

# Snipe Bulletin<sup>®</sup>

Volume 28, Winter 2010

Official newsletter of the Snipe Class International Racing Association



TM



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

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## In This Issue... Regatta Reports

Italian Jr. & Sr. Nationals  
Yves Le Bour Challenge  
Duca di Genova  
Scarlino

## Articles

SCIRA's new Board members  
Pan Am Country qualifiers  
New Jib wire  
European Championship preview  
From the Rules Committee  
Circular Letter

## Reports & Calendar

2009 Membership Numbers  
2010 Racing Calendar

**The Count:** 12 numbers have been issued since the last issue; Brazil 2; and 10 to a builder  
**Numbered Snipes:** 30848  
**Chartered Fleets:** 885

**Cover photo:** Álvaro Martínez (ESP-30768) two time Junior National Champion (2007-2008) and Guillermo Altadill (ESP-30616) Junior National Champion 2009.  
Photo by Cesar Travado



### Pan American Games 2011

Country qualifiers on page . Snipes will have 9 entries - with host Mexico having an automatic entry. For more information: [www.pasaf.org](http://www.pasaf.org)

**Next Issue deadline:**  
March 1

## From the Commodore -

Dear Snipe Sailors

It is with great satisfaction and pleasure that I present myself as your Commodore for the next upcoming two years. I will be the leader of a team that, with all its experience, extensive knowledge and dedication will have as primary goal, in accordance with the work developed by the former Board of Governors, the worldwide development and strengthening of our Class, reinforcing our core values and the "Serious Sailing, Serious Fun" spirit.



Our Board is integrated by Donald Bedford (Vice Commodore, USA), Ricardo Lobato (Secretary, BRA), Renee Bartell (Treasurer, USA), Giorgio Brezich (Chairman of Rules Committee, ITA), Martin Dovat (Secretary WH&O, URU), Stefano Longhi (Secretary Europe, ITA) and me.

We all share a great passion for our Snipe Class, and this is what drives us and helps us to dedicate extensive hours to the Class, as well as managing between our professional duties and time dedicated to our families. Nevertheless, we will welcome all your help and support!

I would like to thank the previous Board and, especially, Past Commodore Pedro Garra for his commitment and his legacy to our Snipe Class.

I would also like to thank and acknowledge all those who, directly or indirectly, through the years, worked together with me in the development of the Snipe Class. They certainly contributed, although this was not my intention, for my appointment as SCIRA Commodore.

At the age of 13, when, for the first time, I was crew of a prestigious Snipe sailor at my Club, the experience allowed me to understand the dimension, values and greatness of the Snipe Class. Since then, it was clear for me that I would want to sail Snipe throughout my life and it has been so. I'm proud to say that, today, at 43 years old, I am still an active Snipe Sailor. Right after purchasing my first Snipe I became interested in the organization and promotion of the Class, getting involved at a national level as Fleet Captain, first, and as National Secretary, later. Over several years I was able to confirm the greatness of our Class and understand, share and develop international contacts and unforgettable experiences.



As Commodore, I intend to be present at all the main and biggest World events of our Class, enjoying and taking the time to know you better and to share with you all the spirit of our Class "Serious Sailing ...Serious Fun". It is my intention to be present, in 2010, at the European Championship in Norway, the World's Masters in Rio de Janeiro and at the W&O in Canada.

This year, in order to recognize the importance that our women sailors have had in the dynamics, growth and competitiveness of the Class, we decided to honor their contribution through the decal of 2010, which will be, for the first time, in pink!

I wish you all a Very Happy 2010, Sailing Snipes!



## From the Rules Committee - Clarification:

### 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 height. A safety line must be used on centerboard while racing. The safety line length shall be long enough to permit, when completely tight, to raise the board up to 50 mm 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 safety line **must be no longer than 50 mm over the necessary length to raise the centerboard to be even with the lower part of the board band to deck. This will allow the centerboard to be raised to clear trash, seaweed, etc. and grant safety.** ~~length shall be long enough to permit, when completely tight, to raise the board up to 50 mm over the upper part of the board band to deck and provided such system allows the crew to extend the board completely when capsized without swimming under the boat.~~ Only one centerboard may be used during a regatta unless irreparable damage has occurred.

Snipe Class International Racing Association



2009-2012 Official Rulebook



## SNIPES CLASS INTERNATIONAL RACING ASSOCIATION

Giorgio Brezich  
Chairman  
International Rules Committee  
Via Negrelli 12  
34143 Trieste, Italy  
Giorgio.brezich@tin.it

### CIRCULAR LETTER

November 9, 2009

The Rules Committee has posted a clarification of jib construction which is included in the Rulebook and General Restrictions. This is in immediate effect:

*51.1 No headboard or leech line permitted in the jib. Flutter patches on seams between sail panels are allowed within 150mm of the leech. The maximum number of additional cloth plies allowed is two. The patches must be of the same material as used in one of the adjacent panels of sail cloth joined at the seam. A single ply which is folded over once constitutes two plies. Folding a patch multiple times to create more than two additional overlapping layers is not permitted.*

Giorgio Brezich  
Chairman  
International Rules Committee

### SCIRA Rulebook 2009-2012

Rulebook quantities requested by National Secretaries were mailed in November. Check with your National Secretary for a copy.





