

# Snipe Bulletin<sup>TM</sup>

Volume 35 Fall 2017

Snipe Class International Racing Association

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**The Cover:** Overhead shot of Snipes in La Coruña - Matias Capizzano photo.

**The Count:** 44 new numbers have been issued since the last Bulletin: BRA 6, ESP 7, JPN 14, PUR 1, USA 6 and 10 to a builder

**Numbered Snipes:** 31455  
**Chartered Fleets:** 900  
ACAL Nautico Club, Uruguay

## NEXT DEADLINE DECEMBER 1

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# SNIPE BULLETIN GOES ALL DIGITAL---

During the last Board meeting at the recent World Championship in La Coruña, the SCIRA Board made the difficult decision to cease printing and mailing the SNIPE BULLETIN and to move to an all-digital version. The main goal is to reduce the costs of printing and mailing, which was a significant portion of the Class budget. In this way, some of the funds saved can be used for Class promotion and for other projects.

### **The history of the SNIPE BULLETIN is the history of the Class.**

The Snipe BULLETIN, the link which holds the family together, grew out of Bill Crosby's JIB SHEET which took over Snipe News from the RUDDER magazine in 1945. The BULLETIN began as a monthly publication, with a few combined issues— in its 30-year history. The JIB SHEET had one other editor, Chet Miller, SCIRA'S 1942-43 Commodore. In 1999 the Board of Governors voted to decrease the publication from monthly to quarterly. The BULLETIN has been a full color, quarterly publication since 2006.

In recent years the communication of the Class has evolved with technology and has increasingly transitioned to the internet (e-mails, electronic newsletters, websites, social media, skype ...). But the main and official source of information still remains and relies on the SNIPE BULLETIN.

Beginning with the next issue (**Winter 2018**) we are moving to an all-digital version, which will be e-mailed to all SCIRA members. We currently investigating ways to enhance the digital version with hot links to advertisers, possibly some embedded video and media links as well as other enhancements.

Make sure your email address is correct with the Snipe Class so you will receive your digital version. There are several ways:

1. When renewing your dues with your National Secretary for 2018, make sure you provide your current email address
2. Sign up directly using this link: [http://eepurl.com/cti\\_yb](http://eepurl.com/cti_yb)
3. Links will be available on the Snipe & SnipeToday websites as well as ST Facebook page.



## From the Commodore

What a summer it has been! I have been SCIRA Rep at 3 great, and very different, Championships this past month.

The first was the European Masters sailed on Lake Molveno in Italy. This is probably one of the most beautiful sailing venues I have seen. The hosting club Associazione Velica Trentina of Caldonazzo did a fantastic job and there were 53 boats from 11 countries participating. I can honestly say it is the first time I have been SCIRA Rep at a regatta where the Race Committee is running things from the beach. We were never on the water. Six races were completed and the winners were: Apprentice Master Category (45-55) Paolo Lambertenghi and Chiara Marzocchi, Masters (55-65 years) Fabio and Daniela Rochelli, Grand Master category (65-75) Roberto Tozzi with crew Beppe Borrelli and in the Master Legend for Giuliano Dematté with Marco Dei Rossi.



The organizing club Associazione Velica Trentina of Caldonazzo did an incredible job, the Serious Sailing, Serious Fun motto was in evidence. Congratulations to the President Roberto Emer, Herbert Hoerterich and to all the volunteers who worked so hard to host this event. The weather couldn't have been better and the onshore activities including the gondola ride up the mountain for dinner were wonderful. Thanks to the Race Committee, and PRO Gino Costantini. We also discovered that Rules Committee Chairman Antonio Bari has a hidden skill as a sailing commentator for the spectators who were on the beach watching the races. If you get a chance to go to a regatta at the gem of a place I highly recommend it.



On to Spain for the 2017 World Championship in La Coruña hosted by the Real Club Náutico de La Coruña. First up the Junior Championships with 23 boats from 7 countries. Unfortunately we were unable to award the World title for the Junior

Championship because we did not meet World Sailing's criteria of 30 boats from 5 countries and 3 continents. World Sailing holds the rights for the title World Championship and as a member we must follow their criteria. The juniors had nine races in some very challenging conditions, waves and gusty wind. Congratulations to the Champions Tiago Brito and Antonio Rosa from Brazil.



The Senior Championship had 85 boats and for the first time was split into gold and silver fleets. Congratulations to our Champions Raul Rios and crew Mac Agnese from Puerto Rico. There was and continues to be much discussion among the sailors and the Board about splitting the fleets. I heard from several participants that they had already qualified for the Worlds and did not want to have to qualify again for the gold fleet. Then we have the race management side of things where it gets difficult to have races with large fleets, especially when we have a high caliber of sailors that are pushing the line at the starts. The Board is already soliciting feedback through Snipe Today on what we do moving forward.



We had a sailor's forum while at the Worlds looking to hear what people think about the class and what we can do to improve. There were a variety of topics raised some of them were schedule conflicts between championships, the courses we sail, maximum wind speed limitation and courses for juniors, charter boat costs, entry fee costs, world ranking and measurement at championships.

I would like to thank the President of the Real Club Náutico de La Coruña D. Germán Suárez-Pumariega Lores, the organizing committee, the staff and volunteers for a wonderful championship. Thanks to PRO César Sans and his entire crew who ran excellent races and Measurer Luis Gonzalez Alvarez and his team who worked so incredibly hard to measure all the boats. I also want to thank the Jury who had work to do but weren't kept up all night.

After Spain it was on to the Winchester Boat Club in Massachusetts for the US Snipe Nationals which were celebrating their 70<sup>th</sup> year. What can I say about Mystic Lake? It is hard to describe, a small lake with wind that comes from every direction. Before one start we had boats at the pin end of the line that couldn't get across on starboard and at the same time at the boat end people could reach across the line. The races lasted between







15–20 minutes with 3-5 minute beats. The PRO Frank Pizzo and his team did an excellent job in conditions that were not easy. It was great that the Crosby, Heinzerling and Wells were all sailed for the first time in several years. This championship really reminded me

of how regattas used to be back in the 70's and 80's. It was great to see all the young people who raced, lots of families involved. Winchester Boat Club and Medford Boat Club worked together to ensure that everyone had a good time. The Snipe band gave an amazing performance; we have some really talented musicians in our Class. Some sailors also have a talent for Bocce Ball! How did your Snipe end up in the Winchester swimming pool Joel?

Congratulations to Junior Champions Robby Gearon and Lexi Pline, Crosby winners Cameron Fraser and Elizabeth Glivinski, Wells winners Kyle Easton and Anna Flaherty and Heinzerling US National Champions Jim Bowers and Julia Rabin. Thanks to the Winchester Boat Club, Kevin Hetherington-Young, Art and Jennifer Rousmaniere and all the volunteers for an excellent regatta.

My term as Commodore is coming to an end in December. It has been an honour and a privilege to volunteer for a Class that has meant so much to me and my family. I would like to thank my fellow Board members and our Executive Director Jerelyn Biehl for all their hard work and support. You really have no idea how much work they do! I would also like to thank all the Snipe sailors around the World for making this the greatest Class. I look forward to seeing you at future events such as the Japanese Nationals in November and The World Masters next year in Portugal.

*JB Crook*



## Winter Circuit – 2018

**Make plans to attend the Snipe Winter Circuit**



### **Bacardi/Gamblin/Kelly**

March 1-4

Nassau, Bahamas

contact: Lori Lowe: [lorijim@coralwave.com](mailto:lorijim@coralwave.com)

### **Midwinters**

March 18-20

Clearwater, Florida

contact: Dave Yoder: [dmy71@aol.com](mailto:dmy71@aol.com)

### **Don Q Keg**

March 23-25

Miami, Florida

contact: Ken Voss: [Kvoss@miami.edu](mailto:Kvoss@miami.edu)

## From the Rules Committee

Dear Snipe sailors,

The 2017 is close to the end and the 2018 is approaching. Let me highlight the most important news of the upcoming months, some issues regarding the rules and my personal comments on several topics discussed at the Worlds sailors' meeting.

**2018 Class Rules:** next January the new Class Rules will finally be in force as the Board in A Coruña has approved them. Only one remark has been underlined, upon my suggestion, regarding the wording of the "lack of flatness" rule of the sides and bottom of the hull. The Technical Committee is working on it and I believe that in few weeks the final text will be sent to World Sailing.

As already reminded in the past issues of the Bulletin, try to be confident with the World Sailing ERS (Equipment Rules of Sailing), which are the basis of the Snipe Rules: this confidence will help you to fully understand the changes introduced in the Rules, which do not change the boat but the approach to its usage and measurement.

