

Snipe Bulletin TM

Volume 30, Summer 2012 Official newsletter of the Snipe Class International Racing Association





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

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Snipe Bulletin

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The Count: 15 numbers have been issued since the last issue; Brazil 3; Poland 1; Spain 2; Italy 1; USA 1 and Japan 7

Numbered Snipes: 31081

Chartered Fleets: 891

889 Baia del Sogno, Italy

Paolo Pisetta, Fleet Captain

890 Bolghera, Italy

Azelio De Santa Fleet Captain

891 Pergine, Italy

Giuseppe De Mori, Fleet Captain

Snipe Bulletin™



Cover photo: Heavy air conditions for the Japanese nationals raced in Enoshima. Photo by Junichi Hirai.

Next Issue deadline:
September 1



From the Commodore -

Summer is just getting started here in North America. Longer and warmer days mean more time outside with friends and family. While I do find myself spending a decent amount of time with SCIRA duties, it is sailing my Snipe that keeps me tied to the class.

There are many regattas lined up here in the US and I'm sure in your country too. We just complete a regatta named for Herb Shear, the builder of Chubasco Snipes and who really kicked start our local fleet in the 1960's. We had a good turn-out and a huge amount of fun. The real heroes that weekend were those who organized the regatta and ran the races. If you have not taken on the duty to do this for your local fleet, a good way to start is to volunteer as a helper for a while until you comfortable with the process. You'll find that your sailing experience will take you a long way if you continue to think about the sailors and not getting your race committee boat back to the dock early.

Another great opportunity is the traveling regatta and we have plenty! I grew up driving to regattas with my family all over the US and these are now wonderful memories and the start of some great friendships. I encourage you to take a road-trip, even to the next neighboring fleet, and try sailing with a new group of people and a new venue. Or, if you are up for a real treat, try arranging for a regatta in another country! I've been very fortunate to have sailed outside my country and I can say the best part was meeting the people of other fleets and enjoying their hospitality and their country. This also gives you a bit different perspective of the class and you'll see that we truly are international and have many different perspectives on sailing, fleet building and so on.

So, I hope you can get plenty of sailing days in while the weather is nice and I hope to see you on the water!

-don



The latest regatta program design from the 46th Tamburini Cup in Rimini by Giancarlo De Carolis

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Around the Snipe World

World Masters Age Category Changes



The SCIRA Board of Governors has approved the following new Masters categories that will take effect with the 2013 sailing calendar:

Master Junior:	50-60 years old
Master Senior:	61-70 years old
Grand Master:	71-80 years old
Master Legend:	t81 and onwards

The combined age still stands at 80 in the boat; skipper must be 50.

The updated Deed of Gift can be found on www.snipe.org. It is recommended that all countries update and/or adopt the new age categories to coincide with the World Masters categories so everyone will be on the same page. The rationale from Board of Governors discussions was that the population of the Snipe membership has shifted and sailors are continuing to remain active much longer. Our membership is strong in the Masters category and therefore upping the age from 45 to 50 allows more competition for those who have been sailing Snipes more years than our “younger” Snipe sailors. We look forward to having more Snipe sailors joining the Masters in the coming years as they become Masters yet this also allows some current “new” masters to stay seniors a few years longer.

Serious Sailing, Serious Fun: Traditions Build Winners Video Update

The raffle of the new Jibe Tech boat built by Andrew Pimental was held on May 27 in northern California on Whiskeytown Lake.

Berta Swanson of Winchester, MA, Fleet 77 was the winner of the new Jibe Tech & raffle!

Berta's been around Snipes for many years. Many of you know her from running races on Mystic Lake and also PRO for US Masters and event on the international circuit with Commodore Ralph Swanson. Ralph's first Snipe was 9872, named “Last Straw.” Over the years he had six different Snipes, all the trademark “Swanson green.” Ralph & Berta passed on the tradition of Snipe sailing to their kids and grandchildren. That's something we all hope to do.

Once again, I want to thank all of you who have donated to the documentary over the three and a half years I've been working on the project. Without your support it would not have been possible for me to have it ready for distribution in September this year.

In addition, many people have made in-kind contributions to the project, ranging from putting me up at regattas to donating film/video to be used in the final DVD. These sorts of contributions have been just as valuable to making the project viable.

Thanks to everyone -

Vince Casalaina
30569



From the Rules Committee

Fellow Snipe Sailors;

As many of you are aware, last year the Board of Governors passed a change to the rules to allow a full upper batten and a longer middle and lower batten. The Rules Committee was asked to consult with the sail makers and draft the specifics of the new rule for next year's rule book. Many sail makers including North, Quantum and Olympic provided feedback and built a couple of sails each. The committee has been working with this year's Board on this and the other changes approved last year. It has now been ten months since this much debated recommendation was passed.