## Final Comment from the Past Commodore -

Although I know I will miss all this stuff, I am very happy that we will have from January 1<sup>st</sup> 2010 one of the best, youngest and more representative Boards ever. The new Board will be headed by my good friend Luis Pessanha (POR), seconded by Don Bedford (USA), with Ricardo Lobato (BRA) as secretary, Renee Bartell (USA) as treasurer, Giorgio Brezich (ITA) as RC Chairman, Stefano Longhi (ITA) as Europe Secretary and Martín Dovat (URU) as WH&O Secretary.



It is good for the Class to have rotation among the Board and the Committees. It was one of my main objectives that our members do not feel like anyone is the “owner” of the Class, for what it was essential that we rotated the Board, even though we could have run for a second period of two years.

In making a balance of the recent past, I feel that we have done quite interesting things for the sustainable future of our Class in terms of caring about our values, keeping the one design spirit, adopting modern communication tools, promoting the class worldwide, aligning ourselves with ISAF in everything compatible with our values and giving more value for money to our members. I hope that you perceive the same, especially because I could not have put a drop more of energy and talent in that direction!

For example, we are about to launch the first funded Mould Certification Program in which one Rules Committee member or Measurer per continent will be designated to certify the moulds of the builders in their region. We strongly believe that this will let us avoid minor, but arguable, mistakes in some moulds.

There are always pending issues, of course, being one of the most important ones to effectively promote worldwide Junior Sailing. There are countries and regions with diametrically different situations. In some, like Argentina, Brazil and Spain, juniors are thriving. In other regions of the world, we are not being able seed our Class. In this direction, I would like to encourage every National Secretary to designate a Junior Representative of their fleets to put in contact with SCIRA Office in order to get in direct communication with our Junior Committee. The idea is to learn about their needs, perceptions, and help them promote the Class among their peers, while staying in touch with junior members in other parts of the world.

And last but not least, I would like to thank the excellent group of people of whom I learned so much and made this task so enjoyable and possible. Robert, David, Jerry, Giorgio, Luis, Hal, Peter, Sherri, Renee, Brainard, Jimmy, Jiro, Don, Martín, Henrique, Terry, Stefano, Antonio, Steve, Pepe and, of course, Jerelyn... THANK YOU!



## SCIRA Board of Governors -2010

### Commodore Luis Pessanha

**How long have you been sailing, where did you start, what kind of boat?**

I've started to sail when I was 9 years old at Clube de Vela Atlântico, in Oporto (organizer of 2007 Snipe World Championship). My first sailing lessons and championships were raced in the Optimist class.

**When did you start sailing Snipes?**

I started sailing Snipe when I was 13 years old, in 1978, as crew. At the time, although still sailing in Optimist, I was always waiting for an older club sailor to invite me to crew in Snipe (the Snipe class was already well established in the Clube, with one of the most important national fleet).

After trying a couple of other classes, I've decided to dedicate myself to the Snipe Class as from 1993.

**Academic background:**

Engineer **Occupation:** Operations Manager

**Your thoughts on the Snipe Class:**

'Serious Fun Serious Sailing' says it all! For me the Snipe is the best dinghy boat to sail as it is highly competitive without requiring being a professional sailor.

Also, the international activity of Snipe class highly encourages me to exchange experiences, discover new places to sail and meet Snipe sailors around the world.

**WE ARE THE BEST CLASS AND HAVE THE BEST SAILORS IN THE WORLD**

### Vice Commodore Don Bedford



**How long have you been sailing, where did you start, what kind of boat?**

I started sailing when I was around 9 years old (1969) at Mission Bay YC in San Diego in Sabots (like an Opti).

**When did you start sailing Snipes?**

I started crewing for my dad, Lew Bedford and other fleet members early on, probably 1970 and began crewing for Earl Elms in 1972. I started skippering soon after in 1973.

**Significant sailing accomplishments:** 1972 US National Championship crew, 1st; 1972 Southern Circuit crew, 1st; 1973 Worlds crew, 4<sup>th</sup>; Fleet Champion several times; 1999 Bermuda Race Week, 1<sup>st</sup>; 24 Hour Regatta (GFU), 1<sup>st</sup> place team (back in the '90s sometime...)

