

Snipe BulletinTM

Official newsletter of the Snipe Class International Racing Association



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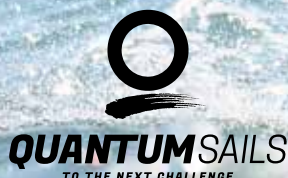
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SHOUT OUT TO THE QUANTUM-POWERED TEAMS THAT DOMINATED THE 2019 SNIPE WORLDS:

1ST: Haddad/Nascimento 2ND: Paradedda/Kieling
4TH: Jesus/ Borges 1ST (Junior): Abdulklech/Motta



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Snipe Bulletin

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Publication Information

SNIPE BULLETIN (ISSN 08996288 & PMA #40612608) is published quarterly and is part of membership of the organization. E-mail subscriptions can be added by contacting the SCIRA office: office@snipe.org

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The Cover: 2020 Com-
modore Luis Soubie
crews for son Santi bring-
ing along the next gen-
eration of Snipe sailors.

Photo by Benja Sans

The Count: 14 new numbers
have been issued: 3 BRA, 5 JPN, and
6 to a builder.

Numbered Snipes: 31626
Chartered Fleets: 904

Canada has reformed Fleet 259
in Montreal.

NEXT DEADLINE
April 1

SCIRA Elects new Board of Governors

Commodore:	2020-2021 – Luis Soubie, Argentina
Vice Commodore	2020-2021 – Zbigniew Rakocy, Poland
Secretary	2020-2021 – Martin Bermudez, Spain
Treasurer	2018-2021 – Sue Roberts, GBR
General Secretary – WH&O:	2019-2020 – Gweneth Crook, Canada
General Secretary – Europe:	2019-2020 – Reino Suonsilta, Finland
Rules Chairman	2017-2020 – Antonio Bari, Italy

Vice Secretary - WH&O - Matias Seguel - Chile
N. European Secretary - Svend Andersen - Denmark
S. European Secretary - Marko Marinovic - Croatia
E. European Secretary - Rafael Zakrezewski - Poland

Technical Committee

Chairman:	Antonio Bari - Italy
Vice Chairman:	Gus Wirth - USA
Chief Measurer:	Luis Gonzalez, Spain
Member:	Mario Eugenio Tavares, Brazil
Member:	Arild Figenschou - Norway
Member:	Masakazu Sasai, Japan
Chief Information Officer:	Don Bedford, USA



From The Commodore

Hello snipe friends,

Is hard for me to fairly explain in a foreign language how honored I am to be elected as your new Class Commodore for the next 2 years.

It seems like yesterday when on the afternoon of the day of my 15th birthday in 1985 I sailed down with my optimist, to watch the snipe Worlds racing at Buenos Aires. That day, sailing back to the club, the great JPN sailor Miyuki Kai asked me where the club was at the coast. His 20% English and my 10% English were enough, and he was kind enough to offer me to sail his snipe for a while. It was a magic moment for me that I will never forget. It was love at the first tack.

Later, and after 2 years of trying to get me in the 470 or the Europe, my father gave up in 1988 and his present for his 60th birthday, was to buy me a wooden old snipe, my beloved Lineburger 12103.

I did the junior worlds that '88 at St. Petersburg and destiny wanted me to attend to my first regatta as Commodore, the Id Crook Master Worlds, at the same club 32 years latter.

I never saw myself at the class as anything else but a sailor trying to sail well and have fun, and then I started as NS in ARG in 2011 and at the SCIRA Board in 2014 as Vice Secretary of WH&O, not voting member.

I never thought back then, that I would enjoy any job at the Board, but like many of us, I had for years a wrong understanding of what the Board was. Now I know, after 6 years in it, that is only a group of great fellow snipe sailors who gives back to the Class the best they have, by volunteering their time (tons of it), and expecting nothing in return.

It was a pleasure for me, with all our agreements and fights, to share opinions and points of view with all this people who I respect so much. And not only the Board, this goes too to all Fleet Captains and National Secretaries. Their commitment is what keeps the Class going decade after decade.

In this moment I want to thank Past Commodore Gweneth Crook, who lead me into the Board, and our new Past Commodore Pietro Fantoni for his endless efforts and hard job this past two years. It will be hard to keep his pace.



In the road we made mistakes (and we will sure do some more), and we always tried to solve them according to the rules and our best judgment, personal interest always at the side, and not adding additional mistakes to cover the original one. This never ends up with everybody happy, we did the best we could at the time. Every time. We ask for your understanding, collaboration and opinion as member of the Class. We can never know what is best for the Class if we get no feed back from their members.

This being said, we have big challenges ahead. We are now a World Sailing Class since 2018, and our rules changed a bit in order to be VS, and they still need some polish until we can leave them untouched for several years.

Also, our major regattas had some changes, in an effort from the past years Boards to make the events more fun and enjoyable, were people, in addition of the "serious race" part (which we always have thanks to the quality of sailors we have), gets some real and super "serious fun" and they go back home wanting to have some more. We worked a lot on having more social events, a more relaxed schedule, shorter measurements and why not, more beer (for the joy of my crew...)

We have great upcoming major events in USA, Croatia and Japan, and the Board, the NS's and the clubs are already working hard to offer you a great experience. I look forward to find many of you attending them. I really enjoy snipe racing but there is nothing I enjoy more than to know new people and getting together with old snipe friends at the bar in this kind of events, so don't miss your chance to sail them is you have the opportunity.

They will be fun !!!!! Believe me

I hope to meet you all there



Two years as Commodore

On December 31st, my two full years as Commodore end.

First of all, I would like to thank all my colleagues on the Board, our Executive Director, the Technical Committee, the National Secretaries, the Fleet Captains and all the sailor friends who supported me. It has been an honor and a pleasure for me to serve the Class as Commodore and as Board member. Also, it has been great to travel and meet Snipe sailors in so many countries and share ideas and discuss about our boat and our organization.

It is not up to me to say if I have done my job well or badly. Our Class organization is very well structured and tested, with so much history behind it and with capable people. Therefore, for a Commodore it is easy to follow the route without losing the bearing, supported by solid collaborative people.

Anyone who wants can read my 2019 Commodore's report, presented at the Board meeting during the Snipe World Championship, last October. It lists all the decisions made, the objectives achieved, and the problems still to be solved.

The sailing world has changed a lot in the last several years and the Snipe Class has been affected by these changes. New classes appear each year, people perceive leisure and sport differently than in the past, marketing and communication are constantly evolving, competitive sport is seen in an increasingly exasperated way, especially at a youth level, while there is also a decline in participation in almost all classes. These topics have all been analyzed by sociologists, sport analysts, and sailing experts. The task of the Commodore and the Board is, in addition to performing the ordinary administration, to understand these changes and adapt the Class to them, without distorting our DNA.

Another task of the Commodore and the Board is to support and guide fleets and countries that are experiencing difficulties. In some cases, at National Secretaries meetings, I perceived distrust: "our Sailing Federation does not support us, there is no interest



in the clubs, the numbers go down ...". But we cannot hope for something to happen from the outside; we must rely on our own tools and enthusiasm. The Board and the Promotion Committee try to provide ideas for the promotion of the Class. Obviously, it is up to the Fleets and countries to implement those ideas.

Visiting other countries, I see that the class is very lively and growing in many places. This is an excellent result. Not only are the numbers of members and boats growing, but in many fleets the desire to organize regattas and promotional events has grown. The success of our class depends on the quality of our people. I have made many enthusiastic and competent new friends who have excellent ideas and are able to implement them. The Snipe Class can still improve in the coming years, but it is thanks to them that we are going through a good time. Good luck to the next Commodore Luis Soubie and to the whole Board. I wish them all the success possible! The Class is in good hands!

See you (back) on the race course,

Pietro Fantoni
SCIRA Commodore 2018-2019

A handwritten signature in black ink, which appears to read "Pietro Fantoni".

(SCIRA Secretary 2012-2015; SCIRA Vice Commodore 2016-2017; Promotion Committee 2014-2017)

P.s. I will continue to work for the Class as SnipeToday editor, don't worry



Snipe Hall of Fame - Inductees

The International Snipe Class has a long history of which very few other classes can boast. The boat was designed by Bill Crosby in 1931 and 88 years later, 32000+ boats have been built with fleets in over 30 active nations.

It is a history of people, sailors, champions, enthusiasts, promoters, sailmakers, builders and organizers.

The past is strongly linked to the present: all the inductees have helped to promote and grow our Class in many countries and continents; many of these people are still strongly linked to the Class or have been, when they were alive, to form a large family, the Snipe Family, from great-grandparents to grandchildren.