The Rules Committee's recommendation to the SCIRA Board of Directors is that the batten pocket lengths be increased to 800 mm for lower batten, 800 mm for the middle batten. The upper batten will be full length and is defined by the position of pocket at leech (three quarter girth) and the intersection with the luff that shall be between 1680 and 1780 mm below the head point.

At the last Board meeting in Rungstad during the World Championships this proposal was put forth by Jan Persson, with input from some of our top sail designers and sailmakers. The Rules Committee did some extensive research and several sails were made for sailors to test. The findings of the Rules Committee are that the battens in the main have not kept pace with sail development or the past 40 years.

Giorgio Brezich, Myself and Antonio Bari all believe that this is an extremely important measure to pass for several reasons. One of the most important concepts within the Rules committee is always to make a change for improving the class without making any boat obsolete. A great example would be the advancement of the pole launcher from the somewhat cumbersome manual whisker pole and the digital compass. Change for the sake of change has never been given any consideration, an example would be the case for allowing carbon fiber tillers, booms or whisker poles where there would be no direct benefit to the boats performance and quite expensive. Another important concept is to keep the Snipe relevant and on pace with advancements in materials and method of construction.

Here is the summary of the rules committee recommendation to approve the batten measure:

The finding of the Rules Committee are that the battens in the main have not kept pace with sail development or the past 40 years resulting in the weather hook of the upper batten in light air and those hideous vertical wrinkles we seem at the mid girth between the battens in all wind conditions. With 50% longer middle and lower battens the sail will have a smoother shape though the mid girth.

- The longer battens also eliminate the "V" crease and the vertical wrinkles at the front edge of the battens.
- The mainsail will last longer, because the sail does not luff as violently with the longer battens.
- The sail is also a bit easier to trim and it is more forgiving to under and over trimming, this will be a benefit to many sailors who do not have the luxury of lots of training time.

The new rule will specify the batten pocket maximum length which is a new way for the class to quantify the batten lengths. This is being done to be in compliance with ISAF's equipment rules. The Snipe class has always specified a maximum length of the battens and no minimum length and this will remain unchanged. The batten pocket will have only a maximum length specified keeping consistent with the current rule.

Another important factor is that with the elimination of the limiting bands on the mast head and boom end the sails are going to be built larger along the foot and luff to take advantage of the additional 25 mm in each direction. The leech measurement will remain unchanged. So the overall sails will be built with more broad-seam. This underscores the need for the longer battens.

Existing sails will still be legal and the decision of longer versus shorter battens left to the preference of the skipper. The current design of the mainsail will always be legal. If a Snipe Sailor wishes to order and race a mainsail built under the current rule in 2020 the sail will be legal.

Retrofit kits for older sails will be available from the leading Snipe sailmakers for less than \$50 USD. This is a confirmed price by one of the San Diego sail lofts.

I think it is also worthwhile to read Giorgio's and Antonio's final comment on the issue.

From Giorgio: My suggestion to Board could be, in case of majority, to studying the time of new batten rule application. I think we could take more time to start but I strongly suggest to do not abandon the idea. This very cheap change could give great benefits to the Snipe class.

From Antonio: Those who sailed the new main are extremely in favor. Furthermore, the new main will be simpler to trim also by newcomers. I have always kept in mind the necessity to support changes who improved the boat with no impact on existing boats. The new main will be faster (maybe), last longer and be easier to trim at the cost of 20\$ on new sails and maybe 50\$ on older sails.

I will conclude that this is a much needed change that will help to keep the Snipe relevant with younger sailors, and to repair a design error when the sail rules were first drafted with the inclusion of the roach.

Change for the sake of change is not a good thing, with this measure there are 7 solid reasons for this change. We believe this will add to Serious Sailing, Serious Fun.

The Rules Committee and the Board of Directors look forward to all comments especially from those who have tested the main with the longer battens.

Respectfully Submitted,
Steve Stewart
SCIRA Chief Measurer



Driving (a car) and Steering (a Snipe)



When I think of the (little) time we spend racing, compared to the (much) time spent traveling, loading boats, rigging boats, waiting for the wind or waiting until the wind decreases—in a busy life with not a minute to spare, sailing is the “sport of waitings.” The waitings, however, are amply compensated by the fun at sea.

In terms of time and effort, we spend a lot of time on the roads and, in rare cases by plane. How much time is spent traveling? I think it is difficult to calculate the hours that each of us has spent driving a car or van towing a trailer with a boat. I am often inclined to think that those who race dinghies, more than being sailors, are professional car or truck drivers!

The outward journey is always less tiring and sometimes even enjoyable. Full of joy and anticipation, we face the journey. Of course, we are looking forward to a few days of sailing.

The return, however, is sometimes a martyrdom. Tired from a day hiking on the boat, after loading the boat on the trailer, many hours of driving await us, before arriving home late at night ... and then heading off to work early the next morning! On Monday our colleagues do not understand our propensity to masochism.