**Academic background:** BS Business Administration (Information Systems) **Occupation:** Information Technology mgr.

**Your thoughts on the Snipe Class:**

I have grown up in the Snipe Class. I often tell others that the reason I sail the Snipe is because of the people. I only lived outside on San Diego for two years in San Francisco and the people there were wonderful as is my home fleet. You can travel anywhere and be welcomed and have a great time. Sure the boat is fun and very tactical (and won't wear out) but the people are the reason I've stuck with it for all these years. When I took over the Webmaster job back in 2001 I really learned how similar we are all over the world - that's why 'Serious Sailing Serious Fun' works so well for us all!



### Secretary Ricardo Lobato

**How long have you been sailing, where did you start, what kind of boat?** 27 years. Bibi Juetz was my first teacher when I was 7 years old at late Clube do Rio de Janeiro sailing Optimist.

**When did you start sailing Snipes?** I started as a crew in 1988. I bought my own Snipe only in 1998 sailing as helmsman at helm since then.

**Academic background:** Master Degree in Production Engineer (Universidade Federal do Rio de Janeiro)

**Occupation:** Consultant at Petrobras (Major Oil Company) - Strategic and Business performance unit.

**Your thoughts on the Snipe Class:** Snipe class is the best choice for someone looking for a tactical and easy boat. We have a good set of rules that keeps the competition very even and costs down attracting people of all ages, weights and gender. The class is also very organized and the formula is working. It is very important capture the sailors' opinion before making changes. I think we need to be recognized as a youth class.



## SCIRA Board of Governors -2010

<u>Voting Members</u>		<u>Country</u>	<u>Years of Service</u>	<u>Term</u>
<b>Commodore</b>	<b>Luis Pessanha</b>	<b>Portugal</b>	<b>2010-2011</b>	<b>2</b>
<b>Vice Commodore</b>	<b>Don Bedford</b>	<b>USA</b>	<b>2010-2011</b>	<b>2</b>
<b>Secretary</b>	<b>Ricardo Lobato</b>	<b>Brazil</b>	<b>2010-2011</b>	<b>2</b>
<b>Treasurer</b>	<b>Renee Bartell</b>	<b>USA</b>	<b>2009-2012</b>	<b>4</b>
<b>European Gen Sec</b>	<b>Stefano Longhi</b>	<b>Italy</b>	<b>2009-2010</b>	<b>2</b>
<b>WH&amp;O Gen Sec</b>	<b>Martin Dovat</b>	<b>Uruguay</b>	<b>2009-2010</b>	<b>2</b>
<b>Rules Committee Chairman</b>	<b>Giorgio Brezich</b>	<b>Italy</b>	<b>2009-2012</b>	<b>4</b>

### Non-Voting positions

<b>Vice Chairman - Rules</b>	<b>Giovanni Galeotti</b>	<b>BEL</b>
<b>Chief Measurer</b>	<b>Steve Stewart</b>	<b>USA</b>
<b>Chief Information Officer</b>	<b>Harry Levinson</b>	<b>USA</b>
<b>Legal Counsel</b>	<b>Leigh Savage</b>	<b>USA</b>
<b>ISAF Representative</b>		
<b>Executive Director</b>	<b>Jerelyn Biehl</b>	

### Chief Information Officer Harry Levinson

Replacing Don Bedford, who served as CIO since its inception, is Harry Levinson. Harry comes from a long line of Snipe sailors and currently lives and sails in Massachusetts, USA with the Winchester fleet #77. Harry has a degree in computer science from the Univ. of Michigan and currently works for Akamai Technologies, Inc. - the leading global service provider for accelerating content and business processes online through a network of over 30,000 servers worldwide. With this background, Harry will be working with the online database and other applications as technology improves and SCIRA adjusts to make communication and administration better for all countries. With this background, Harry is well suited for his SCIRA position!

Welcome to all the new officers and special thanks to those who have retired after many years of service and dedication to the Snipe Class:

**Pedro Garra**  
**Jiro Yamamoto**

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WORLD  
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# Single-Line Jib Halyard System

## **Rule 51: Jib Luff Wire/ Line: The jib must have a wire or a fiber line (excluding PBO and Carbon) attached to the luff while racing.**

The International Snipe Class recently changed rule 51, to allow the use of synthetic rope in the place of a traditional jib luff wire. Under the new rule, it is possible to replace two pieces within the system (the traditional jib luff wire and an internal jib halyard assembly) with one continuous low-stretch line that runs throughout both your jib, and your internal jib halyard system. This is a great opportunity to re-examine what is really going on within the jib halyard system and make improvements where possible. Modern, low-stretch line is lighter and more flexible than wire, which means that using line results in less weight aloft. .

### **LINE**

Because Carbon and PBO are not allowed, there are only two fibers available that have low enough stretch for this application. These are Vectran and Dyneema. The breaking strength for wire and rope of the same diameter is similar but you will want to use a larger size of line. 3/16” (5mm) diameter will minimize, the elastic properties of the fibers because we are working at a low percentage of breaking strength.

