

# Snipe Bulletin™

Volume 28, Spring 2010

Official newsletter of the Snipe Class International Racing Association



1st, 3rd US Nationals  
1st\*, 2nd Europeans  
2nd Womens Worlds

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## SCIRA Board of Governors

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Luis Pessanha  
Porto, Portugal  
[lpessanha@coldkit.com](mailto:lpessanha@coldkit.com)



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San Diego, California, USA  
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International Rules Committee  
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Trieste, Italy 34143  
[Giorgio.brezich@tin.it](mailto:Giorgio.brezich@tin.it)

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General Secretary - Western Hemisphere  
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Montevideo, Uruguay  
[mdivat@zonamerica.com](mailto:mdivat@zonamerica.com)



Executive Director  
Jerelyn Biehl  
2812 Canon St.  
San Diego, CA 92106 USA  
+619-224-6998  
[scira@snipe.org](mailto:scira@snipe.org)  
skype: jerelynbiehl

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### Reports & Calendar

2010 Membership Numbers  
2010 Racing Calendar

**The Count:** 22 numbers have been issued since the last issue; Brazil 6; Japan 9, ESP 2, ARG 1, USA3 and 1 to a builder  
**Numbered Snipes:** 30870  
**Chartered Fleets:** 886

Welcome to the newest fleet Ecuadorian in Guayaquil, Ecuador. Snipes have been dormant in Ecuador since 1981. Eduardo Vedani is the National Secretary. More information can be found on Ecuador and other NS changes on page 6.

#### Cover photo: Photographer

Francisco Lino took to the water during the Brazilian Nationals to give us this unique view of Mario Urban and Rafael Sapacaia. For more photos: [www.imocean.com](http://www.imocean.com)

#### Pan American Games 2011

Country qualifiers on page 13. Snipes will have 10 entries - with host Mexico having an automatic entry. For more information: [www.pasaf.org](http://www.pasaf.org)



**Next Issue deadline:**  
June 1

## From the Commodore -

Dear Snipe Sailors,  
2010 will certainly be another year full of events and successes for our Class.

The Snipe Class is really the best dinghy sailing class in the world. That's what many of us believe and that's the reason why so many sailors in so many countries are Snipe sailors. "Serious sailing, Serious fun" is our motto and what truly distinguishes us from other classes.



This motto is what will guide your new Board of Governors in the Vision, Ambition and decisions we make. This motto, we hope, will also be in the forefront of all activities planned by Snipe regions, countries, fleets and clubs throughout the world. Whether it is a local series or a major international event, those involved in the organization of the championship should always strive to ensure it is well organized, well run and that everyone thoroughly enjoys themselves.

The International growth of the Snipe Class continues to be a top priority for the Board of Governors. We would like to encourage all National Secretaries and Fleet Captains globally to be more involved with the promotion of the Snipe Class within their areas.

The Promotions Committee and The Junior Committee, which will be appointed soon, will also be involved in helping to promote and build the Snipe Class.

I also challenge all Snipe sailors to commit themselves in the Class development, promoting our boat within exiting worldwide fleets and near friends of other classes, aiming to get more sailors converted to our "Serious sailing, Serious fun" Class.

All these steps are very important to the Class health and continue to be actively worked on.

Having said this, we certainly recognize the efforts of our National Secretaries and Fleet Captains throughout the World and, at this time, would like to express our appreciation for all you have done and all you are doing. You are the ones in the best position to help develop our fleets.

In the meanwhile, we'd like to update you on the other subjects we are working on:

- Our IT Technologies, with the aim to have more productivity and interaction with our members and National Organizations;
- The mould certification program;
- The alignment of some of our Class Rules to the new ISAF template;
- A new "Guide to Organize a Snipe Regatta".

It is also with great satisfaction that I inform you that Ecuador has just joined our Class. Welcome Ecuador!

2010 it's a year full of Worldwide Championships. This year we'll have the Junior and Senior European Championships in Spain and Norway respectively, the Western Hemisphere & Orient in Canada, Women's Worlds in USA and the World Master's in Brazil. All Organizing Committees are already working hard with SCIRA on them. So it's time to plan the season and get prepared for another great Snipe year.

Happy Sailing!

*W's Wilanda*



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## From the Rules Committee -

In the Winter 2010 Issue of the Snipe Bulletin an article on a Single Line Jib Halyard System was printed. Unfortunately the article is based on some incorrect assumptions regarding recent changes to rule 51. The rule mentions the jib luff wire specifically and in no way can this be interpreted as a continuation of the jib halyard. The jib halyard and jib luff wire or rope must be two separate items. Not only is this in keeping with the rule and tradition of the class but it allows to quickly connect or disconnect the jib to the jib halyard which is good seamanship.

We have traditionally sailed with a jib luff wire and the change in the rule was brought in to allow the use of a fiber (rope) luff "wire". The rationale behind the change is that it may be more convenient to buy a section of Vectran or Dyneema and splice or tie terminations into it rather than making one up from steel wire and swages, which requires special tools. Dyneema and Vectran are becoming more and more available at chandlers while dinghy size wire and tooling for swaging it less and less, so allowing both made sense. Note that Carbon and PBO were not allowed as these require special tooling to terminate and indeed must come from the factory at the appropriate length – a jib luff wire of carbon or PBO for a Snipe would cost somewhere close to USD 150 – definitely not appropriate for our Class.