Here are a few of my observations about driving with a Snipe on a trailer:

Europe is not small, even Italy For an American or a non-European, Europe seems small, but in reality it is not. To drive across Europe takes days. So even Italy for a non-Italian seems small, but in reality it is not: for example, if you have to go from Trieste on the Adriatic Sea to the Tyrrhenian Sea, you have to cross the mountains in between the two coasts. Also, in summer there are often queues and traffic jams on the way to nearby sailing venues. From my home in the northeast of Italy, you need 6 hours to reach Talamone on the west coast; 7 to Bracciano, a lake near Rome; 7 to Sanremo, close to the French border; 4 to Cervia on the Adriatic. If all goes well!

Watch system Europeans 2006 in Finland. Stefano Longhi and I have to trailer four boats to Pori (city far to the north of Helsinki). Three boats are on a trailer and one on the roof of the van. One boat is new but the boatyard delays the delivery, so we are running late. We have booked the ferry at 19:00 (the next day) from Stockholm to Turku, Finland. We start from Trieste at 15 with a lot of people betting (as we discovered later) that we will not make the ferry. There are more than 2,100 km between Trieste and Stockholm. Stefano and I arrive at 17:00 in the Swedish capital. Just in time for the check in.

The trick was to load a mattress in the back of a van, so we could keep watches “two on, two off”: two hours driving and two hours sleep. Stop only to pee and refuel. Often we’d check with each other: “Everything OK?” “OK!” Sometimes it seems as though who was asleep went at the wheel and who drove went on the mattress. The watches 2h +2h are a good way to drive during the day and night ... endlessly, over and over.

Grand Tour Going around Europe, with the boats, has advantages. We can not pause to visit the city as new Goethes of twenty-first century, but something can be done.

Tour Eiffel In 2004, the Europeans were in Brittany. At 02:00 we were near Paris. While everyone is asleep, Paolo Tomsic I decided to take a detour. We didn’t have a map of Paris, or a GPS, but we headed towards the center of the town, and the Eiffel Tower guided us. We parked the van with two Snipes and a rubber boat close to the tower, under the horrified gaze of the Gendarmerie. The next stop was the Arc de Triomphe ... then we wandered for hours in Paris in search of the motorway for Brittany. But it was worth it.

Monteriggioni di torri si corona

Monteriggioni is a small, fortified medieval town, perched on a hill, a jewel described in Dante’s Inferno. If you chance to come at 23:00 on a winter night, you will not find tourists and you can park safely the car and the trailer, as there is no guidance. Going inside the walls, the city appears deserted, without people. But be careful, a guard may appear suddenly with a crossbow, ordering you to stop and asking the password for entering. It happened to me when I went to Tuscany for a winter regatta with a foreign crew ... Of course, the password was for the crew.

Back to home

Wake up! Do not sleep! The road is straight, always the same, monotonous, time and mileage do not run fast, but proceed slowly. How to stay awake in the still of the night when you drive through the Everglades or the Po Valley? Coffee and Red Bull do not appeal to me. I have some additional tricks. You have to imagine that the steering wheel is a drum, listen to some piece of music



Driving (a car) and Steering (a Snipe)



rhythmically intricate and complex, and imitate the evolutions of the drummer. Who passes me and see through the windows my arms flapping on the steering wheel takes me for a madman. However, after all these years at the wheel, I have become as good as Max Roach or Jack DeJohnette.

Then, sometimes I stop at a gas station, and I run around the car and boat. The coolness of the night wakes me up! Then, under the gaze of some sleepy truck driver, I get in the car again and go ...

When I arrive at home, it is not over: I have to unhook the trailer, unload the car, possibly put all the putrid wetsuits in the washing machine. What effort! I would like to have a shore team! Then comes Monday and already I look forward to the next regatta and the next trip. Like many of you, I bet.

Pietro Fantoni

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What We Do Do In Finland, Casseli Race

We are serious people. We do serious fun. At winter time we dance tango - never mind Finnish or Argentinian. At summer time we sail Snipe. Now it's about summer time. This is a story of Casseli Race.

The Casseli Race was to take place at Lahti Business City by Lake Vesijarvi 26th to 27th of May some 100km north from Helsinki the capital of Finland. An hour trailer towing by motorway. The classes were International 505, Snipe and Lightning.

Saturday 26th

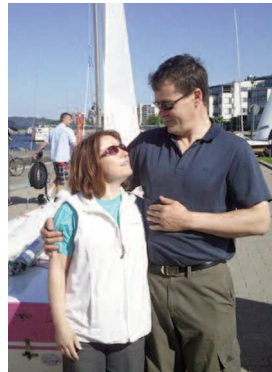
The weather conditions were steady for the season. It's still a bit spring time that may vary rapidly. But it was steady sunshine with some +15 Celsius degrees and northwind about 6 - 7 m/s. Let's say about twelve knots. So the race course was a bit boring upwind/downwind course. The Gentleman's Boogie was generous but because of the steady wind not so much gyping. Because of the weak wind we did not surf neither no one cap sized. Not even any of those Lightings. After the second start happened something. the pin end of the start/finish line had disappeared - we waited for the new one. This race was the first ranking and the first Finnish qualifying for European Championship at Cervia Italy in this summer. That's why the Kotisalos from Lappeenranta - town from eastern Finland next to Russia border - took the race seriously. Serious fun but they were leading after the first day.