Vectran is an extremely strong fiber that a lot of big boats use to replace wire. It is a little heavier than Dyneema, but does not “creep” as much. Creep is an elongation that occurs at a static load (not often found while we are sailing). Vectran is also one of the easier lines to splice, so if you are a do-it-yourselfer, this is a great choice. Unfortunately, it does not do well in the sun, and should be put under a cover after sailing

Dyneema (also known as Spectra) comes in a few different versions. SK-60 is the most common version, but is also the least high performance of the Dyneema family. It is not suitable for our jib halyard/ luff rope. SK-75 is a mid-level version that will work. Some manufacturers blend SK-75 with Vectran to take advantage of both fibers properties. This is also suitable. The highest performance of the Dyneema family is SK-78. This is the lightest, strongest fiber that we are allowed to use. Dyneema does better with UV light.

Vectran has performed well on our test luff ropes. No matter which line you choose, you’ll want to consider pre-stretching your halyard. This can be done with a block and tackle on a work bench, or with a winch on your friend’s big boat.

	Jib Luff wire	Sidewinder Jib Halyard	Vectran	Dyneema SK 75	Dyneema SK 78
<b>Size</b>	3/32 1x19	1/8 7 x19	3/16 12 strand	3/16 12 strand	3/16 12 strand
<b>Strength in lbs</b>	1200	2000	5500	5400	5400

### **RIGGING**

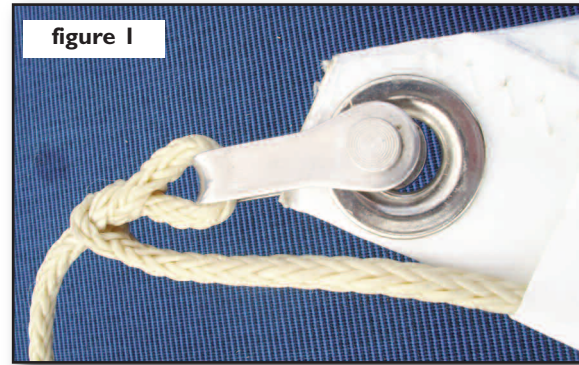
If you are eliminating a wire jib halyard at this time, you’ll want to reduce areas of possible chafe. Make sure the jib halyard exit is smooth and free of burs. Also, examine your jib halyard sheave. If it is worn on the sides, or built only for wire, now may be a good time to replace it.

The Simple Jib luff rope/wire method: If you only want to replace your removable jib wire with a removable jib rope, splice two loops into a piece of line, and make the loops the same distance apart as the old wire. There will be some initial elongation in the system as the splices settle, so make it about 1”(3cm) shorter.





The complex jib luff rope/wire method: A single piece of line can replace the traditional jib halyard AND jib-wire luff assembly. To do this, you need to first decide how to attach the rope to the head grommet on the jib. Splicing a loop in the line creates the starting point for your system, as well as a loop for the shackle that attaches the head of your jib to the halyard (figure 1).

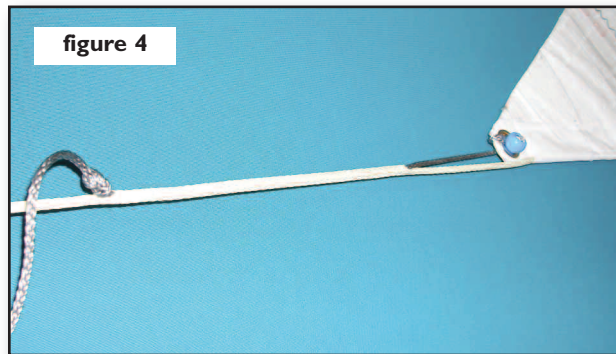
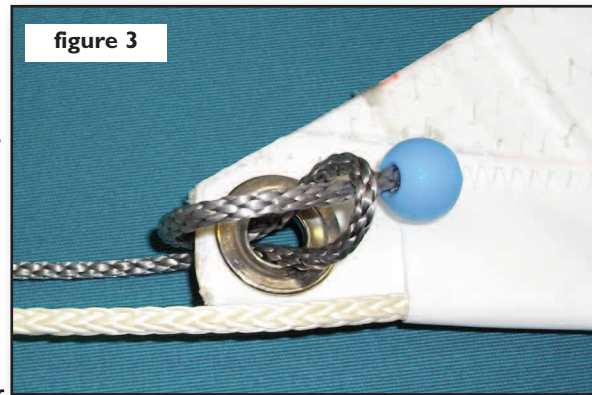


Since the shackle at the head of the sail is the anchor of your system, you will also need an adjustment at the bottom of the jib-rope, where it attaches to the bow, to maintain correct height of the jib off the deck. To achieve this, use a small pin adjuster, like many boats already have. The pin adjuster will set your jib at the correct height off the deck and maintain the jib sheeting angle (figure 2).



Another alternative is to anchor the system at the bow, and control the height of the jib with a short halyard at the head. This is how Szabo is doing his. It allows changing the height of the jib off the deck without having to change the jib halyard mark on the mast or your shroud adjusters. Bury a small piece of spectra inside the halyard and use this short line to adjust the height of the jib off the deck.