One of the main changes coming with the new Rules is that there will not be any "official interpretation" by the SCIRA about the Rules (in fact, the link on the web site has been removed) because the SCIRA and WWS will do the interpretations together and post them on the sailing.org site linked on snipe.org.

This doesn't prevent the Class to explain the Rules if anybody have any doubt about their application. Simply write to me, I'll always answer to any question. The most interesting topics (or those which are more useful to all Snipe sailors) will be posted on the snipe.org site in a Q&A section. Manufacturers are also requested to ask for complying if any change is made with their production.

**The Sidewinder issue:** a consistent number of Sidewinder masts have been manufactured with the side cuts at the top longer than allowed, resulting in the tapering below the forestay intersection with the mast (according to ERS, the intersection is the lower part of the hole in the mast).

The welding ends about 6 mm below

the intersection, so that the workaround is simple: just enlarge the hole to the bottom of the mast to make it even with the welding. This results in an oval hole. If too large, just pop a rivet in the upper part of the hole. The mast now complies. The company is aware of the problem and cooperated at the Worlds with the customers to fix the issue. The tapering will be modified in the next production to comply with the rules.

**Sailors' Forum, A Coruña:** the sailors have submitted many requests during the meeting at the last World Championship. Some do not involve the Rules Committee, other are helpful suggestions for future discussion.

**3 races the first day:** once upon a time, when max 2 races were scheduled a day, only one was allowed the first. This is a reasonable proposal, but shall be linked to the following.

**Maximum 2 races per day:** I am very close to the 60 and like this proposal. But, in case of no races sailed in one or more days, the RC shall have the opportunity to retrieve abandoned or postponed races. But, if 2 races shall be scheduled per day, the total number of races of the event shall be 9 in 5 days (1-2-2-2-2).

But (I am trying to link the topics) **how many throw outs?** Well, if 7 or 8 races are sailed by a single fleet, I believe that 1 is OK. If 9 races are sailed, 2 discards are fair. If the fleet is split, one throw out in qualifying and one in the final series is reasonable if at least 5 races are sailed in the qualifications and 4 in the final. At the moment, I have no opinion about **splitting the fleet in 2 or 4**

or about the **interferences between the fleets** in case one single course is used. I'll gather more information in the next weeks. But, if splitting the fleet will become common, I believe that the number of entries should increase at least to 100 boats. There was a long wait list to enter this Championship, long enough to get 100 and more. The next question is: will the 15-20 more entrants cover the costs of setting 2 courses? The following is: how many countries will be able to organize such a big event (especially to find enough good boats for those not shipping or using their own boats)? I

suppose that more entrants may decrease the **entry fees**, but not sure the same for the **charter costs**.

All above will need a deeper discussion, as it involves the Snipe Rules, the donors of the Trophies, the sailing clubs... Not at the top of the list, but important anyway. Finally, two issues closely related to the Snipe Rules.

**Max wind speed for the juniors:** traditionally juniors have had the same speed limit than the senior crews. Do they believe that 23 knots is too much? Let me know your opinion, this will be ground for discussion within the Rules Committee. Anyway, I believe that 15kn is suitable for the masters not for juniors. 18 or 20 may be better. Perhaps sailing in a 20 kn breeze is hard at 16 years, but for sure not a 21... Not forgetting that the limit at 15 means to sail only VV courses, at 18 the choice is among VV, O, T. More fun.

**Measurements:** I know that measurements take a very long time. The motto of the class is *Serious sailing, Serious fun*. Serious sailing is also serious measurements, but with 100 boats on the line the measurements will last as long as racing. I believe that the next step should be to use the system adopted in Santiago de la Ribera in 2016, a sort of "in house measurement" with stickers placed on the checked items. Not still clear in my mind further steps. Another topic to discuss within the Rules Committee.

—Antonio Bari





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# Senior World Championship

## Raul Rios & Mac Agnese Take Top Honors

La Coruña, Spain  
August 7-14, 2017

The Snipe family sailed their 2017 World Championship in A Coruña, Galicia, Spain. And even though we sailors thought that a bigger Worlds than the one in Rio 2013 and Talamone 2015 would be hard to run, the Spanish fleet came up with a fantastic event. The venue couldn't have been better. Sunny, windy, challenging and tough conditions were present for both the Junior and Senior Worlds.

I'm lucky enough to have sailed in many Snipe Worlds and I can tell you without a doubt, this was the highest level Snipe regatta ever. We had all our latest World, Western, South American, North American and European Champions, and Champions from other classes too. The level of competition was incredible and challenging, proved by the fact that in the last race many sailors could have become the World Champions. The best did.

### Results

We have a great new World Champion. I had the chance to see (and suffer) Raul Rios' sailing during the past three or four years, and while he is very young, he has the sailing maturity of a veteran. Easy to understand how he was also an Optimist World Champion. He was the best at A Coruña, no doubt of it, so congrats Raul and Mac Agnese for a fantastic regatta and super fair sailing! In addition, the fleets of ESP and BRA showed an incredible level of sailing, taking all the positions from 2nd to 11th, with no Brazilians and only 2 Spanish in the silver fleet. Amazing level. Fantastic crews that fought for five days in hard conditions, staying in top of the results. The Junior Worlds had a fantastic racing also, with new Champions Tiago Brito and Antonio Rosa (BRA), followed closely by Mafalda and Tomas Pires de Lima (ESP). The six top boats were within 10 points. Tiago and Mafalda also competed in the Senior Worlds, finishing 19 and 14 out of 85 boats, showing that the future of the class is alive and pushing us, the old guys, very hard. Well done to all of them!

### Organization

The event organizing committee took care of everything. Thanks to Martin Bermudez (SCIRA Spain National Secretary and European Secretary). We had fantastic measurement installations

and staff, one of the best Principal Race Officers I've ever seen (Cesar Sans), and a great jury that did a fantastic job. The safety on the



water was great; I had the chance to use it and they took care of me fast, safe, and with expertise.

For future events, we must agree that having a tent with food and drinks for when we came back from racing should be a MUST. It was fantastic to recover our energy and to have the chance to sit and talk with friends from other countries.

Prize giving ceremonies were short and nice. If I have to mention something I would change, it would be only that at registration I would give a backpack for the skipper and crew, or none at all; and that it would be good to have T-shirts and hats for sale, to bring a memory home.

The Galicia food was memorable (if you failed to try "Pulpo a feira" and "Pimientos de padrón" you were not there...) and the experience simply fantastic.

We the people of the SCIRA Board, guided by our Commodore Gweneth Crook are working very hard on finding venues and clubs to host bigger and better events, with more social activities and more fun

for us all. Please don't hesitate to contact us and give us your opinions and suggestions, regarding this or any other issue.

—Luis Soubie  
SCIRA Secretary





# Snipe Junior Championship

La Coruña, Spain  
August 7-14, 2017

23 teams representing 7 nations gathered the week prior to the Senior Worlds to contest the Lasino Castelfvero Trophy for the Snipe Junior World Champion. Despite all best efforts, the minimums required by World Sailing were not met (30 teams from 5 countries & 2 continents), so the title was changed to Snipe Junior Championship with the trophy awarded, but not the title.

The competing teams sailed in trying conditions, starting lighter and building some days, while dying other days mixed in with fog and rain, but the Race Committee led by Cesar Sans, were able to get off 9 races to give a great regatta for all. After leading the first day, siblings Mafalda and Tomas Pires de Lima (POR) scored some deeper races allowing Brazilians Tiago Brito and

Antonio Rosa to sail into the lead and ultimately winning the regatta. Bright moments were seen from Alejandro Bethencourt & Andres Miguel Morales (Spain) As well as Leonardo Lombardi & Fabio Kohler (BRA), Ozora Iwatsuki & Kosuke Miyake (JPN) and Jensen McTighe & Andre Guaranga (USA) who all were able to win a race.

In addition to Mafalda, several other women were on the race course with the all-female teams of Marianna Shand/Jenna Flowers (USA) and Paula Correa/ana Araujo (ESP) and Carlota Cegarra/Marta Ribao (ESP).

In the end, the juniors came away with new friends from around the globe. Several continued on to compete in the Senior Worlds with little rest from regatta to regatta. We look forward to following these sailors in the coming years on the Snipe course!

**Photo below: all Jr Championship competitors**



Photo above-bottom: Snipe World Champions (l-r) Mateus Tavares, Bruno Bethlem, Mac Agnese, Augie Diaz, Raul Rios, Alexandre Tinoco, Gustavo Carvalho.. Not pictured: Alexandre Paradedda. Sr World photos by Matias Capizzano.