If you did go ahead and build yourself a halyard system as suggested by the article there is no need to panic as all that needs to be done to legalise the system is to separate the halyard from the jib wire (rope). That will require one cut and two splices with perhaps a shackle thrown in as well. But please read on for an important warning:

Rope halyards are allowed by our rules. However rope halyards are usually substantially lighter than wire halyards and if one were to make the conversion to rope one would have to be careful about meeting minimum weight requirements and CG requirements (Rule 30) for the mast. Some but not all masts are very close to minimum weight. One would also have to check that the entire boat remains within the weight limit (Rule 37).

Good sailing to all in 2010,

Giovanni Galeotti  
Vice Chairman; SCIRA International Rules Committee

### Further Clarification of Rule 18 - *the final word*

Rule 18 should be modified as follows:

18. The centerboard must be restricted while racing in such a manner that no point of the bottom edge extends less than 305mm (12") below the keel. To permit checking the position of the centerboard while racing a band 25mm (1") wide shall be painted on each side of the board. The top of the band being even with the surface of the deck at the centerline of the boat while the board is raised on this maximum allowed height. A safety line must be used on centerboard while racing. The safety line length shall be not longer than to permit, when completely tight, to raise the board more than 50mm over the upper part of the board band to deck and shall not be adjustable and shall be fastened to the boat and to the centerboard by a shackle or snap of suitable dimension. Any type of retaining system may be used, the centerboard may be temporarily raised to clear trash, seaweed, etc. provided such system allows the crew to extend the centerboard completely when capsized without swimming under the boat. Only one centerboard may be used during a regatta unless irreparable damage has occurred.



## Classic Snipe Promotion

Over the past five years, a volunteer supporter of the Snipe class in the USA has worked to build interest in classic Snipes, comprised of Snipes with wooden and older fiberglass hulls. Many "retired" Snipes that were built in the 1930-70 time period have been re-discovered, and restored or modernized, or repaired to sailing condition. Some have been modernized with up-to-date equipment for racing, but most are just used for pleasure sailing or for display at classic boat shows. A few new Snipes with plywood hulls have been built using high-technology construction methods. In the USA, it is estimated that over 100 classic Snipes have been re-activated for use or display. The owners have taken great pride in restoring the boats and tracing their history over the years. The interest and camaraderie among owners is similar to the interest shown by those who own and collect classic automobiles. In a few cases, the owners may have two or more classic Snipes in their collection.



But the activity on classic Snipes is not just limited to the USA. Reports have been received from Japan, Finland, Sweden, Italy, Poland, Brazil and Canada about wooden Snipes that have been restored, in some cases to museum show condition. Some individual country SCIRA web sites feature a special category especially for classic Snipes. Classic Snipes are displayed in maritime museums in the USA, Canada and Spain.

The past history of the boat is an important factor. If the builder and date of construction can be traced, and if the original and subsequent owners can be identified, this information adds to the interest by the current owner. Another big factor in making the restoration worthwhile is if the boat has a racing "pedigree," or successful racing history. If the boat has won major championships in the past, or was owned by a famous Snipe personality, then there is added interest – and value – in owning the boat.

For restoration, the wood-working or restoration skills of the owner or restorer play a role in whether the boat is brought back to "like-new" condition, or for show, or for competitive racing. There are numerous professional restorers of classic boats in the USA, as well as other countries, and many are highly skilled in restoration of wooden boats. But, if the owner has wood-working skills, he may take on the project himself. Usually, modern materials and epoxy systems are used in reconstruction, but occasionally the owner wants to keep the boat in its original as-built configuration and use traditional materials that were used in the original construction.

The beauty and individuality of wooden boat construction lend special appeal to taking on such a project. It also is a fun project, enjoyed by the owners, restorers, and boat show observers, who save a place in history for their prized restored Snipe.

In the USA, the first "Classic Snipe Rally" was held in October, 2009 in conjunction with a week-long Snipe event in Atlanta, Georgia. The week started with the Snipe US Masters Championship, then the Snipe rally – a land-based boat show – took place in the middle of the week, and an annual holiday Snipe regatta completed the week's activities on the weekend. Nine wooden Snipes from eight states (representing four of the six regional districts in the USA) participated in this first rally. Many long-time current and former Snipe sailors showed up for the festivities, to increase the historical significance of the event. The whole week was a low-key, fun event enjoyed by all of the participants. Owners of classic Snipes shared restoration techniques and got advice about reconstruction methods. It really built interest among owners. Two newer wooden (plywood) Snipes were measured using an official SCIRA measuring jig, and provided added experience for the measurers and owners.

