

# Snipe Bulletin™

Volume 35 Spring 2017

Official newsletter of the Snipe Class International Racing Association



# HIT THE COURSE FLYING

CHAMPIONSHIP WINNING SAILS ARE IN STOCK FOR WINTER CIRCUITS

## Quantum Sails San Diego

619.226.2422

George Szabo

[gszabo@quantumsails.com](mailto:gszabo@quantumsails.com)

Mark Reynolds

[mreynold@quantumsails.com](mailto:mreynold@quantumsails.com)

## Quantum Sails Brasil

+55 51 99001125

Alexandre Paradede

[alexandre@quantumsails.com](mailto:alexandre@quantumsails.com)

Roberto Paradede

[roberto@quantumsails.com](mailto:roberto@quantumsails.com)



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[quantumsails.com](http://quantumsails.com)

## Commodore

Gweneth Crook

N.Vancouver, Canada

[gwenethcrook@hotmail.com](mailto:gwenethcrook@hotmail.com)

## Vice Commodore

Pietro Fantoni

Moruzzo, Udine, Italy

[pfantoni@hotmail.com](mailto:pfantoni@hotmail.com)

## Secretary

Luis Soubie

Argentina

[Luis@soubie.com](mailto:Luis@soubie.com)

## Treasurer

Renee Bartell

Costa Mesa, California USA



## International Rules Committee

Antonio Bari

Trento, Italy

[Antonio.bari9@gmail.com](mailto:Antonio.bari9@gmail.com)

## General Secretary – Europe

Martin Bermudez de la Puente

Madrid, Spain

[martinbpg@gmail.com](mailto:martinbpg@gmail.com)

## General Secretary – Western

Hemisphere & Orient

Raul Rios, Sr.

Puerto Rico

[rarpnpneumo@aol.com](mailto:rarpnpneumo@aol.com)

## Executive Director

Jerelyn Biehl

2812 Canon Street

San Diego, California USA 92106

USA

+619-224-6998

[office@snipe.org](mailto:office@snipe.org)

## Snipe Bulletin

Editor: Jerelyn Biehl

Publication Information

SNIPES BULLETIN (ISSN 08996288 & PMA #40612608) is published quarterly and is part of membership of the organization. Subscriptions are available for \$10 per year by the Snipe Class International Racing Association, Incorporated (not for profit), 2812 Canon Street, San Diego, CA 92106 USA.

The SNIPES SILHOUETTE and the INTERNATIONAL SNIPES CLASS CREST and the SNIPES BULLETIN are Trademarks of the Snipe Class International Racing Association. The SNIPES SILHOUETTE and the INTERNATIONAL SNIPES CLASS CREST marks are registered in the U.S. Patent and Trademark Office.

## US POSTMASTER:

Send address changes to:

SNIPES BULLETIN

2812 Canon Street

San Diego, CA 92106 USA

## CANADA POST:

Send address changes to:

Bleuchip International

PO Box 25542

London, ON N6C 6B2



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2017 Racing Calendar

**National Secretary Update**  
**SCIRA welcomes our newest**  
**country to the Snipe world!**  
**Austria: Ezio Prativiera**

**The Cover:** Action from  
the 2015 Worlds in Talam-  
one. Read the article of fleet  
splits. Matias Cappizano  
photo.

**The Count:** 5 new numbers  
have been issued since the last  
Bulletin: BRA 1, ESP 2, JPN 1,  
and 1 to a builder  
**Numbered Snipes:** 31411  
**Chartered Fleets:** 897  
Habsburg, Austria

**NEXT DEADLINE**  
**JUNE 1**

## From the Commodore

I am still experiencing winter here in the north and am looking forward to spring and what the summer may bring. The Snipe Class is pleased to announce that the process of moving our Class rules to the World Sailing rules format has been completed. We hope to get a printed version of the rules out to our members soon. You may access the electronic version on the Class website [www.snipe.org](http://www.snipe.org).

A little background on this long and involved process, February 2, 2010 the first draft was submitted to World Sailing by then Rules Committee Chairman Giorgio Brezich. Antonio Bari stepped in after Giorgio retired and now after 6 years and 8 drafts we have the final version. It has been an enormous undertaking as we are one of the older classes, founded in 1932, and we still allow people to build their own boats. Ensuring that the tolerances and conversion match to World Sailing equipment rules has been challenging. Moving forward the rules change process should be easier.

You will find that the content and intent of Class rules have not changed; it is more the way they are organized in a friendlier, easier to use format:

Part I – Administration  
Section A - General  
Section B - Boat Eligibility  
Part II – Requirements and Limitations  
Section C - Conditions for Racing  
Section D -Hull  
Section E - Hull Appendages  
Section F - Rig  
Section G – Sails  
Part III – Appendices



The Class owes a huge debt of gratitude to the efforts of Rules Chairmen, Giorgio Brezich, Antonio Bari and their Rules Committee members. The number of hours involved in working with World Sailing to complete this conversion has been extensive. We cannot thank you enough!

The Board is considering changing the Snipe Bulletin to an electronic version only; we have had several discussions about this. It would be more cost effective and allow us to disperse funds to other areas such as promoting the Class and coaching clinics. We want to have feedback from you on whether this is what you want. Remember that I am available to you at [gwenethcrook@hotmail.com](mailto:gwenethcrook@hotmail.com)

SCIRA is looking for hosts for the 2018 World Masters to be held in Europe and the 2018 Women's Championship/Worlds which is open to bids from any part of the world. To try and get the World Championship rotation back on track the Board has decided to open the bidding for the 2019 Junior and Senior Worlds. If you are interested in hosting any of these Championships please get in touch with your National Secretary. I will be attending the World Championships and the US Nationals this year. If my vacation time and budget permits I am also hoping to attend the Japanese Nationals which are celebrating their 60<sup>th</sup> Anniversary this year! Here is hoping you have fair winds in 2017.

*GB Crook*





## From the Rules Committee

# Ready

The new Snipe Class Rules are finally ready.

Four years of writing, sending to World Sailing, waiting for comments, reading the suggestions, changing words, paragraphs, sentences, sending again to World Sailing, waiting again... 8 different versions of the rules until the final approval by the World Sailing Federation. To change what? Nothing, of course. The Snipe remains the same fantastic boat we all know since 1931: same hull, same sails, same rudder... all the same. One may ask: "Why have you done all this work to change nothing?" The answer is easy: nobody wanted to change the boat, but times are changing and World Sailing has requested to the international classes to write their rules according to a common format which has a specific structure anybody can understand.

First, the introduction. Few words, but really clear: "Snipe hulls, hull appendages, rigs and sails are measurement controlled. Equipment is required to comply with the International Snipe Building Specification. [...]"

Snipe hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in Equipment Rules of Sailing (ERS) Part I and in the Racing Rules of Sailing.

Owners and crews should be aware that compliance with rules in Section C is not checked as part of the certification process."

Nothing to add, I believe. The rules specify how can the boats be altered and which rules regulate the use of the equipment. All to be followed in any respect. Any of the mentioned documents are downloadable from the web.

But, the last sentence of the introduction shall be kept in mind: **THESE RULES ARE CLOSED CLASS RULES. WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.**

The aim of the new class rules is to say what can be done, to avoid any interpretations. This will not be for sure at the beginning, when there will probably be requests for explanation of the new text, but that is the goal: no more rules interpretations.

Then Part I, Administration. Section A is about who is responsible of what about the administration of the class and the boats, Section B is about the boat eligibility.

Part 2, Requirements and limitations, is the core of the rules and is also divided into sections. The above-mentioned Section C explains the conditions a boat shall have to enter any Snipe race. Those conditions are *mainly* responsibility of the owner, containing a General part, a Maintenance & Repair part, a Limitations or a Condition for Use part for any different part of the boat: hull, appendages (rudder and daggerboard), rig (mast, boom, pole), sails and personal equipment.

The introduction says: "The **crew** and the **boat** shall comply with the rules in Part II when racing. In case of conflict Section C shall prevail."

And again: "The rules in Part II are **closed class rules**. Certification control and **equipment inspection** shall be carried out in accordance with the ERS

except where varied in this Part."

This said, it is obvious that the ERS from WS will be a must in our bookshelf.

In this section we find the first true change from the old rules: the crew is now of two persons. Formerly it was *at least* of two persons.