27231:Kari & Kalle Nyqvist 9th overall



30900:Kai Saarhelo & Reino Suonsilta 2nd overall



30502: Mirja-Liisa Marttila & Kimmo Manninen, 8th overall



30558: Jukka & Eija Kotisalo; 1st overall

Sunday 27th

The wind was still from the north but weaker. Two more starts to go in nice sunshine. Some Celsius degrees warmer. The weak wind is not nice for crew in Snipe. Has to be light, slim, silent and transparent. What ever happens it is crew's fault. The silence remain in the Kotisalos' boat. They won both of those two starts. Four of those six starts together during the weekend. Look at them! They are smiling. They want to go to Italy, to the Europeans'. They are doing it - serious fun.



30560: Pasi Kalliala & Marjut Tervola; 6th overall

To the end I have saved a secret. It is a Finnish Sauna floating on the lake by the race area. Actually you should come to see what's all about? At least Alexandre Tinoco is coming in August. What a good guy!

Yours sincerely,
Kari Eljos

Crew FIN 30899

photos by Petri "Pepo" Korteniemi
www.pepekorteniemi.fi



30899: Jukka Partinen & Kari Eljos; 5th overall



30833: Hanna-Leena & Juha Lehtinen; 3rd overall



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March 22-25
Open Nacional de Espana
Santiago de la Ribeira (Spain)

March 30-31
National Trials
San Remo (Italy)

May 18-20
Croatian Championship
Moscenicka Draga (Croatia)

May 26-27
National Trials
Riccione (Italy)

May 26-28
Harboe Cup
Espergarrde (Denmark)

June 1-3
German Open/South European Championship
Caldonazzo (Italy)

July 6-8
Piada Trophy
Talamone (Italy)

August 5-14
European Junior and Senior Championship
Cervia (Italy)

August 29 - September 2
Italian Championship
Arco (Italy)

September 11-16
World Master Championship
Santiago de la Ribeira (Spain)

September 18-24
Women's World Championship
Santiago de la Ribeira (Spain)

September 22-23
National Trials
Orta (Italy)



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Japan Nationals - 2011

The 64th Japan National was held at Enoshima Yacht Harbor of Kanto Fleet during 5 days of Nov, 9th through 13th, hosted by Kanto Fleet.

Originally this championship was scheduled to be held at Sendai of Tohoku Fleet. As Tohoku Fleet was, however, seriously damaged by extremely huge earthquake and tsunami, attacked East Japan on March 11 of 2011, it was changed to Enoshima in a hurry.

Kanto Fleet strongly supported Tohoku Fleet snipe sailors by inviting them into official regattas of Kanto Fleet, free of charge for entry fee, charter boat fee and accommodation fee. So, a team from Tohoku Fleet participated in this championship, although they are still in very severe circumstances.

Various characters of strong 63 teams passing through the fleet selection race, made entry into this championship, including 8 skippers from top 10 in the last National, 5 former National champions, past 470 National champions, National team of Star Class and many strong collage teams. Also as a feature of this championship, many teams from the other classes including keel boat, wide age range of skippers of teen-ager through fifties-age and several women skippers participated.

On the first day, all boats and sails were measured by the voluntary support of Kanto Fleet members. We could find some change in the boats being used by top level skippers. Because, recently Japanese builders are developing the new mold for hull and such boats have so good performance in the regattas in recent 1 or 2 years. Therefore, it will be a point to be cared which boat will be selected by Japanese snipe sailors from now on. For reference, boats used by top 10 skippers in this championship were 6 Pearson, 2 Okumura and 2 Tsujido.



On the second day, we had 3 races under fair condition of 6 - 10 knots. Yoshioka and Takahiro Maruko team Nanayoukai from Fukuoka University who changed their active base from Kanto to Kyushu in this year got two first place finishes in the first and the second race. The provisional first place in the first day was Ohi and Sakai team (Okumura Boat) who ran with 3 - 6 - 1.

On the 3rd day, we had 3 races under serious condition of 12 - 20 knots of north wind and heavy rain sometimes. Under such sever conditions, all boats including lightweight of women's teams left the pier without hesitation. Under such serious conditions, in addition to top teams in the last day, the teams from Chubu Fleet showed so good performance. Kato and Sugiura team (Toyota Industries) ran with 7 - 2 - 1. And also Kondo and Ishikawa team (A.I-STARs), and Kasahara and Ishizaki (Toyota Industries) showed so



wonderful sailing.