To build on the success of the first Classic Snipe Rally, a follow-on rally is scheduled for July 24-25, 2010. It will be held at Geneva, New York, in the scenic Finger Lakes region in the central part of that state. The event is being held in conjunction with an annual wooden boat show hosted by the Finger Lakes Boating Museum, and many of their collection of a wide variety of historic wooden boats will be displayed also, in addition to other wooden boats brought in by boat show visitors. So, the Snipe class will be on display to a wider audience, possibly expanding interest in the class and in restoration of other wooden Snipes that may still exist in that region. Participation in the rally is anticipated to increase to 10-15 or perhaps more classic Snipes, mostly from the eastern region of the USA and nearby Canada, and the midwestern and southeast regions of the country.

For further information, contact John Rose at:  
[rosjoh35@comcast.net](mailto:rosjoh35@comcast.net)



*Photos: Above: Snipe 14018 from Finland. Left: Snipe X-9, originally owned by Dr. Hub Isaacs and built in 1952, the first fiberglass Snipe (now reassigned #8999) now being restored by the article author, John Rose. It was raced for several years in the midwest 1952-54. Now awaiting restoration in Tacoma, WA. It has a fiberglass hull and deck, believed to have been built using a wooden 1948-49 Walco-built Snipe as the "plugs" for the hull and deck molds.*

# Around the Snipe World

**ECUADOR:** SCIRA is pleased to add Ecuador back to our list of countries and welcomes Eduardo Vedani as the new National Secretary. Ecuador will start with 5 boats and is planning on Ecuadorian sailors participating in the ODESUR Games, Central American and Caribbean Games, North American, South American,s and hopefully the Pan Amerian Games.

Eduardo can be reached at: ehvedani@yahoo.com.ar

**JAPAN;** Japan has elected a new Board of Directors with the new National Secretary Yasushi Kuwano. Mr. Kuwano can be reached at: yasushi.kuwano@mail.toyota-shokki.co.jp

**BRAZIL:** Dante Bianchi has been named the new National Secretary for Brazil. Dante, (who also has several World titles to his name) can be reached at; dantebianchi@hotmail.com

**ITALY:** The all sailing-class district championships 2009 prizegiving ceremony was held in the Rome boat show “Big Blu” in February. The Italian Saling Federation (FIV) organized the event and, for the Snipe Class, rewarded 1st place Ivo Gattulli and Fabio “Fat boy” Ceccarelli, 2nd place Roberto Tozzi and Giuseppe Noia, 3rd place Claudio Tozzi and Philip Gatta. The Snipe Class district Championship 2009 involved an average of 19 boats each race, on 6 regattas over 6 months. During teh “BigBlu” boat show was introduced “Bracciano Sailing Contest” 2010 edition, a multi-class regatta scheduled for next June 19-20 on Lake Bracciano, in the same location of the unforgettable Snipe World Master Championship 2004. This regatta will be the 3rd leg of “Italian Snipe National Circuit 2010”. For any questions or information [www.snipe.it](http://www.snipe.it) or [snipequarta@gmail.com](mailto:snipequarta@gmail.com)



**CHILE:** The 2010 South American Championship was scheduled for April 1-4, but has been postponed due to the massive earthquake in Chile. SCIRA is supporting Chile’s wish to host the event, but most likely in October when the transportation has been repaired (airport, roads, etc.) to allow all competitors to arrive safely to compete. National Secretary Tomas Rodriguez has been in contact through the SCIRA office and WH&O General Secretary Martin Dovat.

Tomas reports: “First of all, thank you for your concern and good feelings. Many of our people are affected and it is a moving situation. The misfortune of many Chilean people touch our hearts as we see many anguished compatriots due to lost or missing relatives, destroyed homes and other things. Don Francisco (Chilean TV) has prepare “Chile Help to Chile” to solicit support for the people affected. Please send donations to Santander Bank of Chile, Account # 2702 Funcacion Teleton.”





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# Bruno Bethlem - Snipe World Champion

Interview by Pietro Fantoni

**How did you prepare for the Worlds? Did you train a lot and where? Wich type of preparation did you do? Did you train (or test sails) specficially for the light wind conditions expected in San Diego? Did you sail and train with other Brazilian teams?**

We didn't train too much this year for the worlds. My free time doesn't match with Dante's free time. So our aim was to develop the sails and go to the main regattas. We were expecting lighter winds. But we were not worry about that. We've lost almost 15kg togheter. I think that it was our biggest effort. We have many Snipe sailors in my club that are all the time in the water. But I don't have enough free time to sail with them. I mostly meet them in the water during the main ragattas.

**How many years have you sail the Snipe? How long have you sail with Dante?Did you sail with Dante or also with other crew? What do you think about Dante?**

I have been sailing snipe since 1996 and that was my 4th worlds. Dante is sailing with me since 2000 although we have given up for a couple of years (2003-2005). Most of the time Dante is with me. When he can not be there with me I call another friend to replace him. Dante is awsome. He is not only my crew. We are big friends and everything seems to be good when he is around.

**Did you sail only Snipe or also others boats? Do you think that sailing with other type of boats helps you or is not helpful?**

I used to sail 470 and 49er but I've given up. The Olimpyc campaign is too expensive. But I still sail big keel boat in Brazil. I think that the most important thing is to keep sailing no matter the boat you are and plan the schedule for the most important events.