For this reason, the "Snipe Class International Racing Association Hall of Fame" was created.

The SCIRA Hall of Fame honors individuals who have made outstanding contributions to the Snipe Class and Snipe competition.

The Class is honoring three categories: Sailing, Technical Design and Contributors, --people who made significant contributions to the Snipe Class.

Gonzalo "Old Man" Diaz (1930-) (USA)

Gonzalo "Old Man" Diaz was born in Havana, Cuba in 1930. In 1945 his father bought him his first Snipe boat (Rosi II #3686), and three years later he stepped up to El Almirante #4835, which was also built in Cuba. It was 1952 when he first took ownership of Jupiter, #10111, a US-built Snipe, which he later managed to "squeeze out of Cuba" when the family left in 1964. (The story of sailing his family to Florida on this Snipe is just one of many not-quite-true legends about Old Man.)

From his new home in Clearwater, Florida, he and the Diaz clan joined the local Snipe fleet and rarely missed a regatta. The family eventually settled in Miami, and all three kids grew up sailing Snipes and crewing for the Old Man. His long-time nickname is much more respectful in its original Spanish, "Viejo," but that respect carries over to



its usage by his many English-speaking friends.

He is justifiably proud of finishing fifth at the 1952 Midwinters against a cast of Snipe class legends, and he almost won the 1959 Worlds in Puerto Alegre, Brazil; instead the wind died and a race he was winning was cancelled, returning Paul Elvstrom to the top spot. (He and his crew/brother Saul Diaz finished second.) In 1975 Old Man finished second yet again (and won

SCIRA Commodore Pietro Fantoni stated "*The Snipe Class is strong today because of this first list of inductees: William F. Crosby, Hub E. Isaacks, Ted Wells, Id Crook, Carlos & Jorge Vilar Castex, Axel & Erik Schmidt, Earl Elms, Jan Persson, Bibi Juetz and Gonzalo Diaz.*

This first list is impressive. All of us Snipe sailors and friends of the Snipe Class – and I can add, friends of the sport of sailing – have to thank them and their families and celebrate their induction for their victories on the water, their contributions ashore and for how they promoted our beloved Class.."

For this very first year a maximum of ten inductees were considered (eight next year and five from the year after).

The 2019 inductees are among those who have undoubtedly contributed to make the history of the Snipe Class.

Full bios and additional photos & videos can be viewed here: <https://www.snipe.org/class/hall-of-fame.com>

the last race), but this time as a crew for his son Augie. The two had decided to team up, and who would steer was determined by the better finish at that year's Midwinters. It is a favorite tale of both men to this day.

Old Man thinks Augie also might have played a part in a 1954 victory of La regata de la Luna, a full-moon race in Havana, which Old Man sailed with his wife Carmen (who was pregnant with Augie). When a third generation of Diaz sailors began sailing Snipes, it made for a great story at the 1993 US Nationals: Lucas Diaz, then 13, was narrowly beaten by his grandfather for 12th place in the championship fleet.

Old Man has sailed more than 70 US National championships, owned countless Snipes, and—most importantly—inspired generations of sailors to join the class. He's still taking people out on Biscayne Bay to show off his favorite class and sailing venue, and today he takes his rightful place in the Snipe Hall of Fame.



Bibi Juetz (1933-) (BRA)

Bibi Juetz is probably the longest running female Snipe sailor. She always considered the Snipe class as her family.

Bibi started sailing with her father when she was 7 years old, and she never stopped, actively participating in all local, national



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and international regattas. She was the World Masters Champion in 1998. She went on winning the Grand Master Worlds in 2000, 2002, 2004, and 2006. She avidly competed in the Master Worlds until 2014 in Japan.

Always faithful to the serious sailing, serious fun class motto, she inspired several women to sail Snipes.

Axel (1939-2018) and Erik Schmidt (BRA)

Axel and Erik Schmidt are pioneers of sailing in Brazil. Twins born in Rio de Janeiro on April 30, 1939 from a Danish father, also a sailor.

In the Snipe class the "Sea Twins" founded the 477 Snipe Fleet and started what became a longstanding tradition

of Brazilians winning the Snipe Worlds. They conquered the Hub Isaacs Trophy three times in a row: in Rye, New York (1961), Bandol, France (1963) and Canary Islands (1965). After that, Brazil went on winning world titles another 11 times, two of which conquered by their nephew, Torben Grael.

The Schmidt brothers are the only Snipe sailors to win the Worlds three times in a row. They inspired several generations of Snipes sailors that followed in their family as well as in Brazil.

Axel left us and went on sailing on higher seas on June 10th 2018.



Carlos Vilar Castex (1930-) and Jorge Vilar Castex (1931-2014) (ARG)

Carlos and Jorge Vilar Castex sailed Snipes together from 1947 to 1957.

They were both architects, and lived their whole life in San Isidro, Buenos Aires, Argentina, being members of the beautiful and historic Club Nautico San Isidro.

They learned to sail with their father at 6 years old, on a homemade wooden dinghy. The brothers were often "left alone" on the tricky Rio de la Plata at the very early age of 9 years old. They developed by themselves such a love and technique for sailing, that when they tried a Snipe for the first time in 1947, they were very soon Argentinian National Champions (held since 1937) that same year at the age of 17 and 16, defeating sailors with more than a decade of Snipe sailing experience.

After this, they repeated 6 National titles in a row, from 1947 to 1952, and won again in 1957. Most of them with their historic



snipe "Pamperito" #7165, built by Gutierrez & Peralta under the brothers fathers request. This boat was just a few years ago restored by the Club Nautico San Isidro and is displayed today at the Club in the very same place where it was built (now the club informal restaurant and bar).

When they both married and graduated they had to stop sailing, leaving behind an amazing and unique in terms of effectiveness, career were they won almost everything there was to be won.

They raced internationally in only 5 regattas in their life, with amazing results, being World Champions in their first international regatta, after only one year of Snipe sailing, at ages 18 and 17, in the second Worlds held outside the U.S., in Palma de Mallorca, Spain, in 1948.

They travelled the following year to Larchmont, N.Y., in 1949 to finish second behind the great Ted Wells, losing the regatta in the last race.

In the 50's the Worlds began to be held every two years, and they won the title again in 1951 in Havana, Cuba, and finished 5th in the 1953 Worlds in Monaco where their new boat they shipped from

Argentina had many problems. In addition, in 1951 they were Gold Medalist at the very first Pan Am Games

held in Buenos Aires.

Funny and really unique fact is that the brothers shared the helm all their career, exchanging positions every year. That is why Carlos won 4 Nationals as skipper and 3 crewing and Jorge viceversa. At International events, Carlos helmed to win 1948 Worlds and Jorge did then followed winning in '51 and '53. A few decades later in the 70's Carlos started building the world famous "Vilar Castex" Snipes that won many regattas internationally and were one of the first fiberglass Snipes made in South America.

Carlos Vilar Castex won in 1980 the "diamond Konex" award, the most important Argentine distinction, for his contribution to the national sports.

In 2015 Carlos and Jorge were the first sailors to received the "ARG snipe Hall of Fame" award created that year for the Argentinian SCIRA.

Also, in 2019 he was declared "Ilustrious Citizen of San Isidro". Jorge Vilar Castex sadly passed away in 2014, but Carlos continues to support sailing to this day, following every regatta on Facebook and SnipeToday, and being present in person in every National or International regatta prizegiving ceremony that takes place in Buenos Aires. It is a special honor for the currently active Snipe sailors to receive cups and medals from him in those events.

After Carlos and Jorge Vilar Castex, Argentina has had many more great Snipe sailors, many of them also Champions, but Carlos and Jorge opened the path for us all in Argentina and



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South America, proving to the whole continent 70 years ago that distance and lack of materials and information were not obstacles to succeed and be the very best in the world. Only talent and dedication is needed. They have this in abundance and this is why they received this award from us today.

Earl Elms (1939-2014) (USA)

A person is not defined by their accomplishments, but if they were, Earl was a god. He had the Midas touch in any boat, but his reputation was deepest in the Snipe class. Earl started sailing Snipes in Mission Bay, CA where he won four national championship trophies before 1963 when he got out of the Navy.



He won the Snipe U.S.

Nationals for five consecutive years (1966-70), adding a sixth title in 1972. During that span, he was runner-up at the Snipe World Championship in 1967, then took the title at the next two Snipe Worlds (1969, 71) and fourth in 1973.

"Earl is quite possibly the most natural sailor I have ever crewed for, or competed against," said Dave Ullman.

