

Snipe Bulletin™

TM

Snipe Class International Racing Association Quarterly e-publication for Snipe sailors around the World.



2017 SNIPE JAPAN NATIONAL CHAMPIONSHIPS © JUNICHI HIRAI | BULKHEAD

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BEST TIME TO BUY

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Snipe Bulletin

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The Cover: Sailors celebrate a great win during the 2017 Japanese Nationals. Photo by Junichi Hirai/Bulkhead Magazine

The Count: 69 new numbers were issued in the 2017 year.

Chartered Fleets: 900
ACAL Nautico Club, Uruguay

Numbered Snipes: 31472

NEXT DEADLINE
APRIL 2

SCIRA Board 2018-2019

Treasurer - Sue Roberts - GBR

The SCIRA Board welcomed Sue Roberts as Treasurer. Sue is from the UK and has been sailing Snipes since the 1970s out of Blue Circle Sailing Club, owning a Snipe for 12 years while raising children. Sue taught sailing for Sunsail in Greece and Bitter End YC in Virgin Gorda, BVI as well as racing across the Atlantic. She is the UK Jr national Champion with now husband Steve, crewing. Sue has a honors degree in Geography from Plymouth University. Sue & Steve have 2 children, Lloyd (who just bought his first Snipe) and Sam - both currently at the University.



Secretary - Zbigniew Rakocy - POL

The SCIRA Board welcomes back Zbi now holding the position of Secretary. Prior to this, Zbi was the General Secretary of Europe. Zbi has built up the Polish fleet and continues to travel the world with his insatiable appetite for world culture. He will be focusing on membership and sponsorships.



Chief Measurer - Luis Gonzalez - ESP

Luis is stepping in as Chief measurer as Antonio Espada has had to step down for health reasons. Luis has assisted Antonio Espada and Antonio Bari in the new rules as well as measurement at the recent Worlds in La Coruna.



The Commodore's Log Book

Hello Snipe Sailors!

This is my first report as SCIRA Commodore (and the first time the Snipe Bulletin is published in digital format only). I've already met many of you at regattas, or maybe you've read my articles on SnipeToday or in the Snipe Bulletin. I am proud to represent a class born 86 years ago that is still quite lively, which brings together excellent and passionate sailors from 28 countries and 4 continents. First of all I want to thank outgoing Commodore Gweneth Crook for her competence and dedication to our Class. Gweneth will continue to help out at major events. It was an honor for me to work with her and to have such good discussions the past few years. I also want to recognize my friend and mentor Giorgio Brezich: sailing mate, Snipe historian, former chair of the International Rules Committee, and Past Commodore. I often meet Giorgio on the water of the Gulf of Trieste, sailing his beautiful wooden Dragon. When he sees me training on my Snipe, he immediately changes the course of his Dragon and comes over to greet me. 15790, the number I proudly show on my mainsail, is the sail number of *Barbanera V*, the boat in which Giorgio won one of his many Italian Nationals.

For the SCIRA Board, dialogue with all sailors is important, whether they compete internationally or participate only in local fleet activities. We would like to hear your ideas, comments, concerns, and advice about

the activity and promotion of our Class. Please do not hesitate to contact me or other members of the Board. We are first of all sailors, and we want to know what other sailors think.

It is also important to hear opinions from clubs, race officers, boat builders, sailmakers, mast producers etc. so we can discuss during Board meetings and conference calls. We will soon be asking for your opinions through specific online questionnaire and surveys.

Promotion is key for the future of our Class at fleet,

district, and continental levels. Communication requires more and more professional knowledge to make our boat known to other sailors and to the sailing community in general. I am working on some ideas and projects ... I will let you know soon. However, I am also convinced that if every SCIRA member around the world makes even a small effort to share the Snipe with new sailors, our Class will grow and we will have new friends. For example, if each of us introduces one sailing friend to Snipe activities, this could be a good starting point.

World Sailing approved the new Snipe Class Rules, which will take effect on January 1, 2018 (in this Bulletin you can find an article by Antonio Bari). The new Rulebook (already online on snipe.org), will be sent to the members through the National Secretaries. I want to thank Antonio Bari, Antonio Espada and Giorgio Brezich for completing the Rulebook.

2018 will be a great year for racing Snipes. The main events are: Master Worlds in

