

# Snipe Bulletin™

Official newsletter of the Snipe Class International Racing Association



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**The Cover:** Father & son, Aldo Braccini & Franco Braccini give it their all on the way to the finish at the Argentine Gran Prix in Santa Fe this December. Photo by Analía Fernández Cerrato



**The Count:** 7 new numbers have been issued since the last Bulletin: ARG 1, ESP 1, JPN 1, and 4 to a builder.

**Numbered Snipes:** 31406

**Chartered Fleets:** 896

**NEXT DEADLINE**  
**MARCH 1**

Teamwork is defined as "The combined action of a group, especially when effective and efficient". I can say that as my first year as Commodore comes to a close I have seen many examples of Teamwork. It was evident in Brazil, Italy, Spain and Nassau on the committee boat as the PRO and SCIRA Representative communicated to ensure fair races. I could see it in the Championship results of Edgar Diminich & Jaime Flores at the Westerns, Juliana Duque & Amanda Sento Sé at the Women's Championship, Enric Noguera & Marc Capo at the Junior Europeans, Gustavo & Felipe Castillo del Palop at the Europeans, Ernesto Rodriguez & Kathleen Tocke at the World Masters and in all the other teams that competed. It is evident in the planning that happens for all regattas, a strong team is needed to ensure that the regatta is successful whether you have 30 boats or 100. The organization and launching of over 100 boats for the Europeans in a fairly short amount of time was something to see.

I do have to say that one of the most amazing examples of teamwork this year was in Nassau. On October 6 Matthew hit the Bahamas as a category 3 and 4 hurricane with winds up to 140 mph and a storm surge that swept into the docks and club house of the Royal Nassau Sailing Club. The 2016 Id Crook Memorial Snipe World Masters Championship was scheduled to start on October 17 just 11 days later. With all the travel arrangements made the sailors waited to hear if all our Bahamian friends were safe and would the regatta would go ahead as planned. Our first indication of the damage was a photo of where the docks should have been and there was nothing left except for one powerboat stranded on an electronic lift that had no power. The teamwork started right away with an offer from Miami that if the club could not host the event they would step in and host. Nassau assessed the damage, and after a day or two

said "we can host this Championship and look forward to greeting everyone." The lower floor of the club house with the office, showers, washrooms and kitchen was under 5 feet of water and everything had to be replaced or cleaned. All the docks were gone so a temporary floating dock was put in place. Many parts of the island were still without power and in some cases alternative accommodation had to be found. The Royal Nassau Sailing Club and a large group of its supporters came together in a wonderful example of teamwork and the Snipe Class is very grateful and appreciative of their efforts.

One of the things I have noticed over the past year is the lack of protests at many events. Is this because there are no violations, is everyone sailing by the rules? While I did see penalty turns happening, I also saw examples of rule infractions with no penalty turns and no protests. I had a discussion with a Jury member and he said that they are not there to be the bad guy and do the sailors dirty work; it is up to the sailor involved to file a protest. Sailors are governed by a body of rules that they are expected to follow and enforce. Sportsmanship is a basic principle of our sport and when a competitor breaks a rule they should take the penalty promptly. The responsibility for the enforcement of the rules has traditionally been up to the competitor and when rules are not followed it is up to us to protest to ensure the highest quality of racing is maintained.

Your Board continues to work together to ensure the continued health of the Class. In January we will welcome Martín Bermúdez de la Puente to the Board as the European General Secretary. Welcome aboard Martín! I would like to express my thanks and gratitude to Zbigniew Rakocy for his years of service to the Class as the European General Secretary. Zbi, the Snipe Class and its members thank you and I hope it will not be the last time we benefit from your skills and expertise. Antonio Bari, Chairman of the Rules Committee and Antonio Espada, Chief Measurer both agreed to stand for another term and the Board voted in their favour. Both have expressed that they have work that they wish to see through to its conclusion. These two positions are very demanding and time consuming, we appreciate their volunteer efforts.

Remember you can always reach me at [gwenethcrook@hotmail.com](mailto:gwenethcrook@hotmail.com). To you the members of the Snipe Class I wish a very Merry Christmas and a healthy and Happy New Year! May 2017 bring you fair winds and great sailing. I hope our paths will cross in the New Year.