But Earl wasn't just about winning; he was about making. The DNA of the modern Snipe is that of Earl. He helped to create, along with Herb Shear, the Chubasco Snipe. Not only was he influential with hull design but with Elms Sails and Cobra Masts, he continued to move the class forward.

Earl was also known for not just developing the boat but also the people. He had a philosophy that you needed to help your competitors to become better sailors so that you could become better yourself. Many a young San Diego sailor starting by crewing for Earl or learning from him.

Id Crook said Earl Elms invented kinetics in the Snipe class. When Earl was going downwind having a beer, he would raise the beer up to drink it, leaning his body out over the side. Then Earl would lower the beer and lean in. And the cycle would continue. He was always willing to share his knowledge and help you with your boat, so long as you repaid him with a beer.



Hub E. Isaacks (1902-1988) (USA)

Hub Isaacks was a medical doctor in Fort Worth Texas. He was also a sail boater, who built his own wooden Snipe #9 in 1931-32, following the plans for Snipe as published in the July 1931 issue of The Rudder magazine.



Dr. Hub Isaacks in 1949

Beyond that, he was a supporter of other like-minded sailors in the Dallas Texas area who, with his inspiration,

joined together and chartered the first Snipe fleet of the newly formed Snipe Class International Racing Association (SCIRA) — Snipe Fleet #1, located on White Rock Lake in Dallas. He became a great friend of Snipe designer Bill Crosby and other top caliber sailors in the area, including good friend George McGown. The Snipe owners in the USA selected Isaacks to be the first Commodore of SCIRA in 1933. Isaacks helped Crosby and others prepare the first Snipe annual yearbook, consisting of the class constitution and by-laws, and outlining the Snipe point score system for Snipe fleets to use in racing and reporting season ranking results.

Isaacks raced in midwestern Snipe regattas from those early years in the 1930s until the mid-1950s. He bought two newer wooden Snipes in 1940 and 1948 to keep current with the competition, these boats also used the re-assigned #9 per agreement with Crosby. [One of these two boats was modernized and competed for a few races in the 2007 Snipe US National Championship.]

However, in the early 1950s, use of fiberglass for boat construction was becoming popular in the USA, and Isaacks realized that the Snipe class had to modernize the rules to allow fiberglass (and plywood) for hull construction, as well as for decks. So he built the first all- fiberglass Snipe (hull and deck), using the latest of his wooden Snipes as the "plug" for the molds for the hull and deck. This project was undertaken with reluctant agreement of the SCIRA Rules Committee, with the understanding that the boat could only compete informally in racing. Since it was an unofficial Snipe, it was numbered "X-9" and raced for several seasons by Isaacks, displaying that it was neither faster or slower than the conventional wooden Snipes. [Snipe #X-9 still exists and was built with features such as forward and aft sealed floatation tanks, bonded integrally with the hull and deck, resulting in a stiff hull, comparable to wooden



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Snipes, and is still structurally sound.] This boat is the “grand-daddy” of all 20,000+ fiberglass Snipes built since the Snipe rules were revised in 1954 to allow fiberglass and plywood for hull construction. The first builders of production fiberglass Snipes were Francis Lofland in the USA, and Ole Botved in Denmark. Isaacks donated the SCIRA trophy for the winning Snipe in the Snipe International Championship, first sailed in 1934. The first two winners of that series were from Texas Snipe fleets. The first truly international competition was in the 1946 event, and beginning in 1947 the event was held in other countries besides the USA.

Isaacks also donated the SCIRA trophy for the winning Snipe in the Southwestern Snipe Championship, held in Texas venues and it is SCIRA's oldest district trophy. Isaacks won the event in 1948. Isaacks also enjoyed racing larger sailing yachts and competed in the annual St. Petersburg Florida to Havana Cuba yacht race, chartering the famous Herreshoff 72-foot ketch “Ticonderoga” with a crew of Texas sailors and winning first-to-finish (and first to party) on three occasions.

In 1988, Isaacks was presented with an annual trophy awarded by the US Yacht Racing Union, symbolic of the American sailor who best exemplifies the tradition and ideals of sportsmanship. In late 1988, Isaacks passed away at the age of 86. He is survived by two daughters, Janet (Isaacks) Cornwall of Corvallis Oregon and Margo Isaacks of Houston Texas.

Jan Persson (1944-) (DEN)

Snipe sailor and boat builder Jan Persson, from Denmark, has been elected to the 2019 Snipe Hall of Fame. Born in Copenhagen and moved to Espegarde when he was a child; he was offered an Optimist to sail and went out and won the race. He started to crew for different Snipe sailors and decided he enjoyed it.

In 1957 he and a good friend built a wooden Snipe 10296, in which they sailed and won some races. In 1961 he sailed in one of the first fiberglass boats built by Paul Elvstrom and Peer Bruun. 1964 he sailed in the first Skippersnipe and had some success winning the 1965 Danish Championships and came in 7th at the World Championship in Las Palmas, Spain. Jan started working at Skippersnipe as an assistant in the production, testing and design. In 1971 he moved to Malaga to build a Peers Bruun designed boat called a Flipper. While in Spain he built a Snipe mold based on a wooden boat and sold 20 of these Persson Snipes. Jan found he could not make a living from building boats and he moved back to Denmark and away from the Snipe Class. He crewed for Paul Elvstrom in the Soiling; and sailed Tempests and big boats in regattas such as Kings Cup, Sardinia Cup, Admirals Cup, Kiel Week and many others. When his son expressed an interest in sailing in 1982 Jan got



back into the Snipe. His son was having difficulty managing the whisker pole and they tried many solutions which resulted in the Persson whisker pole system which people are still using today.

Jan continued to compete and travel with the Skippersnipe but found that there were many things he wanted to change with the boat design. Knowing that the Skippersnipe company was for sale and having his friend Jerry Thompson pay upfront for a new boat Jan was able to buy the company and start PerssonSnipe. He used one of the boats he built in Spain and modified it to make the first set of molds for the modern PerssonSnipe which had its debut in San Remo in 1990. In 1993 Santiago Lange won the Snipe Worlds using a Persson Snipe, there have been many other Championships won since then. The life of a boat builder is not an easy one. There are many kilometers on the road, ensuring the boat meets the measurement regulations of the Class and making a boat that wins. Jan sailed at as many regattas as possible all over the world. He specially built a small truck with a long bed for 3 Snipes and then a trailer for 4 more; which meant he was driving all over Europe with as many as 7 Snipes at a time. While he was travelling to regattas and selling PerssonSnipes Jan admits he was lucky to have a fantastic fiberglass man Carsten Florin who steadily made 1 Snipe a week that Jan had to mount fittings on and sell.

Jan could not have accomplished all he has done without the support of his wife, crew and travelling companion Jane. Jane had never sailed before but was willing to give it a try. Jan is known throughout the Snipe world as he travelled extensively and was at the major Championships to repair and fix boats if there were any problems. Jan was always willing to help, Gweneth Crook says “My participation in the 1999 World Championship in Santiago de la Ribera would not have been possible without all the work, in difficult conditions, Jan did get my charter boat competition ready. Thank you, Jan.”

In 2003 Jan sold PerssonSnipe to Daniela and Enrico who have the headquarters in Trieste, Italy.

Although he sold the company he was not done with the Snipe. In 2012 the production of the Minimax boom started. The boom was lightweight and had room for the shock cord for the Persson whisker pole system. In 2013 there was the production of the “teardrop” mast with new adjustable spreaders. In 2014 Jan bought Sidewinder Mast including the rights, tools and a big oven that was essential for production. In 2016, due to health concerns, Jan sold the boom and mast production to Belgian Snipe sailors.

We hope that Jan is not finished with the Snipe Class and his many friends will see him again at a future regatta.



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Id Crook (1928-2008) (CAN)

Id Crook was a serious sailor who knew how to have serious fun. His friend John Johns said "Here's some of what I know about Id. He loved beer. He hated Labatts. He loved boats. He lived for the Snipe Class. He hated pretension. He looked smart in a blue blazer, Bermuda shorts and knee socks. Despite his oft-heard, "Mutha, CFD", his devotion to



his wife Anne was lifelong and unending. He and his daughter Gweneth sailed together for years. He couldn't swim. He had a good friend in every corner of the world. He set a damn good race course. He was someone you could count on. Always the guy at the hoist taking your bow line, he was ready to assist with a sly grin and smart-ass comment that seemed to put things in perspective. He loved a good time. He LOVED a good time. He was a true and loyal friend, the best ever."

Id started sailing in Beaumaris, Wales when he was a young boy. He met his wife Anne, from England, at the Menai Straits Regatta. They married in the spring of 1954 and immediately emigrated to Canada. The summer of 1954 they found a Snipe fleet in Oakville, Ontario and bought a boat. This began a lifelong love affair with the Snipe Class for both Id and Anne.

