleasurable. The water was crystal clear, cold but refreshing! The racing was superb and very close and by the last day the winning place was still open. Maxim Romain, crewed by Lloyd Roberts managed



(both Northlink and Pentland ferries helped out by giving Snipe sailors a generous discount) and an hour later we were in South Ronaldsay, Orkney.

The sense of being somewhere very different was imminent on arrival. There seemed a peace and tranquillity about the place unlike any other I have visited. Orkney is steeped in ancient history from Neolithic times to the more recent arrival of the Norse men and an air of mystery surrounds the islands which really can be felt.

We arrived with a few days to spare before the main event started which gave time for last minute meetings and tranquil sails at Holm and Stromness sailing clubs where we joined in their evening races.

By the Wednesday evening before the event the Snipes started arriving off the Northlink ferry from Scrabster. It was a case of trains, planes, ferries and automobiles! Whilst some drove the long distances, others flew in to Kirkwall or hired a car in Inverness. Some travelled from Manchester and the south-east by train. We all ascended on this little area of Stromness called The Ness, which was where boats would be launched from and excellent beers (donated by the local Highland Brewing Company) be consumed after racing! The nearby Golf Club and Camp site provided all the facilities needed. A race committee office and changing rooms were set up in portacabins and after registration in the Golf club and a briefing the next morning we

to pull out all the stops and won all three races on the last day, taking overall first place with 5 wins!

The evenings were spent in the Stromness Hotel where a local Celidh band Broken Strings (which meant some Scottish dancing!) and a local band The Polkadots on the Saturday night, meant great food and a great craic! A raffle was held whose proceeds went to the Longhope Lifeboat Museum Trust and a silent auction for a Snipe Cover donated by Sail Register.



We were very fortunate to have many sponsors for the event. Our special thanks go to EMEC who donated the money to fund the buoys.

The well attended prize giving was held in the Stromness Hotel after which it was agreed that great sailing had been had, strong



friendships had been made and the bonding of the two fleets (mainland UK and Orkney) had been a huge success. It really was a unique occasion and one I was fortunate enough to be part of.

As we left the islands for the long journey home I was certainly reluctant to leave and know it will not be long before we return.

*Photos courtesy of Willie Watters*



### **2013 UK Snipe Nationals by Gweneth Crook - WH&O General Secretary – on vacation**

When Snipe Sailors say that the class is one big family, it really is. I have been fortunate to be a part of that family for many years and it has given me the opportunity to travel to many different countries and meet lots of great people. This past August I was able to reconnect with some old friends and make new ones.

a few times for a tasting. The rain and the fog settled in driving through the Northern Highlands and every so often a large wind turbine would appear out of the fog, it was quite eerie. We arrived at Scrabster, in the late afternoon, where we were to catch the ferry the next morning to the Orkneys. Scrabster is a tiny village which has a fishing and ferry port. If you travel there I recommend the Ferry Inn and the Upper Deck Restaurant attached to the Inn.

The next morning we caught the first ferry to Stromness. The trip is 1 ½ hours and the scenery is beautiful, the cliffs of Hoy



SCIRA UK sent out a notice for the 2013 UK Snipe Nationals which were to be held the first weekend of August in the Orkney Islands, this sounded like an adventure. The Islands of Orkney are a group of about 70 islands situated 6 miles from the north-east tip of the Scottish Mainland. The largest island, known as 'the mainland', is home to most of the total 20,000 population

I only had 2 weeks' vacation so I knew I would not be able to sail in the regatta, but I could get there for a day or two. Should we fly, go by train, drive? This took some planning; we decided to drive, that way we could see stop when we wanted and tour the countryside.

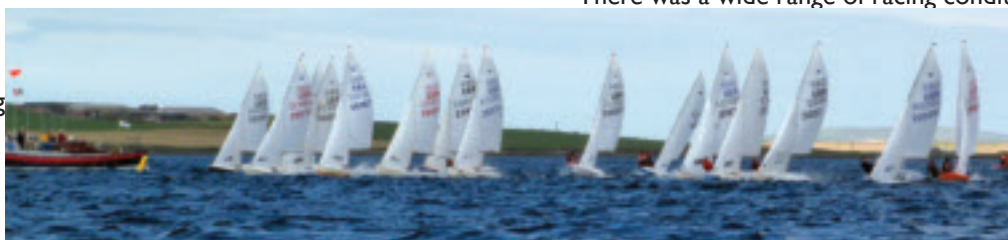
We went to Edinburgh first; I would like to suggest that if you have the opportunity do not drive in Edinburgh! It is not an easy city to navigate we even had to ask for directions leaving town, fortunately a woman at a gas station offered to show us the way. The second day of driving saw us going through the Grampian Mountains and following the Malt Whiskey Trail. Good thing I don't enjoy whiskey or we would have had to stop quite

the Old Man of Hoy and the harbour of Stromness. We saw the masts of the Snipes when we were coming into the harbour so we knew which direction we had to go. Coming off the ferry I turned left, into the village, and drove along the main street that was more of a sidewalk than a road. It was very narrow; thank goodness I didn't meet a car coming the other way. When we got to the sailing area the rain was coming down and the fog was blowing in and out. The expression wait 5 minutes and the weather will change is very appropriate for the Orkney Islands.