To maintain repeatability with this option, attach a ball on the tail. This enables the passage of a loop of the tail through the head grommet, which will cinch tight against the stopper (figure 3). The length of the Spectra tail (halyard) can be changed by moving the knot at the other end. To keep this from moving under load, it is a good idea to tie a stopper knot where it exits the assembly (figure 4). Rigging tape can be used to secure the tail and keep it from flapping around.



Regardless of which way you choose to set your boat up, the crucial measurement is the distance from the jib tack to the deck. With the jib cloth pulled snug, this distance should be 3-3.5" (8-9cm)

The new rule will likely not change the way the Snipe is sailed. In fact, it may create more problems initially as the splices settle in. Racing will still be close, this is just one more way to try and squeeze out that extra inch or two on the race course.

I look forward to seeing what you come up with for your system at the next regatta. Happy Sailing!



**Eric Heim**  
Eric is a Snipe sailor and sailmaker at Quantum Sails San Diego



# Campionato Italiano (Italian Nationals)

Vada, 25th -28th of August 2009.

56 boats were in Vada famous for the long white beaches. Nine races were sailed with light air in the first part of the Championship and medium in the second half.

Giampiero Poggi and Eugenia Vanni from Rome showed great speed and won the title with four bullets.

A good fresh news for the Class is the second place of the juniors team Paolo Cattaneo & Vittorio Zaoli, they sailed with great maturity and consistency.

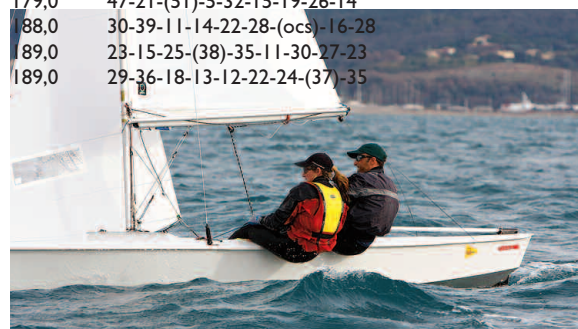
Third was the team of Enrico Solerio & Roger Olivieri.

<http://www.snipe.it/index.php?module=articles&func=display&ptid=17&catid=308&aid=2778>



## Top 25

	<b>Sail #</b>	<b>Skipper/Crew</b>	<b>Club</b>	<b>Final</b>	<b>Finishes</b>
1	29685	Poggi Giampiero/Vanni Eugenia	A.V.Bracciano	30,0	1-(18)-2-1-1-12-4-1-8
2	30701	Cattaneo Paolo/Zaoli Vittorio	Y.C.Sanremo	37,0	5-1-3-(ocs)-14-2-6-2-4
3	30269	Solerio Enrico/Olivieri Roger	Y.C.Sanremo	41,0	10-6-4-7-(18)-1-2-4-7
4	30009	Lambertenghi Paolo/Tomic Paolo	C.V.Torbole	44,0	7-10-8-(ocs)-3-8-3-3-2
5	30793	Brezich Giorgio/Penso Lucio	S.Triestina V.	49,0	9-4-9-3-8-5-5-6-(10)
6	30683	Rochelli Fabio/Semec Daniela	S.V.Barcarola Grignano	56,0	3-13-(15)-2-7-7-1-10-13
7	30706	Bruni Dario/Bonomi Sonia	C.V.Cremona	64,0	8-3-6-4-13-6-13-(15)-11
8	28864	Marchetilli Giorgio/Romani Marco	C.C.Tevere Remo	78,0	2-16-10-6-(23)-3-21-19-1
9	29774	Perini Corrado/Berto Daniela	C.N.Chioggia	80,0	12-5-12-15-10-13-7-(24)-6
10	30474	Longhi Stefano/Senni Marina	S.Triestina V.	94,0	4-7-14-21-20-(37)-18-5-5
11	30363	Marangon Luca/Bighin Gianni	C.N. Chioggia	103,0	13-17-7-9-25-4-14-14-(30)
12	15790	Fantoni Pietro/Gorgatto Marinella	C.V. Muggia	104,0	11-2-1-(ocs)-2-ocs-16-12-3
13	28765	Zaoli Andrea/Cerni Laura	Y.C.Sanremo	105,0	14-19-(22)-8-9-14-10-22-9
14	29510	Rossi Francesco/Filippini Gianfranco	C.U.S.Bologna	124,0	17-23-5-20(ocs)-16-17-11-15
15	30194	Schiaffino Alberto/Schiaffino Virginia	C.V. Blue Navy	125,0	26-(31)-16-11-5-21-9-21-16
16	30530	Rodati Alessandro/Bonini Barbara	C.N.Chioggia	140,0	6-27-13-18-24-17-15-20-(47)
17	29770	Granchi Francesco/Giannetti Ilaria	C.V.Pietrabianca	152,0	(ocs)-8-17-24-6-34-11-23-29
18	30224	Prosperi Giuseppe/Prosperi Marco	C.V. Miran	163,0	(38)-22-26-29-4-19-22-9-32
19	30228	Meini Edoardo/Provinciali Giacomo	C.V.Pietrabianca	165,0	16-14-24-(ocs)-19-24-8-43-17
20	29722	Pantano Marco/Fontana Francesco	C.N. Cervia	167,0	20-25-36-12-(38)-25-20-7-22
21	30213	Prati Carlo/Selleri Stefano	C.N. Cervia	171,0	28-(40)-20-30-26-18-12-18-19
22	30268	Stefani Giorgio/Zerial Anna	S.V.Barcarola Grignano	179,0	47-21-(51)-5-32-15-19-26-14
23	30222	Perdisa Alberto/Lantier Laura	C.V. Ravennate	188,0	30-39-11-14-22-28-(ocs)-16-28
24	30707	Stella Giovanni/Morichelli D'Altemps Ilaria	C.V.Punta Marina	189,0	23-15-25-(38)-35-11-30-27-23
25	30099	Ballarin Severo/Rossetti Alberto	C.N.Chioggia	189,0	29-36-18-13-12-22-24-(37)-35



