

# Snipe Bulletin™

Volume 34, Winter 2016

Official newsletter of the Snipe Class International Racing Association



pc



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# #1

**North Americans  
US Womens Nationals  
US Pan-Am Trials  
US Master Nationals**

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## Snipe Bulletin

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# In This Issue

## Class News

New Officers & goals  
New Rules for 2016

## Articles

How to Improve Fast - #4  
Add some Rake....

## Reports & Calendar

2015 Membership  
2016 Racing Calendar

## National Secretary Update

**Argentina:** Augusto Amato  
**USA:** Art Rousmaniere

**The Cover:** Paolo Cardoni gives us a winter Snipe scene. For more of Paolo's work visit: [www.paolocardoni.com](http://www.paolocardoni.com). Paolo recently helped organize the 2015 Snipe Worlds and is a professional scenographer & designer with a degree from the Academy of Fine Arts in Rome. Thanks Paolo for gracing our Winter Bulletin cover!



**The Count:** 11 new numbers have been issued since the last Bulletin: BRA 1, USA 1, JPN 7, ARG 1 and 1 to a builder  
**Numbered Snipes:** 31342  
**Chartered Fleets:** 896

**NEXT DEADLINE  
MARCH 1**

## From the Commodore

Let me introduce myself. I grew up sailing Snipes and come from a Snipe family. My parents' first big purchase after they immigrated to Canada in 1954 was a Snipe. From May to September each year we would travel around to Snipe regattas in Michigan, Ohio, New York and Maryland. There was also the Mid-Winter Championship, Team Racing and International Race Week. I was fortunate my parents liked to travel and took me with them. I started off sailing Snipes by crewing for my Mother and then my Father started crewing for me.

The Snipe Class really is a family and I am lucky to have many Snipe sailors who I regard as family members. I have been fortunate enough to compete in 2 World Championships, one in Karatsu, Japan in 1989 and the next in Santiago de la Ribera, Spain in 1999, I believe we were the only all-female crew at both. I have also competed in the Women's World Championship and the World Masters Championship whose trophy is named after my Father.

My Father was Commodore of the Snipe Class in 2000 so it is a great honour for me to follow in his footsteps. I have benefitted so much from the Snipe Class it is only fitting that I volunteer to serve the Class. I started on the Board as the Secretary for the Western Hemisphere and Orient in 2012 and became Vice-Commodore in 2014. The Class would not survive and grow without the volunteer efforts of the Fleet Members, Fleet Captains, National Secretaries and Board Members who invest in the Class by volunteering their time. It is a big commitment and is greatly appreciated.

The Class motto is "serious sailing, serious fun". The racing is of the highest caliber and offers all great competition. I have been hearing lately that many feel we are losing some of the "serious fun" that the Class is well known for. Whether you are racing at the fleet level or participating in international regattas the social side is an important factor in attracting and maintaining members to the Snipe Class. It can be as simple as a bring your own beverage event or supporting the bar/concession at the club, it is the getting together after the race and getting to know each other that will grow the Class.

I believe that communication is very important to the success of any organization. I, along with my fellow Board Members, are here to work for you, the members. Please feel free to get in touch with any of us; our contact information is in the Bulletin and on the web site. We need to hear from you--the sailors!

It is an honour to be the first female and a second generation Commodore I look forward to working with you to grow this great Class of ours.



*JB Crook*



## Meet SCIRA's new Board Officers

### Voting Members

			<b>Term</b>	<b>beginning</b>	<b>ending</b>
Commodore	Gweneth Crook	CAN	2 year	Jan 2016	Dec 2017
Vice Commodore	Pietro Fantoni	ITA	2 year	Jan 2016	Dec 2017
Secretary	Luis Soubie	ARG	2 year	Jan 2016	Dec 2017
Treasurer	Renee Bartell	USA	4 year	Jan 2014	Dec 2017
Rules Chairman	Antonio Bari	ITA	4 year	Jan 2013	Dec 2016
Gen Sec - Europe	Zbigniew Rakocy	POL	2 year	Jan 2015	Dec 2016
Gen Sec - WH&O	-open-		complete Soubie's term		Dec 2016