The first race of the day was for the junior fleet with 7 boats, a great turnout; I joined the crowd on shore to watch. The racing was close at times with Thorfinn Johnston and Nathan Omand finishing first, they won the regatta with a one, two and three. The overall results were close and may have been different if Jenna Gibson and Lloyd Roberts had not dumped and finished fifth in the first race as they followed with two bullets.

There was a wide range of racing conditions. One afternoon

a race was cancelled when no boat finished within the time limit. The next race, that same afternoon, the winds were over 20. It is a great



place to sail and the water is crystal clear. There were 25 boats participating, which is an excellent turnout, thanks in large part to the number of local Orkney sailors. Most of the Snipe sailors from the south had never been to the Orkneys before, many had heard there was a Snipe Fleet there but I am not sure how many believed it.



Maxim Romain, originally from

France, now living in London sailed an excellent regatta with five firsts a third and a seventh to win the event. Mark Antonelli was second, Richard Marshall third, Neil Martin fourth and Ian Gregory in fifth.

The hospitality was wonderful. The evenings were filled with music from both locals and visitors; the talent of the young people was inspiring. Watching sailors trying to dance strip the willow was very entertaining.

We had the opportunity to do some sightseeing on the Saturday, everything from the Ring of Brodgar and Skara Brae, which have World Heritage status, to the magnificent St Magnus Cathedral, founded in 1137.

We had to leave Sunday morning before the regatta finished. On the way back we visited Inverness and Loch Ness, no monster was seen. One of the staff at Urquhart Castle, on Loch Ness, said the best way to see the monster was to ensure you have had several whiskeys first.

I am sorry we could not have stayed for the whole event and sailed. I am so glad we went; it was definitely an adventure, 1,121 miles travelled. This is what is great about the Snipe class, you can travel to interesting locations, sail in a regatta and meet new friends. I encourage everyone to try a vacation like this, you will not regret it. I would like to thank UK SCIRA and the Orkney Snipe Fleet for

their wonderful hospitality, it was greatly appreciated. To all the Snipe Sailors in the UK thank-you and I will return.

#### UK SNIPE NATIONALS CHAMPIONSHIP 2013 – STROMNESS, ORKNEY, UK

##### OVERALL RESULTS

POSITION OVERALL	BOAT	HELM	CREW
1	29367	Maxim Romain	Lloyd Roberts
2	30226	Mark Antonelli	Anita McSorley
3	29970	Richard Marshall	Debbie Marshall
4	30227	Neil Martin	Randi Stray
5	28451	Ian Gregory	Jenna Gibson
6	29374	Andy Gibson	Carol Gibson
7	29611	Sue Roberts	Steve Roberts
8	30834	Eric Paalman	Lynn Paalaman
9	20557	Richard Lambert	Nicky Lambert
10	30315	Brian Gregory	Archie
11	24704	Pete Tipler	Thorfinn Johnston
12	20351	David Clouston	Tom Wills
13	30227	James Prestwich	Lyndsey Walmsley
14	21453 (H23)	Lee Thomson	Ian Rushbrook
15	20690	Malcolm Tipler	Paula Hemsley
16	19327	Ian Johnstone	Edward Johnstone
17	20263 (H20)	Charlie Siderfin	Fredrik Sundman/Owen Gibson
18	20558	James Burgon	Griogair Morrison
19	28398	Barry Jones	Ross Manson/George Mees
20	22778	Mark Taylor	James Stockham/Neil Brown
21	20224 (H24)	Malcolm Gordon	Michelle Scott
22	23980	Chris Moore	Finlay Hall
23	20559	George Mees	Sarah Mees
24	26581	Edward Johnstone	Emma Thomson
25	26159	Raymond Grieve	John Skea

#### UK SNIPE JUNIOR NATIONALS 2013 – STROMNESS, ORKNEY, UK

##### OVERALL RESULTS

Position	Boat	Helm	Crew
1	24704	Thorfinn Johnston	Nathan Omand
2	29374	Jenna Gibson	Lloyd Roberts
3	22778	Edward Johnstone	Griogair Morrison
4	20263	Alex Baikie	Charlie Siderfin
5	20557	Joss Lambert	Richard Lambert
6	20636	Ewan Miller	Fionn Webb
7	24705	Finlay Hall	Donnie Hall





# Italian Nationals

Alberto Perdisa

Rosignano Solvay, August 28-31, 2013

Nice championship in Rosignano Solvay, hosted by an historic club for the Italian Snipe Class, thanks to optimal weather and sea conditions.