Sections from D to G are specific for any part of the boat and are *mainly* responsibility of the builder as they are about the construction of the boat, appendages, rig and sails. In those sections you will find new names for well known parts of the boat, such as *gunwale*, *sheer strakes* or *twarts*: nothing changes, those are the definition used in the ERS to whom we shall comply.

Finally, Part 3, Appendix: all the building plans of the boat and its part are in this section. The drawings have been updated to the new definitions

and to reflect the changes introduced during the past years. You won't find the famous "Point 0", the beginning of all the hull measurement, which is now *Hull datum point*, nor the rudder's "knuckle", now *Rudder datum point*. The "Top band" is now *Upper limiting mark*, but is exactly in the same place. Same way, you won't find any specifications regarding how to measure the distance between the bands on the mast ("From the lower part of the top band to the upper part of the lower band") because, according to the ERS, the sentence *From the upper limiting mark to the lower limiting mark* includes any further specification. More over, the centre of gravity of the mast is now measured according to the ERS, which say that this measurement shall be taken from the *Mast datum point* (formerly the sheer on the mast, positioned at 6109mm from the top band), not from the lower band on the mast. The CG is in the same place, of course, only the measurement is different.

Converting the old General Restrictions to the new Class Rules has been hard work due to the different philosophy of the two documents and I'm sure that we'll probably find some mistakes or oversights during the next months. The Rules Committee has done all its best, with the support of World Sailing, to write these Class Rules. Now it's your turn, as Snipe sailors, measurers, fleet captains or in any way involved in the Snipe life to read and comment the new text. Any comment is welcome, any suggestion will be helpful to get the best document possible. The goal is to have the final (hopefully perfect) Class Rules in force as of January 2018.

Download the full text from <https://www.snipe.org/class/rules-proposals> and spend one evening reading the future rules of the Class. If any question, feel free to contact me. I'll do my best to answer, but most important, I'll make any change will be necessary to correct any mistake. Remember that this document has been approved by World Sailing but is still a draft, which can be modified if any mistake is found.

Once approved by the Board in August, if any change it will be sent back again to World Sailing for the final approval then become effective from January 2018.

**Antonio Bari**  
**SCIRA Rules Chairman**



Date of this version: February 2017

The Snipe was designed in 1931 by William F. Goss and was selected as an international class in 1932



## Proposals Received for Consideration by the Board of Governors

The SCIRA Board formally adopted a more efficient way to consider rules proposals. Per the Constitution, proposals may be submitted by a Board member, National Secretary or 5 fleet captains. Below are the proposals received by the March 1 deadline. Public discussion of these proposals is open through June on [www.snipetoday.org](http://www.snipetoday.org). Discussion comments will be monitored by the Class office and the Board of Governors before they vote at the meeting to be held in August during the World Championship.

Full text of each proposal can be found on [www.snipe.org](http://www.snipe.org)>Class>Rules Proposals.

	Summary	Document affected	Submitted by
17-01	Snipe Class Rules	General Restrictions - renamed	Rules Committee chair

## Remembering Gary Lewis

The sad passing has been announced of Gary Lewis, aged 78, in Warrington Cheshire. A lifetime enthusiastic yachtsman, Gary was also a highly successful Snipe sailor, and represented his country in the 1964 Olympic games; thereafter he enjoyed a lifetime of happy and successful sailing - especially in the waters around Anglesey and North Wales.

Gary Lewis worked for Gallagher's Tobacco in Liverpool, before joining a Chester advertising agency in the 1980s, so he was never far from the sea, and frequently enjoyed voyages aboard his beloved yacht, 'Hunka Munka'. When he retired, he exchanged 'Hunka Munka' for 'Picnic', a 31-foot Nicholson, and spent many happy years cruising the Mediterranean. He eventually made permanent landfall on the Ionian island of Lefkas, where he built a house and continued to enjoy the sailing life.



Gary continued to compete in yacht races, and in 2014 aged 75, he sailed 'Picnic' to victory in his class, in the South Ionian Regatta in a highly competitive fleet of over 50 craft. In recent times, his health suffered, and he returned to the UK, and was nursed through his final days by his beloved daughter, Sarah.



He was forever cheerful, engaging, excellent company, and a fine sailor. He was also extraordinarily well-read and could converse knowledgeably on any number of topics - not least sailing, navigation and stories of the high seas. He will be greatly missed by all those many people from home and abroad who knew him and loved him.

*photos from the SCIRA archives:  
above: Gary Lewis and crew Mark Preswich  
left: gathering beverages between races at the Worlds.*



# Brazilian Nationals

## Xandi Paradedá wins Brazilian Nationals for the 11th time

For the first time in Brazilian Snipe history, a national event was held in Ilhabela, São Paulo. Despite the fact that this is not a traditional place to sail a Snipe, 68 boats went there and made one of the best events of all times, with the presence of three world champions (Bruno Bethlem and Dante Bianchi, Mateus Tavares and Gustavo Carvalho, and Alexandre Tinoco); Female Champion, Juliana Duque; and Junior World Champions Mario Tinoco and Matheus Gonçalves.

It was a great week of sailing, with nine out of ten races completed. The Wind went from light at the beginning coming from the east, to heavy at the final day, coming from South. Everyday had a different leader proving that the Brazilian fleet is one of the best of the world.



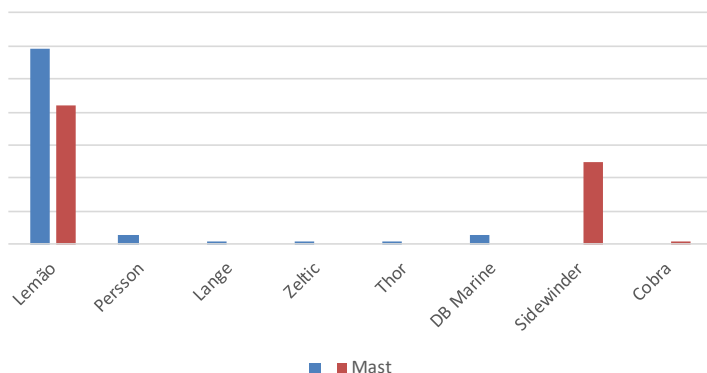
Xandi, who had Lucas Mazin as crew, had a bad start and on their best day, when they won one race and got second on the other two, they were penalized with ZFP. On the last day they knew it was going to be tough, but still had the chance to win the event with three more races until the end.

The fleet went out on the water with the Wind coming from the South between 15 to 20 knots. Xandi and Lucas got third on the first race of the day and won the second race. With one more race until the end the battle for the title was between them and Bruno and Dante.

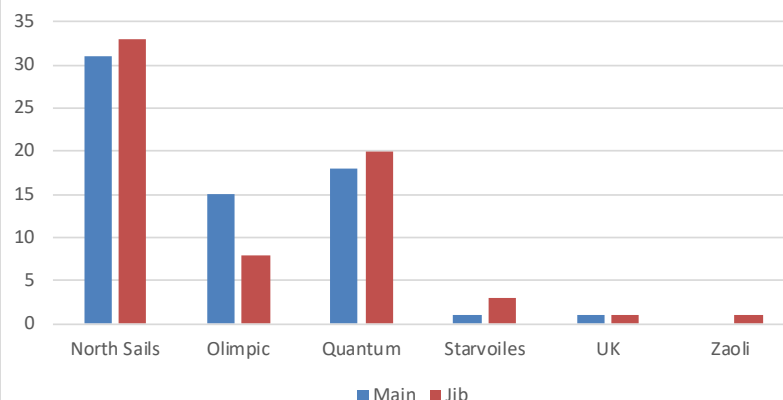
The race started with both boats really close, but Bruno made a mistake and Xandi could sail free to the right side of the course. Bruno turned the first mark in 10th, but could manage to recover and at the fourth leg was so close to Xandi that had to do a penalty turn. To win the event, Xandi had to finish at least one position in front of Bebum (Bruno), and that's what he did it, finishing 4th and 5th.

This was Xandi 11th Brazilian title and Lucas' 1st title. "Every Brazilian National is different from the other. This year we had a lot of difficulties at the beginning, which made this title even more special", said Xandi.