### Non-Voting Members

Chief Measurer	Antonio Espada	ESP	4 year	2013	2016
<b>Appointed</b>					
Legal Counsel	Leigh Savage	USA			
Chief Info Officer	Don Bedford	USA		2013	
Vice Rules Chairman	Eric Reinke	USA		2013	
Executive Director	Jerelyn Biehl			1993	

## 50th Don Q Rum Keg Anniversary Regatta

**March 18-20, 2016**  
**Coconut Grove, Miami**

**contact: Gonzalo Diaz: gecmdiaz@gmail.com**

**Don't miss the rest of the Winter Circuit**

**Midwinters: March 13-15 - Clearwater, FL**

**contact: Dave Yoder: dmy71@aol.com**

**Bacardi/Gamblin: March 23-26 - Nassau**

**contact: Lorijim@coralwave.com**





## From the Vice Commodore: Goals for the Next Two Years

- Any decision of the Board and the Technical Committee should consider the goal of increasing the members; to be inclusive not exclusive or elitist; and to give new vitality to the Promotion Committee.

- **Improve coordination in the scheduling of international regattas and major national races, to avoid overlap.**

- **Give special emphasis to promotional initiatives** (Clinics, Snipe days, activities such as Miami Junior Invitational, GFU). Create a spirit of emulation between the different fleets; involve more people in fleet activities, including social events and local, national, and international regattas. SCIRA Coaching Initiative is a great example.

- **Give greater importance to the work of local and fleet activity**, encouraging initiatives and making them known nationally and internationally, so that the fleet and its members feel part of the class.

- **The dates of the Juniors and Women's Worlds must be during vacation times.**

The venue should be easy to travel to and the hosting clubs should have a big fleet. The main goal is having a good participation of teams, so it doesn't matter if we follow the SCIRA rotation grid (existing rotation system between continents/countries), and it doesn't matter if the Juniors are combined or not (before or after) the Senior Worlds.

- **Promote debates and discussions on SnipeToday or other blogs that involve members in class decisions.**

- **Encourage "low cost" regattas**, with the



possibility of free camping or accommodation aboard cruising boats or in houses owned by other sailors. In my experience I saw that the numerical success of a regatta depends on the choice of location (not too windy, a beautiful place for vacation, "friendly organized" social events and inexpensive accommodations).

- **Involve boatyards and professionals to get new ideas for making more charter boats available**, or to carry a lot of boats in containers or on multiple deck trailers: this would reduce traveling costs and could increase the number of participants.

- **Communication within the Class:** We need to send the message that the Class and the fleets are alive and inclusive, via Facebook, SnipeToday, and other national and local sites. (Don't forget word of mouth, which is still the best way to promote the class.) We offer both serious fun and serious sailing, a great combination. We cannot ignore either if we want to both attract new people and keep our current members.

- **Communication outside the Class** to the sailing community is also critical, especially

sending results and report to National and International sailing websites and magazines.

- **Observe and copy good ideas from other classes** that recently had a renaissance at the national or international level.

*Pietro Fantoni, from Moruzzo, Italy, has been SCIRA Secretary for the last four years. He discovered the Snipe in 2000. He is an avid Snipe sailor and represented the Italian team at 7 World Championships and 7 Europeans. Pietro is the current Italian Champion and he is SnipeToday editor. Additionally he is a lawyer.*



## New Rules for 2016

<i>Proposal #</i>	<i>Subject</i>	<i>Decision</i>	<i>Effective Date</i>
15-01	Dues Payment_worlds entry	tabled - March 2016	
15-02	Course change	tabled - Dec 2015	
15-03	Mixed World Championship	tabled Nov 2016 (ISAF)	
15-03b	Mixed Championship	tabled - Nov 2016 (ISAF)	
15-04	Charter Boats @ major events	tabled - March 2016	
15-05	Weather Limit_Wind Reading	passed w/ amendment	Jan 1, 2016
15-06	Rules Chmn Term Limit	passed	Jan 1, 2016
15-07	Hull Thickness	passed	Jan 1, 2016
15-08	Protest by Jury	tabled - Dec 2015	
15-09	Professionals	passed	Jan 1, 2016
15-10	Sail Markings	passed	Jan 1, 2016
15-11	Addition of "U" Flag to SIs	withdrawn	
15-12	Advertising	passed	Jan 1, 2016
15-13	Chief Measurer	passed	Jan 1, 2016

Several proposals (13 in fact) were submitted to the Board of Governors this past year for consideration. Covering a wide range of topics from officer terms, class administration, class rules and racing conditions, the Board of Governors tested the new system.