Id was always the crew, starting with his wife Anne, he also crewed for Howie Richards, Bent Poulson and his daughter Gweneth. He traveled to Snipe regattas all over the world, he was a fierce competitor in his day, he represented Canada in then 1971 Pan Am Games in Columbia.

He was known to encourage young Canadian sailors to try the Snipe, always willing to lend his boat or double deck trailer them to a regatta. There are many a story to be told of driving the younger crews and the fun that was had.

Id attended the first World Masters in Atlanta in 1986 and saw this as a great combination of the "serious sailing, serious fun" motto of the class. He organized the 1989 World Masters in Oakville. The World Masters allowed the older Snipe sailor to continue to participate on a global level and be active in the class. The Snipe World Masters Championship did not have a Deed of Gift, so Id wrote one on behalf of SCIRA Canada. He attended 10 World Masters between 1986 and 2006. He was the biggest cheerleader for the Championship, always encouraging fellow Snipe sailors to attend.

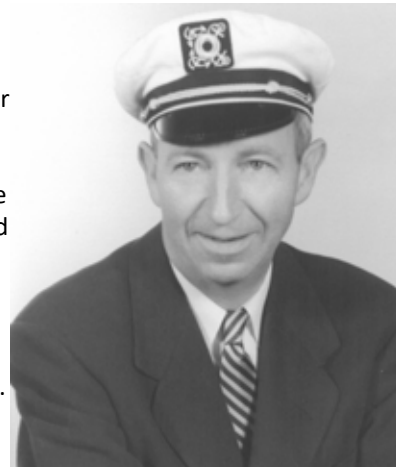
Id was the Canadian SCIRA National Secretary for many years. He was on the SCIRA Board as Secretary General of the Western Hemisphere and Orient, Vice Commodore, and Commodore in 2000. He was also the Commodore of the Oakville Yacht Squadron and the Oakville Harbour Yacht Club.

When he got a little older Id continued to be active in the Snipe class as a PRO, at such events as the Bacardi/Gamblin/Kelly in

Nassau, Bermuda International Race Week, and Canadian Snipe Nationals. He was also a Jury member at numerous regattas including the 1989 Worlds in Karatsu, Japan. Id loved the Snipe Class and would have been humbled by this honour.

Theodore A. ("Ted") Wells (1907-1991) (USA)

Ted Wells was well-known to Snipe sailors in the USA. He began sailing Snipes in 1938 in Wichita Kansas, after early beginnings of racing airplanes around pilons in competition – which his wife Marjorie (Marge) considered too dangerous for him to continue. By that time, Wells was chief engineer and co-founder of Beech Aircraft Company in Wichita. Wells designed several of the top models of airplanes marketed by Beech and before that by another aircraft company.



Because of his technical and college background as an aircraft engineer and pilot, he approached the world of Snipe sailing with a calculated mind to be competitive at the highest level. He started with wooden Snipes and after WW II, he bought a new Snipe #6025 "Good News III" from a top west coast Snipe builder and won many championships, regional and national with that boat [which is now in the collection of the Mystic Seaport at Mystic Connecticut]. Wells victories include the 1947, 1949 and 1952 Snipe US National Championships, the 1947 and 1949 Snipe Worlds Championships, and six-time winner of the Snipe Midwinter Championship in Florida between 1948-1957. Over the years. Wells owned 10 Snipes, all named "Good News" (from I to X), and all with hull numbers ending with "025."

Wells was consultant along with Harold Gilreath, John Rix, and Francis Lofland to build the molds for the first production fiberglass Snipes in 1954 by Lofland in Wichita Kansas.

Wells was SCIRA Commodore in 1954 and for years was Chairman of the SCIRA Rules Committee. He was a regular contributor to a column "Wells Wanderings" in the monthly Snipe Bulletin, and authored a book "Scientific Sailboat Racing" in 1950 which guided many Snipe owners on the latest technical advancements of the time to make a Snipe competitive, as well as a detailed discourse on racing tactics to improve sailor's competitive skills.

In 1952, Wells donated an annual SCIRA trophy for the winner of the "consolation" Wells Division when the fleet became too large to fairly compete in one large group. Typically, the Wells Division was used when the competitor fleet was more than about 50 boats.

Wells final Snipe racing competition was at the age of 79, when he competed in the 1986 Snipe Worlds Master Championship. As a final gesture of his love for racing Snipes and generosity to SCIRA, he donated his last Snipe #25025 to the SCIRA Perpetual



Snipe Hall of Fame - Inductees

Fund to be used as a fund raiser for the class.

Wells passed away in Florida in 1991, at the age of 84. A complete and detailed biography of Wells life, both in the aviation field and in sailboat racing, is published in a soft cover book "Master of the Sky and Sea – The Story of Ted Wells", authored by Wichita Snipe sailor and historian James Rix.

William F. Crosby (1891-1953) (USA)

Bill Crosby is the "father" of the Snipe class. He was a naval



Bill Crosby

architect and took over as Editor of The Rudder magazine in 1928, after the founder and original Editor of that monthly magazine passed away. Issues of The Rudder often featured boat designs by Crosby, but the most popular design was the Snipe one-design racing sailboat which was published in the July 1931 issue of The Rudder.

Crosby had Snipe #3 "Snipe" built for his own use at the

famous Minneford Yacht Yard in New York City. He raced that boat on Long Island Sound and helped many Snipe fleets develop in that area. In 1939, He ordered a new Snipe #4000 "Also" built by Dunphy Boat Co. in Oshkosh Wisconsin to the latest specifications for a fast boat at the time.

During this time, Crosby authored a monthly column in The Rudder magazine for the Snipe class, as well as acting as Executive Secretary of the Snipe Class International Racing Association (SCIRA) from its official formation in late 1932. Crosby, with the help of other influential Snipe enthusiasts including Hub Isaacks, George McGown, Harry Lund, John T. Hayward and Ted Wells, developed over the years the original

Snipe scoring system for racing, the SCIRA Measurement Data Sheet (MDS) and updates approved by the Board of Governors and Technical Committees, the annual Snipe Rule Book, and many Snipe trophy Deeds of Gift. In 1940, Crosby authored a book "Racing Small Boats" which described Snipe sailing experiences in detail during the 1939 racing season on Long Island Sound and presented analysis of racing tactics to educate Snipe sailors old and new to improve their sailing skills.

In 1941, Crosby left as Editor of The Rudder magazine and also as Executive Secretary of the Snipe class, taking a position as naval architect for a boat building company in Florida as part of the war effort to help the US Navy. Others in the Snipe class handled organization matters during these years.

After WW II, Crosby again returned to his favorite Snipe class activities in 1945 and started a new sailing publication "Jib Sheet" as Editor, as well as taking up his position again as Executive Secretary of SCIRA. He continued in these activities during the next eight years, including starting the popular "Snipe Bulletin" in mid-1951 as Editor. During these years, he also served as Editor for another national boating magazine. All Snipe correspondence, nationally and internationally, was handled by typed letters, telegrams and telephone calls by Crosby himself – no computers or internet connections or spread sheets. All hull registrations were hand-documented on individual owner cards and MDS forms which are now maintained in the archives of the SCIRA headquarter office. Crosby passed away unexpectedly in August 1953 at the age of 62. SCIRA reserved Snipe hull registration #10,000 "SCIRA" as a tribute to Crosby and had a Snipe half model hull wall plaque made, bearing that number and presented to Crosby's long-time wife Edna Crosby, in his memory. Edna Crosby continued to honor her husband's work and the Snipe class until her passing in 1986 at age 95.

Brazil held a special ceremony for their Hall of Fame inductees in December.

On 14th December, Schmidt brothers received the awards after the Preben Schmidt race promoted by the traditional Rio Yacht Club. Henrique Haddad, current Snipe World Champion, gave the Hall of Fames diploma to Erik Schmidt. Torben Grael, past Snipe World Champion and Hall of the Fame nominee, gave the diploma to Moe-ma, representing Axel Schmidt who passed away last year. Erik gave an emotional speech remembering the differences of sailing today and in their time.

On 12th January, Bibi Juetz received the award in a ceremony at late Clube do Rio de Janeiro in a regatta honouring the Schmidt brothers. Breno Bianchi representing her crews, Renata Pelicciano, representing their students and Henrique Haddad representing the Snipe Class. Breno talked about some of Bibi's championships.