All the Best,,



*Gweneth*





# In Remembrance

## Birger Jansen 1948 - 2016

Birger Jansen passed away the seventh of November 2016 in his home close to the sea, after losing his battle with cancer. A huge loss for the Snipe family. Norway's Mr. Snipe through decades.

Below are words put together by Ulrik Sandvig

On behalf of Norwegian Snipe sailors

Aint over till the fat lady sings, Birger once said to me. It was in the context of never giving up out on the racecourse, even when far behind. Climb back up by making correct decisions step by step and let others make mistakes. Birger was very good at this, you could never write him off.

Aint over till the fat lady sings. Birger also lived his life this way. This fall he participated in Europeans in Spain. This summer he took two more medals in national championships.

His vision and hearing had started to deteriorate, but his world class crews filled in, and he employed a few extra senses. A small increase in wind pressure was detected as if rig, hull and rudder were extensions of his body. A small wind shift was detected by an inner compass.

And Birger had a strong will, and a strong drive, he had the ability to make things happen. And always a positive attitude, close to nothing was impossible.

Snipe sailing was important to Birger, it was his way of life. And Birger was important to Snipe sailors, he was a giant. On top of the podiums through almost 50 years. The driving force on both local and national level since early 80s. National secretary 35 years in a row. Known to Snipe sailors worldwide.

Birger was a versatile sailor, with achievements not only in the Snipe, but also in a-jolle (Norwegian precursor of the Opti), OK dinghy, Finn, 470, Star, Soling, match racing, Melges 24, International Folkboat, possibly even more... Widely recognized for his ton of medals in Norwegian National Championships. In Snipe, gold in Nationals, Nordics, Europeans and Master Worlds, in Worlds a bronze. He displayed passion, talent, hard work and determination. Birger was a giant in Norwegian sailing in general, and with his achievements also in ice hockey, which included the Olympics, he was a giant in sports in Norway.

Every Wednesday during the season we go past a picture on the wall of our sailing club, it's a picture of a young Birger, crewing

for Brynjulf Romslo, the Snipe is made of wood and the year is 1964. Brynjulf still actively races.

The Norwegian Snipe Class, with Birger at the helm, has been a class for all, all ages, all levels, all ambitions. Birger was always helpful, encouraging, inclusive, and inspirational. You were met with a smile. Birger was generous.



I felt all this when I started sailing Snipes myself in 1997. Birger's push gave us a kickstart, and he sparked a strong interest. He made us do all regattas, sent us to Junior Championships. He gave us a flying start with tremendous progression. Sailing has ever since been an important part of my life. A part that has given me tons of joy, experiences, knowledge, confidence in myself and many friendships.

Birger's outstanding effort for the Snipe has meant a lot to lots of people. For some snipe sailing has been all about racing, for others maybe mainly about the sea or the ability to handle its forces, or it's been about friendships or simply getting some time off from everyday life. The list is long. Common to all is joy. Birger has given lots of people joy. The Snipe has been sailed by many.

Birger didn't highlight his own role, instead he often highlighted our fantastic voluntary race organizing crews, which were crucial for him and us all being able to have all this fun.

Birger fought hard in life, and on the racecourse, but always a gentleman. He was nice to be around, he was present in the moment. He had a lot of fun stories from an eventful life, and he never said no to a party.



In the time since Birger left us, Norwegian Snipe sailors have shown a huge desire to honor his memory and support the ones closest to him. Our thoughts are with you. Especially youngest daughter Filippa, your dad will never be forgotten. A legend, a role model.

The Norwegian Snipe Class will always be associated with you Birger. We will maintain your legacy.

The memories lives on.

Birger, thanks for everything you've been and done.



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## Santiago Lange:

### Snipe World Champion to Gold Medal Winner

#### Memories from a Friend - By Luis Soubie

It is difficult for me to write about Santiago Lange without mixing personal feeling in with the journalist's work.

Everyone knows his official biography:

- 3 time Snipe World Champion (1985, 1993, 1995)
- Two silver medals at the Pan Am Games (1983 and 1987)
- Tornado World Champion (2004)
- 2 Olympic bronze medals in the Tornado (Athens 2004, Beijing 2008)

And now at Rio 2016, Gold in the Nacra 17!

He would tell you that his biggest achievement, the one that makes him the proudest, was winning the Argentinian Optimist Nationals in 1976, because that was the beginning of thinking that "everything is possible."