**Do you have a coach and did you have a coach or a local expert in San Diego?**

I've never had a coach in Snipe. Maybe once or twice during some championships. And we didn't have a coach in San Diego. Everything was by ourself.

**Did you use in San Diego a Persson/Db Marine built by Enrico Michel? Can you tell us something about this snipe? You sail with Zaoli Sails. Did you develop new sails for the Worlds? How is your feedback with Zaoli?**

The boat was perfect. Stiff, beautifull, well done and really fast (the most important). I have no complains about the boat. Everything was working nicely. Our job in Zaoli was very good. I think we reached all the targets. The Zaoli team is impressive and we we've developed very fast sails togheter.

Photo: Fried Elliott



**Tuning or boathandling? Which is more important?**

I think that both are important. These factors work togheter.

**"Secret numbers"?**

My set up is a cake recipe. And in San Diego was not different. The numbers are just references. It is very important to play with them. You can not be neurotic about it.

**Rake: 6,53-6,55m.**

**Tension: 19-21 (3mm stay).**

**Spreaders: 42,5cm / 74cm**

**Mast step: 59"-60"**

**Which was the most important factor for the victory of the Worlds?**

These were three. Speed, tranquility and patience.

**Do you have a person to whom dedicated your victory at the Worlds?**

Yes I do. To Dante.

**This year you were in Cervia for Piada (and you won). What do you think about Snipe Class in Italy? How is it similar and how is it different from the Snipe Class in Brasil?**

I think that the Class in Italy is very strong. I think that the biggest difference is that we have younger crews here because we don't have to many options like in Europe (470, 49er, 29er, etc).

**Your program for the future (Snipe, sailing in general ... your life ...?)**

I will keep sailing Snipe for the rest of my life and we want to defend the title in Denmark. But I would like to start sailing Star Class. It should be my plan for the future on sailing.

**Thank you so much ... and I hope to see you soon in Italy!!!**

You are always welcome! I hope to be in Cervia next year sailing and having fun with all of you.

## --Brazilian Nationals-- Another title for Bethlem and Bianchi

In January was carried out the 61th Snipe Brazilian Championship. It took place in the beautiful city of Florianopolis that is located in the south of Brazil. That is one of the best places for sailing.

Faced with an exceptional climate, locate in Jureme beach, the late Clube de Santa Catarina hosted 67 boats, representing 8 Brazilian states and Argentina, aiming for the "Pimentel Duarte Trophy".

The wind conditions were light and shifty in the first and second days of racing making the races challenging. In the following days the wind was more stable ranging from 8-11 knots.

After 4 days of racing 4 crews have highlighted and fought for the title up to the final day: Tinoco/Dellagnelo, Bethlem/Bianchi, Paradedda/Kieling and Haddad/Lowbeer.

The final day began with bright sunshine and strong winds coming from the northeast with gusts of +20 knots making the last day the most exciting of all. With two races to go the difference between the four crews was only 4 points.

Bethlem and Bianchi won the first race of the day having overtaken Tinoco and Haddad in the second reach extending their lead up to the finishing line. Haddad/Lowbeer was 2nd and Tinoco/Dellagnelo 3rd. Paradedda/Kieling had a collision at the start causing some damage on their boat, forcing them to abandon the last 2 races of the day.

In the last race Bethlem and Tinoco were tied and they would fight for the title. Tinoco tried a match race strategy in the prestart, just because if both were worse than 7th, Tinoco would take the title. Bethlem/Bianchi escaped but just after the starting signal Tinoco overtook Bethlem and then covered him to the upwind mark not allowing him to round the mark. The jury followed the two boats during the upwind leg and two



Photo collage credit: Francisco Lino

protest situations occurred.

In the other end of the race Haddad/Lowbeer took the lead and never looked back to win the last race with a 2 minutes lead.

After a risky but expeditious maneuver in the up wind mark Bethlem/Bianchi set themselves free from Tinoco. At this time they were around 45th and they must be top 6 to win. Tinoco capsized in the second reach and Bethlem/Bianchi recovered sailing as fast as possible in 4 reaches under 20 knots to cross the finishing line in 4th to win their 7th National Title.

At the club Tinoco posted two protests against Bethlem but with the jury as the main witness Tinoco was disqualified from the last race. Xandi Paradedda asked for a redress for the collision in the first race getting his average point for both races, finishing 2nd overall. Haddad/Lowbeer were happy to be away from the protest hearing room and finished 4th.