It was another very emotion ceremony with Ivan Pimentel, Paulo Santos, Roberto Pellicano, Augusto Barrozo, Juliana Duque and Rafael Martins talking about their experience. Lars Grael also remembered some Schmidt's rivals like Reinaldo Conrad and also their sister, Margret Schmidt, who finished second in the 1961 Brazilian nationals, just behind her brothers.



Remembering Paco Perez

December 21, 2019. Today we received the sad news of the passing away of Francisco Gines Perez Lepez, known as "Paco Perez" by family and friends, who was uninterruptedly a Snipe sailor for over 65 years. He devoted his life to the class and was one of its best ambassadors around the world.

Not only he was he Spanish National Secretary, but also Southern European Secretary and President of the Real Club de Regatas de Santiago de la Ribera, positions where the extent and quality of the work performed was strongly appreciated by all Snipe sailors alike, setting us an example to follow.

We will always remember his boat "Tenaz" sailing at the Mar Menor, and how he enjoyed the racing, as well as the social events where he would spend his time chatting long and friendly with everybody.

Thank you for everything Paco!

We wish you fair winds an following seas ahead.



Gran Canaria Regatta

Trofeo Comodoro
Real Club Náutico de Gran Canaria
From 01/18/2020 to 01/26/2020



Overall Results

Entries: 8

Class: Snipe

Pos	Sail #	Bow	Crew / Club	Cat	RACE			POINTS	
					1	2	3	TOTAL	NET
1	ESP 29		GONZALEZ AGUIAR, Pedro Manuel / HERNANDEZ & FERNANDEZ LEON - VILLAVARDE LIMINANA, Rafael Jose / HERNANDEZ &		2	3	3	8	8
2	ESP 24654		TRUJILLO CASTELLANO, Jorge / Real Club Náutico de Gran Canaria / CRESPO HERNANDEZ, Miguel Angel / Real Club Náutico de Gran		3	2	4	9	9
3	ESP 2994		JUAREZ MARRERO, Fernando / Real Club Náutico de Gran Canaria / D, M / Real Club Náutico de Gran Canaria / FEFO IV		1	UFD 9	2	12	12
4	ESP 27088		LÓPEZ LACALLE, Daniel / Real Club Náutico de Gran Canaria / MONTENEGRO INIOSTA, Olatz / Real Club Náutico de Gran Canaria /		4	1	RET 9	14	14
5	ESP 29514		MARFIL DAZA, Julia / Real Club Náutico de Tenerife / TONIC IV AROZENA DEL AGUA, Carlos / Real Club Náutico de Tenerife / TONIC		DNC 9	UFD 9	1	19	19
6	ESP 28914		CANTERO BROSA, Alejandro / Real Club Náutico de Gran Canaria GARCIA-TUNON MEDEROS, Aida / Real Club Náutico de Gran Canaria		DNC 9	DNC 9	DNC 9	27	27
6	ESP 30989		MARRERO, Fernando / Real Club Náutico de Gran Canaria / CANTERO, Eugenia / Real Club Náutico de Gran Canaria / HARPOON		DNC 9	DNC 9	DNC 9	27	27
6	ESP 29790		PADRON TORRENT, Javier / Real Club Náutico de Gran Canaria / GONZALEZ ESPINO, Kevin / Real Club Náutico de Gran Canaria /		DNC 9	DNC 9	DNC 9	27	27



Mahon Winter Series - first of 3

Mahon Spain, January 19, 2020



WINTER SERIES 2020

Clasificación WS3

					18/01/2020				19/01/2020			
	Nº Vela	Patrón	Tripulante	Club	1a	2a	3a	4a	5a	6a	7a	P final
1	ESP28492	Damián Borrás Camps	Sara Franceschi	C.M. Mahón	9	8	10	10	10	8	7	62
2	ESP30728	Lolo Beltran González	Joan Riera Fortuny	C.M. Mahón	8	10	7	7	8	10	10	60
3	ESP28372	Jordi Triay Pons	Cristian Vidal	C.M. Mahón	10	7	8	4	9	7	9	54
4	ESP29980	Víctor Pérez	Juan Carlos Serrano	C.M.S.A.Playa	7	5	9	8	5	5	5	44
5	ESP29181	Marta Torner Rubios	Enrique Mir Pons	C.M. Mahón	4	6	5	9	6	2	8	40
6	ESP29698	Lluís Mas	Maria del Mar Salvà	C.M. Mahón	2	9	6	3	7	6	6	39
7	ESP31252	Joan Llorens Vila	Suso Florez	C.M. Mahón	5	4	2	0	3	9	2	25
8	ESP28492	David Saura Sintes	Mireia Garcia	C.M. Mahón	6	1	3	6	0	0	0	16
9	ESP28149	Juan Magro del Baño	Javier Magro	C.M. Mahón	3	3	4	5	0	0	0	15
10	ESP29376	Fernando Rita Larrucea	Diego Bosch	C.M. Mahón	0	0	0	0	4	4	4	12
11	ESP8	Lluís Aracil Camps	Pau García Montilla	C.M. Mahón	0	0	0	0	2	3	3	8
12	ESP25704	Carlos Pons Vidal	Román Pons Gomila	C.M. Mahón	1	2	1	2	1	0	0	7

Grand Prix Ferrol

Ferrol, Spain, January 25, 2020



1º Olieiro	Fernando Tajuelo	CNR Ferrol
2º Coitelada	Roberto Vidal	RCN Coruña
3º Xacarandaina	Diego Lopez	CNR Ferrol
4º Kalmachicha	Jaime Porcel	CNR Ferrol
5º Sirius	Carlos Supervielle	CNR Ferrol
6º Kacheindiez	Jose Rilo	CN Ares
7º Ceibe	Martin Bermudez de la Puente	RCR Galicia
8º 28093	Cuco Tizon	RCN Coruña
9º Prior	Fuente de cabo	CNR Ferrol
10º Castor	Jose Luis Meleiro	CNR Ferrol