Hull & Mast



Sails





## Results - top 30 of 68

Sailed: 8, Discards: 2, To count: 7, Entries: 88, Scoring system: Appendix A

Rank	Proa	Num	Timoneiro	Proelro	Cat	Clube	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Nett
1st	11	31343	Alexandre Paradedda	Lucas Mazin	Geral	CDJ	18	(20)	2	2	1	(30 ZFP2)	3	1	4	81	31
2nd	23	31203	Bruno Behtlem	Dante Bianchi	Geral	ICRJ	5	5	4	(17)	9	(24)	2	2	5	73	32
3rd	38	31066	Matheus Tavares	Gustavo Carvalho	Geral	YCB	8	1	3	(27)	6	(19 ZFP)	9	9	8	90	44
4th	20	31403	Gabriel Krieling	Átila P de Lima	Geral	CDJ	6	(33)	6	1	14	(27 ZFP)	5	13	3	108	48
5th	12	30773	Felipe Rondina	João P. Peller	Junior	ICB-DF	13	4	1	7	11	(19)	(16)	16	2	89	54
6th	13	31163	Juliana Duque	Rafael Martins	Mista	YCB	9	3	(16)	6	7	15	7	10	(16)	89	57
7th	31	31126	Mario Sergio de Jesus	Matheus Gonçalves	Geral	GVI	12	9	17	9	(69 D8Q)	(22)	1	4	6	149	58
8th	52	29327	Juan Cajade	Alexandre Tinoco	Pre-Mast	RCN Coruna	7	17	(33)	3	(39)	7	8	7	9	130	58
9th	56	30997	Breno Bianchi	Flavio Castro	Geral	ICRJ	2	6	14	(16)	(33)	10	14	14	1	110	61
10th	30	31110	Vicente Monteiro	William G de Moura	Geral	GVI	(19)	7	7	(33)	3	17 ZFP	12	3	14	115	63
11th	36	31404	Mario Tinoco	Alexandre Muto	Geral	ICRJ	(25)	(22)	15	22	2	9	4	6	10	115	68
12th	01	31368	Nicholas Graef	João P Moreira	Junior	ICRJ	1	(23)	8	14	16	4	(19)	15	15	115	73
13th	54	31136	Daniel de Matos	Michel Durieux	Junior	ICSC	4	(28)	9	4	13	16	23	(25)	23	145	92
14th	53	29823	Alex Juk	Piero Furlan	Geral	ICSC	10	(25)	24	(46)	5	23	13	18	7	171	100
15th	09	31394	René Hormazabal	Sidney Block	Geral	EVI	21	(41)	12	24	4	29 ZFP2	(69 UFD)	5	13	218	108
16th	50	31205	Leonardo Lombardi	Jefferson Marinho	Junior	ICRJRYC	28 ZFP	2	10	5	12	(46 ZFP2)	35	(37)	25	200	117
17th	64	31208	Rafael Gagliotti	Henrique Wisniewski	Geral	ICS	27	24	(30)	25	(38)	8	6	8	22	188	120
18th	28	31111	Lutz F A Caneppa	Fabio H Horta	Geral	ICRJ	11	(26)	19	10	19	26 ZFP	18	(39)	18	186	121
19th	10	31196	Tiago Brito	Marlin Rump	Geral	CDJ	3	(31)	26	18	17	25	(29)	12	21	182	122
20th	65	30754	Fernando Madureira	Pedro Walter	Geral	ICRJ	22	(40)	22	26	(37)	6	22	11	17	203	126
21st	14	29822	Carlos H Wanderley	Richard Zielemann	Pre-Mast	GVI	26	12	25 ZFP	23	(69 UFD)	(35 ZFP)	10	20	12	232	128
22nd	43	31302	Ricardo V B Rezende	Philippe S Siqueira	Geral	ICAJU	(34)	18	13	(37)	30	17	20	23	20	212	141
23rd	05	31393	Alexandre Kronenberger	Vitor C Abreu	Geral	ICB-DF	(45 ZFP)	14	5	(38)	10	33	34	17	31	227	144
24th	08	28970	Luciano Pesci	Bárbara Brotons	Mista	CNCordoba	(34 ZFP)	19	21	13	(51)	28 ZFP	30	26	11	233	148
25th	33	31139	Adriano Santos	Christian Franzen	Pre-Mast	ICSC	23	(38)	25	30	8	29	15	27	(69 DNC)	264	157
26th	40	30546	Alberto Hackerott	José Hackerott	Geral	YCP	(51)	10	27	20	28	25 ZFP	(32)	24	28	245	162
27th	37	31236	Gabriel C Rodrigues	Raphael C Ribeiro	Geral	CC	32	(42)	35	(39)	15	35	11	19	19	247	166
28th	16	31104	Ricardo C Barbosa	Gustavo F S Queleroz	Geral	GVI/YCSA	17	16	44	15	(69 DNF)	(45 ZFP)	27	22	44	299	185
29th	18	30744	Ricardo Grassmann	Henrique Boabaid	Geral	ICSC	(51 ZFP)	8	(37)	36	31	26	26	35	27	277	189
30th	63	30893	Tiago Monteiro	Matheus Pinheiro	Geral	CICP	(52)	27	(51)	8	35	39	36	21	24	293	190



# 2017 (48<sup>TH</sup> ANNUAL) COMODORO RASCO SNIPE REGATTA

FEBRUARY 11 AND 12

REPORT AND RESULTS. HOSTED BY THE COCONUT GROVE SAILING CLUB, MIAMI, FLORIDA

## Report by Carol Cronin

Despite light enough air that we only touched the hiking straps in tacks, the 20 boats that signed up for the 2017 Comodoro Rasco were not disappointed. For one thing, we all got sailing lessons from Raul Rios/Mac Agnese, who won the five race, no throwout regatta with three seconds on Saturday and two firsts on Sunday. Given the light spotty breeze that confused even the locals, it was a very impressive display of both consistency and boat speed in difficult conditions.

Peter/Connie Commette showed excellent speed to win a tight battle with Ernesto Rodriguez/Kathleen Tocke for second. (Peter and Connie also gave us all a lesson in how to win "La Bomba Va" contest, when each team has to "drink down" a concoction Old Man Diaz mixed in a large glass jar.)

Local and former local David Hernandez/Nikki Bruno never strayed too far to one side or the other, so they were able to capitalize on the irregular shifts and puffs that filled across the course. And Annapolis father/daughter Alex and Lexi Pline also kept their heads out of the boat to round out the top five.

PRO Rick Klein run excellent races in spite of the light winds with the help of his team, members of the Coconut Grove Sailing Club including: Steve Herman, Jo Ann Mathieu, Bill Quesenberry, Carol Temple, Bill Becker, Susan Walcutt, Ev Hoffman, Gary Ellis, Douglas Hyer, Phillippe Dusser and Mike Stephens

The highlight of the regatta was, as usual, the Saturday night dinner at Old Man and Carmen Diaz's house. With extra bonus footage this year, even veterans of this memorable evening were treated to some "new" footage of Diaz home movies from the 1950s. Comodoro Rasco and Dr. Inclan made their usual appearances.

Pos	Skipper/Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Raul Rios/ Mac Agnese	2	2	2	1	1	8
2	Peter Commette/ Connie Commette	4	7	1	2	3	17
3	Ernesto Rodriguez/ Kathleen Tockle	1	1	3	7	7	19
4	David Hernandez/ Nikki Bruno	7	6	4	4	6	27
5	Alex Pline/ Lexi Pline	9	8	6	6	2	31
6	Taylor Scheuermann/ Charlie Bess	5	3	8	8	13	37
7	Carol CRONIN/ Kim Couranz	12	12	5	5	4	38
8	Steve Tautz/ Keisha Meyer	10	11	7	3	8	39
9	ZACK KELCHNER/ BRYAN STOUT	3	5	9	ZFP	10	44T
10	Andrew Klein/ Ryan Vittimberga	6	9	15	9	5	44T
11	Asher Zittre/ J. Watt Duffy III	8	10	11	11	16	56
12	Christian Filter/ Jessica Bennett	11	13	12	12	11	59
13	Nick VOSS/ Nicole Popp	13	4	10	2RET-BF	14	62
14	Kenneth VOSS/ Tara Lobo	18	15	13	10	9	65
15	Gonzalo Diaz/ Patti Bess	16	14	14	15	12	71
16	Eliot Payson/ Alice Bush	14	17	19	18ZFP	15	83T
17	Martin Bebb/ Sarajane McMahon	15	18	16	17	17	83T
18	mike slouka/ andi slouka	17	16	17	16	18	84
19	Steve Kurtz/ Ed LoCricchio	19	19	18	18	21DNS	95