But since everybody knows most of this already, I'll tell you several things that few people know.

In 1984, Santi returned to Argentina after studying Naval Architecture at Southampton, UK, to work for well-known yacht designer German Frers. A few months earlier, he had bought a totally destroyed wooden Snipe built in 1958 in Brazil, A-10863, which he called "Pijocho!" This is an Argentinian expression that might be translated, to be polite, as "I know it looks like shit!"

He painted the boat and then won the 1985 Worlds in Argentina at the age of 23. The boat was held together with wire and silver tape. I remember going with my Optimist to see the races; Torben Grael was there, and the late Miyuki Kai was there. Awesome racing! Two years later, Santi finished second at the Worlds in France.

In 1987, he designed the "Optimist Lange," which revolutionized the class and the market. It has won most of the regattas since.

In 1988, with only a few months of training, he competed in the 1988 Olympics in the Soling and achieved a creditable 9th place in windy Seoul.

In 1992, he began producing the "Snipe Lange" in Chile, working with Persson. He thought there was no better way to promote the boat than by winning the Worlds again. I remember racing against him in the qualifying event in Rosario.

Santi didn't have a Snipe of his own at the time, so he chartered a wooden boat and borrowed used sails—and won comfortably. Then he went to Brazil with Mariano Parada and won the 1993 Worlds.

Right after that he switched to the Laser to train for the 1996 Olympics in Atlanta, where he was also 9th. During that campaign, at 36 years old, he was already an "old guy" in the

Laser (especially sailing the boat for the first time). He had operations on both knees, which had been shattered by the intensive training.

In 1995 he won the Snipe Worlds again, at Rimini in Italy. I was part of the Argentinian team. Santi came direct from Santiago de la Ribera, where he'd been training in the Laser, and Mariano Parada flew in from Argentina. They hadn't seen each other since the last race of the 1993 Worlds.



His charter boat was named a mysterious "E.N.". I asked him what it meant, and he said that at the end of the Championship he would tell me. They won without sailing the last race, and then I asked what "E.N." was. He told me it stood for Eliot Ness, from "The Untouchables." And in truth they were untouchable!

After this came the era of Tornado, with two Bronze medals, and the America's Cup with the Artemis team. He also raced in the Volvo Ocean Race, and hundreds of other regattas.

In 2015, while I was racing the Worlds in Talamone, I got the news that Santi had lung cancer. Of all the people: him, who took care of his body all his life, who does not drink even a Coca Cola, had cancer! Two days later I lost the Worlds and Santiago, in the middle of this problem, took the time to send me a beautiful email that I will never forget.

He had surgery in late 2015 and lost half a lung, and after only ten days he was back on the bike and running 10km in spite of the pain.

In December last year he again jumped on the Nacra. His memory of those days is that in the first tack they did, he didn't have the strength to get from one side of the boat to the other.

2016 was full of regattas with him competing: weak, in bad mood, working hard to come back in spite of the pain, going on only for the love of the sport.

He wrote me two months ago that they were in no condition for a medal due to his physical limitations (he is also twenty years older than the next oldest of the top 10 skippers in Rio). But then less than two weeks ago, he told me, "I feel much better and nobody worked as much as we did. We have a chance to do well." And then I KNEW.

He made his legend bigger, winning the first Olympic gold for Argentina in sailing. As an Argentinian and a snipe sailor, I cannot be prouder.

He deserves it.



## Martin Bermudez de la Puente General Secretary - Europe

I'm now 36 years old and I've been sailing since I was only 6 in different sailing categories.

I have always spent my summer in a small village with a long tradition on snipe sailing and there has always been a fleet of them sailing there. That allowed me to sail as crewmen many times.

At the age of 17 I had the opportunity to get my first Snipe and since then nobody could get me off it. I participate in as much races as I can and I would love to participate even more.

The most attractive side of it is by far the atmosphere of friendship and colleagues that doesn't exist in other classes. I hope that we will be able to keep the track on the future.

As the new European General Secretary I would like to focus on retrieving those fleets that are decreasing and

promote the Snipe between the younger sailors in order to make them consider Snipe as a great option to go forward.

Hoping to honor this position, I truly thank the faith deposited by European members on me!

onato del Mundo sea un éxito.

The Spanish General Secretary has been a great experience where I had the opportunity to work with great partners and colleagues. A great work have been done over the European championship and we will work hard to also achieve first class result on the world championship.