Tavares/Castro win 2020 Snipe Brazilian Championship

Overall

Sailed: 7, Discards: 1, To count: 6, Entries: 41, Scoring system: Appendix A

COL	PROA	NUM	TIMONEIRO	PROEIRO	CAT	CLUBE	FLOT	R1	R2	R3	R4	R5	R6	R7	Total
1	11	29885	Matheus Tavares	Flavio W Castro	Geral	YCB/ICRJ/CBC	662/159	4	1	2	(28 ZFPx2)	1	12	7	55
2	15	31599	Bruno Bethlem	Dante Bianchi	Geral	ICRJ/CBC	159	3	6	(18)	14	3	2	2	48
3	27	30543	Juliana Duque	Rafael Martins	Mista	YCB/CBC/MB	662	5	2	1	9	6	8	(12)	43
4	14	31368	Nick P. Grael	Fabio Horta	Geral	ICRJ/MB/CBC	159	1	3	13	12	(16)	1	8	54
5	43	31208	Rafael Gagliotti	Henrique Wisniewski	Geral	ICS	483	12	9	(23)	3	9	5	1	62
6	19	31544	René Hormazabal	Otavio S Cardoso	Geral	EVI	455	6	13	3	5	12	(18)	3	60
7	22	31343	João P H S Oliveira	Fernando T Gioia	Geral	ICRJ/CBC	159	2	4	14	10 ZFP	10	(15)	4	59
8	33	31251	Tiago M Brito	Giovanne C Pistorello	Geral	CDJ/CBC	426	8	7	(16)	14 ZFP	2	3	14	64
9	28	31573	Gabriel Kieling	Atila Pellin	Geral	CDJ/CBC	426	7	10	5	16	(22)	4	6	70
10	20	31023	Felipe Rondina	Leonardo G Motta	Geral	ICB/ICRJ/CBC	516/159	9	5	22	1	11	14	(42 UFD)	104
11	36	31266	João S B C Fonseca	Humberto C Carvalho	Geral	ICRJ/CBC	159	15	17	12	4	(20)	10	5	83
12	7	31472	Mario S Jesus	Anderson S Brandão	Geral	EVI	455	11	8	9	(25 ZFPx2)	7	22	10	92
13	29	31159	Enrico Francavilla	Frederico Francavilla	Geral	YCSA/CBC	434	14	12	8	13	24	6	(42 DNF)	119
14	3	30266	Ralph Rosa	Matheus Gonçalves	Ap Master	CNC/MB	477	10	(19)	10	18 ZFP	17	9	13	96
15	17	31196	Philipp Rump	Martin Rump	Geral	CDJ/CBC	426	(24)	24	4	15	14	19	19	119
16	30	31532	Rodrigo S Almeida	Bruno Falco	Geral	ICES	245	20	18	7	(33 ZFP)	15	25	15	133
17	37	31545	Adriano Santos	Larissa Siqueira	Mista	VDS/CBC	427	17	23	6	15 ZFP	18	24	(42 DNC)	145
18	31	30754	Gustavo L R Abdulklech	João Petersen	Junior	ICRJ/CBC	159	(21)	11	20	20	21	20	17	130
19	38	30766	Rafael Rizzato	Gerald Wicks	Geral	YCB/CBC	662	(42 DNF)	42 DNC	11	17	8	17	18	155
20	13	31302	Ricardo V B Rezende	Manoel V Martins	Ap Master	ICAJU	800	13	16	29	(32 ZFP)	26	11	23	150
21	12	31597	Carlos U C Menezes	Eduardo B Sampaio	Gr Master	ICAJU	800	(37)	27	35	23	5	7	25	159
22	26	30852	Gabriel C Rodrigues	Raphael C O S Ribeiro	Geral	CNP/CC	510	16	20	17	30	(31)	23	16	153
23	24	31569	Malcolm Scofield	Gustavo Baiano	Geral	ICRJ/CBC	159	28	(42 DNF)	30	18	4	21	22	165
24	35	31172	Kim Vidal	Antonio Lopes	Geral	YCB/CBC	662	19	14	(27)	26	13	27	24	150
25	6	31194	Ader Santos	Adriano Santos	Geral	VDS/CBC	427	18	21	24	(29 ZFP)	25	28	11	156
26	1	30657	Hermann E A Ferreira	Tiago G Ferreira	Geral	ICP	487	26	22	15	(42 OCS)	28	16	20	169
27	21	31206	Alberto Vitta	Bruno Greve	Geral	YCB/CBC	662	27	(42 UFD)	21	22	42 DNC	13	9	176
28	25	30534	Murilo Borges	Jorge Bueno	Geral	ICRJ/CBC	159	22	25	25	36 ZFPx2	19	26	(42 DNF)	195
29	39	30786	Icaro F dos Santos	Rafael G F Feijó	Geral	YCB/CBC	662	34	30	33	(37 ZFP)	23	29	21	207
30	32	20752	Carlos F Hackerott	Ricardo Siemens	Gr Master	YCP	311	(35)	31	19	35	29	34	28	211
31	5	31102	Ellion Santana	Leonardo P Lorenzi	Junior	EV-CIR/YCP	311/483	25	35	28	(36 ZFP)	33	33	26	216
32	18	30767	Kurt Diemer	Christian Franzen	Gr Master	ICRJ/CBC/ICSC	159/555	31	15	26	40 ZFP	27	(42 DNC)	42 DNC	223
33	10	31326	Mario E B Tavares	Carolina J D Sacconi	Mista	CRG/YCSA/CBC	368/434	29	26	(38)	33	36	31	27	220
34	2	31317	Tony F L Bengo	Fernando Shibuya	Ap Master	ICP	487	23	28	31	27	32	(42 DNS)	42 DNC	225
35	9	31534	Paola Prada	Georgia Bruder	Feminino	YCP	311	(38)	34	36	34	38	30	29	239
36	8	31064	Carlos E Traversa	Icaro Carneiro	Gr Master	ICAJU/ICFort	800	36	29	32	31	34	(42 DNC)	42 DNC	246
37	16	30939	Wellington A Theotonio	José V Theotonio Neto	Ap Master	ICP	487	33	33	34	36	30	(42 DNS)	42 DNC	250
38	4	30206	Caio A Pantoja	Lucas Bagolin	Geral	CDJ/CBC	426	32	(42 DNF)	37	42 ZFP	35	32	42 DNF	262
39	34	30775	Gabriel Firme	Marcos Almeida	Geral	ICES	245	30	32	(42 DNC)	42 DNC	42 DNC	42 DNC	42 DNC	272
40	40	30893	Alexandre A L Costa	Carlos R B Nascimento	Ap Master	ICN	375	39	(42 DNC)	39	42 DNF	37	42 DNC	42 DNC	283
41	23	31526	Marco A S Ribeiro	Hugo M B Mosca	Ap Master	ICRJ/CBC	159	(42 DNC)	42 DNC	42 DNC	42 DNS	42 DNC	42 DNC	42 DNC	294





Las Vegas Regatta

Mission Bay, California, January 25, 2020

By Don Bedford

We had a fantastic weekend out on Mission Bay this weekend. Doug Hart hosted a clinic in the morning with great attendance. There were lots of good questions and some very informative information on tuning and dry-land boat handling demos.

The weather cooperated and we saw 10-12 knots on the bay and were able to finish six races - yes, all won by Randy Lake! Though, Doug, Ken Redler, and Jim Grubbs were on his heels the whole day. We finished with some good chats around the keg in the boat yard.

Sunday was much lighter breeze from the southwest. A couple of races were in the 7-8 knot range, but the last race glasses off after the first lap. New members Lynsi Gibbons & Erika Barth lead around every mark until the Grubbs team *just* nosed them out at the finish in < 1 knot of breeze. More chatter around the keg at the end of the day helped with those post-regatta questions and fleet announcements.

Thank you to Beth Hart for [posting the scores](#), to Chuck Sinks, Bob Bowden and Ed Machado for helping with race committee, and a BIG thank you to Chris Wright as regatta chairman, who missed Sunday as Lauren went into labor at 3:30 that morning! And we now have a new a new fleet member, Dylan Victoria Wright!



Rank	SailNo	HelmName	CrewName	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
1st	29780	Jim Grubbs		5	2	4	3	2	5	1	2	1	1	26
2nd	29315	Ken Redler	Kai Redler	2	3	2	5	5	2	5	1	2	3	30
3rd	31298	Randy Lake		1	1	1	1	1	1	DNC	DNC	DNC	DNC	50
4th	28854	Lynsi Gibbons	Erika Barth	6	5	7	7	7	6	3	5	3	2	51
5th	31114	Ryan Schubert	Amanda Kremer	4	7	5	4	6	7	6	3	4	5	51
6th	30017	Dick Davidson	Ben Davidson	7	6	3	6	3	4	4	DNC	DNC	6	61
7th	31297	Doug Hart	Carolina Ternero	3	4	6	2	4	3	DNC	DNC	DNC	DNC	66
8th	29941	Bill Van Dusen	Althea Van Dusen	8	8	8	8	8	8	7	6	6	DNC	78
9th	29646	Eric Heim	Parker Heim	DNC	DNC	DNC	DNC	DNC	DNC	2	4	5	4	81
10th	23060	Popeye	Olive Oyl	DNC	DNC	DNC	DNC	DNC	DNC	8	DNC	DNC	DNC	107



Enoshima Snipe Regatta & Kanto Fleet Champs

Enoshima, Japan, January 19, 2020

1. Shinichi Uchida & Yuta Irie
2. Tatsuya Hirakawa & Akira Sakai
3. Tatsuya Wakinaga & Sugawara Week
4. Sugiura Ryoto & Ko Miyano
5. Iseki Sekiguchi & Keisuke Kushida