Photo above: Peter & Connie Commette enjoy 2nd place honors





# ECUADOR FLEET 886 - 2016 DISTRICT CHAMPIONSHIP

21-22 January 2017  
Salinas, Ecuador

Final Position	Skipper	Crew
1	Jesus Bailon	Reinaldo Garciamarin
2	Juan Jose Ferretti	Joao Casal
3	Luis Mario ACOSTA	Michael Velez
4	Juan Manuel Meira	Edwien Quisaguano
5	Luis Perez	Patricio Quisaguano
6	Jonathan Martinetti	Arianne Torre
7	Vicente Del Pezo	Jairo Perez
8	Juan Carlos Barrera	Ana Belen Barrera
9	Santiago Nebel	Francisco Garcia
10	Luis Oldemar	Galapagos
11	Allan Couper	John Birket



# CONFESSIONS OF A CLASSIC SNIPE “LUNATIC”

John Rose, Tacoma Washington

I've been around the Snipe class for a long time by today's standards. Since 1948, when I started sailing Snipes in Grand Rapids, Michigan. Maybe only Gonzalo Diaz has been around longer than that – he started in 1945 and has owned only Snipes since then. Hannah “Bibi” Juetz in Brazil started sailing Snipes about the same time that I did. As I got older (about age 45), I moved to larger sailboats up to 26 ft long, not because I wanted to leave Snipes, but because the local waters of Puget Sound near where I lived since 1970 were not “friendly” to small boat sailing (no small boat sailing, inadequate rescue services, very cold waters and almost no Snipes in the area).

I've seen (and owned) a lot of the older Snipes from the 1930s-80s, wooden and fiberglass. I've met a great bunch of sailing friends and acquaintances over the years, primarily in the midwest and west coast. People like Ted Wells, Terry Whittemore, Francis Seavy, Jerry Thompson, Dr. Sam Norwood, Harry and Alan “Buzz” Levinson, Jim DeWitt, Dan Blodgett, Prof. Bob Huggins, Nate Whiteside, Dexter Thede, Harold Gilreath Sr., Eddie Williams, Fred Schenck, Edward “Red” Garfield and Harold Griffith, Floyd Hughes, August “Bud” Hook, John Call Jr., Dick Tillman, Charles “Bud” Leonard, Jack and Bob Pfaff, Brainard Cooper, Francis Lofland, Lou Varalayay, Mike McLaughlin – just to name a few. These people – and many others, form the core of the “Snipe family” that have been friends forever.

That – and the design and handling characteristics and appearance and long-standing popularity of the Snipe class, are the reasons I have stayed loyal to the class since 1948, even though I might have strayed away for a few years. After I retired, I rejoined SCIRA and SCIRA USA and sought ways that I could participate by advising and helping other Snipe sailors. Especially those with older Snipes, that I am more familiar with.

You might be surprised at how many old Snipes are still around. Snipe #1 “Adelaide,” built in 1931, is 86 years old and mostly restored, located in storage at the Antique Boat Museum (Clayton, New York). Many others from the 1930s and on are still around. A number of wooden Snipes are in wooden boat museums around the country. Ted Wells' famous 1946 Varalayay Snipe #6025 “Good News III” is in storage at the Mystic Seaport (Mystic, Connecticut). Snipes #9 and #13 (not the original Snipes built in 1931) are still in existence in Colorado and Massachusetts. There are three wooden Classic Snipes in the collection of the Finger Lakes Boating Museum (Hammondsport, New York). Francis Seavy's famous 1948 Clark Mills Snipe #6995 “Honey” is on display in the new McKay Creek Boat Shop (Largo, Florida at the Pinellas County Heritage Village). The boat shop is a replica of the original Mills Boat Shop at Dunedin, Florida, and other Mills-designed sailboats like the Optimist pram and Windmill are on display there too.

So it is with this background that an “old timer” like me learns to love wooden Snipes, a link to the past history of the class. The same way that classic car collectors love to own and love muscle cars and hot rods and historic old cars like Duesenberg, Cord, Auburn, Packard, Lincoln Continental and Zephyr; Studebaker, Rolls Royce, Jaguar and so on.



Professional builders of wooden Snipes in the past are listed in a directory on the SCIRA USA web site <http://www.snipeus.com/ClassicSnipes>. These professional boat builders existed from coast to coast, mostly in the east, midwest and southwest regions of the USA. In those heydays, over 400 new Snipes were registered each year. Some builders built over 300 Snipes during their active years, a few even over 1,000 Snipes (like Lofland and Chubasco-McLaughlin-Eclipse).

And so interest has now increased in the USA, and in other countries like Italy, Spain, Finland and Brazil, in bringing old wooden Snipes back to new condition and showing and even racing them again. Some are like museum pieces, others are just well-restored and updated for regular use. The most prized candidates for restoration are wooden Snipes that have a “pedigree” racing record when they were the hot shots of the Snipe racing circuits.

An old pre-WW II Snipe Fleet #24 in Santa Monica, California has been rejuvenated and relo-







cated to Marina del Rey/Santa Monica, near where it started more than 80 years ago. The fleet consists mainly of about a dozen wooden Snipes built in the 1930s-60s, plus a few newer fiberglass Snipes. They held a wooden Snipe display and race as an annual event starting a couple of years ago, and two events are in the planning stage for 2017 for Classic Snipe owners in that west coast area. The Winchester Boat Club Snipe Fleet #77 (Winchester/Boston, Massachusetts), from pre-WW II years also, has sponsored a well-attended Classic Snipe Rally in 2014 and another one is planned for July 2017 for east coast Classic Snipe owners. The first Classic Snipe Rally was held in 2009, at the Atlanta Yacht Club; and another in 2010 at Geneva, New York at a wooden boat show sponsored by the Finger Lakes Boating Museum. Over a dozen Classic Snipes were on display at these events.

One of the joys as an owner and restorer of a wooden Classic Snipe is the personal satisfaction of working with wood and bringing history back to life. You can choose to keep it original, or modernize parts of it for competitive racing. A Classic Snipe owner in north Wisconsin has acquired two pre-WW II Dunphy-built Snipes (built in Oshkosh, Wisconsin) and is restoring both of them, one as a daysailer and the other to be a replica of 1939 Dunphy Snipe #4000 "Also," that was owned by Snipe designer William F. Crosby before WW II, who raced it on Long Island Sound, New York, where there were many Snipe fleets over the early years. Former Snipe builder Mike McLaughlin (Granbury, Texas) has recently completed restoration of a 1950 Mills Snipe #8054 "Steinway & Grand Sons") for family use and enjoyment. Newer plywood Classic Snipes have been built by Joe Norton (Green Lake, Wisconsin) and by owners in Salt Lake City, Utah and in Ontario, Canada.



I have generated a list of available Classic Snipes in the USA, in four regions (northeast, southeast, midwest and west coast). If you are interested in acquiring one of these Snipes, contact me through the SCIRA USA web site link for Resources/Classified Ads – Boats. I will try to keep this list updated and I will provide contact info for sellers.

I have restored (or more accurately, assisted in restoration of) two wooden Classic Snipes, one built in 1947 and the other in 1966 (by famous Earl Elms and Tom Nute). I also have the first-ever fiberglass Snipe built, in 1952 by the first SCIRA Commodore, Dr.

Hub Isaacks (Fort Worth, Texas). It is awaiting restoration and is structurally sound but no longer a racer, even though it was unofficially raced last in the 1952-54 era in the midwest Snipe racing circuit. It was the boat that influenced the introduction and approval of fiberglass hull and deck construction by SCIRA in 1954 – the "grandfather" of all 20,000+ fiberglass Snipes that followed.

My next planned "installment" in a future edition of the Snipei Bulletin will describe the restoration and updating process and thinking for my 1947 Snipe #6715 "Tiger"

which is languishing in my garage awaiting it's first "splash." That will give you an idea of how "bonded" you can get to owning a Classic Snipe!



# Splitting a Big Fleet

At a major international event (essentially at a World Championship or an Open European Championship), with many boats, I believe it is better to divide the fleet in two and sail qualifying races (during the first 2 days) and then the final races as gold and silver fleets.

I know, it is a hotly debated topic and discussions have often been lively. In my opinion the “critical mass” is 70 boats. So if we have an event with 70 teams or more, we should divide the fleet into two.