# Campionato Italiano Juniores (Juniors Nationals)

Vada, Tuscany 22nd - 23rd of August 2009

Ten teams of young sailors that usually sail in other classes like 470, 420 and Lasers Radials sailed the regatta and had a lot of fun on the Snipes. For the second year in a row Paolo Cattaneo & Vittorio Zaoli from Sanremo won the Italian Juniors Nationals with four first and a second. On the podium two teams from Muggia Nicola Gerin & Laura Cerni and Hermes Ferialdi & Fernanda Bulajich.

	<b>Sail #</b>	<b>Skipper/Crew</b>	<b>Club</b>	<b>Total</b>	<b>Finishes</b>
1	30701	Cattaneo Paolo/Zaoli Vittorio	Y C SANREMO ASS SPORT D	4,0	1-1-1-1-(2)
2	30474	Gerin Nicola/Cerni Laura	CIRCOLO VELA MUGGIA ASS	9,0	3-2-3-(4)-1
3	15790	Ferialdi Hermes/Bulajich Fernanda	CIRCOLO VELA MUGGIA ASS	9,0	2-(3)-2-2-3
4	13	Corneli Alberto/Filippi Francesco	CV FIUMICINO - A S D	18,0	(7)-4-5-5-4
5	30222	Meini Edoardo/Provinciali Giacomo	C.V.PIETRABIANCA ASS SP	21,0	5-(7)-4-6-6
6	30683	Omari Matteo Carlo/Rochelli Marco	S.V.BARCOLA GRIGNANO ASS	25,0	4-6-8-(8)-7
7	30484	Michelazzi Niccolò/Costantini Manuel	SOC.TRIESTINA VELA ASS	25,0	8-5-7-(9)-5
8	30326	Benini Lorenzo/Ducci Duccio	C.V.PIETRABIANCA ASS SP	26,0	6-8-(10)-3-9
9	30822	Perdisa Filippo/Rudl Eric	C.N.CERVIA AMICI VELA A	30,0	(9)-9-6-7-8
10	29772	Pisetta Luca/Niccoli Francesco	A VELICA TRENTINA-ASD	39,0	10-10-9-(10)-10





## 2009 ITALIAN RANKING LIST

1	LAMBERTENGI	963
2	FANTONI	948
3	SOLERIO	932
4	ROCHELLI	311
5	BRUNI D.	868
6	ROSSI	843
7	MARCHETILLI	842
8	RODATI	818
9	PROSPERI G	807
10	ZAOLI ANDREA	776
11	CECCARELLI	776
12	PRATI	753
13	PIAZZA A.	713
14	SCHIAFFINO ALB	709
15	LONGHI S.	706
16	PANTANO	697
17	STELLA	660
18	BREZICH	647
19	PERDISA Alb.	620
20	PESCI ANDREA	605
21	STAHL TOM	574
22	VALENTINI	522
23	PESCI STEFANO	513
24	MICHEL	495
25	POGGI	489
26	MARANGON	478
27	BALDI	447
28	BALLARIN	422
29	TOZZI ROBERTO	395
30	LEONARDI	394

## Regata Nazionale in Scarlino

Scarlino, 26th - 27th of September. 36 boats arrived in Scarlino for the last Regata Nazionale of this season. Medium - strong offshore wind for the for three races and light wind for the last two races. Paolo Lambertenghi & Antonio Bari won the regatta by one point on Pietro Fantoni & Kathleen Tocke, who were tied with Enrico Solerio & Roger Olivieri.