Final results:

<http://www.snipebr.org> or [www.snipe.org](http://www.snipe.org)

Pictures:

<http://www.flickr.com/photos/47033778@N08/>

<http://imocean.com/index.php>

### Brazilian National Results 2010

#### Top 15 of 67

<u>skipper/crew</u>	<u>Sail #</u>	<u>Category</u>	<u>Total</u>
1. Bruno Bethlem/Dante Bianchi	30546	Senior	20
2. Alexandre Paradedda/Gabriel Kieling	29821	Senior	22.6
3. Alexandre Tinoco/Matheus Dellagnelo	30703	Senior	22.9
4. Henrique Haddad/Thomas Low Beer	29950	Senior	24
5. Mario Tinoco/Matheus Goncalves	29497	Junior	40
6. Ricardo Resende/Philippe Sigueira	30656	Senior	50
7. Ricardo Barbosa/Gustavo Simoes	29890	Senior	75
8. Rafael Gagliotti/Andre Ubinha	30513	Senior	80
9. Paulo Santos/Rodrigo Inacio	29818	Master	87
10. Juliana Mota/Larissa Juk	30767	Womens	91
11. Felipe de Linares/Eduardo Beirao	30661	Senior	93
12. Mario Uran/Rafael Sapucaia	30796	Senior	102
13. Luis Canepa/Marco Flavio	30266	Senior	104
14. Arcelio Moreira/Thiago Sanginetto	30317	Senior	106
15. Felipe da Cunha/Luis Perez	30690	Senior	116



# Snipe Class sails on Kiekrz Lake --Poznań, Poland

Snipe class yachts were seen racing on routes from Puck on the Baltic Sea to Masuria Lakes. After that they were forgotten for many years. Fortunately, from several seasons at nearby Poznan Kiekrz sailors do their best to this demanding boat racing, by many regarded as a preparatory class for Olympic "Star" Class, returned to Polish waters. In July 2009, the Snipe crews chased in Kiekrz three times. The most important test was Regatta S. Pellegrino European Cup. At the start 26 crews faced each other: seven foreign (Belgium, Italy, England) and one from Warsaw and 18 teams from four clubs situated at Kierskie Lake (ŻŁKS Kiekrz, PKM LOK Poznan, KZ Seagull HRH).

Although the race was quite an intimate event, it was organized with a flourish. At PKM LOK harbor stood a great festive tent with a stage for the band. All participants received prizes (including bicycles and coffee machines), and for the winners one thousand Euro check was waiting. The only pity is that the hosts were very hospitable and the road races. All the podium took Sailors from Belgium. The Italians won the fourth place. At Fifth Position ended with the Polish masters race ŻŁKS Kiekrz – Piotr Manczak and Tomasz Waszak.



## Results: S. Pellegrino European Cup

	<u>Skipper/Crew</u>	<u>Sail #</u>
1.	Janssens/Jacobs	BEL30400
2.	Peeters/Vinc	BEL30008
3.	Van Cauwenberg/Deferm	BEL30311
4.	Rochelli/Semec	ITA30683
5.	Manczak/Waszak	POL30536
6.	DenHartig/Janssen	BEL15640
7.	Michalski/Ratajczak	POL26744
8.	Gibson/Gibson	GBR29374
9.	Bloch/Bloch	POL29474
10.	Jaruga/Jaruga	POL29475
11.	Sulejewski/Kuncewicz	POL22444
12.	Kulesza/Kulesza	POL29973
13.	Marczak/Pedzinski	POL20323
14.	Zakrzewski/Wiercinska	POL30334
15.	Sibilski/Sibilska	POL30535
16.	Polaczyk/Polaczyk	POL29165
17.	Meeus/Janssens	BEL30369
18.	Slodecki/Rakocy	POL30708
19.	Sokolowski/Sokolowski	POL29411
20.	Puacz/Puacz	POL30644
21.	Klimczyk/Fechner	POL29650
22.	Neyman/Neyman	POL30655
23.	Klimczyk/Szyburski	POL29004
24.	Skowronski/Kania	POL22273
25.	Bukala/Bukala	POL30698
26.	Jurkiewicz/Jurkiewicz	POL21052



## Porsche Sail Cup 2009

Top 5 of 19

	<u>Skipper/Crew</u>	<u>Sail #</u>
1.	Manczak/Waszak	POL30536
2.	Michalski/Dobrzynski	POL4
3.	Jaruga/Jaruga	POL29475
4.	Gibson/Gibson	GBR29374
5.	Kulesza/Kulesza	POL29973

## Primavera Polish Cup & Polish Nationals

Top 10

	<u>Skipper/Crew</u>	<u>Sail #</u>
1.	Manczak/Waszak	POL 30536
2.	Van Cauwenbergh/Deferm	BEL30311
3.	Michalski/Dobrzynski	POL26744
4.	Gibson/Gibson	GBR29374
5.	Jaruga/Jaruga	POL29475
6.	Marczak/Pedzinski	POL20323
7.	Kulesza/Kulesza	POI29973
8.	Zakrzewski/Wiercinska	POI30334
9.	Slodecki/Rakocy	POL30706
10.	Sibilski/Sibilska	POL30535

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# IMPORTANT SNIPE NEWS FROM DENMARK