Historically, the Snipe World Championship had a narrow selection criteria and very few boats on the starting line. It seems very strange today, but until 1973 there was only one entry per country, when the fleet doubled in size—to two entries per country, plus the current World champion. In 1992 the class moved to a quota system based upon the number of registered boats in each country for the prior year. There was a maximum of 4 entries per country, plus the Hemisphere champions. In 2001, the entry quota changed again to include the average number of registered boats for the prior two years, and a sliding scale of entries from a minimum of two to a maximum of 8; plus the Hemisphere champions; plus the top two junior world finishers; plus an additional entry for the host country and fleet.

(link: <http://www.snipetoday.org/articles/articles-from-the-experts/rules/item/3167-worlds-entry-timetable>)

Here are the numbers for the past twenty years:

1997 San Diego, USA - 52  
1999 Santiago de la Ribera, Spain - 56  
2001 Punta del Este, Uruguay - 61  
2003 Landskrona, Sweden, 58  
2005 Gamagori, Japan - 51  
2007 Porto, Portugal - 57  
2009 San Diego, USA - 49  
2011 Rungsted, Denmark - 59

In 2011 the Deed of Gift was radically changed, effective in 2013; a re-allocation of quotas per country that allows more competitors to attend the Worlds if they meet certain criteria.

So, in the last two World Championships the number of boats increased: 77 boats in Rio de Janeiro (2013), Brazil and 83 in Talamone, Italy (2015).

And now potentially at the next 2017 Worlds in La Coruna, Spain, we could have 116 boats, according to the “Worlds Quotas 2017”. More realistically, there will be 80-90.

(link: [http://www.snipetoday.org/articles/articles-from-the-experts/rules/item/download/1633\\_25145b619d0bbc9e72854b436fbba3d0](http://www.snipetoday.org/articles/articles-from-the-experts/rules/item/download/1633_25145b619d0bbc9e72854b436fbba3d0)).

It is a good thing to have more boats at a World Championship

or Europeans. Good for the Snipe sailors, good for the organizers who have an event with more visibility and attractive for sponsors, and good for the class in itself because it is more attractive for other sailors.

However having many boats demands careful planning and managing the logistics, not only on land, but also on the water.

I was lucky enough to be in Santiago de la Ribera, Spain during the 2016 Open Europeans. It was a “record” event for the Snipe Class, an international regatta with 109 boats. SCIRA and the organizers were smart and wrote special (and new for the Class) Sailing Instructions. The huge fleet sailed the regatta always divided into 2 fleets (yellow and blue qualifying fleets, and then gold/silver for the final series). There were two different race areas with two separate race committees, juries, support boats etc.

The regatta was managed very well by the RC; there weren't too many general recalls, the mark roundings were OK, and the level of compliance with the rules by the sailors was decent. Ultimately the races were quite fair.

Someone could argue that the best team would win whether there was a big fleet or a small fleet. Probably this is right. But we need to assure fair races for every sailor.

Someone else could argue that the tradition of the Class is for the old rule: “one regatta, one fleet, same race course, same starting line.” I am not sure this tradition should stay in place now that we have big fleets at the Senior World Championship and at the Open Europeans. (The tradition for these events was much smaller fleets and closed events.)

In the US, the Nationals with a high number of entries have always sailed with the fleet divided in two (the Crosby qualifying series, and then the silver and gold Wells and Henzerling Trophies).

For sure having two fleets involves organizational difficulties. But these difficulties are managed by experienced clubs already for other classes' major events with huge fleets, as for the Optimists, Lasers, 420s, 29ers.

The Stars and the 505s have different systems. Very long race courses and one long race per day for the Star Worlds. “Rabbit starts” and very long race courses for the 505 Worlds with only 1 or 2 races per day. In the 505 they are able to reach 130 boats or more, but the rabbit start is a “unconventional” starting procedure and – I am sure - many of us don't want to test it for the Snipes.

Personally when I race, I prefer not to waste too much time on the water with general recalls, AP and Zulu flags, and long waits to set very long starting lines. Whatever the results of my race, I want to spend as much of my time on the water racing as possible.

Some of you were in Talamone at the 2015 World Championship





and will remember what it means when a world-caliber fleet of 83 boats lines up in an unstable offshore wind on a very very long starting line. With 83 boats on the same starting line, we had a line of 0.30 miles (about 550 meters), which means big leverage. With a line so long, a wind shift of only 10 degrees results in a very big advantage to one end or the other (29 boat lengths). When the wind oscillates 20 or 30 degrees, the advantage (or disadvantage) of one end over the other was even more amplified (56 boat lengths for a 20° shift, and 82 boat lengths for a 30° shift).

Link: <http://www.snipetoday.org/articles/articles-from-the-experts/tactics-strategies/item/2584-world-class-starting-lines-geometry-and-geography>

The conclusion was that with an unstable wind, and more than 80 boats, it is almost impossible to set a square starting line. And when the line is not square, we see a big mess of boats at one end, all pushing, crashing and yelling, which will force the Race Committee to hoist the AP or general recall flag so they can reposition the starting line. That's why we spent eight hours on the water to finish only one race per day, despite the efforts and hard work of the Race Committee.



With 2 fleets of 40 boats (or 54-55 as we had in Santiago for the Open Europeans), the length of the starting

line is more or less half of what it was in Talamone. So it is much easier for the Race Committee to set a square line; and if the line is not square, they can reposition it much quicker. Also the leverage between the pin and the boats is less important and the RC can easily recognize sail/bow numbers for OCS and individual recall.

Another issue to consider is the mark roundings.

The Snipe is a class where the speed differences are not so pronounced as in other classes (especially skiffs) and so we are



often in the middle of a crowded mark rounding at the leeward gate or we hear unpronounceable words toward port tackers at the top mark. The problems become more complicated when there are 80 boats. And the problem is not solved even if the first leg is stretched by the Race Committee more than the usual length up to 1.25 NM (which is a very long beat).

I remember - almost like a nightmare - the mark roundings at the leeward gate in Rio de Janeiro 2013. One mark of the gate was very often favored and 20 boats could arrive there almost at the same time, with crews screaming and yelling. At the end of each day there was a lot of repair work to do on many boats with filler, fiberglass, and gelcoat. Many protestors, many protestees, many witnesses, many hearings till late in the evening. For sure less fun.

At crowded mark roundings, often the most arrogant team is clearly favored. But this is not "boat racing", it is another sport, maybe "boat wrestling." In other cases the more fortunate is able to gain a lot, but not based on merit. Again in Rio I remember that, just before the leeward gate, I was more or less 20 meters behind a big group of boats (among them was the other Italian boat Michel-Longhi). All the boats decided to round the left mark (looking downwind), which was much more favored. We were very lucky, because at the time we were approaching the mark, all the boats in front of us (more or less 20 boats) were rafted up with each other, like a pontoon out of control, drifting downwind with the current and the wind. At the end we had a 5 meter gap between the mark and the "pontoon" and we were able in 10 seconds to gain at least 20 boats. Ridiculous!



These are the reasons why I am in favor of splitting the fleet in two for the major events with more than 70 bats. Fair races, respect for the racing rules, less damage, less yelling, less time wasting for the start: more serious sailing, more serious fun.

And you, what do you think about this topic?

*by Pietro Fantoni*



# Snipe Ranking -

## Comments after the 1st year

First of all, thanks to Daniela Semec Rochelli for the patient work of loading data.

The Ranking for this year was experimental, because it was necessary to understand the strengths and weaknesses of each system.

The **stated goals** of the Ranking are:

- to promote the Snipe Class
- to encourage participation at regattas in every SCIRA country and continent
- to compare technical skills of both skippers and crews
- to provide a simple and attractive tool of communication
- to promote the popular regattas to sailors, the general public and the media
- to promote SCIRA membership

Here's a summary of the regulations:

- **Validity:** The SSS Ranking is a continuous classification that is updated each week. It is not reset at the start of each year. Previous regattas will be replaced by current ones of the same type (i.e. last year's National Championship results will be replaced by this year's; last year World Championship will be replaced by the Open Europeans or WH&O). Regattas that took place more than 12 months ago will be dropped from the ranking.

- The SSS Ranking produces **one Ranking, with no distinction between skippers and crews**. On December 31 the best Snipe Sailor will be named Snipe Super Series Champion.

- **All skippers and crews shall be SCIRA members** and comply with SCIRA rules and regulations.

### The Scoring system of the Proposal #1

This system is similar to the ATP ranking in tennis or to the Star Sailors League (which was a great starting point).

There are 6 regatta categories. The table below indicates the number of SSS points allocated to the winner of each competition category (From 10 to 4000).