### Final Italian Ranking List

Paolo Lambertenghi & Antonio Bari won the (Coppa Duca di Genova) after a long season. The ranking is based on four Regate Nazionali and the Italian Championship. Second is Fantoni and thrd Solerio. More than 100 Snipe sailors competed for the Coppa Duca di Genova. The top 30 are shown below.

FYI check also an interview if Bruno Bethlem

<http://www.snipe.it/index.php?module=articles&func=display&ptid=16&catid=170&aid=2825>





## Snipe European Championship 2010 Oslo - Norway August 6-14, 2010

Get qualified and visit Norway for the Snipe Europeans in August 2010! The regatta will be hosted by Vestfjordens sailing club, just outside Oslo, and the local snipe fleet, Snarøya Snipe fleet, which is one of the oldest and with close to 70 snipes also one of the largest snipe fleets around. The club has previously hosted the Masters Worlds and Womens Worlds.

The race area, a 15-40 minutes sail from the club depending on race course, will be on the inner part of the Oslo fjord with varied and a bit shifty conditions. The wind can be strong, but is more often in the light to medium range. With wind there can be some moderate waves, in light wind the water is pretty flat. The tide can generate some current, but it is never strong. The water is clean and unpolluted, and without seaweed. The air temperature is typically between 20-25 degrees Celsius, the water around 20 degrees Celsius.

There will be a day off when a certain number of races has been completed.

There will be two dinner parties during the week, and after sail with drinks and food the other days.

The club is only a 15 minutes drive from the center of Oslo, Norway's capital with approximately 600 000 inhabitants. To get to Oslo and the championship with your snipe you can either drive all the way, or you can take a ferry at the end of the trip. There are ferries going to Oslo and other cities, from Kiel, several Danish cities and even Britain. Don't wait too long booking your ferry trip. Note that for travelling to Norway a visa may be required for some of you. If this is the case for you, the organizing committee will assist you. Visit our website [snipeuropeans2010.com](http://snipeuropeans2010.com) for more info on travelling to the championship.



### Squeeze 2 Regattas in One Trip!

The Open Norwegian Masters Championship will be held the weekend after the Europeans - only an hour's drive away, at Asgardstrand on August 20-22. Charter boats available and delivery too! Contact Birger Jansen: [birja@frisurf.no](mailto:birja@frisurf.no)

### Preliminary schedule

**Aug 6-7**

**Measurement, starting Fri. afternoon**

**Aug 8**

**Measurement and tune-up race**

**Aug 9-14**

**Racing**

**Aug 14**

**Prizegiving party**

Some private accommodation will be offered. A hotel only a 5 minutes drive from the the club, [www.radissonblu.com/parkhotel-lysaaker](http://www.radissonblu.com/parkhotel-lysaaker), will offer rooms at discounted rates for competitors by using the code RO0908SNIPE. For more info visit [snipeuropeans2010.com](http://snipeuropeans2010.com).

Our website [snipeuropeans2010.com](http://snipeuropeans2010.com) is up and running. Please visit it, here you will find all necessary information. For info about Oslo visit [www.visitoslo.com](http://www.visitoslo.com)

**See you in Norway for the Snipe Europeans 2010!**





**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) with Alternate as South American Chmp	1 (must have 3 countries to be valid)
	South American Championship (04/10 CHI)	2 = 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



# 2010 Snipe Racing Calender

<b>Carnival Trophy</b>	<b>February 13-15</b>	<b>Algarve, Portugal</b>
<b>Winter Circuit</b>		
<b>Midwinters</b>	<b>March 14-16</b>	<b>Clearwater, FL</b>
<b>Don Q</b>	<b>March 19-21</b>	<b>Miami, FL</b>
<b>Bacardi/Gamblin/Kelly</b>	<b>March 24-27</b>	<b>Nassau, Bahamas</b>
<b>South Americans</b>	<b>April 1-4</b>	<b>Algarobbo, Chile</b>
<b>Iberian Championship</b>	<b>April 30-May 2</b>	<b>Albufeira, Portugal</b>
<b>Majsnipen</b>	<b>May 1-2</b>	<b>Goteborg, Sweden</b>
<b>Musto Cup</b>	<b>May 29-30</b>	<b>Vestfjordens, Norway</b>
<b>Harboe Snipe Cup</b>	<b>May 22-24</b>	<b>Espergaerde, Denmark</b>
<b>Nordic Championship</b>	<b>June 18-20</b>	<b>Pori, Finland</b>
<b>North Americans</b>	<b>July 1-4</b>	<b>Puerto Rico</b>
<b>Piada Trophy</b>	<b>July 2-4</b>	<b>Cervia, Italy</b>
<b>South European Championship</b>	<b>July 9-11</b>	<b>Omislj, Croatia</b>
<b>European Championship</b>	<b>August 6-14</b>	<b>Vestfjordens, Norway</b>
<b>Western Hemisphere &amp; Orient</b>	<b>August 28-Sept 3</b>	<b>Buffalo CC, Ontario, Canada</b>
<b>Stavanger</b>	<b>September 4-5</b>	<b>Stavanger, Norway</b>
<b>World Masters</b>	<b>September 12-19</b>	<b>Rio de Janeiro, Brazil</b>
<b>Viking Snipen</b>	<b>September 25-26</b>	<b>Vestfjordens, Norway</b>
<b>World Masters</b>	<b>Sept 12-19</b>	<b>Rio de Janeiro, Brazil</b>
<b>Baerem Hostcup</b>	<b>October 9-10</b>	<b>Baerum, Norway</b>
<b>Snipe Cup</b>	<b>Oct 30-Nov 1</b>	<b>Cazaux Lac, France</b>
<b>Women's Worlds</b>	<b>November 8-12</b>	<b>St Petersburg, Florida, USA</b>