On the 4th day, it was the conditions of so strong current and big rolling. The wind of the east which was being blown until the 7th race had gone away, So, the 8th race turned into a difficult race where it was big wind direction change under breeze. While many teams of a higher rank broke down their score under such difficult conditions, Kondo and Ishikawa team (A.I-STARs) ran with 1 - 4 and they so closed to the win. Two past national champions showed good performance. Kahara and Imamura team (Ushimado Yacht Harbor/ Shima Seiki) ran with 2 - 2 and Takesue and Imura team (GEKKO/Nihon University) run with 10 - 2, so they greatly recovered their ranking. In addition, Uchida and Maeda team (Kanazawa University) ran with 4 - 5, it was so great performance for them.

On the final day, we could not have race due to lack of wind. Then the first win of Yasushi Kondo and Shingo Ishikawa team (A.I-STARs) was decided and they was honored to have the traditional Terry Whitmore Cup. It was the results of their remarkably stable sailing through the series.

We strongly remain it in mind to father promote this attractive class, under the policy of "Serious Sailing, Serious Fun". Finally I would like to express my thanks to all members worked so hardly in the regatta office and on the committee boats, and also to the members of Kanto Fleet who hardly worked for preparation of the regatta though they are competitor, and especially to all competitors participated in this championship.

Shinichi Uchida
Fleet Captain of Kanto Fleet
Jiro Yamamoto, Translation

		Skipper	Crew	R1	R2	R3	R4	R5	R6
1	30561	Yasushi Kondo	Shingo Ishikawa	(10)	4	3	3	1	7
2	29003	Takeshi Yoshioka	Maruko Takahiro	1	1	13	2	4	23
3	31033	Junichiro Shiraisi	Shinsei Ueda	7	3	2	9	(DNF)	2
4	30841	Tokuma Takesue	Hitosi Imura	6	5	9	(30)	11	12
5	30216	Takumi Kato	Hiroyuki Sugiura	9	29	8	7	2	1
6	30010	Hideki Nishimura	Keiichi Hirata	18	12	10	5	6	3
7	31002	Yuichi O h i	Noriaki Sakai	3	6	1	1	(OCS)	15
8	28328	Kazuhiro Kahara	Saiken Taniguchi	2	23	16	(37)	17	17
9	30634	Shinichi Uchida	Yohei kouso	16	13	11	10	8	5
10	29675	Naoki Inoue	Tsunenari Kawai	15	7	14	21	5	4
11	30895	Katsuya Takagi	Akihiro Yamaguchi	23	2	4	13	15	(26)
12	30992	Koji Kamiya	Kenta Shinoda	12	17	7	17	(22)	18
13	30850	Masakazu Sasai	Kazuo Ito	38	8	6	16	(DNF)	11
14	30946	Yoshimune Yasumori	Yoshiyuki Morimoto	11	11	23	11	(29)	30
15	30563	Mitsugu Nakajima	Takanori Uchiyama	20	9	20	4	12	14

63Boat



The Frébaults take the French Nationals

Organised at Club Nautique de la Haute Seine, on beautiful Lac de la Forêt d'Orient, by Jean-Pierre Salou and his team, the French National Championship was attended by 20 participants including 5 Belgian crews and 2 British ones. It was a great success for all the competitors who had a lovely weekend in spite of very cool temperatures...



On Saturday afternoon a light breeze enabled Bart Janssens and Eva Jacobs to win all 3 races; it was not a real surprise, their speed in that sort of weather conditions being unchallenged...

On Sunday a cold 15-20 knots wind had set in and raised a small chop. Our junior skipper Justin Frebault crewed by Dad Jean-Jacques managed to catch up with 2 first and a second place and to finish overall in front of the 3 Belgian crews who rate among the best. Well done ! They win the Nationals together for the third time. Jean-Jacques Frebault holds the title for the 18th time either as skipper or crew and it seems his son is to follow in his steps!



photo above: Gilles Boisaubert coaching one of the junior crews before the race.

Photos by Sylvie Boisaubert.