SSS Points by Regatta Category:

Scores are allocated according to a hyperbola (see right).

Proposal #1 includes local regattas, obviously with lower scores, while international regattas receive high scores (especially for the top positions). It ensures that the best and most consistent performing sailors are ranked highest, but it

rewards competing at both a local and international level. At the end it tries to balance two things: to reward the best sailor; to reward the sailor who sails a lot.

### Comments:

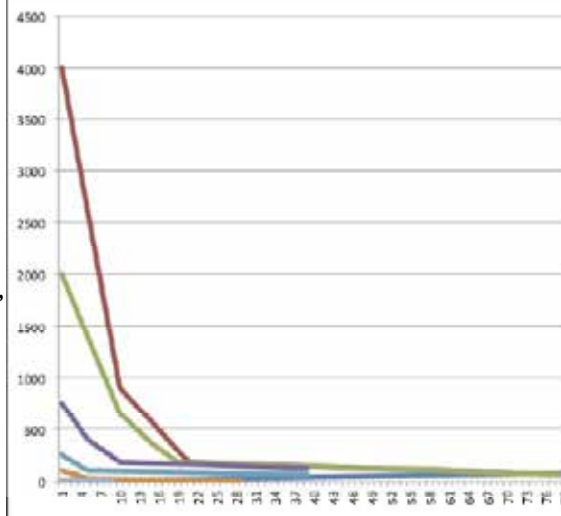
1) Not all Snipe regattas sailed in 2016 in all SCIRA countries were included; with this type of regulation is important that the National secretaries, the clubs, or the competitors send the regattas results to SnipeToday, for loading them into the ranking file; there are countries that have very few races in the Ranking, or nothing at all (for example, this is the case of Japan: in some case we found results on the web... but written in Japanese); most regattas were not sent to SnipeToday, so the editors had to search or ask for the results.

Suggestions: For a complete Ranking at the end of the year, we need regatta results sent by all SCIRA countries (even for local regattas). Results must be sent to [editor@snipetoday.org](mailto:editor@snipetoday.org) to be included in the results. We hope that the national secretaries will coordinate with organizers to make sure this happens. (See regulation 5.3 of the proposal: "The results of the regatta must be transmitted via e-mail to [editor@snipetoday.org](mailto:editor@snipetoday.org) and published by the website [www.snipetoday.org](http://www.snipetoday.org) no later than 6 days after the end of the competition."). (Also see regulation 5.2 "SSS regattas must be announced via e-mail to [editor@snipetoday.org](mailto:editor@snipetoday.org) at least 30 days before the beginning of the first scheduled race. - We will allow some leeway for the first three years, in order to allow fleets to get themselves organised".)

- 2) Uploading the results is currently done manually, for each name and for each regatta, by Daniela Semec. It takes a lot of time and it is difficult and would be even more difficult if there were - hopefully - even more regattas to be loaded. Different regatta results list sailors' names in different ways: first name, then surname or vice versa; sometimes a middle name and sometimes no (and many Spanish and Brazilians have very long names). This can lead to errors and duplications.

Suggestions: Regatta results need to be sent in a format where the names can be exported into the SSS excel file (not as a .jpeg). In future we hope to find a consistent format for the names, which will facilitate uploading data to the SSS file. Ideally, the best solution would be that a sailor's SCIRA ID (from the new SCIRA Database) is added to the spreadsheet, which will minimize errors and facilitate uploading data. Also in this way membership can be controlled by SCIRA.

- 3) There are some inconsistencies in the scores and some improvements can be made in the future, in order to reward the



best sailors.

- Now "SSS 2000 regattas" (considered important regatta traditional/promotional/regional reasons) are always in category 2, regardless of fleet size. This is not fair because in some cases we had only 10 boats for a SSS 2000 regatta.

Suggestions: "SSS2000 regattas" with less than 40 boats are considered category 3. Other option is to eliminate "SSS 2000 regattas" and rank these regattas only by the numbers of boats.

- We found an omission in the Category 2 regattas: the Europeans or WH&O limited by gender or age were not mentioned. So we included in the ranking the Junior Europeans results.

Suggestions: change the regulation 6.1, Cat. 2, c) to: "- c) World Championships, European Championships, WH&O Championships if limited by gender or age (i.e. Master Worlds, Junior Worlds, Women's Championship etc.) regardless of fleet size;

### Conclusions:

The ranking is an ambitious project that requires collaboration by all. It would be wonderful to have a ranking with all the races of the world, so that all Snipe sailors have their name in the ranking.

Maybe the project is too ambitious. The system was created inspired by the Star Sailors League, which is an association with paid employees. We are volunteers and this is the big difference. Daniela spent a lot of time loading data just for the pleasure of helping the Class. So this is the main reason why we need help from National Secretaries, sending us their racing calendars for their countries and then results from as many regattas as possible. For sure it is a big task.

We are all waiting to see also the Proposal #2 (by Cesar Travado).

Then I would like to know your opinion, before discussing about the best solution for the ranking inside the Promotion Committee and the Board.



Cat. 1	4000	- World Championship (odd years); - European Championship and - Western Hemisphere & Orient (even years)	Even if a skipper or a crew attends 2 regattas, only one of these regattas will be included in the SSS	The 6 highest valid totals
Cat. 2	2000	- Pan American Games, - "SSS 2000 regattas", - World Championships limited by gender or age (i.e. Master Worlds, Junior Worlds, Women's Championship) regardless of fleet size, - plus all regattas with 40 boats or more	Classified regattas regardless of fleet size, plus all regattas with 40 boats or more	
Cat. 3	750	- All National Championships with less than 40 boats	if a National Championship has 40 boats or more it will be scored as a cat. 2)	
Cat. 4	250	- Regattas with 30-39 boats		
Cat. 5	100	- Regattas with 10-29 boats		All valid totals
Cat. 6	10	- Regattas with 3-9 boats		



# A Letter from the European General Secretary - Martin Bermudez

Dear friends,

First of all, I would like to thank Zibi for his great dedication, effort and contribution over the last years.

As the new European Secretary for the next couple of years I would like to help to improve our class as much as possible. I will go over each country situation and I will try to help you with whatever you may need from me.

For the moment I want to introduce you the following ideas in order to get your feedback if possible,

☐ Youth: I can understand that it is quite difficult to make the snipe attractive to young sailors between 16 and 20 years old. There is a huge rivalry with Laser, 420, 49er and other youth boats. I think that we should focus our effort to attract sailors from 20 years old or more. Those are people that are either studying at university or even already working and still are interested on dinghy sailing. The 470 class studied this issue some years ago and came to the conclusion to raise the youth age group up to 24. This might be also our option.

The Snipe is a very good alternative as it is cheap and fun, it is a class where you can find grandparents and grandchildren sailing together in a race and, moreover, it has a good price therefore we should spread this class around.

Maybe we should try to work on having the Snipe back into Regional Games, such as the Mediterranean Games.

☐ European Championship: This is an old item that has been discussed in several occasions and I can understand the different views about it.

On one hand, countries that have lost participation in the regattas that classified to that European Championship, like Spain, and on the other hand countries with small fleets in which all the sailors want to go to the Championship. A good system might be to have an open but limited Championship, the same model that we have used on the last World Championships.

Furthermore, when the European Championship is organized by a country with big fleets or nearby one MNA with this characteristic there will be more than 100 boats which will make the event very expensive for the organizer club.

Another item related to the European Championship is the idea to organize a mix Championship. If we do

agree, my proposal is to start at Cascais for the long tradition of this Club with the "Trofeo Maria Guedes de Queiroz" Probably we might celebrate it every 2 or 3 years

☐ Finance: We do have an average annual income near to 86.000,00 \$ and I think there some expenses we could manage in a different way.

Snipe Bulletin: I think it is not necessary to be printed. We can all receive it electronically by a pdf archive. If any sniper want to keep getting it on paper we can still send it by an inscription quota. I am fully convinced that we could save almost 100% of the budget item.

Looking at the different annual budgets I have noticed that the above mentioned expense has increased from 2012, with 15.700 \$ to 2014 19.120 \$, which is, at least, bizarre.

I think that saving that amount of money can help us to do other things such as helping our young sailors of the different countries to attend regattas such as the Worlds or the Europeans, do more clinics or to promote our class.