Note 1: 6 Snipe World Champions (Alexandre Paradedda, 2x Augie Diaz, 2x Bruno Bethlem, Alexandre Tinoco, Mateus Tavares, Gustavo Carvalho), 1 Olympic Gold Medal (Angela Pumariega), many Olympians, 2 Pan Am Games Gold Medal (Alexandre Paradedda, Alexandre Tinoco, Raul Rios), 1 Laser World Champion (Peter Commette), 2 Star World Champions (George Szabo, Augie Diaz), 1 Optimist World Champion (Raul Rios), 1 4x J80 World Champion (Rayco Tabares with his team of Snipe sailors).



# 2017 Snipe World Championship - final results

## GOLD Fleet

	<b>Skipper/Crew</b>	<b>Sail #</b>	<b>Results with Qualifying Series place</b>	<b>Total</b>
1.	Raul Rios/Mac Agnese	PUR29841	QS-5-3-(19)-7-4-11-6	36
2.	Gustavo & Rafael del Castillo Palop	ESP29718	QS-3-10-11-(16)-2-7-8	41
3.	Rayco Tabares Alvarez/Gonzalo Martinez	ESP31078	QS-15-(18)-9-9-5-3-1	42
4.	Alfredo Gonzalez/Cristian Sanchez Barreto	ESP29608	QS30-5-2-2-11-(13)-2	52
5.	Mario Tinoco/Alexandre Muto	BRA31404	QS-1-15-7-13-(31)-4-16	56
6.	Alexandre Tinoco/Victor Perez	BRA29980	QS-10-21-5-(28)-15-2-4	57
7.	Alvaro Martinez/Gabriel Utrera	ESP28391	QS-2-(28)-16-6-13-8-14	59
8.	Raul de Valenzuela/Antolin Alejandro	ESP29870	QS-27-12-(25)-3-1-14-5	62
9.	Bruno Bethlem/Rodrigo Lins	BRA31203	QS-20-7-12-8-(25)-10-7	64
10.	Damian Borrás/Sara Franceschi	ESP28269	QS-8-4-24-11-22-1-(ufd44)	70
11.	Alexandre Paradedá/Lucas Chilatz	BRA31343	QS-24-1-10-1-34-(dsq)-3	73
12.	Ernesto Rodriguez/Kathleen Tocke	USA31337	QS-23-14-6-4-8-(21)-20	75
13.	Rafael Gagliotti/Henrique Wisniewski	BRA31208	QS-12-(29)-20-5-10-19-9	75
14.	Mafalda & Tomas Pires de Lima	POR28767	QS-22-6-3-19-12-15-(28)	77
15.	Juliana Duque/Rafael Martins	BRA31163	QS-19-17-(37)-10-6-18-18	88
16.	Breno Bianchi/Flavio Castro	BRA30997	QS-17-26-(30)-15-19-6-12	95
17.	Tetsuo Watanabe/Koji Saito	JPN31388	QS-25_24-17-(30)-3-17-11	97
18.	Jose Maria Guerrero/Pablo Martinez Iribane	ESP28216	QS-13-25-(39)-14-9-20-17	98
19.	Tiago Brito/Antonio Rosa	BRA30527	QS-28-16-8-18-(dnc)-9-23	102
20.	Mario Serio De Jesus, Jr/Matheus Goncalves	BRA31126	QS-21-2-(dsq)-ufd-16-5-15	103
21.	Augie Diaz/Eduardo Mintzias	USA30288	QS-7-11-(32)-26-14-30-19	107
22.	Jordi Triay/Lluis Mas Barcelo	ESP29698	QS-4-32-14-23-32-12-(dnc)	117
23.	Gabriel Kieling/Atila Pellin	BRA31403	QS-16-(30)-18-20-23-23-30	130
24.	Yuichi Ohi/Ueda Shinsei	JPN31399	QS-6-36-13-(dsq)-7-40-34	136
25.	Junichiro Shirarshi/Hiroki Hata	JPN31233	QS-9-13-33-12-(dnc)-25-dnf	136
26.	Doug Hart/Diego Escobar	USA31297	QS-14-20-35-(36)-18-29-26	142
27.	Leonardo Lombardi/Fabio Kohler Harkot	BRA31075	QS-29-8-26-22-(dnc)-27-35	147
28.	Marcos Miguez Gonzalez/Jose Ramon Pardo	ESP30782	QS-26-9*-15-21-33-(dsq)-31	148
29.	Yuta Kunimi/Takuya Katayama	JPN31183	QS-31-19-22-(35)-20-32-24	148
30.	Koji Kamiya/Yohei Kosa	JPN31184	QS-18-23-(40)-17-27-37-32	154
31.	Randy Lake/Madeline McGrath	USA31298	QS-34-27-4-25-(dnc)-36-29	155
32.	Mateus Tavares/Gustavo Carvalho	BRA31066	QS-32-(dnc)-23-ufd-24-22-10	155
33.	Luis Soubie/Brenda Quagliotti	ARG28701	QS-40-22-42-(dnf)-17-34-13	157
34.	Adriano Santos/Christian Franzen	BRA31139	QS-36-34-29-24-29-26-(37)	168
35.	Nicholas Pellicano Graef/Joao Pedor Moreira	BRA31368	QS-33-(33)-28-27-30-31-25	174
36.	George Szabo/Diana Waterbury	USA31441	QS-39-(38)-1-29-37-35-38	179
37.	Felipe Rondina/Joao Pedor Barreto	BRA30773	QS-11-(dnc)-21-dnc-dnc-28-33	181
38.	Agustin Zabalua/Juan Luis Granados Sardi	ARG31409	QS-37-(ufd)-34-31-26-33-27	188
39.	Rene Harmazabal/Sidney Bloch	BRA31582	QS-38-37-38-32-(dnc)-24-22	191
40.	Pedro Barreto/Sofia Barreto	POR30554	QS-43-39-(dnf)-33-36-26-21	198
41.	Guillermo Garcia/Angela Pumariego	NOR31314	QS-35-31-27-38-28-(41)-39	198
42.	Rodrigo Stephan de Almeida/Malcolm de Abreu	BRA31261	QS-42-35-36-37-21-38-(dnc)	209
43.	Jean Jacques Frebault/Matteo Mangione	FRA31362	QS-41-(ufd)-41-34-35-39-36	226