Proposals were received by March 1 and posted on the Snipe website with links to the proposals. Then a period of public comment was opened with each proposal listed on SnipeToday open for discussion. Unfortunately the Board did not have much input from the members.

Fast forward to the Board meeting held during the Worlds in Talamone. Each proposal was to be discussed, but due to the unfortunate incident that found our Commodore in the hospital, fellow Board members voted to delay the discussion until the Commodore was able to participate. The Board, with help from the Chief Information Officer and SCIRA office, were able to have an online discussion on each subject. A universal skype call was then held for 4 hours on a Sunday where all Board members called in.

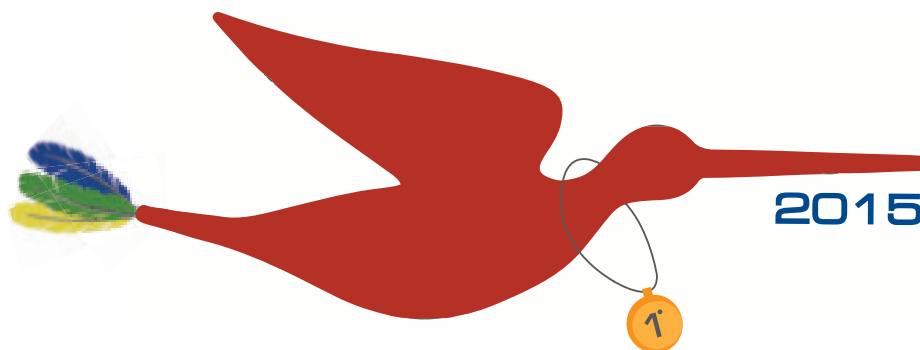
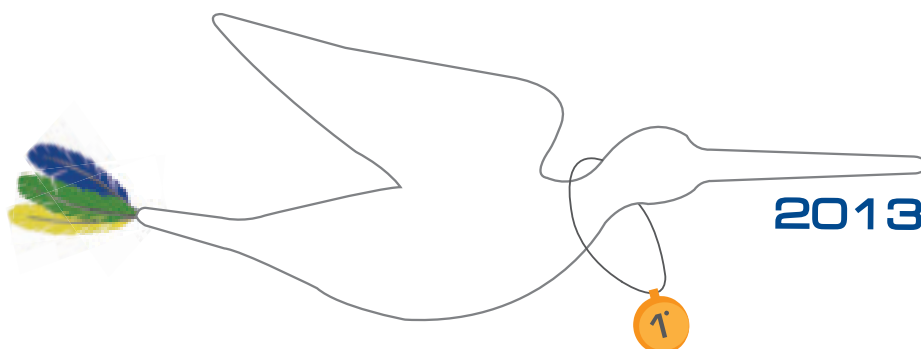
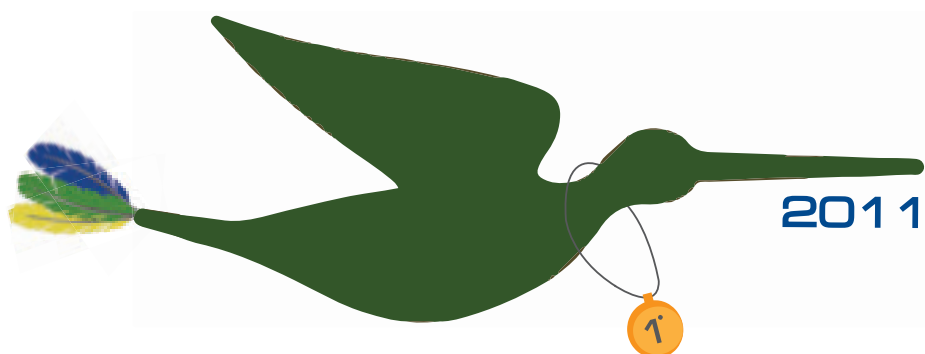
**DECISIONS:** 6 of the proposals were adopted for implementation in January of 2016. One proposal was withdrawn ("U" flag addition). Several were tabled for consideration in December & March, with the Mixed Championship tabled until ISAF re-writes the International Classes regulations with regards to World Championships (due November 2016).