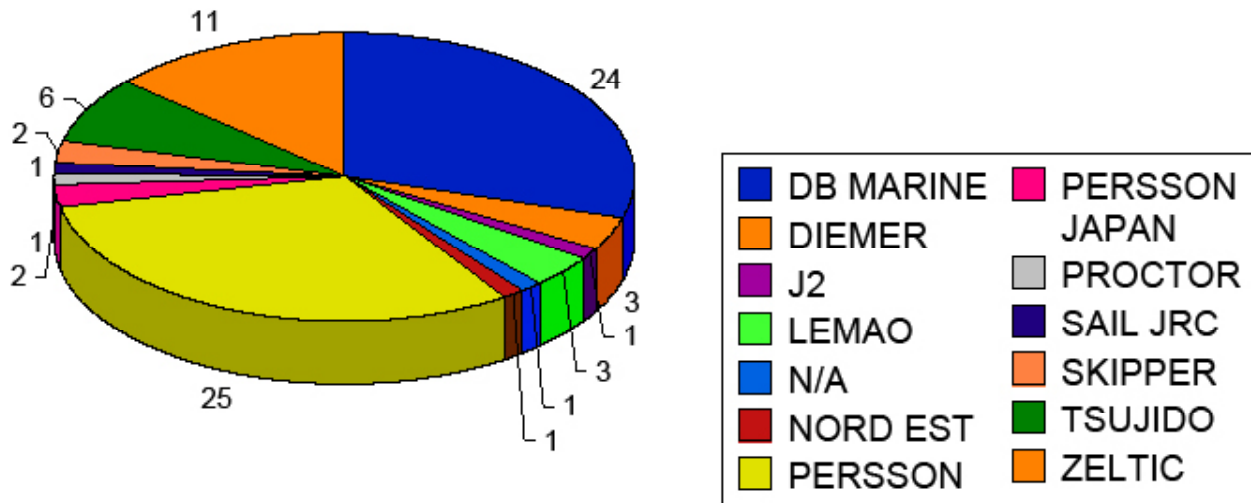
Vilamoura, Portugal; Women's Worlds in Newport, RI, USA; Junior and Open European Championship in Pori, Finland; and Western Hemisphere & Orient Championship at Olivos, Buenos Aires, Argentina. Hosting clubs are already working on memorable events. The calendar can be found at the end of this Snipe Bulletin.

See you soon, on the race course!

Pietro Fantoni



CORRECTION: the Fall Snipe Bulletin incorrectly identified the World Champion boat as a Persson when in fact Raul Rios & Mac Agnese sailed a DB Marine. Apologies for the mistaken identity.



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

Midwinters

March 18-20

Clearwater, Florida

contact: Dave Yoder: dmy71@aol.com

Don Q Keg

March 23-25

Miami, Florida

contact: Ken Voss: Kvoss@miami.edu

From the Rules Committee



What shall I do (or not...) to comply with the new Snipe Class Rules?

Really, not too much... but few things have to be carefully checked.

Daggerboard

Beginning 2018 the **safety line** shall be maximum 610mm long. The length has been increased due to some difficulties found in certain boats to comply with the previous rule. The line shall not be adjustable in any way.

The **stripe** shall now be 350mm long. This way it will be easier to check the correct position from the bottom of the blade.

The **retaining system** shall be the tablet or the hook. No other system is allowed. Nothing different from the recent years, but an additional specification has been introduced. The stripes placed inside the daggerboard case cannot in any way be used as retaining system. This means that the board must completely fall down if not otherwise retained. If not, the stripe shall be modified or removed.

Boat Weight

The **weight of the boat** now includes the compass. If the boat is so weighed, the boat shall always have the compass installed onboard.

The boat, as usual, is weighed including appendages (rudder, tiller, extension, daggerboard, correctors weights), rig (mast, boom, pole), mainsheet, fixed rigging. No jib sheet, no security equipment (buoyancy aids, paddle, tow line), no sails. Nothing different from today, except the compass. All above is not specified in the rule as is already included in the definition of "boat" in the ERS.

The **sticker** approved by the class, showing hull number, date of measurement, location and amount of the corrector weights shall be displayed on any boat. Any national measurer can do that copying the data included in the measurement certificate.

The **corrector weights** shall be in a visible location. Visible means that they can be directly checked and seen.

Security equipment

Be sure that the towline is a single piece, 15m long, 8mm diameter. Check your buoyancy aids, they shall comply with the international standards listed in the

rule. No difference from the past year, so no tolerance on this.

Sails

The measurer's stamp and signature shall be near the tack of the sails. Usually measurers do that, but now it is mandatory. Sometimes I have seen stamps at the top of the sails...

Remember that beginning 2017 from the national championships up the heavy jibs are mandatory.

Tolerances

Beginning 2017 several tolerances have been introduced in some rules. Tolerances refers to movement of the mast step, fore and aft movement of the tiller inside the rudder head, rudder/transom parallelism, boom curvature... The previous rules had no tolerances or were vague (i.e. "essentially parallel").

Other rules

Any request for substitution or change of the crew or equipment must be always addressed to the Race Committee; any equipment change must be approved by the event measurer, if present.

Notices of Race and Sailing Instructions cannot change the Class Rules.

Class Rules may be amended or interpreted in accordance between the Class and WS.

WS Regulation 19 will apply in Snipe regattas. This means that to represent a Nation, skipper and crew must be citizens, or resident for at least 3 years, of the country they represent. This changes all our DoGs because Regulation 19 cannot be changed by class rules or sailing instructions.

International Juries are only requested at World Championships or if a National Authority so prescribes to hold an international event.

As per WS Regulation 10 the minimum requirements to name a regatta as "World Championship" have changed. All our World Championships, if the numbers of the past editions will be maintained, will have their status recognised.

The Rules of Conduct and the Deeds of Gift of the international championships have been modified to comply with both WS Regulations 10 and 19.