Photo at right: after the start. Below: Sue and Steve Roberts lead in front of Sebastian Monteil



2012 Don Q Regatta



XLVI ANNUAL DON Q RUM KEG SNIPE REGATTA Coconut Grove Sailing Club Results as of March 18, 2012



Sailed: 5, Discards: 0, To count: 5, Entries: 54, Scoring system: Appendix A

Rank	BowNumber	SailNo	HelmName	CrewName	Nat	R1	R2	R3	R4	R5	Total
1st	62	30997	Bruno Bethlem	Dante Bianchi		6	4	3	1	1	15
2nd	72	30288	Augie Diaz	Kathleen Tocke		1	2	4	5	5	17
3rd	38	30338	Raul Rios	Manuel Inserni		2	6	2	2	7	19
4th	71	30439	Brian Kamilar	Enrique Quintero		9	7	1	12	10	39
5th	32	30473	Ernesto Rodriguez	Megan Place		7	5	21	3	6	42
6th	43	2870	Luis Soubie	Diego Lipszyc		12	3	17	9	4	45
7th	79	30337	Eric Heim	Alan Capelin		10	13	8	6	8	45
8th	66	29112	Kevin Reali	Ashley Reali		17	1	6	18	9	51
9th	59	30680	Andrew Pimental	Julia Marsh		8	12	14	8	13	55
10th	48	TBD	Anna Tunnicliffe	Leandro Spina		14	16	13	11	2	56
11th	57	30552	Henry C Filter	Chris Filter		3	9	20	10	14	56
12th	31	25715	Taylor Scheuermann	Charlie Bess		13	22	5	13	11	64
13th	22	30860	Carol Cronin	Kim Couranz		19	19	9	7	15	69
14th	54	31008	Javier Marcelo Moyano	Javier Francisco Matheu		5	11	11	24	24	75
15th	74	15790	Pietro Fantoni	Bridget Creny Wiatrowski		18	8	22	16	12	76
16th	83	8653	Hal Gilreath	Amy Benner		15	17	7	17	22	78
17th	52	28810	Giampiero Poggi	Pere Puig		11	15	18	28	20	92
18th	53	30604	Emanuel Aghem	Luciano Pesci		4	18	55 OCS	4	19	100
19th	45	30577	Axel Sly	Fabian Mac Gowan		20	10	30	23	25	108
20th	67	30217	Birger Jansen	Jeanette Jansen		16	20	10	15	55 DNC	116
21st	56	30765	Jamie Boyden	Beth Boyden		22	14	55 OCS	14	17	122
22nd	34	30111	Eric S Aronson	Ian		31	21	12	32	29	125
23rd	28	29340	Trixy Agusti	Yuyu Agusti		25	26	55 OCS	19	3	128
24th	44	30262	John Coolidge	Cate Gundlach		23	28	16	39	27	133
25th	73	30683	Max J Hardage	Anna Lee Bradley		24	38	28	21	23	134
26th	64	30323	David Muhlhausen	Bruno Mello		33	23	44	20	18	138
27th	42	30236	Ken Voss	Kay Voss		30	25	23	27	33	138
28th	58	30089	Andrew Klein	Michelle Morphew		39	30	25	37	21	152

Dante Bianchi & Bruno Bethlem - 1st



Kathleen Tocke & Augie Diaz - 2nd



Raul Rios & Manuel Inserni - 3rd



My Family of Snipe

When I think of family, my first thoughts are pretty standard: husband, parents, siblings, nieces and nephews, in-laws. But I'm a member of several other family trees as well. One of those is my family of Snipe.

While most people think of the Snipe as a well-hunted and elusive bird, to me it means a 15 foot sailboat that has been raced hard worldwide by teams of two for almost eighty years. The class motto is "Serious Sailing, Serious Fun," which offers a wide range of goals: win on the race course, win the party, or try for both.

In mid-March fifty-three boats from nine countries met up in Florida for our annual ten day reunion, otherwise known as the Winter Circuit. We laughed with and at each other, we told and retold jokes, and we even rolled our eyes at the Snipe equivalent of loud Uncle Harry, telling the same tasteless jokes over far too many beers. In short, it was just like any other family vacation.

Some would call this kind of group a "community," but that just doesn't communicate the warmth and depth of our shared passion. The Snipe is a hard boat to sail, and the constant challenge of success keeps us all working hard. After a long day on the water, there's nothing quite so satisfying as reliving the high (and low) points with another skipper or crew. Language barriers disappear; we all speak Snipe.

This was my twentieth Winter Circuit, so I've achieved "regular" status. To inspire my continued dedication, there are many sailors who have sailed the boat for five or even six decades. And thanks to a strong junior group moving up the ranks, I know the competition will be top-notch for many years to come. Middle age has never felt so good.

Sometimes just showing up is enough to build relationships. After traveling to the same locations, climbing into the same boats, and lining up on a tight starting line with so many familiar faces from around the world, we recognize each others' quirks. We share a parking lot, a boat rigging area, a race course, and this forced intimacy is a large

part of what makes it all so special.

Besides our sailing habits, we know little or nothing about each other. I can rattle off another Snipe sailor's favorite shirt and hat color, whether someone is likely to leave the dock early or late every morning, and where most of us are likely to start and finish in a typical race. But I usually can't tell you what another sailor does during the work week or exactly where s/he lives. And that's okay; most of us are on vacation, trying to escape from whatever 9-5 routine we live through between regattas.