To view the individual proposals, go to [www.snipe.org/class/rules-proposals](http://www.snipe.org/class/rules-proposals).

### 2017 Class Rules

After an exhaustive 4+ years, SCIRA and ISAF are about to finalize the Class Rules that will go into effect for January 2017 and a new SCIRA Rulebook will be published. Rules Chairman Antonio Bari, with help from former Rules Chairman Giorgio Brezich, who began the process, have worked tirelessly with ISAF to separate the class rules and format to the ISAF template, resulting in an easier to read document. Look for the new Rulebook next November/December 2016.





World Champions for the third time in a row.  
Thanks to Mateus Tavares & Gustavo Carvalho 

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# Snipe Worlds 2015: How I Learned to Stop Struggling and Add Some Rake

By Carol Cronin

33rd overall? Doesn't sound very impressive. Four years ago, Kim Couranz and I sure weren't crowing about that finish at the 2011 Snipe Worlds. So why are we so proud of finishing in exactly the same spot at the same regatta this year? Because it actually shows we've gotten better.

First off, there were only 59 boats at the 2011 Worlds and 83 at the 2015 event. Statistically, 33/83 is much better than 33/59—and I would argue that our progress has been even more significant than those numbers would indicate.

There's a reason for the record attendance at this year's Worlds: it's called "Italy." Who could resist the lure of sailing on "Snipe Bay," overlooked by the walled town of Talamone, which is just west and a bit south of the famous island of Elba? The conditions varied, but the warm air and clear blue water welcomed us every day.

Most of the racing took place in 12-18 knots, and with 83 Snipes churning up the Bay, even in the rare light air races there was always a new wave to get through. It was, as world championships should be, a very challenging week of sailing—especially at our combined team weight of 280 pounds.

Competing with the top group would have required more preparation than Kim and I would or could fit into our daily lives, which include jobs, husbands, and mortgages. (Never mind that size thing, which no amount of eating or weightlifting was likely to improve.) And we like sailing together too much to find other teammates. Getting ready for Talamone meant minimizing our limitations, which meant learning to sail better in breeze.

We started by asking more detailed questions of the top US sailors. Everyone was very generous with information, but we couldn't just copy from other regular-sized teams; we had to come up with our own system. We also wanted to settle into one set of sails and one spreader setting, for all conditions, if only so I would sleep better during regattas (rather than worrying about the forecast, and where we could find a staircase or porch or something to climb on, in order to adjust the spreaders before we left the dock the next day).

This past year we settled on the Quantum C5 main and Y4 jib, which both have great range and good speed across all conditions. We also locked our spreaders at "medium": 16.5" x 29". And at last winter's regattas in Miami, we were



photo by Marias Capizzano

lucky enough to work with Team Canada during their push toward the Pan Am Games qualifier. Coach Thomas Fogh identified a couple of areas for improvement that would've taken us years to figure out on our own.

The Snipe is a crew-driven boat, and the more adjustments Kim took over, the faster we went; when we totaled it up at the Worlds, she had 14 of our 15 possible controls! (I'm NOT giving up the mainsheet.) The Snipe has so many lines to pull, and they all interact with each other but have a slightly different effect; no wonder it takes so long to figure out how to sail this boat well.

Meanwhile our time in the boat and a focused approach to events and practice began to add up. This is our fifth year of sailing Snipes together, and we can practically read each other's minds—at least at a mark rounding or on the starting line.

But we were still struggling as soon as the waves and wind built above junior grade. Fortunately, all the pieces were now in place for a significant step forward—which happened after day two of the Worlds. We'd posted a 4th in the first race of the day—the lightest and flattest racing we'd see all week. And then as soon as the wind and waves built again, we couldn't hang with the top group. I felt like the boat was hard to sail, hobbyhorsing instead of going forward—a sure sign we weren't going well. Our finish in the 50s confirmed it.