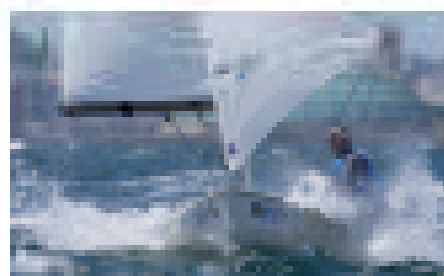




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Measurement and Class Rules Compliance

by Pietro Fantoni

Compliance with Class Rules is critical to ensure that a Class does not lose credibility. If class rules are not respected and they are not enforced, there can be an escalation of fraud (more and more people cheat), and also a disenchantment among those who respect the rules and no longer appreciate this game without rules.

For the rules to be respected, the rules must be well written in a clear and precise manner.

But this is often not enough. It is necessary that they are actually effectively respected. If the rule is not respected and eventually becomes ineffective, it loses its function and the structure of the Class is altered. This can create deep tensions among the members.

What makes Class rules effective is the way in which people feel it runs with their interests and not against them. The purpose of the measurements is to ensure that all sailors are able to compete at the same level, avoiding any doubt that someone is cheating. The measurements are the guarantees of the rules of the game and the measurers are the allies of the correct and fair competitor.

At the last Worlds in La Coruna, the work of the measurers was excellent. They worked for a total of 6 days for hours and hours to check 23 boats for the Junior Worlds and 85 for the Senior Worlds. We all have to thank the measurers and the volunteers for their hard work!

However, we can improve the measurement process. In fact, at the last Worlds, measurement lasted a total of 6 days. This is perhaps too much, because the measurement - even if needed - tangle competitors, measurers, volunteers and, if they last for many days, affect the cost of the event for the organizers. In addition, competitors often have limited vacation days and would prefer to spend their time on the race course (or at the club with friends) rather than stay in a queue for hours waiting for boat, mast, boom, pole, sails to be checked.

So this is the reason why the Board and the Rules Committee are studying methods and procedures to make measurements faster and more effective.

Note:

The current rules state:

Measurement at Events

The following are the minimum measurements to be conducted at each level of event:

Local Events:

✓	each fleet shall weigh all boats at the start of each season. All new sails, before their use, shall be measured. Verify the sails have proper royalty labels
✓	verify that the spars have required stripes and stoppers to limit sails dimensions
✓	verify safety equipment: 2 lifejackets, a paddle, and a towing line of 10 meters length by 6 mm diameter
✓	Verify current SCIRA decal on starboard aft side by transom



National Championship:

✓	weigh boats, measure and stamp sails, verify safety equipment
✓	verify SCIRA decal of the year, stickers, royalty labels
✓	at the discretion of measurers, check spars, rudder and centreboard
✓	no more than two suits of sails per boat may be measured. It is strongly suggested that the use of an ink stamp (water proof) of the championship be used to identify measured sails. Ensure proper sail cloth is being used.
✓	the same boat and measured equipment must be used throughout the entire event
✓	petitions for replacement of irreparably damaged equipments shall be addressed in writing to the SCIRA Representative

International Championship:

Unless the Deed of Gift has different prescriptions, these rules should be followed as per the Rules of Conduct, Section 3.3:

✓	weigh boats, measure and stamp sails, measure spars (dimensions, weight, center of gravity, stripes and stoppers) rudders (shape, weight position), centerboards (shape, safety line, centerpunch, verticality)
✓	randomly verify MOI
✓	verify safety equipment
✓	fully measure at least one hull of each builder
✓	verify SCIRA decal of the year, measurement stickers and sail royalty labels
✓	no more than two suits of sails per boat may be measured. It is strongly suggested to use a stamp of the championship. Ensure the proper sail cloth is being used.
✓	the same boat and measured equipment must be used throughout entire event
✓	petitions for replacement of irreparably damaged equipment shall be addressed in writing to the SCIRA Representative



Measurements at Championships

By Antonio Bari - Rules Committee Chairman

Serious Sailing is part of our motto (the other side, *serious fun*, is not the responsibility of the Rules Committee...) And *Serious Sailing* requires serious measurements, to ensure a fair competition.

In the past, international championships were sailed by very small fleets and the regattas were scheduled with 2 days of measurements and 5 or 6 days of racing (depending on the spare day, if present or not).

Now that fleets have grown dramatically (and this is positive, in my opinion), with 100 boats entering a regatta, measurement takes too much time. It was reported that at the 2017 Worlds it lasted 6 days. More days to measure than to sail.

It is obvious that the old system (to measure on site any part of the boats) cannot be used anymore. No need to explain why.

But, what can we do to change this situation?

We could go back to the past, reducing the number of competitors. Smaller quotas for each nation, and sailing championships with 50 boats maximum. This would reduce the measurements to 3 days and allow a full measurement process as today.

Does the class need this? If yes, no problem. Quotas can be revised in about 2 hours.

If no, we should find a different system to check the boats.

Another option could be to reduce the items to be measured to those that mainly affect speed and safety; sails should already be measured so they will only need to be stamped.

Another may be to use a sort of “in house measurement” where boats are verified in each nation by local measurers appointed by the National Secretary. This system was successfully tested at last year’s European Championship when about 110 boats passed the “check in” in 3 days.