## Thanks to Zbigniew Rakocy, outgoing General Secretary - Europe

Zbigniew Rakocy is the first member from Poland to serve on the SCIRA Board of Governors. Zbi joined the Board in 2010 and has worked hard with the help of his Hemisphere officers to create and keep the European calendars. He has remained as the National Secretary for Poland during this time as well, and the fleet in Poland has increased over the years. Poland was also host to the 2014 European Championship, the first "Open" event which attracted teams from all over Europe and outside Europe in Kamien Pomorski.

Newly retired, Zbi will continue his support to SCIRA to look at creative ways to attract sponsors to help SCIRA international.

Zbi - thank you for your dedication and service to SCIRA!







## Persson moves production to Belgium

The Snipe and its riggings, such as the Sidewinder or the Teardrop masts, are like the wind and the waves one on one connected. A continuous production of these elements is crucial for the Snipe class and his Serious sailing and Serious fun community. Bearing that in mind, the production of the Sidewinder and Teardrop masts has been moved to Belgium as of September 2016.

### Jan Persson

Jan Persson is truly a Snipe legend: great as a sailor, outstanding as a professional craftsman of Snipe boats and riggings, and even more exceptional as a person.

Not only the production of Sidewinder and Teardrop masts, but also the MiniMAX booms and additional Snipe riggings have been under his competent and careful control for the past few years.

A number of concerns such as his age, the continuity of the availability, but also the high employee costs in Denmark made him consider to transfer the production.

### Persson Marine Belgium

Thanks to the good relationship that we have built over the last years at multiple

Snipe events, our young age, and our insights and passion for Snipe sailing we got his full trust to take over the production. Think of us as a team of makers, thinkers, and creators, and above all sailors.

However, we didn't want to start this journey without his guaranteed involvement and support. We would like to thank Jan Persson for this commitment. The production has just been moved to Belgium and we will do everything within in our power to make the transition as smooth as possible, and to maintain the high production quality. The well-known and reliable partners will stay onboard in order to change as little as possible and to keep the high quality standards. The profiles and their typical aluminum composition will in fact remain exactly the same according the highest standards. Our

main focus will thus be on delivering the products in a standardized and superior finish.

We are very much looking forward to seeing you all on the water or on shore.

### Dries Crombé

Dirk De Bock  
Yannick Laumans

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# Promotion Committee –

## Discussion about The Open Europeans in Santiago de la Ribera

By **Pietro Fantoni** – SCIRA Vice Commodore

109 boats is a great number! This is the number of boats that attended the 2016 Open European Championship in Santiago de la Ribera, Spain, last September. It is a record and we can be proud!

But, as many of you know, the topic “Open or Closed Europeans” is an ongoing one. We had a lot of discussion about it on SnipeToday and some Snipe sailors are in favor of an open event. Others (I think now a minority) are for a closed event.

In August, the Promotion Committee shared a lot of ideas and, just before the Europeans, I posted an article about the Open Europeans (and Open events in general): <http://www.snipetoday.org/articles/exchange-of-views/item/2979-promotion-committee-about-open-europeans-and-major-open-events-in-general>)

In that article I wrote: “We should again consider the same topic after the “hundred boat” Open European Championship in Santiago de la Ribera in late September 2016. It will be a good test of this open concept, and an indicator for the Snipe Class for future important decisions”.

So now we can analyze the regatta we had in Spain and talk again about Open Europeans and open events in general.

As a sailor, I can say that the Europeans in Spain were a great success.

Here are some details:

### Logistics:

In Santiago 109 boats sailed the regatta, divided into 2 fleets (qualifying series and gold/silver finals) with 2 different race areas and 2 separate race committees, juries, support boats etc.

In my opinion the

critical number is 70 boats. With more than 70 boats we need to split the fleet (at the 2015 Worlds in Talamone, 85 boats was a mess ... many general recalls; a lot of time wasted waiting for the right start; a very long starting line; crowded and unfair mark roundings ...)

<http://www.snipetoday.org/articles/articles-from-the-experts/tactics-strategies/item/2584-world-class-starting-lines-geometry-and-geography>

The measurement process was complex, but they solved the problems quite well.

Launching 109 boats at the same time was easy with 3 ramps on a beach and one at the club.