- Denmark has been known for many great things also within the sailing and especially SNIPEsailing.
- Over the last 50 years more than 3000 snipes were built in Denmark by SKIPPER and PERSSON SNIPE. SKIPPER has stopped but the PERSSON SNIPE are still being built successfully in Italy by Enrico Micheal - DB - MARINE.
- WIIBROE CUP changes name to HARBOE SNIPE CUP in 2010.
- SNIPEsailing is still attractive in Denmark and the biggest "spring"-regatta in North Europe is WIIBROE CUP, which has been taken place in Espergærde for the last 42 years. Usually we have around 50 or more snipes on the water from different countries like Sweden, Norway, Germany, Belgium, England, France, Italy, Poland but also overseas visitors like from USA, Japan and Brasil.
- The regatta has through the years been sponsored by a local brewery, but they wanted to stop the engagement. Luckily we have found a new fantastic main sponsor, also a brewery named HARBOE BREWERIES A/S.
- HARBOE BREWERIES A/S is very much involved in sailing in Denmark and are sponsoring many important regattas in Denmark like the Dragon Gold Cup, FARR 40 Worlds and 470 Worlds which all have been very successful. Their products are very tasteful- the beers as well as their waters, juices, Coca-Colas etc. Many of their new products are ecological.
- Therefore we are proud to announce that HARBOE SNIPE CUP will take place in Espergærde Sejlklub 22.-24. May 2010.  
Do we have to mention that free brewerage is a part of what we will offer.
- We already know that the Norwegians, Swedes and Belgians will be here to celebrate the first HARBOE SNIPE CUP which also contains:
- OPEN DANISH CHAMPIONSHIP & DANISH NATIONAL CHAMPIONSHIP.

ENTRY AND MORE INFO ON [www.snipe.dk](http://www.snipe.dk)

Looking forward to see you in ESPERGÆRDE - 35 km north of Copenhagen.



**PAN AMERICAN SAILING FEDERATION  
2011 Qualifying System and Event Schedule**

The 2011 Pan American Games announced the country qualifiers for each class. The Snipe Class is allowed 10 entries (countries) with 1 slot reserved for the host country, Mexico. Each of the other 9 slots shall be determined through a qualification system.

**NATIONALITY and AGE**

- A competitor may compete to qualify for the 2011 Pan American Regatta only for the nation for which he or she is IOC eligible.
- Once a competitor has qualified a nation (in any event) he or she may not thereafter qualify another nation, irrespective of any change in their nationality as defined by the IOC, or in the case of multiple citizenships.
- Nationality rules and requirements apply to all members of the crew.
- All competitors must be at least 15 years old during the year of the games.

**QUALIFICATION SCHEDULE**

<b>Class</b>	<b>Regatta/Event</b>	<b># of Countries to Qualify</b>
Snipe	Western Hemisphere & O Championship (08/10 CAN)	4
	North American Championship (07/10 PUR)	2
	Pre Pan Am Games (10/10 MEX) <b>CANCELLED</b>	
	South American Championship (04/10 CHI) <b>POSTPONED</b>	3 = 9

•If an event is cancelled, is not held, or fails to attract competitors from at least one more country than can qualify at that event, the Qualification Committee may select an alternate event or events while striving to maintain continental balance.

•In addition to the number of countries to be qualified, an “alternate” or backup country will be selected at the last qualification event in each class. The “alternate” will be used to replace any qualified country that does not send a competitor to the Games.

•Once a country qualifies, then the qualified federation shall determine who will represent the country, usually through a declared regatta. Contact your Federation for details.

**Quality in details!**

**For results and info check our website**

**Skipper Snipe**  
www.skippersnipe.com

**Sidewinder Sweden**  
www.sidewindermast.com

**SNIPE IBERIAN TROPHY**  
**PORTUGUESE QUALIFYING**  
**MARINA YACHT CLUBE DE ALBUFEIRA**

**APRIL 30<sup>TH</sup> TO MAY 2<sup>ND</sup> OF 2010**  
**ALBUFEIRA - PORTUGAL**



# Upcoming Regatta Information

Also available on the Snipe website [www.snipe.org](http://www.snipe.org)



## North American Championships

July 1-4, 2010

Ponce, Puerto Rico

[www.snipepr.org](http://www.snipepr.org)

Online Registration: [www.regattanetwork.com](http://www.regattanetwork.com)

Registration/measurement: July 1-2

Racing: July 2-4

Pan Am country qualifier - 2 countries

Shipping & charter boats: see website or contact Enrique.

contacts: Enrique Torruella

or Raul Rios

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

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



## Snipe South European Championship

July 9-11, 2010

Omišalj, Croatia

[www.snipese2010.com](http://www.snipese2010.com)

[www.snipecro.org](http://www.snipecro.org)

Contact: Damir Vranic [d.vranic@mail.inet.hr](mailto:d.vranic@mail.inet.hr)



## Snipe Western Hemisphere & Orient Championship

August 28-September 3, 2010

Ontario, Canada

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

Registration/measurement: Aug 28-29

Class meeting, practice race: Aug. 30

Racing: Aug. 31-Sept. 2

charter boats: contact Kathleen Tocke: [ktocke@hotmail.com](mailto:ktocke@hotmail.com)

Pan Am country qualifier - 4 countries

contact: David Starck

or

Buffalo Canoe Club

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

[office@buffalocc.on.ca](mailto:office@buffalocc.on.ca)





# **PERSSON SNIPE**

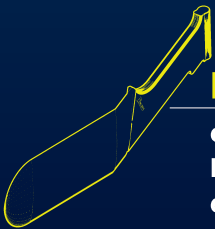
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**Congrats to Bruno Bethlem  
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# Antwerp Snipe Cup 2010

Crews out of 5 countries lined up at the starting line of the 3rd annual Antwerp Snipe Cup.