The “IHM” consists of a full measurement of boat, appendages and rig made by a National Measurer in each competitor’s Country. The measurer will apply a sticker (at the Europeans the stickers were provided by the organizers, but the standard SCIRA stickers may be used) on any checked item. Any NS shall then send a list of the boats measured to the Organizing Committee stating that they comply with the rules. At the event, the measurers shall verify the presence of the stickers, the location and amount of the correctors weight listed on the Measurement Certificate, randomly check the boats (weight, MOI, mast...) and the safety equipment. That’s all. After the races, as per our Rules, any boat might be checked for compliance. If in fault, the crew shall be DSQ.

This will save time, on one side, but on the other side the IHM process will probably increase the costs to rent boats.

But this is another story.





CONGRATS TO RAUL RIOS AND MAC AGNESE SHIP WORLD CHAMPIONS 2017 POWERED BY DB-R1



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How to Reach Your Fleet Members

by Reino Sounsilta - [Promotion Committee](#)

Active communication is one of the most important tools to keep the local fleets engaged. We have a great class with great things ongoing and a lot of communication opportunities to update and promote.

Communication is vital at least for two reasons:

1. For active sailors. They need to know what is going on and when. This can be anything from getting reference information about rules and upcoming activities to the organizing of weekly club races or finding a missing crew.

2. For the to-be and non-active members. They are interested to learn more about Snipe Class, perhaps finding an opportunity to try Snipe or buying a boat. We should show positive momentum and this will hopefully sooner or later encourage them to join the action.

In the Finnish Snipe community, we are learning every week on how to better use the long list of communication means that are available. We have tried to tailor the communication according to the target audience, information content and the speed needed.

In order to become better and more effective in our communication, we have just established a communication team. This team is leading the communication strategy for Finland to ensure that we serve the needs of our members and to-be-members.

We are currently actively using our own web site, Facebook and WhatsApp. In addition we are starting to use Instagram and Twitter.

Here is how we use the various social media channels at the moment.

www.snipe.fi

- the backbone of our “official” communication
- total Snipe Class reference and news package for members and public audience
- landing area for other channels
- weekly changing news
- introduction to snipe class



storage of calendars and results

- reference point for rules and contacts
- managed by a web master, possibility to edit is limited to chosen persons only

Facebook, Snipe Sailing Finland

- two-way communication with members
- showroom of activities to to-be-members
- quick and easy way for everyone to share news, pictures and opinions
- a place to distribute and post news that are introduced in www.snipe.fi
- self steered by the group members
- easy to use, “everyone” is using FB, quick, accessible for non-members also, easy to share

WhatsApp

- real time, quick daily communication
- several channels: one for all members, plus some “internal” channels for the most active fleets
- informal communication about daily matters like: who is going out today or next weekend, I need a crew or skipper, my boat is available for loan
- very easy to use, very informal, very fast, very fun

Instagram

- account is open, but practically no traffic yet
- planning to increase the use for sharing pictures

Twitter

- account is open, but practically no traffic yet
- planning to use more for spreading the news, videos and pictures to members and also wider audience

As you can see, there are many channels available for communication. Think in advance what do you want to communicate and who is the audience. Select the right format and channel accordingly.

We have a great class with great things ongoing and a lot of communication opportunities to update and promote. This is an area where one size does NOT fit all.

Happy sailing and sharing!





Snipe European Championship 2018 20-25 August

Pori | Yyteri Beach
Finland



More information
<https://snipe.fi/>



Getting to the Starting Line with a Chartered Boat

Quantum's George Szabo has a sailing schedule that most can't keep up with. In order for him to compete at back-to-back regattas around the globe (not to mention win them), he has had to master the art of chartering. Here are his pro-tips for getting up to speed with an unfamiliar boat.

Nothing is quite as valuable as spending time on a specific boat, whether your own or your team's. Time brings familiarity with the boat and its unique characteristics. But sometimes racing on your boat isn't practical or possible. Can you create that same level of familiarity with a charter boat you have only just met?

From quantumsails.com

We sat down with George to learn how he develops a relationship with a charter boat, what gets his attention and what things does he leave alone.

How many charter boats have you used in the past year?

George Szabo: I've chartered four different Star boats and four different Snipes. But have chartered many different classes over the years.

Do you bring your own rigging? What other essential items do you bring to events when chartering?

GS: The tools I bring typically fit into a small toiletry bag: two multi-tools, a multi-screwdriver, a small crescent wrench, specific tuning tools for each class, a tension gauge, tape, tape measure, Sharpies, needle and thread, extra screws, yarn, a handsaw, and shackles. We do sometimes bring our Snipe shrouds and spreaders if we think the charter boat may not have the adjustable type we like. This of course isn't possible with larger boats, but something to consider if you have a specific element you like (assuming you can easily

remove and transport). The larger tools are all easy to check in a suitcase within the U.S., but outside of the States it may be easier to borrow them. I am diligent about returning whatever I borrow the moment I am finished to let friends know they can trust me with their tools.

How do make sure the charter will be what you're used to?