# 2017 Snipe World Championship - final results

## SILVER Fleet

	<b>Skipper/Crew</b>	<b>Sail #</b>	<b>Results with Qualifying Series place</b>	<b>Total</b>
44.	Mitsugu Nakajima/Kazuhiro Ito	JPN31070	QS-50-1-4-(7)-1-4-1	61
45..	Asher Zitter/Watt Duffy	USA31300	QS-52-6-1-1-3-(22)-2	65
46.	Satoru Kasahara/Yuta Hattori	JPN31397	QS-45-12-2-6-(19)-5-4	74
47.	Masato Hirata/Shun Yanagibayashi	JPN31179	QS-48-3-3-2-(18)-17-7	80
48.	Andre Guaragna/Jenson McTighe	USA30027	QS-44-7-6-(25)-17-6-9	89
49.	Peter & Connie Commette	USA29442	QS-53-10-9-5-2-13-(42)	92
50.	Manu Hens/Maj Kristi Hansen Borgen	BEL31274	QS-46-17-15-9-(dnc)-1-5	93
51.	Diego Figueroa/Benjamin Vidal	PER31087	QS-69-2-8-3-4-10-(15)	96
52.	Yannick Laumans/Dries Crombe	BEL30793	QS-73-(8)-5-4-7-3-8	100
53.	Luciano Pesci/Barbara Brotons	ARG28970	QS-60-9-10-8-(15)-9-6	102
54.	Antonio Viegas/Francisco Mauricio	POR28365	QS-62-20-(30)-10-8-2-10	112
55.	Juan Cajade/Victor Fernandez Vidal	ESP29327	QS-57-5-13-14-(26)-23-3	115
56.	Dario Bruni/Carlo Collota	ITA20706	QS-49-(ufd)-24-16-9-12-11	121
57.	Naoki Inoue/Daiki Toita	JPN31415	QS-72-(23)-7-11-6-16-13	125
58.	Paolo Lambertenghi/Chiana Marzochi	ITA30009	QS-54-13-23-13-12-(27)-21	136
59.	Pablo Garcia Meca/Lucas Rodriguez Verastegui	ESP29292	QS-66-4-19-15-(dnc)-19-16	139
60.	Yoshimune Yasumori/Yoshiyuki Morimoto	JPN30964	QS-47-21-28-17-10-(33)-18	141
61.	Alberto Sciaffino/Roger Olivieri	ITA31294	QS-63-22-21-19-13-15-(23)	153
62.	Ryusei Fujino/Yusuke Koera	JPN30080	QS-59-16-20-20-22-(26)-17	154
63.	Miguel Graca/Diogo Pinto	GER31199	QS-64-(26)-25-21-23-7-19	159
64.	Lapo Savorani/Federico Milone	ITA31247	QS-68-19-17-22-16-(24)-20	162
65.	Antonio Pedro Pontes/Pedro Miguel Fernandez	POR31361	QS-79-(31)-16-23-14-18-22	172
66.	Francesco Rossi/Gianfranco Filippini	ITA29510	QS-61-18-(39)-34-20-14-26	173
67.	Pietro Fantoni/Marinella Gorgatto	ITA15790	QS-51-11-31-27-32-25-(dnc)	177
68.	Antti Mikkonen/Matias Mikkonen	FIN31099	QS-55-(dnc)-32-18-24-31-24	184
69.	Francesco Scarselli/Emanuele Zampieri	ITA31323	QS-65-(ufd)-12-dnc-27-30-12	189
70.	Luis Raposo Verissimo/Tiago Borba	POR27671	QS-81-27-38-28-5-22-(dnc)	201
71.	Jose Pedro Dias Pinheiro/Catarina D. Pinheiro	POR31324	QS-82-34-35-32-11-8-(dnc)	202
72.	Eric Clement/Cyril Laprebendere	FRA29829	QS-74-15-27-24-35-(38)-31	206
73.	Giuseppe Prosperi/Marco Onorato	ITA29195	QS-76-24-(37)-30-21-28-27	206
74.	Riku Vaariskoski/Salla Vaden	FIN29859	QS-67-(35)-34-35-29-20-25	210
75.	Christian & Celina Skjoldvang Andersen	DEN29916	QS-58-14-18-(dnf)-dnc-dnc-dnc	219
76.	Steffen Skjonberg/Maria Ohrn	NOR30660	QS-56-(ufd)-14-dnc-dnc-21-dnc	220
77.	Nicolas Garcia/Adriana Quiroga	ARG30947	QS-77-30-33-29-25-34-(dnf)	228
78.	Kai Saarelho/Jaakko Mikkonen	FIN31260	QS-80-32-29-26-34-(ufd)-29	230
79.	Don/Treat Bedford	USA31114	QS-78-29-26-37-30-32-(dnc)	232
80.	Brett Davis/Bryan Stout	USA31391	QS-71-(ufd)-36-31-28-36-30	232
81.	Jukka Kotisalo/Syra Maijanen	FIN30558	QS-75-33-22-33-33-37-(dnc)	233
82.	Jorn Haga/Javier Ballesteros	NOR13923	QS-83-(ufd)-11-12-dnc-ufd-dnc	235
83.	Steve Stewart/Gus Wirth	USA31440	QS-70-28-40-(dnf)-dnc-29-28	238
84.	Julian Inglis/Rachael Oktern	CAN29536	QS-85-36-(41)-36-36-35-32	260
85.	Piotr Slowik/Roger Slowik	POL30290	QS-84-25-(dnc)-38-31-dnc-dnc	264





## 2017 Snipe Junior Championship - final results

	<b>Skipper/Crew</b>	<b>Sail #</b>	<b>Finishes</b>	<b>Total</b>
1.	Tiago Brito/Antonioi Rosa	BRA30427	1-5-7-3-3-2-2-6-7	22
2.	Mafalda & Tomas Pires de Lima	POR28676	3-1-3-8-4-7-6-8-2	26
3.	Antonio Lopez/Gregorio Belmonte	ESP29989	7-8-10-2-2-12-4-3-3	29
4.	Alejandro Bethencourt/Andres Miguel Morales	ESP29545	12-6-5-1-1-9-7-1-14	30
5.	Daniel Platt/Michel Cheffer	BRA31427	2-3-8-5-7-dnf-4-3-3	30
6.	Felipe Rondina/Joao Pedro Barreto	BRA30773	4-2-2-10-12-4-3-7-ocs	32
7.	Nicolas Pellicano Graef/Joao Pedro Moreira	BRA31368	13-4-9-4-10-6-12-2-5	40
8.	Leonardo Lombardi/Fabio Kohler	BRA31075	9-ocs-6-17-5-10-1-dsq-1	49
9.	Ozora Iwatsuki/Kosuke Miyake	JPN31306	15-7-1-11-9-8-11-9-6	51
10.	Roberto Bermudez/Jorge Tabara	ESP30950	6-19-14-6-8-3-14-5-dnc	56
11.	Jensen McTighe/Andre Guaranga	USA30027	5-9-dsq-19-11-1-8-10-ocs	63
12.	Christian Filter/Jessica Bennett	USA30552	10-13-12-7-6-11-15-12-10	68
13.	Diego Escobar/Treat Bedford	USA31439	8-ocs-11-12-dnf-15-9-11-8	74
14.	Michele Meotto/Alberto Cassandro	ITA15790	19-12-19-9-13-ocs-10-13-12	88
15.	Hiromichi Kato/Tomoya Doai	JPN30803	11-10-13-16-14-13-18-15-13	89
16.	Jaime Alvarez Hevia/Ignacio Brana	ESP30243	17-11-15-14-16-5-16-dnc-ocs	94
17.	Esteban Martinez/Carmen Martinez	ESP30242	16-18-16-15-15-14-17-14-9	99
18.	Mariana Shand/Jenna Flowers	USA30113	14-16-20-20-17-19-19-16-16	117
19.	Fernando Correa/Angello Giuria	PER30910	20-17-4-dnf-ocs-16-13-dnc-dnc	118
20.	Fernando Alearo/Lucia Gamundi	ESP28948	23-15-21-21-18-18-dnf-17-15	125
21.	Paula Correa/Ana Araujo	ESP28363	18-20-18-18-ocs-17-dnc-dnc-11	126
22.	Antonio de Ugarte/Manuel Fernandez	ESP30989	21-14-17-13-dnf-dnc-dnc-dnc-dnc	137
23.	Carlota Cegarra/Marta Ribao	ESP28855	22-21-22-22-19-20-20-dnc-dnc	146



## Interview with Raul Rios, 2017 Snipe World Champion

**By Pietro Fantoni**

## How did you prepare for the Worlds?

For Worlds, Mac and I started talking about making a plan in order to be able to compete at such high level. Our plan came into effect once we sailed the Commodore Rasco in Miami. Since then, we set out to sail three events hoping conditions would vary and we could work on our weaknesses. At the end, we only practiced four days in Puerto Rico, two days in Fort Lauderdale and three regattas together. For Mac it was all about working on boat handling, while for me was all about working together in order to develop good speed around the course.

**Did you have a coach or a local expert in La Coruna?**

Coaching us in A Coruña was Ramon Oliden from Argentina. Ramon is a great coach and even better person. While we had everything set during our practice days, Ramon was all about keeping us informed, being professional and having fun out on the water.

**Can you describe how difficult was sailing in the Bay of La Coruna?**

Sailing in A Coruña might have been one of the hardest racing courses I have experienced. Some of the reasons why it was such a hard event was the competitiveness of the fleet, the variability of each upwind and to some extent how we woke up every day to a new wind direction. In order to be able to manage all this, we took things step by step and kept a cool mind no matter what happened.

For the last day, our strategy did not change. We talked



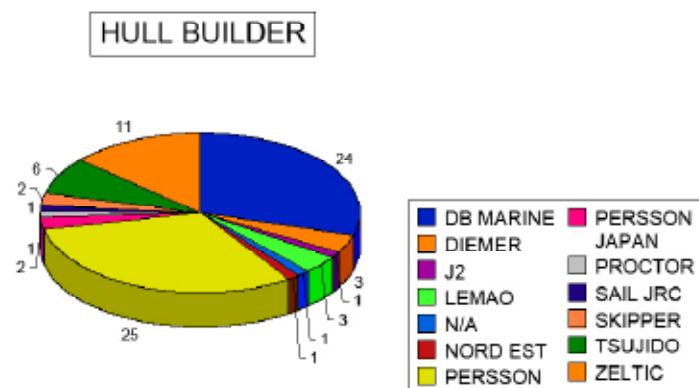
about executing our race plan and controlling what we could. There is a certain moment when things can get out of your control and you can forget to go back to basics in tense situations.

### Can you describe your equipment?

Our equipment was composed of my new DB-RI from DB Marine and North Sails. DB Marine has worked hard on making a good boat and we are now seeing those results. I am extremely happy with their product and North Sails as well. We keep our tuning simple and North Sails has worked on their tuning guide a lot. Those numbers are what our base numbers, the rest is just feeling.