Antwerp is the centre of the Snipe activity in Belgium and most of the racing is on the small lake on the left bank of the Schelde river. The lake is 1km by 0,5km, so racing is always close.

The event is all about "Serious Sailing, Serious Fun". The sailing is very serious with competitors going from past Olympians, European and World champions, to the fanatic local club sailors. The racing format is for Windward – Leeward races with a spreader mark at the top mark and a leeward gate. With the wind blowing from the short side, the course is only 500m long, which makes mark rounding's very spectacular!

The fun is also very serious with food in between races, Belgian beer at low prices, a dinner party on Saturday, a lottery with big prizes, and a breakfast at the club on Sunday.

Competitors came from BEL, NED, FRA, GBR and DEN and sailed 8 races during the weekend, with no discard race. The top 3 crews were wearing colored lycra shirts so the spectators could clearly see who was leading the regatta.

After 6 races the battle for first place was between Manu Hens and former Dutch Olympian Robert Drontmann, with only 2 points separating them. Unfortunately Drontmann started too early in race 7, so Manu could sail to his 2nd consecutive Antwerp Snipe Cup victory. Local hero Wim Ghys took 2nd place before the Danish crew Andersen/Löwenberg. The OCS made Drontmann fall from the podium.

## Results

<u>Skipper/Crew</u>	<u>Sail #</u>	<u>Total</u>
1. Manu Hens/Ann Van Daele	BEL30714	19
2. Wim Ghys/Fabienne Wackens	BEL30758	42
3. Christan Andersen/Andreas Lowenborg	DEN29916	46
4. Robert Drontmann/Michel MeMeulder	BEL29838	47
5. Bart Janssens/Eva Jacobs	BEL30897	52
6. Thierry DenHartigh/Greet Jansen	BEL3	54
7. Wim Saey/Leen Eelen	BEL29977	54
8. Giovanni Galeotti/Dina Galeotti	BEL30388	57
9. Jean Jacques Frebault/Gille Boisaubert	FRA30757	76
10 Dirk DeBock/Philippe Strobbe	BEL30400	81
11. Jo Vos/Sasha VanDamme	BEL5	92
12. DRies Crombe/Joris Crombe	BEL30474	103
13. Bert VanCauteren/V. Van Cauteren	BEL30686	104
14. Dirk Hellemans/Alexander Van Riet	BEL29115	106
15. Patrick Laumans/Yannick Laumans	BEL30580	119
16. Jean-Martin Grisar/Silvia Camangi	BEL28158	127
17. Kristof Wouters/Brynn Rummes	BEL30809	131
18. Guy Celis/Chrlotte Hambrouck	BEL30344	145
19. Andrew Gibson/Carol Gibson	GBR29374	150
20. Luc Springuel/Eric Royer	BEL27835	152
21. Jan DeCock/Karen Jonson	BEL27789	160
22. Raymond Meeus/David Meeus	BEL30369	179
23. Rony Hoeykens/Rozemie DeBlieck	BEL30073	181

Photos by Wim Peeters





## Italy Holds 3 Winter Championships

### Winter Championship in Talamone

The 12th Campionato Invernale was held by Circolo della Vela Talamone. 18 boats from many regions of Italy competed from November through December. Pietro Fantoni with a long list of crews (Maurixio Boi, Paulino Lambertenghi, Marco Rochelli, Luigi Ciccarone, Alfredo Montanari, Marienella Gorgatto and Ivo Gattulli) won the trophy. Carlo Prati and Stefano Selleri were second overall with Andrew & Nicolo Pesci third.



### Beccasci (Snipe-Skiing)

A weekend of sailing in Talamone (Tuscany) plus a Giant Slalom in San Martino di Castrozza (Dolomites) the following weekend: this is "Beccasci" combined ski-sailing competition. The combined was won by Pietro Fantoni & Marinella Gorgatto, while Filippo & Alberto Perdisa finished second. Stefano Longhi is an excellent skier and, under a snowfall, dominated the two runs of the Giant Slalom, preceding Tom Stahl, Marinella Gorgatto and Kathleen Tocke.



### Winter Championship in Anzio

The Campionato Invernale in Anzio (near Rome) started in October and will finish in March. Now Ivo Gattulli (with Andrew Milla, Silvia Pederiva and Fabio Ceccarelli) is leading Andrea & Fabrizio Frusone and Giampiero Poggi and Egenia Vanni.

### Winter Championship in Sanremo

Yacht Club Sanremo organized the Campionato Invernale from February to March. Now, after four races on top of the standings are Enrico & Franco Solerio, in front of Francesco Rossi & Gianfranco Filippini followed by Andrea Zaoli & Paolo Bonetto.

### Big Blu-Rome Boat Show

A (red) Snipe was at the Rome Boat Show, near the stand of the Italian Sailing Federation.