2020年1月18日～19日 葉山港

最終成績

国際スナイプ 級						1R			2R			3R			4R			5R			6R			総 得 点			総合 順位
順位	EntNo	セーラー名	所 属	艇 長	クルー	着順	確定	得点	着順	確定	得点	着順	確定	得点	着順	確定	得点	着順	確定	得点	着順	確定	得点	合計	除外	得点	
1	27	31107	選手開成・早稲田大学	内田伸一	入江裕太	5	3	3	4	4	4												7		7.0	1	
2	3	31585	早稲田大学OB/辻堂加工	平川竜也	酒井則彰	2	2	2	7	7	7												9		9.0	2	
3	11	31473	Wakinaga Racing	脇永達也	広原周	7	5	5	9	9	9												14		14.0	3	
4	10	31495	日本大学	杉浦 涼斗	宮野 鴻	10	8	8	6	6	6												14		14.0	4	
5	33	30992	WYC	関口 功志	棚田 佳佑	6	4	4	19	19	19												23		23.0	5	
6	15	31522	辻堂加工/才全会	大井祐一	西島 孝	1	1	1	23	23	23												24		24.0	6	
7	25	31263	TJMデザイン	武居 徳真	北川 英幸	24	22	22	2	2	2												24		24.0	7	
8	2	31622	住友商事ヨット部	高山達矢	古恵良悠介	16	14	14	11	11	11												25		25.0	8	
9	8	31518	慶應義塾体育会ヨット部	加藤卓	宮内勇一	8	6	6	20	20	20												26		26.0	9	
10	19	31366	明治大学体育会ヨット部	富永祐大	古澤和也	14	12	12	15	15	15												27		27.0	10	
11	4	31583	日本大学	持田春樹	吉永温	26	24	24	5	5	5												29		29.0	11	
12	45	29637	金沢大学OB/オリンパス(株)	富田泰弘	高橋直哉	9	7	7	25	25	25												32		32.0	12	
13	21	31330	MYRC	毛利智史	戸巻健	18	16	16	18	18	18												34		34.0	13	
14	32	31006	慶應義塾体育会ヨット部	菅沼汐音	門脇広大	25	23	23	12	12	12												35		35.0	14	
15	30	31012	慶應義塾体育会ヨット部	横川智平	秋田理央	20	18	18	17	17	17												35		35.0	15	
16	28	31092	慶應義塾体育会ヨット部	石川海渡	豊良裕亮/小野山裕也	22	20	20	16	16	16												36		36.0	16	
17	20	31335	九州大学	藤藤 彰宏	佐田 寛朗	17	15	15	22	22	22												37		37.0	17	
18	43	29873	中央大学	荒木陽菜	谷美月	19	17	17	21	21	21												38		38.0	18	
19	22	31329	MYRC	加崎健太郎	酒井信之介	11	9	9	40	40	40												49		49.0	19	
20	48	26021	京都大学体育会ヨット部	堀矢一貴	金岩佑門	12	10	10	39	39	39												49		49.0	20	
21	36	30843	BEST WIND	高木 亮也	高木 温子	BFD	BFD	49	1	1	1												50		50.0	21	
22	1	31581	AW 45TARS	笹井正和	中島真	BFD	BFD	49	3	3	3												52		52.0	22	
23	12	31458	一橋大学体育会ヨット部	浦三月	田口貴大	31	29	29	24	24	24												53		53.0	23	
24	44	29748	一橋大学体育会ヨット部	山井良太	渡邊 浩希	15	13	13	41	41	41												54		54.0	24	
25	37	30785	東京大学運動会ヨット部	戸沢真矢	長岡誠	29	27	27	28	28	28												55		55.0	25	
26	17	31379	日本大学	佐藤海志	岡村保乃加	4	BFD	49	8	8	8												57		57.0	26	
27	47	27466	京都大学体育会ヨット部	加藤 双葉	奥村 歩	13	11	11	46	46	46												57		57.0	27	
28	23	31308	東京大学運動会ヨット部	吉武宗浩	阿部佑真	32	30	30	27	27	27												57		57.0	28	
29	16	31390	日本大学	鈴木せいら	三輪武瑠	23	21	21	37	37	37												58		58.0	29	
30	42	31501	MYRC	高曾 陽平	鹿野 結太郎	BFD	BFD	49	10	10	10												59		59.0	30	
31	39	30647	慶應義塾大学体育会ヨット部	玉村賢太郎	佐藤一真	30	28	28	31	31	31												59		59.0	31	
32	41	30233	Team233	岡豪太	太中賢	28	26	26	34	34	34												60		60.0	32	
33	29	31033	seaside	橋本 正義	辻澤 拓夢	3	BFD	49	13	13	13												62		62.0	33	
34	40	30622	金沢大学	蜂巣 歩	出野 佑真	21	19	19	43	43	43												62		62.0	34	
35	9	31497	湘南サニーサイドマリナーヨットクラブ	井上直樹	小島正敬	BFD	BFD	49	14	14	14												63		63.0	35	
36	31	31009	中央大学ヨット部	廣瀬翔大	阿部智也	34	32	32	32	32	32												64		64.0	36	
37	24	31293	日本大学ヨット部	石松慶彦	御殿夏帆	33	31	31	35	35	35												66		66.0	37	
38	6	31525	首都大学東京体育会ヨット部	木暮俊貴	植田泰地	27	25	25	45	45	45												70		70.0	38	
39	38	30770	金沢大学体育会ヨット部	岩谷昌慶	間宮太陽	36	34	34	36	36	36												70		70.0	39	
40	35	30885	慶應義塾体育会ヨット部	武藤 大和	鈴木陽斗	BFD	BFD	49	26	26	26												75		75.0	40	
41	46	29635	一橋大学体育会ヨット部	野澤杏樹	及川路央	38	35	35	42	42	42												77		77.0	41	
42	13	31430	東京工業大学体育会ヨット部	北島龍一	鈴木巧巳	BFD	BFD	49	29	29	29												78		78.0	42	
43	26	31148	MYRC	島山直人	谷口雄一	BFD	BFD	49	30	30	30												79		79.0	43	
44	34	30978	東京工業大学体育会ヨット部	岡田瑛	堀江徹太郎	35	33	33	47	47	47												80		80.0	44	
45	5	31557	九州大学	位田 雅治	平松 健吾	BFD	BFD	49	33	33	33												82		82.0	45	
46	18	31372	UMIKAZI	峰澤 匡穂	宇多 弘次	BFD	BFD	49	38	38	38												87		87.0	46	
47	14	31418	東京大学運動会ヨット部	永田裕之	野村大善	37	BFD	49	44	44	44												93		93.0	47	
48	7	31521	湘南サニーサイドマリナーヨットクラブ	羽柴宏昭	鈴木誠	DNC	DNC	49	DNC	DNC	49												98		98.0	48	



Snipe World Masters

St Petersburg Yacht Club, Florida

May 2-9, 2020

Snipe World Masters



Championship 2020

WEBSITE: 2020masters.snipeworlds.org/

Entry is open for the 2020 World Masters!

Racing begins May 5 with plenty of social events and great sailing planned!



Snipe Women's World Championship

Sao Paulo, Brazil

October 9-12, 2020

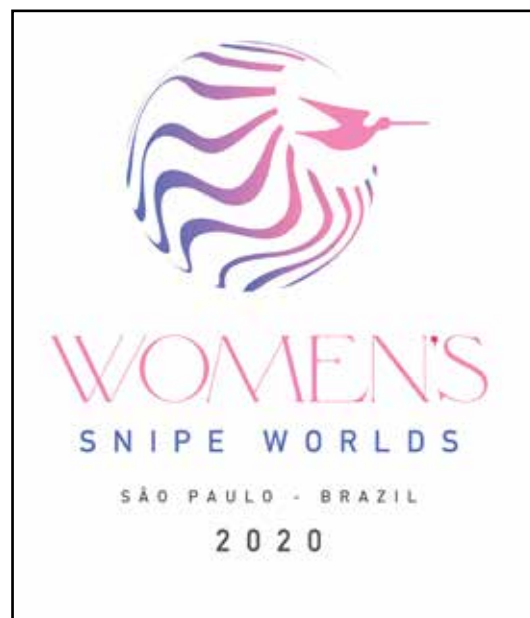
WEBSITE: <https://2020womens.snipeworlds.org/>

Yacht Club Paulista at Guarapiranga Reservoir is the perfect location for a women's worlds!

Warm weather, warm water, good wind conditions and no current, the regata venue is a 15 minutes sail from the club.

The Yacht Club has a dinner and a restaurant with dashing view of the reservoir that will be open to all sailors and guests.

You cannot miss the first snipedivas event of the decade!!!



Bons Ventos!



Snipe European Championship

Split, Croatia

August 31- September 5, 2020

WEBSITE: <https://2020.snipeeuropeans.org/>



Snipe Western Hemisphere Championship

Winthrop, Massachusetts

September 22-26, 2020

WEBSITE: <https://2020.snipewho.org/>

The entire Cottage Park Yacht Club membership is very excited to be hosting the Snipe Western Hemisphere and Orient Championships this coming September 22-26. Plans are underway to make this event true to the Snipe motto of Serious Sailing Serious Fun. Among the fun activities planned will be a game night including candlepin bowling, darts and pool.

September is a beautiful time of the year in the northeast. Days average in the 70's, with cool nights and hints of fall in the air as the colorful fall season approaches. Winds tend to be 5-15mph often from developing sea breezes. Racing will be in the outer Boston harbor with the skyline of Boston in the background.

The regatta is fortunate to have John Strassman as our International Chief Race Officer and Elliot Levy as Chief International Judge. CPYC is also grateful to support and help from the Winchester and Medford Snipe Fleets.

The WHO website is live and open for registration and the NOR is posted. <https://2020.snipewho.org>

The Cottage Park Yacht Club website is www.cpyc.org



Choosing the “Right” Gate: *My Top Ten Factors*

by Carol Cronin

It wasn't until the Snipe Women's Nationals that I realized how much I relied on gates. Because. There. Weren't. Any.

In large fleets, race committees often set two marks at the leeward corner of the course.

Boats sail between the marks, rounding one to port or the other to starboard.

The Women's Nationals fleet was only thirteen boats, so gates would've been inappropriate. But Kim Couranz and I quickly remembered the one-sidedness of a run to a single leeward mark. Having two options makes it possible to use the entire race course downwind.