## Your program for the future?

For now, my focus is on getting into Med-School and extending my sailing career as long as I can. I do not have a concrete plan, but the Snipe class will always be family.





# Worlds Tuning Talk with Alexandra Paradedda & George Szabo

Alexandre Paradedda is not only a new member of the Quantum family, but also one of the top names in the class and a Snipe World Champion. Quantum's George Szabo sat down with Xandi (as his friends call him) to find out his secrets to his great racing at the 2017 Worlds and get his expert tuning tips.

**George Szabo: Xandi – What can you tell me about going fast in a Snipe at the Worlds this year?**

**Alexandre Paradedda:** When we joined Quantum last year, we worked with the San Diego Quantum loft to develop and re-design the sails, which proved very important for our speed. The other thing is we decided to go to the 2017 Worlds with a heavy crew because we thought the wind would be strong. Brazilian sailors have a strong history of being strong on the reaches and downwind with a good technique. A heavy crew is not a big problem for us because we have good speed off the wind, and the upwind is much better with 150 kg of course. I arrived in Spain weighing around 150 kilos (330lbs), but now I will try to lose some weight! We felt it was important to bring our own boats. I saw a lot of guys with the masts at 650 rake (21'4") on the last day in heavy air; on the last day we sailed with 645/646 (21'2"), and I think a lot of guys were sailing with the mast more forward. I think this was also a big difference why we were very fast.

**Szabo: What I saw was that the Spanish team (Rayco Tabares/Gonzalo Morales) who had a 1-4 the last day – had 656cm [21'6.5"] rake with 17 of tension**

**Paradedda:** This seems like a very hard way to sail to me. I prefer 650-656cm. In the last race we used 647cm. That was the first time I sailed so down on the shrouds. The sensation and the feeling of the boat was very good. We improved more with that condition. This was one turn more in the tension than normal, and 647cm rake. We were going more aft on our mast rake. With the mast forward, the boat is very hard to sail in strong wind and waves

**Szabo: How do you approach your Snipe tuning?**

**Paradedda:** In strong winds in Spain, we used the mast 2 cm forward of neutral at the deck. This flattened the main and added helm to the rudder. If you put the mast in neutral with 18 knots, and you pull in the main, the rudder is very hard and you'll fight with the boat. Moving the mast forward of neutral - 1 or 2 cm – which is lighter and you makes the boat easier to sail. If you need height (or more ability to point), you put the mast back in the neutral position. So for us, the average is 1-2cm forward of neutral. The mast should not be touching the front of the mast partner.

**Szabo: Do you move the mast step?**

**Paradedda:** In my opinion, no, I don't move the mast butt. Bruno Bethlem used this technique some years ago, and he was very fast with more wind. I never change from the old rule. Four years ago, Bruno came back to the old rule, too, and he never changed again. For us the big difference was not the mainsail, it was the jib position. It's easier to open our jib leech at the top. Easy, but I think if you lower the jib too much down on the deck, you need to put the jib lead forward to close the leech. [Xandi likes to sail with the jib higher off



the deck]. If you put the jib lead too forward to close the leech, the jib will too closed to the boom. I used the RSJ 8 with the jib very high and with the jib lead high and the jib flat at the boom.

**Szabo: My jib was lower, and closer to the deck, and looked closed in the bottom.**

**Paradedda:** When Augie had very good speed – in the 10 knot range, something like what you described is exactly the result when the jib is in a good position at the deck. When he sailed with 18 knots, the jib was too low on the deck, and he lost the jib.

**Szabo: When I look at the jib, I look to the mid or next seam up parallel to centerline. It looked like your jib had return all the way.**

**Paradedda:** I think it is because our jib was higher. The problem for me was that when I put the jib lower on the deck, it is very hard to close the leech at the top. So I have the jib higher off the deck, but the foot is touching only 10cm of the deck. Sometimes I am sailing, and the jib is not touching the deck. It makes a big difference on the height. I saw your jib and Augie's jib in the front of the boat. You were about 3 inches off the deck at the tack, more or less. My jib was almost 5 inches. It is a big difference. I told my crew – "look at the difference of the jib positions." You can use the jib more flat at the bottom and the jib will close at the top.

**Szabo: How far in/out is your jib on the splash rail?**

**Paradedda:** We look the distance to the spreader.

**Szabo: And what do you see?**

**Paradedda:** In very strong wind, the jib is out and past the spreader. In lighter air, the jib is inside the spreader. In 10 knots, the jib is very close to touching – with stronger wind the jib goes out. For the Persson or DB Marine boats, it is not a good position to put the jib so low on the deck. When you put the jib just barely touching the deck it is easy – all the jib touches are the spreaders or the shrouds.

Our spreaders were 75 cm x 42 cm at this worlds. With our previous sails, 78cm in strong wind and 74 -75cm in lighter winds.

**Szabo: Your jib looked to be sheeted in very hard in medium air. How do you look at the jib trim?**





**Paradedá:** When you have conditions like in La Coruna, the main boom eased very leeward (out), I put the jib traveler out/down 2 cm, no more. One race with 25 knots, when the wind was strong, and the jib was flogging, my crew worked the jib sheet. When you need to put the jib sheet out, then the jib is too fat – therefore in this condition we put the car for the jib out, but kept the jib flat. With 15 knots, we used the jib inside every time [jib car all the way up/inside].

**Szabo:** What about your jib lead up/down?

**Paradedá:** In Porto Alegre, our water is 2m deep. When you need power, I pull down the jib barber to go deeper [same as jib lead forward]. With stronger wind and big waves, I prefer having the jib more flat. The Snipe jib is a fat sail compared to other kinds of boats.

**Szabo:** What was your preparation for the Snipe worlds?

**Paradedá:** I went to Ilhabela and practiced one week with my crew there, and before this, I practiced in Ilhabela with another crew to test the sails, and practiced one week in Porto Alegre before traveling and one week in La Coruna.

**Szabo:** After we asked for your help looking at our rig set-up on the first day of racing, your comment was “lots more vang tension.” We did that and won the next race – what were you seeing?

**Paradedá:** The bottom of the main was too fat. You had too much power in the bottom for those conditions. When you used more vang, the bottom became flatter.

**Szabo:** With big windshifts on the course before each



race, one end of the starting line was often very favored. What were you looking for at the start of each race? How did you approach the starting line? 2 minutes, 1:30, 1, 30 seconds, and when did you pull the trigger to accelerate?

**Paradedá:** Robert, my crew, decided where we should go. It was very hard to decide. In the morning it is easier to sail to the left. In the afternoon it changed. After the 2<sup>nd</sup> race in the afternoon it was easier to sail to the right side. I had this idea in my mind, but I don't know if it is correct. In the first race on the day we won, we sailed towards the left side. In the afternoon, you went right and you [George] won the second race.

If you have any questions or need any help with your program, don't hesitate to reach out to either gentleman: George Szabo: gszabo@quantumsails.com or Alexandre Paradedá: alexandre@quantumsails.com.

Photos by Matias Capizzano

## 2017 Snipe Worlds Top 20 Equipment

	HULL #	SAIL#	Sailors	BUILDER	YEAR	MAIN 1	JIB 1	MAIN2	JIB2
1	3143B	PUR 29841	Raul Rios/Mac Agnese	PERSSON	2017	NORTH	NORTH	NORTH	NORTH
2	2971B	ESP 2971B	Gustavo del Castillo Palop/Rafael del Castillo Palo	PERSSON	2000	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS
3	3107B	ESP 3107B	Royce Tabares Alvarez/Gonzalo Morales Quintana	ZELTIC	2012	QUANTUM	QUANTUM	NP	QUANTUM
4	2960B	ESP 2960B	Alfredo Gonzalez/Christian Sanchez Barredo	PROCTOR	2000	ZAGLI	ZAGLI	ZAGLI	ZAGLI
5	3140A	BRA 3140A	Mário Tinoco/Alexandre Mulo	DIEMER	2016	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS
6	2998B	BRA 2998B	Alexandre Tinoco/Victor Perez	PERSSON	2000	STAR VOILES	STAR VOILES	NP	STAR VOILES
7	26391	ESP 26391	Alvaro Martinez/Gabriel Ulises	PERSSON	1993	OLIMPICS SAILS	OLIMPICS SAILS	NP	OLIMPICS SAILS
8	2967B	ESP 2967B	Rafael de Valenzuela Santaella/Andrés Alejandro de	PERSSON	2000	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS
9	31203	BRA 31203	Ennio Beltrán/Rodrigo Lins	LEMAO	2013	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS
10	28269	ESP 28269	Daniela Bonde Campos/Sara Francoschi	PERSSON	1993	PIRES DE LIMA	PIRES DE LIMA	PIRES DE LIMA	PIRES DE LIMA
11	31343	BRA 31343	Alexandre Paradedá/Lucas Chibaz	DIEMER	2015	QUANTUM	QUANTUM	NP	QUANTUM
12	31325	USA 31337	Eneida Rodriguez/Kathleen Tacke	DB MARINE	2016	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS
13	31445	BRA 31298	Rafael Gaglioli/Henrique Wittenwald	DB MARINE	2017	NORTH	NORTH	NORTH	NORTH
14	28767	POR 28767	Mafalda Pires de Lima/Tomás Pires de Lima	PERSSON	1994	PIRES DE LIMA	PIRES DE LIMA	PIRES DE LIMA	PIRES DE LIMA
15	31444	BRA 31163	Juliana Duque/Rafael Martins	DB MARINE	2017	NORTH	NORTH	NORTH	NORTH
16	30997	BRA 30997	Breno Bianchi/Rafael Castro	DIEMER	2012	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS
17	3138B	JPN 3138B	Tetsun Watanabe/Koji Saito	PERSSON JAPAN	2017	NORTH	NORTH	NORTH	NORTH
18	28216	ESP 28216	Jose Maria Guerrero Madrazo/Pablo Martinez Iribar	PERSSON	1991	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS	OLIMPICS SAILS
19	31451	BRA 30527	Tiago Brito/André Rosa	ZELTIC	2017				
20	31126	BRA 31126	Mario Sérgio de Jesus Junior/Matheus Gonçalves	LEMAO	2012	QUANTUM	QUANTUM	NP	QUANTUM