## Portugal - Snipes Jump back to the Waters of the Algarve

The sailing was smooth for the Carnival Trophy held in Vilamoura. Fourteen crews participated. Saturday 3 races were held in 12-15 knots from the NE. After 3 races Antonio Pereira/Miguel Leal Faria were atop the leaderboard. Sunday the sun from the previous day disappeared, reminding us it was still winter - 4-6c°. The wind had changed to the East and increased from 17-22 knots. Very tough conditions but 3 races were held. In the third and final day, the conditions turned so bad races were cancelled. After 6 races, Mariana Freitas/Pedro Barreto of CNC Cascais were the winners.



<u>Skipper/Crew</u>	<u>Country/Sail #</u>	<u>Total</u>
1. Pedro Barreto/Mariana Freitas	POR30554	10
2. Antonio Pereira/Miguel Faria	POR29541	13
3. Paulo Rodrigues/Henrique Cintra	POR14800	20
4. Tiago Talone, Goncalo Jordao	POR29434	21
5. Miguel Graca/Teresa Inacio	GER30666	23
6. Manuel Marques/Francisca Lufinha	POR29371	27
7. Rui Cunha/Ricardo Vieira	POR29959	36
8. Manuel Vilela/Joao Vinagre	POR29959	40
9. Diogo Pereira/Pedro Dias	POR30704	43
10. Luis Queiros/Joana Rosa	POR28681	43
11. Tiago Leal/Paulo Rosa	POR25980	46
12. Frederico Luis/Frederico Jose Sequeira	POR25120	62
13. Andre Camilo/Diana Matias	POR29406	67
14. Jose Pinto/Ricardo Pereira	POR26127	71

# 2010 Snipe Racing Calender

Winter Circuit		
Midwinters	March 14-16	Clearwater, FL
Don Q	March 19-21	Miami, FL
Bacardi/Gamblin/Kelly	March 24-27	Nassau, Bahamas
South Americans: <b>POSTPONED</b>	April 1-4	Algarobbo, Chile
Iberian Championship	April 30-May 2	Albufeira, Portugal
Majsnipen	May 1-2	Goteborg, Sweden
Bergen Cup	May 8-9	Bergen, Norway
Musto Cup	May 29-30	Vestfjordens, Norway
Harboe Snipe Cup	May 22-24	Espergaerde, Denmark
Nordic Championship	June 18-20	Pori, Finland
North Americans	July 1-4	Puerto Rico
Piada Trophy	July 2-4	Cervia, Italy
South European Championship	July 9-11	Omisalj, Croatia
Vattern Snipen	July 10-11	Motala, Sweden
Porsche Sail Cup	July 16-18	Poland
East Europeans – San Pellegrino	July 23-25	Poland
European Championship	August 6-14	Vestfjordens, Norway
Western Hemisphere & Orient	August 28-Sept 3	Buffalo CC, Ontario, Canada
Primavera Polish Cup	August 27-29	Poland
Stavanger	September 4-5	Stavanger, Norway
World Masters	September 19-26	Rio de Janeiro, Brazil
Yves le Bour	September 25-26	Paris, France
Viking Snipen	October 2-3	Vestfjordens, Norway
Baerem Hostcup	October 9-10	Baerum, Norway
Snipe Cup	Oct 30-Nov 1	Cazaux Lac, France
Women's Worlds	November 8-12	St Petersburg, Florida, USA

## Nationals 2010

US – Women's	April 10-11	Ft. Lauderdale, Florida
Japan – Juniors	April 25-28	Wakayama
Uruguay	May 15-16,22-23	Montevideo
Germany	May 28-30	Caldonazzo, Italy
GBR – Ladies & Junior	May 29-31	GBR
Japan- Women's	June 5-6	Aichi
Finland	June 18-20	Pori
France	June 26-27	Le Havre
Norway	July 1-4	Bergen
Portugal	July 9-11	Troia
US – Junior	August 14-15	Annapolis, Maryland
US – Senior	August 16-20	Annapolis, Maryland
Italy - Junior	August 20-21	Pescara
Norwegian Master	August 20-22	Asgardstrand
Great Britain	August 20-22	Stone, Essex
Belgium	August 21-22	Scharendijke, Holland
Italy	August 23-24	Pescara
Sweden	August 27-29	Lysekil
Poland	August 27-29	Poland
Japan- Masters	September 4-5	Hiroshima
Argentina	October 8-11	Salta
Japan	November 10-14	Nagasaki



## 2010 Dues Paid as of March 15, 2010

Country	Boats Paid	Members
Argentina	16	26
Bahamas	3	2
Belarus	0	0
Belgium	0	0
Bermuda	0	1
Brazil	6	4
Canada	12	23
Chile	0	0
Colombia	0	0
Croatia	0	0
Cuba	0	0
Denmark	0	0
Finland	4	5
France	10	18
Germany	0	0
Italy	2	1
Japan	5	9
Mexico	0	0
Norway	3	5
Paraguay	0	0
Poland	25	26
Portugal	0	0
Puerto Rico	9	12
Russia	0	0
Spain	223	246
Sweden	1	3
Ukraine	0	0
United Kingdom	0	0
United States	46	31
Uruguay	3	5
<b>Total</b>	<b>368</b>	<b>417</b>

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LEADERS



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