Within the family of Snipe, there are also more traditional family units. Sons and daughters sail with their parents until they are old enough to sail with their friends. Husbands and wives sail together—even a few brothers and sisters team up, long after they've built families of their own. The multi-generational aspect of the class is a large part of why it feels like one big mostly-happy, mostly-functional family.

And just as no two Thanksgivings are ever the same (even with Uncle Harry repeating the same tasteless jokes), no two Snipe regattas are ever the same either. Seen from the outside the differences may be ridiculously subtle; but for members of the clan a ten minute advance in when one team leaves the dock can provide a topic for in-depth discussion. Does he know something we don't? Or is his watch wrong?

After each regatta, we drive or fly back to our regular lives again, tired but satisfied. We look ahead to the next event, determined to move up in the standings... or just to share one more story from a past event with one of the junior teams. After all, shared history is a large part of what keeps a family together.

That, and Uncle Harry's tasteless jokes.

-Carol Cronin

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Snipe Yesterday

Boatbuilding Student Restores 1963 Varalyay

Editor's Note: Riley Hall, a student at the International Yacht and Restoration School in Newport, Rhode Island, spent his winter nights and weekends rebuilding an old Snipe. Here's his update.

I took my Snipe out sailing for the first time today. It was a blast, and the rainy, stiff northerly made for an epic maiden voyage.

The boat is hull 15005, a 1963 Varalyay from California. I've been in contact with the original owner from Massachusetts who who got it when he was a kid. The fiberglass hull was decked with varnished mahogany plywood, and he said you could comb your hair in the reflection.



When I got the boat it had been redecked at some point with a lower grade plywood that had peeled and cracked.

I removed the hardware and splash board and rubrails, stripped off the old paint, sanded the deck as smooth as I could get it, and made any necessary repairs including some big shims around the shear.

Then I filled the holes, coated the deck with thickened epoxy, and sanded it smooth. Since the wood moved around on me I recoated it, and then put a coat of primer and 2 finish coats on the deck.

I also removed the weird fiberglass job that had been added to the daggerboard trunk.



Next was restoring the brightwork, building a new tiller, centerboard cap and mast collar. and installing new mahogany rubrails. I also refitted the boat with new running rigging.

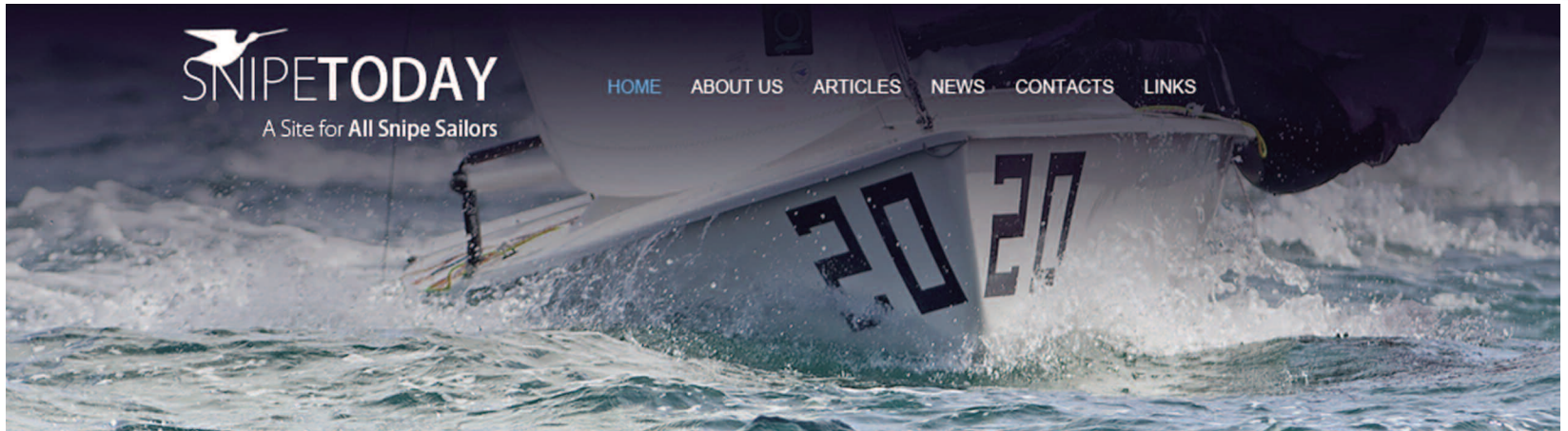


Snipe Yesterday

And finally after sitting on a trailer for about 3 years or more, the newly named White Rabbit splashed on a cold rainy day in Newport harbor!



SNIPETODAY www.snipetoday.org



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Sailing the Snipe in different countries is a great opportunity and a privilege. You can know and sail with people of different backgrounds, cultures and languages

Snipe Today is a site for all Snipe sailors that includes stories, video, photos, and opinions from sailors around the world. It offers a new exciting way to share information about Snipe sailing.