# Mystical US Nationals

Winchester, Massachusetts

August 21-25, 2017

"Where is the opening to the real sailing area?" asked the Colombian team when they first sailed out onto Upper Mystic Lake. It was a valid question; lined up bow to stern, the fifty-three Snipes sailing in the 2017 Nationals would have almost touched trees on either side of the tiny lake. But despite a micro-sailing area with mystical sailing conditions, the regatta was a great success—thanks to a well-organized team of volunteers at the Winchester and Medford Boat Clubs, and a serious emphasis on Serious Fun.

For the first time in seven years, enough Snipes attended Nationals to sail the 32 boat championship Heinzerling (and 22 boat consolation Wells) series. And it wasn't just a bunch of aging class regulars, either; with fourteen college sailors, fifteen recent college grads, eight high school aged sailors, and six sailors younger than high school, youth came out in force. The other end of the age spectrum was also well represented, topped by Gonzalo "Old Man" Diaz, age 87, who won the Masters Endurance trophy for the eighteenth time.

We Snipe class veterans found ourselves explaining to all those younger sailors how the championship would be scored: After a four race qualifying series for the Crosby trophy, the Heinzerling fleet would carry that overall score forward and the Wells fleet would start clean. Unfortunately we forgot to tell local young favorites (and Crosby winners) Cam Fraser and Liz Glivinski about the "Crosby curse:" the winner of that first trophy rarely wins the Heinzerling championship as well. (I doubt Cam and Liz will need to be reminded ever again.)

And why 32 boats, rather than the top half of the fleet? I passed on what I was told at my first Nationals: Commodore Charles E. Heinzerling felt that 32 boats was the "perfect" number of Snipes on a starting line. True or false, it's just one of many class traditions that was successfully transferred to a fresh generation.

With very short courses made necessary by westerlies (which blew across, rather than down, the tiny lake), collision avoidance and snappy boathandling were key. In addition, there were three basic skills needed to do well. (Some of them will even be useful elsewhere.)

1. Low-risk starting technique. The pin often felt as far away as the weather mark—particularly when it was a beat to get to the "leeward" end of the line. Keeping options open until quite late in the sequence was key.

2. Sailing fast in bad air. With huge shifts that sometimes lasted an entire leg, tacking away to find a clean lane usually wasn't an option. The race committee did a fantastic job of setting a course that "averaged out" to be right more than it was wrong, but since the lake is surrounded by high hills and trees, they were as clueless as the sailors about which breeze direction was going to win over the course of a twenty minute race.

3. Patience. Everyone found a private pothole at some point; the best thing to do was to find the quickest exit, because the only alternative was to stomp a hole through the bottom of your boat.

Forty years of racing Snipes on Mystic Lake finally paid off for winner Jim Bowers and his crew Julia Marsh Rabin; they posted only two finishes worse than sixth over five days and sixteen races to win the event by 25 points. "It's like the mini-golf of sailing," Jimmy said. During one lunch break, when asked what to do on a run when the jib backed but the telltales were still streaming from straight astern, he responded easily, "Don't do anything, just wait—it's just a hole."

Art and Jennifer Rousmaniere finished second, proving that it is in fact possible for a husband and wife to run the regatta, sail together well, and still stay married. They also finished third in the Monday night Bocce tournament. (Perhaps there should be a Rousmaniere trophy at future Nationals, awarded to the team that best combines those two usually competing skill sets, Serious Sailing and Serious Fun?)

Third place went to Floridians Augie Diaz and Pam Kelly, who despite their non-local status somehow managed to avoid enough of the lake's potholes to post only three scores out of the top ten. Five time national champion George Szabo and crew Diana Waterbury had to be content with fourth overall; they were also the only team who admitted to setting a pole to get to the (upwind) finish line.

Fortunately for the rest of us, the racing pain was over quickly each day... and the split fleets made for plenty of time on shore each day to catch up with our old Snipe friends and make a few new ones. Evenings were well occupied with parties, bocce, and a few more fun Snipe traditions like relocating a Snipe to the pool. Boston-area college sailors can usually be counted on for engineering know-how, and they figured out both the lowest point in the fence and also how to securely tie up the boat for its overnight chlorine cleanse.

The final awards dinner was held at a local country club. Besides the long table full of silver class trophies engraved with decades of famous names, there were some less permanent awards handed out: Jacques Cousteau goggles (for teams that capsized on the one windy afternoon); water wings (won by Liz Givlinski, who was not the only person to fall out of the boat but was definitely the quickest to get back in); and pool noodles (for those who failed to keep their masts erect).

This year's US Nationals took place on a tiny mystical lake, requiring many adjustments from the fifty-three teams in attendance—as well as a reversal of the usual order of priorities, since Serious Fun definitely came before Serious Sailing. And thanks to excellent organization, good sponsorship, and the ability to laugh at ourselves, that turned out to be just fine.

—Carol Cronin



# 2017 Snipe US Nationals - final results

## Heinzerling Fleet

	<b>Skipper/Crew</b>	<b>Sail #</b>	<b>Finishes</b>	<b>Total</b>
1.	Jim Bowers/Julie Rabin	31171	13-2-6-5-1-1-1-4-1-(14)-(10)-5	30
2.	Art & Jennifer Rousmaniere	31280	2-1-2-3-9-6-4-(14)-7-4-6-11	55
3.	Augie Diaz/Pam Kelly	30288	4-3-9-9-6-(19)-7-5-9-(15)-1-8	67
4.	George Szabo/Diana Waterbury	30337	16-(19)-4-1-15-4-5-6-3-16-(29)-3	76
5.	Arthur Blodgett/Hannah Chapman	30473	12-10-12-(24)-11-7-(16)-2-13-2-4-1	88
6.	Alfonso Bringas/D Belausteguigoitia	28701	7-7-19-(29)-3-11-10-(32)-24-6-9-4	102
7.	Connor Astwood/Maggie Swanson	27861	15-8-11-4-12-(22)-9-(19)-2-7-16-15	110
8.	Cameron Fraser/Elizabeth Glivinski	30903	1-(dnf)-13-19-14-3-11-9-(28)-11-2-17	112
9.	John MacRae/Myrna Chan MacRae	29727	17-14-1-15-7-24-6-1-10-13-14-(25)	122
10.	Lee Griffith/Nikki Bruno	30904	5-23-3-8-20-13-(32)-11-(25)-18-7-10	122
11.	Esteban Echavarria/Juan E.steban Restrepo	30839	11-4-14-(27)-4-10-14-12-(23)-1-23-21	124
12.	Andrew Pimental/Sandra Tartaglino	31424	13-6-(26)-2-17-15-15-(18)-4-17-12-6	125
13.	Hector Guzman/Hector Guzman Sr	30188	(29)-13-8-25-10-2-3-16-(26)-9-15-12	126
14.	David Larsen/Greta Farrell	29882	(30)-11-16-6-2-(27)-22-13-15-2-3-7	127
15.	Robby Gearon/Lexi Pline	31313	6-16-(27)-11-(26)-16-24-15-16-3-17-2	134
16.	Carol Cronin/Hillary Noble	30860	8-20-(22)-(22)-8-20-20-7-6-19-13-9	137
17.	Andrew Sommer/Jess Hardin	29956	10-5-17-14-(25)-25-(31)-3-21-8-8-19	152
18.	Peter Wolcott/Danielle Stonely	30606	9-21-21-(31)-19-9-19-21-18-5-19-22	183
19.	Andre Guaragna/Emily Gilreath	29788	21-15-(31)-21-22-8-2-8-11-26-20-30	184
20.	Tarasa Davis/Alan Capellin	29671	18-(30)-24-12-21-5-17-(27)-5-24-22-27	184
21.	Bridget Wiatrowski/Jessica Clafin	30404	24-(31)-23-20-16-17-18-17-14-20-5-(32)	197
22.	Andrew Klein/Michelle Morphew	31309	27-(29)-10-18-27-12-13-23-8-23-28-(ocs)	208
23.	John Tagliamonte/Ann Walt Stallings	31013	26-9-20-26-23-21-8-20-22-21-(32)-18	214
24.	Harri Palm/Bridget Walsh	29317	31-27-18-17-13-(ocs)-28-10-(32)-25-11-23	220
25.	Stephen Braverman/Ben Braverman	30422	23-18-29-23-5-(30)-20-22-(31)-12-24-28	229
26.	Kevin & Audrey Hetherington-Young	29704	14-12-(32)-10-18-28-30-26-12-30-27-(31)	235
27.	Joel Zackin/Ian McCaffrey	29111	22-28-7-28-(29)-23-12-28-17-29-(30)-24	242
28.	Molly Pleskus/Lara Dinermann	29672	(32)-22-28-7-24-14-26-(31)-30-28-31-14	244
29.	Bob Coyle/Jackie Farnsworth	28542	25-25-15-16-28-26-27-(29)-27-(31)-18-20	248
30.	Nicholas Giacobbe/Tyler Mowry	30089	28-24-5-(32)-31-(dsq)-23-25-29-10-21-26	249
31.	Harry Waskow/Gabe Vande Hei	30325	19-17-25-13-32-29-25-30-20-(ocs)-25-16	251
32.	Simon Strauss/Hawley Waldman	26132	20-26-(30)-(30)-18-21-24-19-22-26-29	265