These are some of the ideas I wanted to share with you all, and I would very much appreciate your feedback on them and at the same time I would welcome any ideas to improve our class

Best regards,

Martín





# YOUR SNIPE WORLD'S BOAT



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Contact us

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# Registration & Allocation of Entries

## 2017 Snipe World Championship

August 5-11, 2017  
La Coruña, Spain



Initial Registration Period	7 February	6 months prior
Initial Registration closed	7 May	3 months prior
Allocations open, posted	14 May	3 months < 1 week
Unfilled reallocation entries lost	19 June	8 weeks prior
Close of Entries	24 July	2 weeks prior

1. Allocation timetable will be published in February 2017 on worlds web site:  
www.snipeworlds.org, SCIRA website & via Nat. Sec. and Bulletin.

2. Entries will not be accepted without Nat Sec confirmation

3. Countries may reserve entries & fill names before final confirmation

4. Payment must be made at registration

5. Host country held to 18-20 maximum entries

6. Major event results will be referenced when allowing additional allocations

7. Minimum criteria of qualification: top 50% finish at National Championship.

Worlds Entries - 2017	2016	2016	2016	2017	2017	2017	2017
	Rank	Rank	Rank	2017	2017	2017	2017
Argentina	51	61	112	56	5		
Bahamas	12	10	22	11	2		
Belgium	52	50	102	51	5		
Brazil	157	117	264	142	1	2	World Champ Nelson/Torres/Carvalho, Jr World Nat: Lucas/Martinez/Thompson/Chaves
Canada	15	6	21	10.5	2		
Chile	7	4	11	5.5	1		
Colombia	13	8	13	6.5	2		
Croatia	7	9	16	8	2		
Cuba	6	6	12	6	2		
Denmark	7	9	16	8	2		
Ecuador	16	16	32	16	3	1	2016: Edgar/Chavez/John Flores
Finland	31	37	68	34	4		
France	29	31	60	30	3		
Germany	9	1	10	5	1		
Italy	142	129	271	135.5	1		
Japan	404	391	795	397.5	1		
Norway	78	74	152	76	5		
Peru	10	3	13	6.5	2		
Poland	26	19	45	22.5	3		
Portugal	20	42	62	31	4		
Romania	12	3	15	7.5	2		
Spain	157	157	354	177	1	3	**2016 World Nat: Enric/Blanchet/Pollo 2017 World Nat: Antonio/Lopez/Blanchet/Pollo/Blanchet
Sweden	11	8	19	9.5	2		
United States	394	386	780	390	1		
United Kingdom	20	20	40	20	3		
Uruguay	8	8	16	8	2		
Venezuela	0	0	0	0	1		
Total	1784	1828	3612	177	32	1	additional responses for entry
				add one	7		
				reserve world championships	18		
				possible competitors	117	1	

\*per Deed of Gift, host country only allowed one additional providing it does not have among it's other reps, the Jr, Sr, Euro or WH&O Champ

\*Actual champions must be the entry  
\*\*Former World champion skippers automatically qualify



# Welcome to the Snipe Jr & Senior Worlds August 1-11, La Coruña

La Coruña (Galicia, Spain) will host the next Snipe Youth and Absolute World Championship, with the organization of the Real Club Nautico de La Coruña, and for which some 250 athletes from all over the world are expected to participate.

## THE CITY

The city of La Coruña is located in the northwest of Spain, Autonomous Community of Galicia, adjacent to Portugal. It has 270,000 inhabitants, is bathed by the Atlantic Ocean, with a wide bay ideal for sailing. The month of August is also the most festive in the city, with lots of fun, sporting and cultural events, where you can see the best of Galician gastronomy, recognized all over the world, especially for its fish and seafood.

It has a monument declared World Heritage, which is the Tower of Hercules, the oldest Roman construction lighthouse in the world in operation, as well as an important network of museums and a spectacular aquarium and the house museum of Pablo Picasso, as it was in this city where the painter realized his first exhibition being still a boy. The city is located 68 kilometers from Santiago de Compostela, also a World Heritage City and the end of the Camino de Santiago.

## THE CHAMPIONSHIP

On the part of the organization there are two race fields, one of them inside the bay and the other, to the north of the shelter. In both cases, the distance is less than a mile from both the social club and the sporting venue of the Organizing Club. The competition will be developed with 2-3 regattas a day.

This championship is intended to be different, and committed to sustainability and the environment, where the cultural and gastronomic heritage will have two important axes that will serve as a link with the participants and companions with the ultimate objective of making this event a Encounter and brotherhood.

At the sport level, an important number of attendees are expected with the best snipe fleets in the world and thus expect a high competitive level.

## THE ORGANIZER CLUB

The Real Club Nautico de La Coruña already knows what it is to win a youth world, with Fernando García Lago and Francisco Jiménez, in 1992. Created in 1926 is one of the main Spanish clubs. Located in the middle of the bay, it has two venues - social and sports - and has a Royal Navy, very used by boats from all over the world, that can dock in their docks, in the center of the city.

More than 5,000 young people have passed through its Sailing School and, for example, an Olympic champion (Sofía Toro), a champion of the Tour of the World, Chuny Bermúdez de Castro, considered one of the best level sailors International and numerous champions of Europe in different modalities.

It has facilities at the highest level and can respond to the greatest organizational demands. In this sense he has been host and organizer

of regattas at an international level, like an optimist world, a world of ORC 670, five regattas Cutty Sark or seven races of "Le Figaro". He has also organized numerous national championships and within his calendar highlights the Nautical Week, for optimist, lasers and snipe, where there are no less than 300 sailors.



## Welcome to the 2017 World Youth Championship in A Coruña

A few months after the event, I would like to express our thanks to Scira, firstly for being chosen as organizers of the Snipe 2017 Youth and Absolute World Championship and I also want to show the pride of the Real Club Nautico de la Coruña, which will put more effort to make the championship a success. Not only in the sporting aspect that will depend on the high level that have the navigators of this veteran



We really want this championship to be an unforgettable meeting point for participants coming from all over the world. We want to unite the sport with the sustainable environment and therefore there will be spaces to connect with the tourism and gastronomy of a region, Galicia, where its inhabitants will show their well-known friendliness with the visitors. And said the pride of our Club for a double reason. We have a Sailing School that has passed more than 5,000 young people and from which have emerged young world champions in snipe; A champion in the Tour of the World and an Olympic champion. On the other hand we will contribute our proven experience in organizing other world championships and numerous international races such as the Cutty Sark or Solitaires de Le Figaro. For all this, we can only wish the maximum worldwide participation in this event in the assurance that all the attendees will be able to enjoy unforgettable days in A Coruña. Welcome everyone

Germán Suárez-Pumariiega Lores  
Real Club Náutico de La Coruña President



# Alpe Adria Region Snipe Series

**Kaiser Franz Joseph Cup**

**Kaiserin Sissi Cup**

**Emblematic of:** Snipe Regattas in Alpe Adria Region

(Austria, Croatia, Italy)

**Open to:** Snipe skippers and crews in good standing from anywhere in the world.

**2017 Regattas:**

--SIPAR Regatta – Moscenicka Draga,  
Croatia, May 27-28, 2017

--Alpen Grand Prix – South European  
Champs – Mattsee, Austria, June 3-4, 2017

--German Open – Piada Trophy – Caldonazzo,  
Italy, June 9-11, 2017

**Regatta Conditions:** The different series of race are to be arranged and agreed upon by officials of these clubs. "Rules for Conducting National and International Regattas" are specific instructions furnished by the International Rules Committee and approved by the SCIRA Board of Governors. These instructions must be followed in all respects.

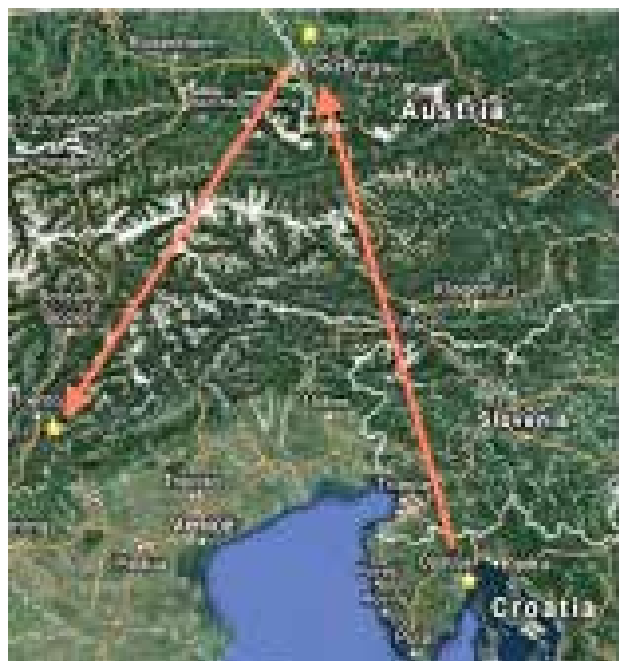
**Scoring:** The series is formed by all the races of the 3 regattas chosen, considering all the skippers which sailed the series. Three races are required to constitute a series. The low Point Scoring System, RRS Appendix A, will apply.