GS: There are two options: you can either measure all equipment and rigging at home, record settings and try to duplicate everything, or you can take the charter equipment as is and try to get the best out of it. I prefer the latter, to spend my time getting familiar with how the boat is already set up.

Do you have any examples of things that went well or didn't go well with your charter at the recent 2017 Snipe Nationals or Star North Americans?

GS: At the Star North Americans, we put the boat in the water and began to skull the 20 feet from the hoist to the dock. After 10 feet of sculling, the tiller was in my hands because the piece that connected the rudder post to the tiller had broken in half. I was able to replace the piece and was lucky that this had not happened while sailing! That specific occurrence was rare and may only happen every 10 years.

At the Snipe Worlds, we found our mast step was off, so we prioritized moving it to the correct position before the regatta. At another regatta this year, my crew arrived a day earlier than I did and called me with a list of supplies I needed to purchase and bring along. The next day I had wire for a new jib halyard and several other essentials in my hands.

Each charter boat is different, and it takes a significant amount of extra time to put them together. It comes down to being diligent and checking every single piece of rigging in a very short period of time.

You mentioned working with the system the charter boat comes with and learning to get used to what already works for the



boat. Is this something you've adopted over time because re-rigging is time-consuming?

GS: It comes down to personal style. Some people enjoy rigging and prefer to have specific control line placement with the purchase they are used to. They will spend hours re-rigging a boat. I prefer to figure out where the current controls are and use them as they come. Often a boat will have a series of "add-ons" that, in my opinion, only provide windage, not functional racing benefit. We'll often remove those and leave them in a box for the owner.

What is the first thing you do when you meet the charter for the first time?

GS: We first look for the essential parts: sheets, rigging, stay masters, shackles, etc. Because people put away their boats in so many different fashions, we often start with an "Easter egg hunt." When I put a boat away, I like to leave the shrouds and stay masters as connected as possible. This simplifies rigging the boat and it also makes it easier to duplicate the same tuning as the last time you sailed. We have had two charter Stars where everything was completely disconnected; we even had to look through a pile for the correct length shrouds. If something is taped, un-tape it to find out if what has been hidden needs replacing. We search for the necessary safety items - I'm surprised how many boats don't come with life jackets. We replace any worn lines or bungee cords and cut lines that are excessively long. Finally, we remove any unnecessary weight. Sometimes less is more, and the boat owner may have unknowingly

left extra items on board.

Do you prioritize getting the boat setup correct on land or spending more time on the water, or does it differ with each boat?

GS: I estimate three to five hours minimum on land before we can get on the water to look at tuning. After searching through the boat, we retune. It can take a while to get the mast straight from side to side, so I factor in at least the first hour on the water, before any other boats are on the water, tacking from side to side to sight the rig. I also measure the rig every day, no matter which type of boat. This is especially important if the boat hasn't been sailed in a while because shrouds and lines can take a few days to stretch back out. The process of tuning many different boats has taught me the tuning guide should be used as a guide and that the process of experimentation is healthy. If I charter a fast boat and I know the boat owner has had good results, I will leave the rig as it is to see if I discover something new.

George Szabo is a Quantum sail Consultant out of San Diego. He is a World and National Champion in numerous classes and full of great tips and tricks from his distinguished sailing career. Contact George at gszabo@quantumsails.com.



2017 Japanese Nationals - 70th Anniversary

Wakayama

November 17-20

Wild and crazy conditions for the 70th anniversary of Japans Snipe fleet. Fantastic photos supplied courtesy of Junichi Harai/Bulkhead Magazine