## Wells - top 5 of 20

1.	Kyle Easton/Anna Flaherty	25090	1-5-1-(7)-2-2-2-(scp)-4-1	34
2.	Katie & Sarah Levinson	29842	3-4-3-2-4-(6)-(6)-1-5-2	36
3.	Chris Sinnett/Iain Jaeger	25412	2-6-4-1-1-(7)-3-5-6-(8)	43
4.	Chris Ryan/Nicole Ryan	30301	9-3-5-(12)-8-1-5-3-3-(13)	62
5.	John Drayon/Lily Lichtenstein	30082	4-7-8-3-5-(11)-(9)-2-7-3	59

## Junior Nationals -top 3 of 11

1.	Robby Gearon/Lexi Pline	31313	1-3-3-1-1-(4)-4-1-4	18
2.	Alfonso Bringas/Daniel Belausteguigoitia	28701	6-1-1-4-6-6-1-(9)-2	27
3.	Andrew Guaranga/Emily Gilreath	30027	2-4-2-3-8-(9)-5-2-1	27





# Big Fish, Little Pond

Here is the tactical question. You rounded the right gate, you tacked immediately, and so did the two boats behind you. You are heading directly at the finish and you think that you have the race in the bag. Right? Except: You get a left shift and begin reaching towards the Mark. Perfect! You own this. . . . Nope, the guy in third behind you (remember you are between him and the mark) goes one boat length higher, gets on a plane, planes past you, and then he wins the race! Jimmie Bowers did this to us, and others, and he found similar passing lanes again and again to convincingly win the US Snipe Nationals.

Having just come from the bigger waves and bigger breeze in the worlds in Spain, the US Nationals was sailed in an extremely different venue. A small lake on the outskirts of Boston. 15 minute races at times. The tuning, tactics and thinking were not the same. While at the worlds, we saw boats sailing with flatter sails, rake aft, and looking to go fast forward. That was not a mode that worked on the lake, and in the predominant 4-12 knots conditions. We found that a more closed leech approach was the better speed earner.

Specifically, compared to the ocean, we found a 21'6.5" rake (Jimmie was 21' 6.25") with a light 19 tension was better. For the jib, two holes aft on the jib lead compared to anything you would use in the ocean was preferable as well. The idea was to point high, and stay in the stationary puffs as long as possible, so we also eased the outhaul  $\frac{3}{4}$ " most of the time, with the mast puller at neutral or just behind. The resulting difference was that we could keep the boat pointing high. It was difficult to get the bow down to foot in 8-10 knots. If we did need to foot, we'd let the aft puller off slightly.



Boat speed? Really? On the second evening of the event, the fleet organized a roundtable discussion with Jimmie Bowers, Art Rousmaniere, George Szabo and Augie Diaz. The differences were stunning. Art Rousmaniere didn't even know his numbers, and said he simply went off the tuning guide, and the numbers were for us guys to figure out. Augie and I, the ocean sailors, were looking for big picture items to find the windshifts. Then trying to dig into the shift and be certain to tack in pressure. Not the lake sailors. Art and Jimmie were simply looking to connect the first two windshifts off the line. Often there were enormous shifts before the Start. Art was most alarming in his statements about simply looking to get away from everyone, start at the wrong end if needed, and just look to connect the windshifts. Sailing next to them was uncanny. If a shift hit, they would tack right away. If they were behind, they had a high percentage of finding the best edge to come out of. If the wind stopped, and their sails luffed, we'd see them to coast forward until the wind began again.

Art and Jimmie were definitely head out of the boat sailors, and it showed – they finished 1,2 at the regatta. It is a different skill set that they were the master of last week.

**-George Szabo**

*Photos: Mr. Bubbles mysteriously was found in the YC swimming pool. Luckily a group was there to help retrieve the next morning so he could go racing.*



## 2017 Snipe Italian Nationals - final results

	<b>Skipper/Crew</b>	<b>Sail #</b>	<b>Finishes</b>	<b>Total</b>
1.	P. Lambertenghi/C. Marzocchi	30009	1-2-1-(11)-5-2	11
2.	D. Bruni/E. Zampieri	30706	2-6-4-(8)-1-1	14
3.	F. Scarseli/M. Rinaldi	31323	4-3-5-2-4-(8)	18
4.	P. Fantoni/M. Gorgatto	15790	3-1-9-(13)-6-7	26
5.	L. Savorani/F. Milone	31247	9-7-3-7-3-(10)	29
6.	F. Rochelli/D. Semec	30983	8-(9)-7-1-9-6	31
7.	S. Lonshi/E. zuzic	30774	(12)-4-10-4-2-11	31
8.	A. Schiaffino/G. Prosperi	31294	7-8-8-3-8-(dnf)	34
9.	M. Pantano/F. Fontana	29722	6-10-11-10-(15)-5	42
10.	F. Rossi/G. Filippini	29510	15-5-12-5-7-(dnf)	44
11.	A. Bari/L. Franzini	29082	10-(15)-14-6-13-3	46
12.	E. Michele/A. Contin	31284	5-11-2-9-(dnf)-dns	48
13.	G. Borrelli/G. Gangitano	30438	(13)-12-6-12-11-8	49
14.	F. De Michele/F. Laera	30593	11-13-13-(14)-10-4	51
15.	I. Gattulli/P. Passariello	30001	14-14-16-19-12-(dnf)	75
16.	A. Pesci/C. Lamonarca	30683	(19)-18-15-15-16-12	76
17.	A. Turchetto/F. Sazzini	30913	16-(19)-19-17-17-13	82
18.	G. Morani/F. Fierli	30879	17-16-18-16-18-(dnf)	85
19.	F. Steffe/S. Basotti	31098	(20)-20-20-18-14-14	86
20.	C. Ciufu/H. Burilova	30581	18-17-17-20-(dns)-dns	93



# Snipe sailing at University Level - Finland

--Tommi Leskinen

Students sailing championship, OPMK, is a sailing competition for sailing clubs from Finnish universities. The tradition began three years ago in Aalto University in Helsinki. The first OPMK was raced with J80-class in Helsinki and the second one with 606-class in Turku. This year's OPMK was held in Tampere. The type of the boat used in this year's OPMK was Snipe.

This year our Sailing club Pii (π) from Tampere University of Technology, was in turn to arrange the competition. Challenge was to find suitable one-design boats. Only possible solution was to start calling to persons who we knew from sailing communities. One of the recommended contacts was SCIRA Finland.