## Nationals 2010

<b>Brazil</b>	<b>January 23-30</b>	<b>Florianopolis</b>
<b>US – Women's</b>	<b>April 10-11</b>	<b>Ft. Lauderdale, Florida</b>
<b>Finland</b>	<b>June 18-20</b>	<b>Pori, Finland</b>
<b>France</b>	<b>June 26-27</b>	<b>Le Havre, France</b>
<b>Norway</b>	<b>July 1-4</b>	<b>Bergen, Norway</b>
<b>Portugal</b>	<b>July 9-11</b>	<b>Troia, Portugal</b>
<b>US – Junior</b>	<b>August 14-15</b>	<b>Annapolis, Maryland</b>
<b>US – Senior</b>	<b>August 16-20</b>	<b>Annapolis, Maryland</b>
<b>Italy - Junior</b>	<b>August 20-21</b>	<b>Pescara, Italy</b>
<b>Norwegian Master</b>	<b>August 20-22</b>	<b>Asgardstrand, Norway</b>
<b>Great Britain</b>	<b>August 20-22</b>	<b>Stone, Essec, GBR</b>
<b>Italy</b>	<b>August 23-24</b>	<b>Pescara, Italy</b>
<b>Sweden</b>	<b>August 27-29</b>	<b>Lysekil, Sweden</b>
<b>Argentina</b>	<b>October 8-11</b>	<b>Salta, Argentina</b>





## 2009 Dues Paid as of December 10, 2009

Country	Boats Paid	Members
Argentina	65	112
Bahamas	13	21
Belarus	0	0
Belgium	29	61
Bermuda	10	18
Brazil	132	205
Canada	15	33
Chile	13	24
Colombia	17	34
Croatia	3	10
Cuba	0	0
Denmark	5	16
Finland	33	57
France	35	57
Germany	7	9
Italy	160	313
Japan	547	1245
Mexico	6	7
Norway	112	182
Paraguay	0	0
Poland	32	35
Portugal	21	46
Puerto Rico	10	15
Russia	0	0
Spain	248	364
Sweden	49	80
Ukraine	0	0
United Kingdom	14	27
United States	481	685
Uruguay	8	20
<b>Total</b>	<b>2065</b>	<b>3677</b>

## Challenge Yves LE BOUR 2009

GBR	ROBERTS	Sue	Blue Circle SC
BEL	DEN HARTIGH	Thierry	RYCB
BEL	PEETERS	Jan	VVW
FRA	FREBAULT	Jean-Jacques	CVA
BEL	HENS	Manu	RYCB
GBR	WILLIAMS	Alan	Budworth SC
GBR	GREGORY	Ian	Blue Circle SC
BEL	JANSSENS	Bart	RYCB
BEL	CELIS	Guy	RYCB
GBR	MARSHALL	Ian	Blackwater SC
FRA	VILLETTE	Michel	SCCR
FRA	COQUELLE	Jean-Benoit	SCCR
BEL	HELSEN	Alex	RYCB
GBR	KNIGHT	Ian	Shoreham SC
BEL	CORNELISSENS	Marc	WVD
GBR	GREGORY	Brian	Blue Circle SC
FRA	THOMAS	Jérôme	SCCR
GBR	ANTONELLI	Mark	Budworth SC
BEL	GOUBEAU	L	RBCS
FRA	ROMAIN	Maxim	SRH
BEL	CROMBÉ	D	VVW
FRA	MENDES	Jose	CVML
GBR	WIBROE	Peter	Blue Circle SC
FRA	CAVELIER	Gilles	SNPH
FRA	GARDERE	Jean-Marc	SCCR
GBR	PENNY	Pauline	Budworth SC
FRA	LE BOUR BOISAUBERT	Sylvie	CNCS
GBR	PRESTWICH	James	Budworth SC
FRA	VERNHES	Fabien	SRH
FRA	ROY	Philippe	CVBM
BEL	MEEUS	Raymond	RYCB
BEL	MORTELMANS	Boris	RYCB



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Photo: North Sails Japan  
and USA experts sail  
testing in Japanese waters.  
Photo by Matt Everett

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