Rank	Helm	Crew			
1	Rai Nagamatsu	Taisuke Gingu	36	Motomichi Kono	Ryo Tanabe
2	Yasushi Kondo	Keisi Suzuki	37	Kenji Yamauchi	Ryo Sakurai
3	Koji Kamiya	Yohei Koso	38	Yoshimune Yasumori	Yoshiyuki Morimoto
4	Luis Soubie	Diego Lipszyc	39	Yuma Sakaue	Yuki Asakawa
5	Junichiro Shiraishi	Shinsei Ueda	40	Masayoshi Hashimoto	Takumu Ushizawa
6	Tetsuo Watanabe	koji Saito	41	Yoshitatsu Murakami	Yoshinaga
7	Kotarou Matsuo	Juntaro Hara	42	Minezawa Masaho	Koji Uda
8	Masakazu Sasai	Shingo Ishikawa	43	Go Makihara	Yusuke Tsuda
9	Yuichi Ooi	Noriaki Sakai	44	Yamato Tsutsui	Go Yamashita
10	Yuta Kunimi	Akito Ogawa	45	Takuya Matsuyo	Gota Oka
11	Tatsuya Wakinaga	Ryo wakinaga	46	Yosuke Watabe	Eisuke Noro
12	Kouichiro Sugiyama	Yuya Kobayashi	47	Ishida Yusuke	Minami yusuke
13	Syun Ozawa	Hiroki Hata	48	Kiyomichi Ijima	Kana Hayashi
14	Aoi Funaki	Yuichi Hamada	49	Kyutaro Hori	rata
15	Shigeru Matsuzaki	Toshihiko Tanaka	50	Hirotooshi Watanabe	Noriyoshi Nakajima
16	Shinichiro Yano	Yuki Satoh	51	Suguru Kato	Yuya Onoyama
17	Ryuta Suzuki	Makoto Suzuki	52	Akinori Yamashita	Yukio Tani
18	Takeshi yoshioka	Yuta Nakano	53	Kosuke Yokoyama	Tomaki Ken
19	Ozora Iwatsuki	Kohsuke Miyake	54	Shinpei Hashiguchi	Katsunori Yanami
20	Kureha Ikeda	Taito Murase	55	Takeshi Satoh	Taiki Kashiwatani
21	Makoto Takagi	Shouichiro Nagatsuka	56	Yuki Itoh	Syunsuke Abe
22	Koshi Sekiguchi	Keisuke Kushida	57	Kazuki Murakawa	Higashi Ichihara
23	Yuka Kishi	Tsukasa Kiyota	58	Syuhei Miyata	Taisei Shinno
24	Yuta Irie	Kota Takahashi	59	Motoharu Nishii	Rei Ichikawa
25	Satoru Kasahara	Yuta Hattori	60	Naoto Hatakeyama	Yuichi Taniguchi
26	Tomohiro Koshikawa	Youdo Saito	61	Hikaru Misumi	Mei Imanaka
27	Ken Futonaka	Syunsuke Soga	62	Kazuya Miyamae	keiji Fujiwara
28	Hiroataka Yamamoto	Ryunosuke Oohira	63	Naoki Inoue	Daiki Tomita
29	Noriyuki Tsushima	Akinori Someya	64	Hiroaki Hashiba	Yuji Fujimura
30	Shinichi Uchida	Takuya Katayama	65	Yuhei Fujii	Mmoka Yamada
31	Kento Hashimoto	Daisuke Murota	66	Jyoichi Fukui	Daichi Minagawa
32	Nami Hanamoto	Yuuki Iwai	67	Ku Noda	Syuhei Kaneko
33	Ryouta Imada	Wataru Nagasaka	68	Hiroto Ono	Hirasawa
34	Hiroki Kuwabara	Yu Oishi	69	Seiji Koga	Akinobu Tagawa
35	Yukio Moriya	Yuji Yamamoto	70	Syouta Kanno	Kenta Akiyama
			71	Mitsugu Nakajima	Kazuo Ito





It's a Small World.....

My parents used to remind me that the sailing community was a small world with many connections. I continued these words of wisdom after driving for 48 hours from California to Texas before letting my 2 pre-teen boys out of the car at their first Snipe Nationals - "Sailing is a small world -someone knows us, your aunt & uncle and your grandparents" i said as they were itching to be released from the suburban that had held them hostage for 48 hours. This rang true as they made friends at this and subsequent Snipe events and eventually when they began to travel overseas and to two Olympic campaigns. Below is a story of Canadians who recently discovered their family connections - through the Snipe Class - of course. - Jerelyn Biehl

It all started with a casual request for a list of Canadian Snipes from Dirk Kneulman, former Snipe sailor and now an Etchells builder. What followed was Harri Palm (former Canadian Snipe National Secretary) inquiring on hull #18344. Dirk, Harri and North American Laser Class President Andy Roy somehow began posting early photos of their sailing adventures with their fathers - which all happened to be in Snipes. These 3 have sailed and played music together for decades and this connection is a wonderful reminder of how interconnected and deep rooted this sailing community is.



Harri Palm:

"My Dad built 18344 in Freeport, Grand Bahama Island in 1969. I helped him (as much as a 13 year old can help). We left the Bahamas in 1970 and he had it shipped back to Corruna/Sarnia, Ontario, Canada. It was the boat that i sailed to qualify for the first ever Junior Worlds in San Remo in 1973. My Dad's friend, John Honka, also built a Snipe (#19082) and my Dad and John used it to sail against me and my crew Greg Mellon when we were training for San Remo. Apart from a bit of Laser sailing, i got out of racing in 1976 to go to college and my Dad sold 18344. Interestingly, in the early 1980, i ended up with 19082 in Guelph. I sailed it locally for a few years but soon realized that i missed competitive sailing so i returned to Snipe competition with it in the mid-90s."

Photo left: Ismo Palm - early 1950s off Kokkola, Finland.

Andy Roy:

"I recall my Dad saying he was pretty sure his was the first Snipe in Canada. he told me that his older brother had brought a small radio back from a trip to NYC. Radios had just come out and were quite sought after. My dad traded the radio, likely with Doug Fraser, for the Snipe. This photo was taken a couple years later he joined the Navy and went to war. When he came home, the boat had disappeared. It's funny that we only just now figured out the coincidence, as the three of us have known each other for a long time. My Dad's boat was home built and very unlikely that it had an official hull number." Photo right: Boat built by owner (Ken Roy). Sails of Egyptian cotton made by local seamstress. First Snipe in N. Sydney of 6 or 7. We raced often & visited Baddeck, where a number were located. There were many US boat visits.