Fortunately once we got off the water we had all the tools we needed to identify the problem—thanks again to Thomas Fogh, who as the US team coach had spent his day scurrying around, trying to get information and water and spare gear to all nine US boats in time for the next race. Somehow he'd found the time to take photos of various boats as well, so over dinner we had a Merlot-





fueled tuning discussion. Thanks to the photos, it was easy to compare our setup with the guys who were going well in the same conditions. Once we reinforced what we were seeing with some texted input from Snipe tuning guru Peter Commette, who has tried every possible boat set up at least twice, we realized we needed to try dropping our rake back a half inch. And to reduce the variables, we'd keep our tension the same by tightening an extra turn on the shrouds compared to our "usual" setting.

Now a half inch doesn't sound like much, but as soon as we tested it the next day, it felt like a mile. The boat was, once again, easy to sail—and it was going forward, not just bobbing up and down over each wave. For the first time ever, we were ready to race in breeze. Bring it on!

But sailing fast wasn't the only thing required to post finishes worthy of our speed. We still needed to get off the starting line clean, and that remained a challenge: with 83 boats all vying for position, a line that was a bit boat-favored, and a fleet that wanted to go right, we frequently found ourselves spat out the back, gasping for clean air. In the first race of the day, we climbed back to 26th—something that would not have been possible the day before with our old settings. In the second, we climbed back a bit by mid-race... and then made some major mistakes toward the end that led to our worst finish of the regatta. Still, we sailed back to the dock knowing that we had all the pieces in hand at last—we just had to put them together.

And now that we were finally ready to go, halfway through the week, the conditions deteriorated. A northeast gradient breeze arrived that was funneled around the coastal hills, vying with the "normal" westerly seabreeze for dominance. Huge shifts and lulls left the race committee struggling to set a course worthy of a world championship. Over the next two days, we spent 16 hours on the water but only got in two more races. Our finishes: 17, 11. So except for our brain fade in race six, all our results since we'd made the rake change were in the top 25 percent of the fleet.

Looking back, it's easy to see how many pieces have to be in place to post consistently good finishes at a regatta like

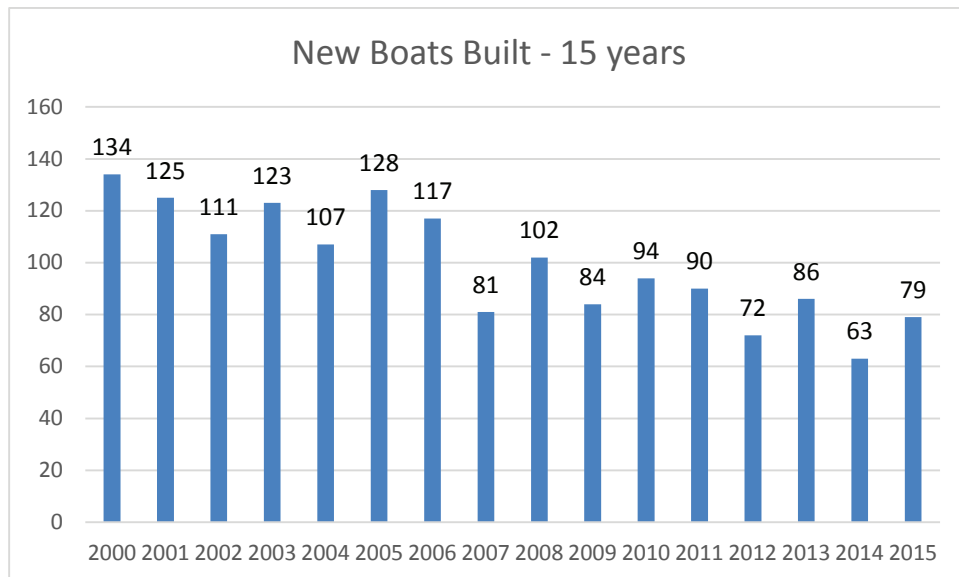
this. First you have to perfect your equipment and be fast in a wide range of conditions. Then you have to start and race well. And then you need a little luck—to avoid the boat that just capsized in front of you, or to take advantage of an unexpected shift that mixes up the finishes in a close pack of boats. Over the course of the series, we made big progress in the first two—and that made it easier to take advantage of the lucky breaks that later fell our way.