This sailing venue in Tuscany once again lived up to expectations: eight races were sailed out of the nine planned.

After a first day of racing in light winds, the last two days were characterized by a strong Mistral wind, a range of conditions that honored the best teams. It is no coincidence that the six teams that will represent Italy at the Worlds in Rio de Janeiro are the top six of the standings also on this occasion.

Enrico Solerio and Sergio Simonetti were a step above the others, fast and precise in all conditions, and winners of five races. Enrico Michel and Stefano Longhi finished in second place, a bit in trouble at the beginning of the championship but excellent with the strong Mistral and the authors of a clear victory in the last race of the series. The third step of the podium went to Paolo Lambertenghi and Marco Rinaldi, who were strong in all conditions with areas for improvement. In fourth place were Pietro Fantoni and Marinella Gorgatto. They were in contention for the victory until the end and authoritatively won two races in light air. Fifth place, tied with fourth, were Dario Bruni and Carlo Collotta, who always fight for the victory in all conditions.

Sixth were Francesco Rossi and Frenk Filippini, who were consistently fast especially in strong winds. Fabio and Daniela Rochelli and Diego Baroldi and Marcus Froesa also had good races, team who are growing with each regatta. The Norwegians Jørn Haga and Randy Stray and locals Francesco Granchi and Valerio Gavazzi suffered the strong wind but still closed the "top ten".

We have to register the success of the new DB Marine



DBRI, which took first and second place in the standings, as a demonstration of the validity of the new project strongly backed by Enrico Michel.

For sails, the news is the One Sails used by Solerio and made according to the suggestions of the sailor from Sanremo. Other news is from Diamond Sails, designed by Francesco Granchi and used by a couple of teams from Tuscany. Also we find Olimpica, Zaoli and Ullman at the top of the standings, all still largely used by the majority of Italian Snipe sailors. Quantum San Diego is also visible, particularly used by Fantoni, while North Sails was almost absent, used by only a single team.

For masts, Sidewinders dominated, especially the Gold version, with some Proctors used by the lighter teams.

## Italian National Results - 2013 Top 30 of 37

1. E. Solerio/S. Simonetti	Sanremo	12
2. E Michel/S Longhi	Cosulich	23
3. P Lambertenghi/M Rinaldi	Torbole	24
4. P Fantoni/M Gorgatto	Muggia	30
5. D Bruni/C Collotta	Cremona	30
6. F Rossi/G Filippini	Bologna	50
7. F Rochelli/D Semec	Grignano	53
8. D Baroldi/M Froesa	Gargnano	54
9. J Haga/R Stray	Stavanger	66
10. F Granchi/V Gavazzi	Pietrabbianca	75
11. A Perdisa/G Stella	Cervia	79
12. A & A Schiaffino	Ledro	81
13. G Prosperi/M Ceccarelli	Riccione	82
14. A Bari/A Bari	Trentina	94
15. M Pantano/F Fontana	Ravennate	95
16. C Prati/S Selleri	Cervia	95
17. A & M Piazza	Trentina	99
18. P Vicidomini/M Vestri	Solvay	120
19. S Andersen/P Skjoldvang	R Danish YC	134
20. S. Zuanelli/F. Rossi	Trentina	135
21. A Pesci/L De Reya	Castiglioncello	142
22. F Steffe/C LaMonarca	Adriaco	150
23. I Gattuli/A Lubrano	Sabazia	152
24. L Pissetta/E Rossi	Trentina	169
25. F Graziani/F Magherini	Pisa	171
26. A Leonardi/E Biondi	Pietrabbianca	171
27. A Turchetto/S Grulli	Rimini	182
28. A Bellotti/L Candida	Trentina	183
29. S Donati/M Rigobello	Ledro	185
30. D Stefani/M. Oradini	Ledro	190





# 2013 Dues Paid

as of September 1, 2013

<i>Country</i>	<i>Boats paid</i>	<i>Members</i>
Argentina	47	61
Bahamas	13	19
Belgium	43	62
Brazil	224	245
Canada	16	31
Chile	1	3
Colombia	15	36
Croatia	10	24
Cuba	6	10
Denmark	6	14
Ecuador	16	22
Finland	38	66
France	24	45
Germany	10	13
Italy	137	302
Japan	257	344
Mexico	5	3
Norway	10	9
Peru	5	9
Poland	25	30
Portugal	21	44
Puerto Rico	15	11
Spain	193	303
Sweden	18	24
United Kingdom	22	33
United States	324	427
Uruguay	9	16
<b>TOTAL</b>	<b>1510</b>	<b>2206</b>



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*One Design*