Dirk Kneulman:

"I have no idea what number my dad's first Snipe was and everyone from that era has passed. The wooden Snipe he built for me was 17856. He made that around 1966. A good 14 years after this Facebook photo. I will always feel close to the Snipe Class. It was Id and Anne Crook that took me to all my first regattas."

Photo left: My pops, Lake Ontario



Uruguay Holds Snipe Clinic to Rejuvenate Country

Held November 22-25, the Snipe training Camp was a great event.

Yacht Club Uruguayo was the sailing venue, a great place with fantastic sailing conditions .

--12 boats from Uruguay and Argentina

--3 coaches Roberto Fabini , Pablo Defazio , and Ricardo Fabini .

--4 days with a very complete agenda with plenty of time on the water.



Miercoles 22 de noviembre

18:00 Llegada de participantes

Jueves 23 de noviembre

Nivelacion , maniobras y handling con viento.

9:00 Introduccion al training Camp
Presentacion de coaches y participantes

9:30 Briefing de la primer salida al agua

10:00 Salida al agua

12:30 Regreso a tierra

13:00 Almuerzo

14:30 Briefing

15:00 Salida al agua

18:00 Regreso a tierra

18:30 Debriefing de lo realizado

20:00 Fin de la jornada

21:00 Salida a cenar

Viernes 24 de noviembre

Puesta a punto, velas y Velocidad

9:30 Briefing salida al agua

10:00 Salida al agua

12:30 Regreso a tierra

13:00 Almuerzo

14:30 Briefing

15:00 Salida al agua

18:00 Regreso a tierra

18:30 Debriefing de lo realizado

20:00 Fin de la jornada

21:00 Salida a recorrer Montevideo en la noche

Sabado 25 de noviembre

Largadas, Reach, Táctica y Estrategia

9:30 Briefing salida al agua

10:00 Salida al agua

12:30 Regreso a tierra

13:00 Almuerzo

14:30 Briefing

15:00 Salida al agua

18:00 Regreso a tierra

18:30 Debriefing de lo realizado

20:00 Asado camaradería

Domingo 25 de noviembre

Regatas para corregir y afinar lo trabajado

9:30 Briefing salida al agua

10:00 Salida al agua

12:30 Regreso a tierra

13:00 Almuerzo

14:30 Briefing

15:00 Salida al agua

17:00 Regreso a tierra

17:30 Debriefing de lo realizado

18:00 Fin del Training Camp



Remembering Pedro “Nucho” Sisti

by Micky Costa

It was 1979 and being 16 years old I had the offer from the well known “Allegreto” to join him as a crew on the Snipe.

He was from the “other” club across the harbor. So there I went sailing with this super intense guy 35 years older than me in what became my best sailing school and super technical crash course on putting boats together.

Many of the younger guys, especially in Europe didn’t have the chance to know Pedro or Nucho as everyone knew him. A very special person for the class and yachting in Argentina.

Nucho was not only precise but primarily a great mentor who supported and pushed me to do better on every aspect. He’d come and get me to be sailing at 8am during week days and defined a very organized routine.

I learnt the process of developing a technical concept, think of geometry and prepare a yacht properly while making great friends with the old “rivals” from the neighboring gang of the Club Nautico Olivos.

I think we also made a bit of a bridge as many others followed to become friends across the Puerto de Olivos.

Photo below: Eva and Pedro

The great thing about my new skipper was that while he was perceived as a very severe type in reality he was always approachable, kind, sincere and an excellent friend, also a great photographer.



A great teacher whom along with “La Rubia” Ema toured me and Peter, the little dog, across Argentina riding a Fiat 1500 and “Leandro” the wooden Lineburger A-12733 behind on the trailer.



Photo above: Micky Costa and Nunch Sisti

Today, if I have the chance to “work-play” putting blocks, fittings, gadgets and ropes together in some nice racing yachts in the same way I did with Nucho at the dawn of the 80’s, is mostly due to the great luck of sharing a bit of the road with him.

He had setup a mini premature version of what today’s grand prix teams carry along the season but for the Snipe game in a country with little infrastructure.

There were the appropriate tools, the scheduling, the continuity, the notes, the care and the passion for constantly checking why an specific rope or system wasn’t leading as it should so it had to be re-arranged to work better the next weekend. Re-measure and try again and again.

And it had to be improved either that same evening or along the week but definitely not next Saturday morning. And you better did it well...or you’d see his



face.. I can't remember how many centerboard leading edges I did filed under his survey.

He was unbeatable in the light to mid conditions with a unique trust on his observations, the compass and angles.

He had simple rules, constant process, good diet and always a last coffee when the boat was hanging at the crane.

"Do your boat homework during the week, wake up early, go sailing or train before going to work and be ready for the weekend...and think a lot about the boat !!! "

"Just setup the right gear that mostly works for all properly, as you probably need more time to learn how to tack and gybe well rather than waste it choosing from several different jibs."

Nucho went to the Olympics in Dragons, won the Snipe S.A. Champs and many others, became a reference to many of our Snipe sailors and among others, was a motor pushing the Argentinian class to win major international regattas. He was close to the young people, helping others, fought for the proper process in the regattas while not being afraid of saying something politically incorrect.