Finally, the biggest sign of our progress since 2011 was very obvious to me but is impossible to quantify: we've earned the respect of our competitors. Once we proved we could stay with the top group if we managed to get there, I began to have different conversations before and after sailing—about tactics and starting and what I thought of the new boat, rather than about where we were going for dinner or what WAMIT meant or how female sailors are perceived in the US. Yes, we were apparently referred to as the "chicas" by some of the local spectators, but (as Google just informed me) that can also mean "small". J

We were small. And the only all-female team. But unlike 2011, I didn't feel hampered by either; I felt like we were competing on a level playing field, able to make our smart moves show—as well as those dumb ones in race six.

And that will inspire me to continue sailing this quirky boat with my best super-crew Kim, for as long as she'll put up with me.





Although the number of new hulls being built each year has been declining over the past 15 years, the Snipe Class remains VERY strong relative to the other one design international dinghies. Older classes like the Flying Dutchman and the 505 have seen resurgence in the recent years, but neither class has built more than 10,000 boats worldwide.

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# HOW TO IMPROVE FAST - 4th in a series

by Luis Soubie

## CONCENTRATION (the correct name of the game)

This chapter is rather more personal than the others and I want to clarify again that all this is my VERY personal view on the subject of sailboat racing: this is what happens to ME, and I may be wrong (or just crazy).

The first paragraph of the first chapter of this series of notes read: ***"in order to race you***

***must concentrate 100% of the time; if not, it is impossible".***

Really, it's the only way I know to race (to race well anyway). For me, the difference between 100% concentrated or not is what defines the difference between racing and sailing. I see them as two different sports. In my personal view, I race while my dad sails.

I do not consider myself a talented guy, but I have a very good ability to concentrate. And secondly my Engineer brain needs a rational explanation for everything.

Nothing I write here will be able to express the full extent of how important I think concentration is. As I said before, when you stop thinking, you stop racing and begin to just sail, and that's another sport.

I am not a doctor nor do I know anything about medicine, so over time and with my own experience I have developed my own theories and models to understand how my head works while racing, to interpret what is happening and to take steps to improve my results. We are all different but we can certainly find points in common. Trying to put it into words, I call my theory "one hundred monitors" and it is more or less the following:

Our brain is miraculous, but it has its limits. Sometimes it gets tired, sometimes it overheats, and sometimes it can't process the amount of information required or does it poorly. Whenever this happens, it works worse than normal.

I imagine every aspect of my navigation as if it were happening on a different monitor, all on a wall. I can see the information on each monitor, things that happen to the boat or that happen to me, but obviously I cannot look at all the information all at once. On one of them I have the boat speed, on another my leech, on another whether I'm cold or hungry, on another the position of my body and my

**"HOW TO IMPROVE FAST" is a series of short articles to the sailors who usually end up outside the first third of the fleet in most races.**

**They are sailors who week after week try to improve, try to repeat what they did in that race in which they finished better. They try to stay in front when they round the first mark near the leaders, but most of the time they fall back without knowing why....**

**The goal of all this is to provide some technical elements to help them stop committing some recurring errors immediately, so they can see results right away.**

**Of course, and this needs to be said, this is just my humble PERSONAL opinion, and others will have an equally valid different one. This is what I've learned or observed in the 35 years I've been racing sailboats, 26 of them under the "fat bird", and what I try to do or avoid every weekend.**

crew. If it is late, if I have gas in the car, if I'm tired, if there is more wind on the right, if it is the first beat or the third, if my crew is having a good day, if I like my sails, if I have problems at work, etc.

I cannot watch them all, and there are some which I can't ever ignore completely, like boat speed. The ideal would be to remove from my mind all those that have no stake in my race.