Soon after the first contact we found out that SCIRA Finland was very keen to help us to get the racing boats we needed. It took SCIRA Finland just one day to confirm the availability of four boats which was just enough for us. Many thanks to Riku Vaariskoski, Reino Suonsilta, Kari Kuosa and Kari Nyqvist for the loan of their racers.

It was essential to have coaching for our competitors since none of our clubs had previous experience with Snipe dinghies. Snipe appeared to have a lot of possibilities for trimming. Riku Vaariskoski, experienced Snipe sailor who is also studying in Tampere University, promised to coach our competitors for the race. The race would have been less interesting without proper introduction to the unique features of these boats. For example, the use of a whisker pole launcher to set the jib for downwind leg, was a whole new experience for most of the teams.

The OPMK 2017 Regatta was held on 18<sup>th</sup> and 19<sup>th</sup> August. The 18<sup>th</sup> of August was meant for training and the competition itself was held on the 19<sup>th</sup> of August. During the training session, one team capsized twice. They told that it was quite an experience. The training day was very important, as the teams were not yet familiar with these light and fast acting boats. The only thing missing from an interesting training day was a hot sauna.

During the race day wind speed was at a comfortable level from around 4 to 6 m/s. The race was held in front of local yacht club, Vene71 (Boat71). After the very first



start signal, it was quite clear who would win the race. The front runner team from Aalto University had a crew member who had a lot of experience with dinghies. Other competitors had sailed mostly with bigger yachts.

Snipe was an excellent one-design boat for our purpose. One of the most important features of Snipe boat is that it is relatively easy to handle. Furthermore, it is easy to learn the very basics of Snipe and Snipe dinghies are easy to move around on trailer. All our teams enjoyed sailing with Snipe as it feels quite sporty. And if you want to learn more, there is a lot of trimming ropes to get familiar with.

## Results:

1. Trip #1, Aalto University
2. KY-Sail, Aalto University
3. Pii (π), Tampere University
4. Trip #2, Aalto University

**Photo by Tommi Leskinen: "Happy faces after Serious Sailing"**





# Remembering Mike McLaughlin

Sailboat builder Mike McLaughlin (71) passed away on August 24, 2017 in his home in Granbury, TX. Mike grew up in San Diego, where he and siblings Tom and Carol fell in love with competitive dinghy sailing on Mission Bay. Mike's dad, "Mac" McLaughlin, built several boats with his teenaged children beginning with a 13' Blue Jay, followed by a string of Sabots and 3 OK Dinghys. In 1964 while at San Diego State University, Mike began working for Carl Eichenlaub, and a few years later joined, Herb Shear and Earl Elms at Chubasco Boats.

In 1971, Mike married Ann Rose, whom he had met while stationed in Fort Polk, LA. After a 3-year stint in the Army, during which time he served in Vietnam, Mike returned to boatbuilding at Chubasco. Mike purchased the Chubasco Snipe molds from Shear in 1977, forming McLaughlin Boat Works and two years later moved the business and his family to Chattanooga, TN.

Mike "retired" from the boat building business in 1986, and sold McLaughlin Boat Works to Steve Sherman who successfully added the Optimist Pram to his line of boats. Five years later Mike found that the boatbuilding bug was not out of his system and founded Eclipse Custom Snipes.

Under Chubasco, McLaughlin, and Eclipse Trade names, Mike built approximately 1,000 Snipes, a handful of Thistles, Lightnings, and a 1/2 tonner from designer Doug Peterson. Over the years Mike also restored several older wooden snipes.

He was an avid and very skilled woodworker, a craft he continued up through his final months. Mike's final boat project (completed 2016), which he gifted to his family, was the full restoration of Clarke Mills Snipe # 8054, now named "Steinway – and Grandsons". Both of his grandsons are burgeoning musicians, and we think Mike was trying to get the boys into Snipe sailing by saying "You both need more practice on the Steinway".

Regarded as highly for his kindness and spirit as he was for his skills as a sailor, boatbuilder, and woodworker, Mike's legacy lives on through his craft and the countless stories to be told by family and friends from all over the country. His love for

the Snipe continued to the final days with Mike asking Ann to renew his Snipe dues just a week before he passed.

Mike is survived by his loving wife Ann, daughter Marsi McLaughlin (Robert) Davis, daughter Jenny (Darren) McHenry, grandsons Bryce and Grant

McHenry, brother Tom (Maggie) McLaughlin, sister Carol (Steve) Bachman, many nieces and nephews and their children, with whom Mike was close.

The family plans to have a celebration of life in Chattanooga in October 2017.

*Photo above: Mike checking out boats at a World Championship.*

*Middle: Mike and Tom McLaughlin. Below: Mills 8054.*



## DUES 2017 as of Sept 1

Country	Boats Paid	Members
Argentina	48	98
Austria	1	2
Bahamas	4	17
Belgium	39	58
Brazil	71	139
Canada	7	10
Chile	3	8
Colombia	12	15
Croatia	9	15
Cuba	5	10
Denmark	1	14
Ecuador	16	19
Finland	25	51
France	22	33
Germany	6	12
Italy	98	236
Japan	275	234
Mexico	0	0
Norway	41	58
Peru	1	6
Poland	18	33
Portugal	31	71
Puerto Rico	4	6
Spain	144	295
Sweden	12	18
United Kingdom	10	14
United States	250	414
Uruguay	0	1
Venezuela	0	0
	<b>1153</b>	<b>1887</b>

## 2017 South Europe Summer Circuit Overall results

- South European Championship - Snipe Alpen Grand Prix  
- Mattsee, Austria, June 3-4, 2017  
- Regata Nazionale Pescara, Italy July 9-10, 2017

1. ITA Lapo Savorani & Federico Milone, 4
2. ITA Fabio Rochelli & Daniela Sever, 5
3. ITA Pietro Fantoni & M Gorgatto/A Buzzetti, 8
4. ITA Piazza & Pendesini/Cataruzzi, 17
5. ITA Schiaffino & Olivieri, 20
6. ITA Bari & Franzini, 22
7. ITA Gattulli & Pessariello, 22
8. BEL Laumans & Cornelius, 23
9. ITA Morani & Ronzani, 23
10. GER Liske & Mullerber, 24
11. ITA Pantano & Fontana, 24
12. POL Siodercki & Rakocy, 25
13. ITA Zuanelli & Giraud, 26
14. AUT Pratzmiera & Leingruber, 26
15. ITA Michel & Michel, 26
16. ITA Longhi & Zuzic, 26
17. CRO Deskevici & Jacovina, 26
18. ITA De Paoli & Mosca, 26
19. CRO Bradicic & Furlanir, 26
20. ITA Arioli & Pironi, 26
21. ITA Fiorini & Borghese, 26
22. ITA Turchetto & Sazzini, 28
23. ITA D'Ambrosio & Orlandi, 29
24. ITA Perdici & Prosperi, 30
25. ITA D'Orazio & Piselli, 31
26. ITA Muzii - Borghese, 32
27. ITA De Felice & Felli, 33



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# 2017-18 Snipe Racing Calendar

*for more information on Snipe regattas, see the calendar on [www.snipe.org](http://www.snipe.org)*

## 2017

Trofeu Maria Guedes de Queiroz		October 7-8	Cascais, POR
Carolyn Nute Regatta	October 28-29		Mission Bay, CA, USA
Halloween Regatta	October 28-29		Atlanta, GA, USA
Helsinki Open	September 30		Helsinki, FIN
Spanish Armada	December 2-4		Santiago de la Ribera, ESP

### National Championships

Spain	October 28-31	Menorca, ESP
Colombia- Juniors	November 5-7	Santander, COL
Ecuador	November 12-13	Salinas, ECU
Japan – 70 <sup>th</sup> anniversary	November 17-20	Wakayama
Argentina	November 24-27	Santa Fe, ARG

## 2018

German Open	May 25-27	Caldonazzo Lake
Comodoro Rasco	Feb 3-4	Miami, FL, USA
Winter Circuit		
Bacardi/Gamblin/Kelly	March 1-4	Nassau, Bahamas
Midwinters	March 18-20	Clearwater, FL
Don Q Keg	March 23-25	Miami, FL
South Americans	March 24-31	Porto Alegre, Brazil
World Masters	June 24-30	Vilamoura, POR
Women's Worlds	August 16-19	Newport, Rhode Island, USA
European Championship	August 20-25	Pori, Finland
North Americans	October 6-8	San Diego, CA, USA

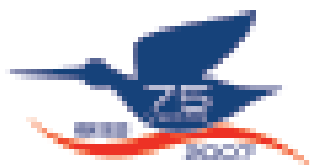
### 2018 National Championships

France	May 10-12	Le Havre
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