I eventually moved up north but never forgot what Pedro had done for me and others and while I was lucky enough to earn my living doing similar things to those on "Leandro" he followed with the same passion of the "block and tackle" hobby in the brand-new-old Grumete class rejuvenating wooden keelboats.

We had a last encounter almost four years ago in San Isidro and there he was, stumbling on deck, scratching his head in this classic boat with the same determination of forty years back. I could not believe that at 80 plus years he was still so keen on improving the functioning of a small



keelboat.

I think Nucho was always a thoughtful but very young lad as he, like many of us who enjoy boats, carried this boyish passion of genuinely messing around boats a very very long way.

Gracias Nucho!

Photo above: Johnny MacCall, Dave Chapin & Nucho Sisti - Long Beach Worlds 1981.



World Sailing changes Requirements for World Championships



World Sailing recently considered a submission to change the requirements for World Championships. SCIRA has struggled recently to meet the prior requirements - most notably for our Junior and Women's titles as the minimums could not be met and thus SCIRA could not award the World titles.

Previous requirements for World Championships

# entries	# countries	# continents
30	5	2

NEW requirements for World Championships

Hull length	gender open & men's only World Championships	women's boys & mixed World Championships	girls & mixed Youth World Championships	# countries	# continents
Boats up to 6.0 m	30	20	15	5	2

The SCIRA Board is studying how to apply the new ruling to our various World Championships and also if SCIRA can add a mixed championship. There are additional requirements that must be met:

A. The submission seeks to encourage women's and girl's participation by lowering the participation requirements for women's only and (open age) mixed events as well as for girls' only and youth mixed events. The reality in sailing is that fewer women and girls are participating in the sport, and having the same numerical requirements as for a gender open or men's only event imposes a hurdle which discourages women's only World Championships.

B. Events where a mixed crew is mandatory face the same challenges and should therefore meet the same requirements as women's only events.

C. The rationale behind the different participation requirements is that an unrestricted event (neither in gender nor age) will naturally have the most entries, and every entry limitation reduces the pool of possible participants. In a gender separate event this means that women's only events have one applicable restriction, in a gender and age separate event, a girl's only event has two applicable restrictions. Therefore the table proposes that the more entry limitations apply, the lower the participation requirements. However, this should only apply to women's and girl's events (and associated mixed events where so defined) and not to other age categories.

D. The submission removes the depreciable term "subsidiary" and gives all World Championships the same status, with different participation requirements.

E. It is an organizational burden to race fleets separately (additional resources, race officials, racing areas). Many classes wish to race their (gender separate) fleets together but score them separately, as long as every fleet complies with the participation requirements.

F. Requiring classes to choose between a gender open world championship and two gender separate world championships (or mixed world championship) does not increase the overall number of world titles.

G. Enabling classes to organize gender separate World Championship with a lower participation requirement for the women's and girl's fleet encourages gender separate World Championships.

H. The requirements for participating countries and continents remain unchanged to ensure that a World Championship title represents participation from all over the world, even if the numerical participation requirements are lower.

I. The permission for one further title based on gender in the previous regulation has been removed as it is now included in the main categories. Classes are still able to award one further title based on age (i.e. Masters - Sailing as a sport for a lifetime) or discipline.



2018 Snipe Racing Calendar

for more information on Snipe regattas, see the calendar on www.snipe.org

German Open	May 25-27	Caldonazzo Lake
Comodoro Rasco	Feb 3-4	Miami, FL, USA
Oseberg Challenge	Feb 16-18	Motril, ESP
Antwerp Snipe Cup	March 10-11	Antwerp, BEL
Winter Circuit		
Midwinters	March 18-20	Clearwater, FL
Don Q Keg	March 23-25	Miami, FL
South Americans	March 24-31	Brazil
2 nd Annual Miami Women's Invite		April 7-8 Miami, Florida USA
Alpen Grand Prix*	April 28-29	Mattsee, AUT
S. Europeans/Regatta Nazionale*, **		May 12-13 Trieste, ITA
Iberian Championship	May 12-13	Portugal
German Open*	May 25-27	Caldonazzo, ITA
Sipar International*, **	June 2-3	Moscenicka Draga, CRO
World Masters	June 24-30	Vilamoura, POR
Piada Trophy	July 13-15	Cervia, ITA
New England Championship	July 21-22	Beverly, MA, USA
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
Halloween	October 27-28	Atlanta, GA, USA

Kaiser Franz Joseph Cup*

South European Summer Circuit**

2018 National Championships

US Women's Nationals	April 21-22	Atlanta, Georgia
France	May 10-12	Le Havre
Italy – Jr & Womens	May 26-27	Caldonazzo
USA- Jr	June 16-17	Annapolis, MD
Italy – Masters	July 28-29	Molveno Lake
United States	August 23-26	Green Lake, Wisconsin
Italy – Senior	September 20-23	Talamone
US Masters	October 26-28	Atlanta, GA



DUES 2017 as of December 31

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
	1153	1887

WORLD'S FASTEST

Raul Rios and Mac Agnese
2017 World Champions

northsails.com

Photo: Marina Capizzano

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