Gates also create a significant tactical challenge. Choosing the “right” gate determined the winner of several US Olympic Trials. Choosing the wrong gate recently cost Kim a race victory in her Laser Radial. It's one of the biggest decisions we make in an average race, and definitely one of the hardest.

Here are the top ten factors I consider when choosing a gate to round. The relative importance of each is affected by the situation, so this is not an absolute ranking

Location

If one mark is obviously farther upwind due to shift, dragging anchor, or race committee error, round that one.

Shift

Because the wind is usually shifting, one gate will almost always be slightly favored. If the shift is large, this factor jumps to the top of the priority list. Here's an obvious situation:

The wind shifts right 30 degrees just before the leaders reach the weather mark. Everyone jibes



around the windward mark/offset and fetches the leeward mark without a second jibe. In this case, the starboard gate is effectively “off” the race course; this is an example of “must round port.” Ignore all other

factors.

The smaller the shift, the harder it will be to tell which gate is favored – and the more other factors should be considered.

Clear Air

When the lead pack rounds the gates, the bulk of the fleet will still be sailing downwind. A quick escape from that enormous wind shadow will be a high priority.

Boats not in the lead pack will also be looking for clear air upwind, but upwind lanes are not as dependent on gate choice. Other factors should be given priority.

Traffic

When rounding with a group, it will usually be better to round a less-favored gate on the inside than to round outside/behind a clump of boats. Three boats “inside” to port, nobody “inside” to starboard? I'll pick starboard every time (unless the starboard gate is “off” the race course, as in #2's example.)

Plan for the next beat

If one side of the next beat is favored, we try to round the gate that would take us there soonest. But wanting to go right upwind does not require rounding the port gate; depending on our local traffic conditions, we may round the starboard gate with a plan to tack immediately. (See #6.)



The Death Zone

In a large fleet, there will be a disturbed region of both wind and water five to ten boatlengths upwind of the gates. Tacking soon after we round either gate will send us into this “death zone,” which is slow. We consider this when discussing the “round and tack” option in #5.

The competition

The lighter the breeze, the more quickly boats on opposite tacks will separate. To cover a particular boat, we will round the same gate. If we are trying to separate from another boat, we'll choose the opposite gate.

Boathandling

We try to practice boathandling enough so it's not a factor in our tactical decisions, but it still must be considered – especially in heavy air. In planning conditions, if the port gate is a little farther upwind but we can round the starboard gate without any fancy maneuvers, I'll choose the starboard gate.

Current

The more perpendicular the current is to the breeze, the more it will affect gate choice. This factor can be planned out ahead of time – and discussed ad nauseum with two post-race beverages standing in as gates.

Gut instinct

Often one gate or the other will just feel like the easier rounding or quicker escape. After the race is over I try to talk the decision over with Kim, to see if my gut instinct was right.

Gate decisions often happen in a crowd, so it is crucial for skipper and crew to have a plan. At least a minute before the rounding, I say either 1. “Gate starboard,” 2. “Gate port,” or 3. “Not sure yet.” The last phrase is more useful than complete silence – and it's definitely better than that confidence-killing “deer in the headlights” look of complete panic.



"The new SuperActive Snipe Rig performed exceptionally well in a range of wind speeds from 5 – 30 knots of wind."

"We managed to win every race in light, medium and strong winds."

The new SuperActive Snipe mast, boom and jib stick are manufactured from special Aluminium alloy with added magnesium content to increase the dynamic gust responsiveness.

For more information please contact
Simon Bevan on Email address
simon.bevan@superspars.com
Or call +44 (0) 1329 232103



DUES 2019 as of December 31

Country	Members	Boats
Argentina	55	23
Austria	2	1
Bahamas	13	4
Belgium	73	49
Brazil	297	183
Canada	15	19
Chile	47	22
Colombia	18	10
Croatia	16	8
Cuba	10	5
Denmark	9	5
Ecuador	4	11
Finland	63	24
France	30	20
Germany	9	9
Guatemala	2	1
Italy	274	125

Japan	1021	569
Lithuania	1	
Mexico	0	29
Norway	58	11
Peru	5	18
Poland	40	18
Portugal	78	30
Puerto Rico	3	8
Spain	484	203
Sweden	23	13
Switzerland	2	2
United Kingdom	53	18
United States	436	297
Uruguay	33	9
Venezuela	0	
	3173	1717





Ph. Mattias Capizzano

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2020 Snipe Racing Calendar

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

Oseberg Challenge	Feb 14-16	Motril, Granada, ESP
Bacardi & Gamblin	Feb 27-March 1	Nassau, BAH
Antwerp Snipe Cup	March 7-8	Galgenweel, BEL
PAN Cascais	March 14-15	Cascais, POR
Copa Espana	March 19-22	Vigo, ESP
Don Q	March 20-22	Miami, Florida
100th Anniversary ICRJ	March 21-22	Rio de Janeiro, BRA
Earl Elms Memorial	March 28-29	Mission Bay, CA USA
Ron Payne Regatta	March 28-29	Ft Lauderdale, FL USA
South Americans	April 8-11	Montevideo, URU
Miami Women's Invitational	April 26-27	Miami, FL USA
Alpen Gran Prix	May 1-3	Mattsee, AUT
World Masters	May 2-9	St Petersburg, FL, USA
NB Snipe Cup	May 30-June 1	Espergaerde, DEN
Sipar International	May 30-31	Moscenicka Draga, CRO
German Open	June 5-7	Lake Caldonazzo, ITA
So Europeans	Aug 10-13	Vigo, ESP
European Championship	Aug 31-Sept 5	Split, CRO
North Americans	Sept 11-13	Jubilee, YC, Boston, MA USA
Viking Snipen	Sept 12-13	Baerum Seilforening, NOR
Jr Europeans	September 17-20	Almeria, ESP
Western Hemisphere & Orient	Sept 22-26	Winthrop, MA, USA
Women's Worlds	Oct 9-12	Sao Paulo, BRA

National Championships

Cuban Nationals	March 21-25	Cienfuegos, CUB
Cuban Jr Nationals	March 26-29	Cienfuegos, CUB
Belgian Women's	March 28-29	Galgenweel, BEL
Spanish Women's	April 30-May 3	Valencia, ESP
Portuguese Nationals	June 6-7	Porto, POR
Croatian Nationals	June 19-21	Split, CRO
Norwegian Nationals	July 2-5	Hanko, NOR
Italian Nationals	July 9-12	Anzio, ITA
Spanish Juniors	July 20-22	Las Palmas, GC, ESP
Spanish Nationals	July 23-26	Las Palmas, GC, ESP
Italian Masters	Aug 1-2	Ledro, ITA
Norwegian Masters	Aug 15-16	Baerum Seilforening
Norwegian Women's	Aug 22-23	Baerum Seilforening
Spanish Masters	Sept 24-27	A Coruna, ESP

National Secretaries wishing to add their regattas to the Master Calendar - access the link below:

<https://calendar.google.com/calendar/embed?src=olj67a3jpi7er5fn2ph8diae9o%40group.calendar.google.com&ctz=Europe%2FRome>





Snipe Ranking Guidelines

SCIRA has an agreement with the SSL (Star Sailors League) whereby if we provide regatta results, they will calculate an international ranking system for us. In order to have a great ranking system, we need the cooperation of all regatta organizers and National Secretaries to encompass as many events and sailors as possible.

Read the guidelines to the right to help gather the information. Use this link to download the excel template (save as a csv file) and then send to the SnipeToday editor or the SCIRA office. It's that easy!

[Results Template](#)

Guidelines for sending regatta results for the International Ranking

The purpose of these guidelines is to facilitate the loading of results into the SSL database.

- It is necessary to fill in all fields in the attached file.
- In particular it is important to fill in the "Sailor ID" field.
- Sailor ID means SCIRA memberID number.
- The SCIRA member ID can be found by entering the name of the sailor and checking the corresponding number at this [link](#):
- The SCIRA member ID is used to avoid duplications or errors with the names of sailors (for example: Martin Bermudez or Marin Bermudez de la Puente or Martin Bermudez de la Puente Gallego).
- Using the SCIRA member ID also makes it possible for SCIRA to check that the sailor is a member in good standing.
- Fill in the number of races, correctly indicating the DNC or DNS boats in the individual races.
- Send the file to editor@snipetoday.org
- The file will then be forwarded to the SSL Team, which will upload it to the "machine", a complex excel file, on which the International Ranking regattas are loaded.
- Results in .jpeg format are absolutely to be avoided.

Thanks for your collaboration!