And it is open to the contributions of the entire Snipe family.

Anybody can write an article, send news, photos, videos or post a comment, in any language. Sometimes the article could be translated, sometimes no ...The only thing that counts is the "language of sailing Snipes"!

Snipe Today is independently produced by Snipe sailors for Snipe sailors. We encourage contributions to the site!

The site will premiere on January 1st 2012. Please **contact us** for more information.

editor@snipetoday.org

Pietro Fantoni
Carol Cronin





SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

WORLD MASTERS CHAMPIONSHIP.
CAMPEONATO DEL MUNDO MASTER

NOTICE OF SCHEDULE
AVISO DE CALENDARIO

Santiago de la Ribera / Spain, 11th through 16th September 2012
Santiago de la Ribera, del 11 al 16 de Septiembre de 2012

Registration and measurements: Registro y mediciones:	11 th September and 12 th September, 2012. 11 y 12 de Septiembre de 2012.
Opening ceremony: Ceremonia de apertura:	12 th September, 2012. 12 de Septiembre de 2012.
Racing: Regatas:	3 th , 14 th , 15 th and 16 th September, 2012. 13, 14, 15 y 16 de Septiembre de 2012.
Prize giving ceremony: Ceremonia de entrega de trofeos:	16 th September, 2012. 16 de Septiembre de 2012.

Notice of Race will be communicated soon.
En breve se comunicará el Anuncio de Regata.



2012 Snipe Racing Calender

International Events

South Europeans	June 1-3	Trentina, Italy
Shoreham Open	June 3-4	Shoreham, West Sussex, GBR
Linenburg Cup	June 7-9	Criciuma SC, Brazil
Bergen Cup	June 9-10	Bergen, Norway
Snipe Open	June 16-17	Pula, Croatia
*Stone Open	June 16-17	Stone, Essex, GBR
East Brazilians	June 29-July 1	Cabo Frio, Brazil
Helsinki Regatta	June 30-July 1	Helsinki, Finland
East European Cup	June 30-July 2	Gdansk, Poland
Nordics	July 5-7	Motala, Sweden
Piada Trophy+	July 6-8	Talamone, Tuscany, Italy
Kvarner Cup+	July 13-15	Omisalj, Croatia
European Championship	August 5-14	Cervia, Italy
VM-Snipen	September 1-2	Stavanger, Norway
South Brazilians	September 5-9	<i>Irai, Curitiba, Brazil TBC</i>
World Masters	September 11-16	Santiago de la Ribera, Spain
North Americans	September 14-16	Toronto, Canada
Women's Worlds	September 18-23	Malaga, Spain
Challenge LeBour*	September 29-30	Platte Taille, Belgium
Viking Snipen	September 29-30	Oslo, Norway
Baerum Hostcup	October 13-14	Oslo, Norway
Semana de Buenos Aires	October 13-14	YC Buenos Aires
North Brazilians	November 15-18	<i>Salvador, Brazil TBC</i>
Western Hemisphere & Orient	November 19-25	Olivos, Buenos Aires, Argentina
+Summer Circuit		
*Yves LeBour		

National Championships

Germany	June 1-3	Lake Caldonazzo, Italy
US Junior	June 16-17	Miami, Florida
US Senior	June 18-22	Miami, Florida
Norway	June 28-30	Oslo
Italian Masters	July 28-29	Molveno
Canada	July 7-8	TBD
UK	August 18-20	Dale, Pembrokeshire, Wales
Finland	August 24-26	Tampere
Poland	August 24-26	Lake Kiekrz, Poznan
Belgium	August 25-26	Scharendijke, Netherlands
Italy Jr & Womens	August 27-28	Arco
Italy	August 29-Sept 2	Arco
Poland Junior	August 27-28	Lake Kiekrz, Poznan
Norway Masters	August 24-26	Asgardstrand
Sweden	August 31-Sept. 2	Lerkil
US Masters	September 21-23	Mission Bay, California
Columbian Youth	September 29-30	Portillo
Argentina	October 5-8	Cordoba
Spain	October 7-17	Los Nietos, Murcia

2012 Dues Paid as of May 31, 2012

Country	Boats Paid	Members
Argentina	29	57
Bahamas	14	26
Belgium	38	54
Bermuda	0	1
Brazil	90	116
Canada	7	20
Chile	15	32
Colombia	1	2
Croatia	10	29
Cuba	0	0
Denmark	0	0
Ecuador	16	19
Finland	21	36
France	18	39
Germany	8	11
Italy	128	289
Japan	352	184
Mexico	0	0
Norway	8	6
Paraguay	0	0
Poland	20	19
Portugal	11	25
Puerto Rico	2	2
Russia	0	0
Spain	171	266
Sweden	14	30
US Virgin Islands	0	0
United Kingdom	13	22
United States	287	401
Uruguay	10	16
Total	1283	1701

A View from the Top



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