**Discards:**

Total Number of Races	Discards
1 to 5 races	0
6 to 9 races	1 discard
10 to 12 races	2 discards
13 to 15 races	3 discards
16 or more races	4 discards

**Kaiser Franz Joseph Cup awarded to:** The first skipper with the best total score in the 3 regattas chosen

**Kaiserin Sissi Cup awarded to:** The first woman with the best total score in the 3 regattas chosen







## Persson moves production to Belgium

The Snipe and its riggings, such as the Sidewinder or the Teardrop masts, are like the wind and the waves one on one connected. A continuous production of these elements is crucial for the Snipe class and his Serious sailing and Serious fun community. Bearing that in mind, the production of the Sidewinder and Teardrop masts has been moved to Belgium as of September 2016.

### Jan Persson

Jan Persson is truly a Snipe legend: great as a sailor, outstanding as a professional craftsman of Snipe boats and riggings, and even more exceptional as a person.

Not only the production of Sidewinder and Teardrop masts, but also the MiniMAX booms and additional Snipe riggings have been under his competent and careful control for the past few years.

A number of concerns such as his age, the continuity of the availability, but also the high employee costs in Denmark made him consider to transfer the production.

### Persson Marine Belgium

Thanks to the good relationship that we have built over the last years at multiple

Snipe events, our young age, and our insights and passion for Snipe sailing we got his full trust to take over the production. Think of us as a team of makers, thinkers, and creators, and above all sailors.

However, we didn't want to start this journey without his guaranteed involvement and support. We would like to thank Jan Persson for this commitment. The production has just been moved to Belgium and we will do everything within in our power to make the transition as smooth as possible, and to maintain the high production quality. The well-known and reliable partners will stay onboard in order to change as little as possible and to keep the high quality standards. The profiles and their typical aluminum composition will in fact remain exactly the same according the highest standards. Our

main focus will thus be on delivering the products in a standardized and superior finish.

We are very much looking forward to seeing you all on the water or on shore.

Dries Crombé  
Dirk De Bock  
Yannick Laumans

### Get in touch

Online you can find us at:  
[www.perssonmarinebelgium.com](http://www.perssonmarinebelgium.com)  
Or contact us directly:  
+32 474 69 38 70 (Dries Crombé)  
[info@perssonmarinebelgium.com](mailto:info@perssonmarinebelgium.com)  
Our products are sold at your local dealer, who you can find on our partner page.

*The leading producer in the world of Snipe masts, booms and riggings*

[www.perssonmarinebelgium.com](http://www.perssonmarinebelgium.com)



## DUES 2017 as of MARCH 1

Country	Boats Paid	Members
Argentina	3	2
Austria	1	2
Bahamas	4	9
Belgium	11	66
Brazil	4	6
Canada	0	0
Chile	3	8
Colombia	0	0
Croatia	0	0
Cuba	5	10
Denmark	0	0
Ecuador	16	17
Finland	15	26
France	0	0
Germany	0	0
Italy	33	55
Japan	1	3
Mexico	0	0
Norway	0	0
Peru	0	0
Poland	0	0
Portugal	5	11
Puerto Rico	3	3
Spain	11	20
Sweden	0	0
United Kingdom	1	0
United States	185	226
Uruguay	0	1
Venezuela	0	0
	<b>301</b>	<b>465</b>



*2017 Brazilian Championships - Ilhabela, BRA*



*Sailing in La Coruna, Spain*



*2016 Europeans, Kamien-Pomorski, Poland*



# 2017 Snipe Racing Calendar

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

## Winter Circuit

Bacardi & Gamblin  
Don Q Rum – 51<sup>st</sup>  
Midwinters

Antwerp Snipe Cup  
Balearic Championship  
South Americans  
Earl Elms Regatta  
Broadstairs Open  
Spanish Cup

## Franz Joseph Cup

SIPAR Regatta  
Alpen Gran Prix/So European\*  
German Open/Piada  
Stone Open  
MajSnipen  
North Americans  
Herb Shear Regatta  
Bough Beech Open  
District 6 Championship

## Summer Circuit

--Alpen Grand Prix  
--Regata Nazionale  
Tampere Ranking  
Canarian Championship  
Stone Open  
Whittemore St John/BoG Regatta  
Pacific Coast Championship  
Helsinki Regatta  
Coppa Duca di Genova\*  
SouthEastern Champs – GBR  
Iberian Championship  
European Cup  
European Masters  
Junior World Championship  
World Championship  
Airisto Regatta  
Budworth Open/NW Champs  
Trofeu Maria Guedes de Queiroz  
Carolyn Nute Regatta  
Halloween Regatta  
Helsinki Open  
Spanish Armada

March 8-14  
March 23-26  
March 28-30  
March 11-12  
March 17-19  
April 7-16  
April 8-9  
April 22-23  
April 29-May 1

May 27-28  
June 3-4  
June 9-11  
June 17-18  
May 6-7  
May 19-21  
May 20-21  
May 20-21  
May 27-28

June 3-4  
July 8-9  
June 10-11  
June 10-11  
June 17-18  
July 8-9  
July 8-9  
July 1-2  
July 8-9  
July 8-9  
July 15-16  
July 21-23  
July 28-30  
August 1-7  
August 7-14  
August 11-12  
September 16-17  
October 7-8  
October 28-29  
October 28-29  
September 30  
December 2-4

Nassau, Bahamas  
Coconut Grove, FL, USA  
Clearwater, FL, USA  
Antwerp, BEL  
Mahon, Mallorca, ESP  
San Isidro, BsAs, ARG  
Mission Bay, CA, USA  
Broadstairs, GBR  
Malaga, ESP

Moscenicka Draga, CRO  
Mattsee, AUT  
Caldonazzo, ITA  
Stone SC, GBR  
Hovås, Gothenburg, SWE  
Ft. Lauderdale, FL, USA  
Mission Bay, CA, USA  
Bough Beech SC, GBR  
Alamitos Bay YC, CA, USA

Mattsee, AUT  
Pescara, ITA  
Tampere, FIN  
Las Palmas, ESP  
Stone Sailing Club, GBR  
Quassapaug, CT, USA  
Huntington Lake, CA, USA  
Helsinki, FIN  
Pescara, ITA  
Blackwater SC, GBR  
Gijon, ESP  
Poznan, POL  
Movenio Lake, ITA  
La Coruna, ESP  
La Coruna, ESP  
Turku, FIN  
Budworth, GBR  
Cascais, POR  
Mission Bay, CA, USA  
Atlanta, GA, USA  
Helsinki, FIN  
Santiago de la Ribera, ESP

\*South Europe Summer Circuit

## National Championships

US Women's  
Spanish Masters  
Portugal  
Italy – Junior and Women  
UK  
Belgium  
USA – Junior  
USA – Senior  
Italy – Senior  
Spain  
Finland  
Sweden  
USA – Masters  
Italy – Masters  
Spain  
Colombia- Juniors  
Ecuador  
Japan – 70<sup>th</sup> anniversary  
Argentina

February 4-5  
June 2-4  
July 8-10  
July 15-16  
August 12-14  
August 19-20  
August 19-20  
August 21-25  
August 29-Sept 2  
Aug 31-Sept 3  
September 1-3  
September 2-3  
September 7-8  
September 16-17  
October 28-31  
November 5-7  
November 12-13  
November 17-20  
November 24-27

Miami, FL  
Madrid  
Leça da Palmeira, Porto, POR  
Punta Marina, ITA  
Orkney, UK  
Schrendijke, NED  
Winchester, MA  
Winchester, MA  
Rio Marina (Elba Island) ITA  
Santander  
Pori, FIN  
Ljungskile, Gothenburg, SWE  
North Cape, MI  
Riccione, ITA  
Menorca, ESP  
Santander, COL  
Salinas, ECU  
Wakayama  
Santa Fe, ARG



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