I think a person can look with full concentration all

the time on a couple of them, focus on 3 or 4 with medium attention, and less well for number 5 and 6. In other words, a 2-4-6 scheme would cover a dozen monitors in total, not more. As the brain gets tired, it will go down to a 2-3-5 scheme, then 1-2-4, then simply to 0-0-1. This will bring you from racing to sailing and maybe eventually to just floating! An example: I remember very well when I started with my old wooden Snipe in poor condition. I was 16 or 17 years old, I knew nothing and weighed very little. Windy days were a nightmare for me. I used to start strong, but I was left behind quickly. My boathandling was poor and my boat was very poorly rigged. Also, you can be pretty sure the night before I went out until late, and perhaps I been drinking. Often I was poorly dressed for the day. I raced concentrating only at times. By the second race, from the middle of the race I just hoped to finish. Dead tired, hungry, cold and bored, I wasn't racing the race, not even sailing, just floating. I returned to the club sometimes without knowing who won. Everything was wrong and got worse! The more training you do and the more prepared your boat is, the less attention some compartments require. That's why the training and knowledge of the boat is so important. If well trained, for example, the "boat speed" compartment does not require as much attention. I can sail at maximum speed literally looking back, seeing what happens on the race course with my opponents. If I'm not trained, I'll slow down.

Because of this, it is very important to go racing with the head in perfect condition. Having slept and eaten well, without running from here to there on shore before going sailing. You have to go with the least amount of problems in the head, leaving everything useless on the ramp and carrying out only what you need to race. If the car will not





start, it is a problem for 7PM, not for the race day. I always try to prepare everything the night before, even my clothes and food. The day of the race I put up the sails, get dressed and leave the shore, nothing more. I'm not running around looking for water or food, or fixing last minute things from the boat. I tell my crew at what time he has to be near the boat dressed and ready to go and we do everything relaxed. BE AT THE CLUB EARLY. I always travel with a folding chair and ideally have 20 minutes for me, sitting and concentrating or meditating a little about what lies ahead. I go racing with my head clear, confident, full of energy and eager to think, knowing that I leave shore in better shape than most. It's like having bigger sails!

Racing the Snipe is already quite demanding in itself; there's no need to add additional difficulty. The boat has two operating states, and only two: PERFECT or BAD. Having problems with any rigging that has friction, or does not work well is simply stupid. If you have something on your boat that is not right, do not waste any more time reading this, go, and fix it. NOW. If the boat does not work perfect, nothing will. It is like wanting to go racing in Formula1 with a flat tire; no matter how well you drive, you will lose.

If know my boat is perfect, when the gust comes, I can pull my vang without looking and almost no effort. If not, I must devote energy to this, which is not much, but five hours later in the third race of the day it will add up and someone will pass us for sure. If I do it well, I'll gain a length on another boat; if I don't, I loose a length. It is only this simple, really. Ever wonder why a boat that tests speed before the race with you, and is even with you, wins by 200 yards at the finish? It is, among other things, because that team races the race at that speed and tactically concentrates 99% of the time, while most are distracted and concentrate no more than 50% of the time.

Why all this about concentration? To go fast to the good side. Fast and tactically correct is the only way to win races. When this lack of concentration is transferred to tactics it is catastrophic. As a general rule, if you, at any time during the race, cannot answer the question "Why I am going there?" Immediately, it is because you are no longer thinking. Any response like "I think there is more wind there" or "I think I am in a lift" is valid. In some clinics I have received unusual responses such as "my boat tacked that way itself (windy)" or "I had gone too long a time to the other side. "

It looks very basic, I know, but make a sincere introspection and think how many times in the last few races you went to one side or the other without 10 seconds of analysis. Remember something important; **when two boats cross upwind, one of them is going to the wrong side.**

The outcome of a race is the result of hard work, dedication and talent. Without the last one you can win but without the first two you can't.

If you seek to go racing and not just sailing or drifting,

setting the sails "nice", looking for a comfortable position, and leaving the boat to do its thing—my friends, that is the wrong sport.

Sailing is beautiful and rewarding, but during competition (and before and after actually) the work is intense, 100%. Usually boats go faster by trimming sails in a very demanding and sometimes not the most comfortable way. The more physical effort we put in the faster we go. The more of the race we lose focus, the farther behind the fleet we will finish.

It also happens a lot to sailors that normally end in the back half of the fleet, that they suddenly find themselves ahead at the start of the race, and then they concentrate and race really well. If they can maintain this level of concentration when they are in the back, where very few concentrate, they could gain countless positions with relatively little effort, but simply do not.