### Budget:

I am sure it was a great effort for the club. During the Open sailors forum, Martin Bermudez de la Puente (who always has been against the Open Europeans, along with most Spanish sailors, apart from Cesar Travado) complained about the costs of organizing this event and said that it is better the “closed formula” with “quotas” as we have for the World Championship. We don’t know the budget, but it is a fact that the Real Club de Santiago de la Ribera is a big club with a lot of experience and if the organizers said that, it is certain they had some problems with the budget.

### Sponsors:

It is easier to find sponsors with 100 boats than with 60. And I am sure that the Real Club de Regatas de Santiago de la Ribera covered most regatta costs with entry fees and its own money (and with some help from the local Municipality). In Kamien Pomorski (2014 Open Europeans), the cost of the event was covered mostly by the sponsors.

To organize an international regatta there are very high fixed costs. It is easier to cover the fixed cost of a regatta with 100 boats than





with 40 (the numbers we had for example in Cervia 2012 - the last "closed" European Championship).

### **Media Coverage:**

My personal impression is that, after 2 Open Europeans, the Open event has been a great opportunity for class promotion (especially outside the class, in the sailing community). We had an article on Sailing Scuttlebutt and other articles on many national sailing websites. But I am sure we can do more for the future, more about communications (more photos, more professional videos, daily news in English to send to websites). For sure it is expensive to have a professional media team (in Talamone we had 2 journalists, a very good photographer, and a videographer), but we need to exploit to the utmost these mega-events.



**I would like to know the opinions from sailors who were in Santiago (email: [pietro.fantoni@snipetoday.org](mailto:pietro.fantoni@snipetoday.org)).**

Below are the comments from other Promotion Committee members:

### **Zbi Rackocy (SCIRA General Secretary for Europe):**

As you know the issues of marketing, communication and sponsorship are within my sincere interest and capacities as I dealt with them professionally in the past.

I don't think that 250 Euros is too high a fee for the Open Europeans. It is paid both by the top sailors and sailors who probably would not have qualified if there were any requirements.

Organizing such an event by a club with small financial resources and small sponsors will never be successful.

When I organized the European in Kamien Pomorski it took me two years to find big sponsors and the means to make the event successful. If there are no activists who will do it for free you need to hire a manager to take care of it. In this way we organized the Optimist Worlds with more than 350 boats. The money obtained from fees covers the expenses of Race Committee, Jury and on water services. It doesn't really matter whether we sail in one or two groups. We were aided by ISAF with organizing Jury (free of

charge). We need open minded people who think for the short and the long distance future.

Even though I did not sail in Spain, I think that the logistics and launching were excellent. I think that organizing launching for smaller number of boats would require the same effort.

We must take into consideration that the number of boats, if the Open Europeans are organized in big countries, will be above 100. In smaller countries it will be around 60-80 and this is enough for organizing sponsors, media and money for the event.

I think is a good idea to have a contract with a good photographer or hire him or her for the major event, because such photos are used by the world media. The photos of Matias from ARG or Robert Hajduk are professional.

For publicizing big events we should also consider using new generation GPS tracking. You place the logos of the sponsors on the screen and the cost is covered by the sponsor.

In Kamien Pomorski we reached up to 20.000 users.

Let's do our best to keep European and European Masters open.

I think finances and organization are the only things that matter. This event enables young and experienced sailors to meet champions. In Santiago I saw young people who observed champions on shore and off shore. It was really fantastic.



## **Reino Sounsilta, Promotion Committee – Finland**

Based on the feedback from the Finnish participants, I have the following comments:

- Open championship is great. If the fleet is as large as in Santiago de la Ribera, splitting the boats in two fleets worked fine.
- Open regatta with many participants puts more pressure on organizers (e.g. availability of rental boats), but it is hard to think of a better promotion for the Snipe class.
- This time the practicalities went well, even with the high number of boats, both on shore and out in the sea.



Real Club de Regatas de Santiago de la Ribera is a big club with experienced crews, good facilities and resources. For future events it is important to gather the experience and knowledge, so that the next organizers know what to expect and how to prepare, how to budget, how to maximize the media coverage, etc. Perhaps in a form of a closing report.

All in all, let's continue to develop the Europeans as an open regatta.

## **Ivo Gattulli – Promotion Committee, Italy – Sailor at the Europeans in Spain**

I'd like to follow Pietro's same bullet-point list, so..