It happens to me when I start badly or I have a problem that I pass 5 to 10 boats in the bottom half of the fleet. They see me pass and I approach the front. But then in other races when I meet only one of these same boats in the top five it costs me much more effort to race against him, like one of the best in the fleet, and often I cannot beat him. This is caused because he is concentrating only when doing well. The boat that concentrates and sails better, could always do that but does not. You have to keep that concentration when you are behind!

That sentence "it is easier to race in front than in the back" is true. In fact, in the front, almost all "good sailors" do almost everything right (the key word is "almost"), and an error will immediately take you back, while in the back, doing things more or less well, we can keep up. What happens is that when racing in the front everyone is "happy and concentrated", which helps us make better decisions, and then everything seems easier—but it is not easier really. This sentence only applies perfectly in a championship of many boats and at a level where the technical difference between the 5th of the fleet and the 30th is not so great. If we demand 50% of ourselves, it is expected that 50% of the fleet will beat us, race after race. Which, if it makes you happy is not wrong... but if you are reading this, it is because you may want something else.

Racing is hard work and sometimes it is uncomfortable, but it's fun and rewarding. Head pain post race lasts a while, but the memory and the trophy lasts forever.

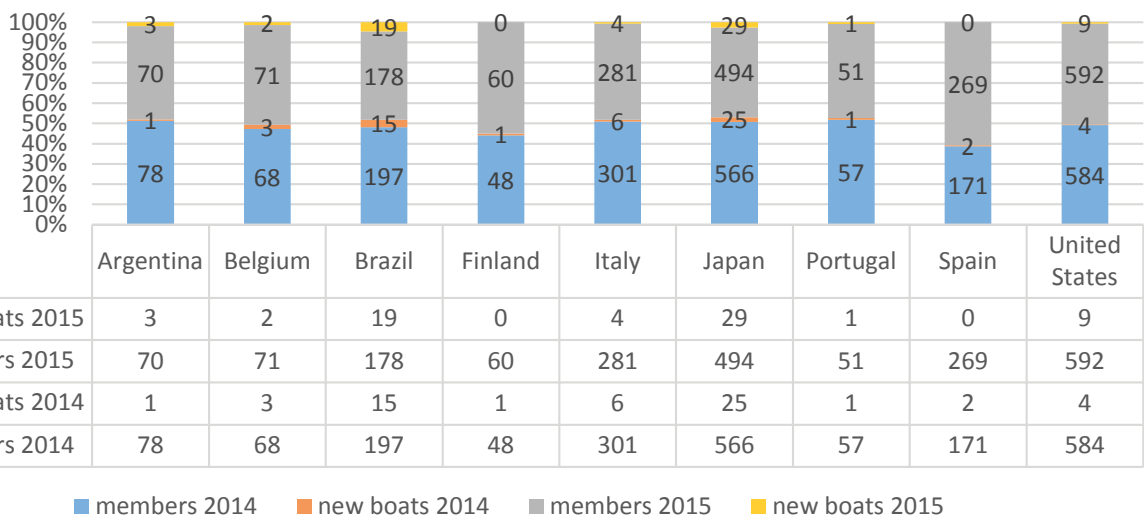


## DUES 2015 as of December 1

Country	Boats Paid	Total Members
Argentina	37	70
Bahamas	12	21
Belgium	52	71
Brazil	151	178
Canada	15	30
Chile	7	11
Colombia	13	22
Croatia	7	17
Cuba	6	11
Denmark	7	12
Ecuador	16	6
Finland	31	60
France	29	45
Germany	9	14

Italy	142	281
Japan	404	494
Mexico	0	0
Norway	78	104
Peru	10	15
Poland	26	27
Portugal	23	51
Puerto Rico	12	5
Spain	157	269
Sweden	11	17
United Kingdom	20	32
United States	394	592
Uruguay	8	15
Venezuela	0	0
	<b>1678</b>	<b>2472</b>

Country membership with New Boats 2014 & 15



The chart above shows the 2014 & 2015 countries who had new boats built and their membership. Countries who did not have new boats built are not shown.





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**1<sup>st</sup> PanAm Games**  
**1<sup>st</sup> Don Q**

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*Bob Betancourt photo*