### **Logistics:**

In Santiago they did a terrific job, overall. Logistics on-shore were quite perfect, same thing off-shore, helped from a location with shallow waters for sure.

In 2004 I took part (as crew) at Snipe World Master Championship in Bracciano, we were 94 crews on a single race-course, was amazing but I guess it was also the physical limit for a Snipe race.

Two fleets with qualification on-site I think is the best possible solution for fleets over 100 boats.

I'm quite sure that managing the event in a single fleet, the winners would be the same, but it's quite clear that Santiago's way gives the best guarantee of fair racing.

## **Budget + Sponsor + Media (in my opinion these are three pillars of the same subject: how to steer the**

### **Snipe Class into the Modern Age ASAP)**

In Santiago I heard complaints about the general managing cost of SCIRA (management and Bulletin), I didn't hear complaints about the cost of the specific event.

Let me say in my opinion complaints about SCIRA management are unfounded, SCIRA management do a great job and are worth its costs, and I love the Bulletin, but I guess we'd need something different from the Bulletin for the future.

To be honest I've no budget details about the European in Santiago obviously, but as I said attending the meeting: SCIRA have to structure its activity in "financially sustainable events", for instance merging some events, and open everything.

As Pietro said there are fixed and variable costs, and "open" events give the opportunity to share fixed costs across a larger base of participants, while variable costs are not an issue, because you get them for each extra boat coming. In other words: variable costs are self-hedging, while in 2016 (and for the future) no one will be able to cover fix costs for a Major Regatta with only 40/60 boats.

My Club, not big or rich as the one in Santiago, has a great tradition of international major regattas, that's why we applied to host the 2016 Snipe World Master Championship, and we did it because we know that with a proper entry-fee and preparation we can sustain that sort of event, but for the same reasons we won't apply for a "closed" regatta, like the World Championship, because we don't want kill our balance-sheet to host a regatta.

And that's an answer about another current issue: the lack of Clubs interested to host our Major Regattas. I guess



everyone noted that we'll have two World Champs in a row on the same Continent, and rest in peace the major regattas rotation grid!!

I agree 250€ for the European in Santiago is fine, I also think that 500€ for a World Champ is far too much, we're talking about Snipe, not Melges24.

In my opinion there are only two tools to avoid 500€/boat fees (or higher in the future) without killing hosting-Club's balance-sheets:

- Open all the major regattas to have proper number of boats
- find sponsors.

Second point it's the tough one, because it's necessary but it's not sufficient to have a great photographer (like Capizzano) or a great media-office at the Event. We can't promote the Class to the International-media only once a year, and then every two years for the World Champ, which has to be the most visible Event of the Class.

The job has to be constant and continuous, the Major regattas have to be only the peak event of the season: prepared, promoted on media, and followed by proper media coverage, using modern tools to collect and show numbers to our potential sponsor.

I sent a media-project to Pietro, based on social-media technology, really cheap and effective, it's just a sample about how today is possible to save money and use them to tell the Snipe OUTSIDE the Snipe environment, with two targets:

- raise the interest for the Snipe through the racing community, and growing snipers numbers.
- make the Snipe visible on media, generating "numbers" about our visibility (as mentioned by Zbi about tracking system), something measured and trustable, interesting for sponsorships, which could be not only related to a single Major event, but to the whole activity of the Class.

I'm not talking about sending a man on Mars, I guess everyone can take a look out of the window and find out how that's the current strategy of any other Class not affected by politics (World Sailing) or munificent donors (like Stars with Star Sailor League).

I guess in 2016 the only way is to re-structure our media strategy:

- move resources from the current snipe bulletin to a contemporary strategy on social-media platform to:
- increase the number of Snipe sailors
- attract the interest of sponsors

And to do that we have to use Open regattas, which are attractive events for both Snipers and sponsors.

I know many people in the Class would love closed Events, from National Championships to Major Regattas, maybe to keep low costs for charter boats (having less demand for charter boats at Major Regattas), or to keep out high-end racers from Olympic Classes, but times are changed and keeping on that way could be the fastest way to make some massive damage to the Class.. as the sinking of the rotation grid shows up clearly.

## In General

I know many people, mainly top-tier Snipers, would like to lock the Class to a full-closed model, safeguarding their personal (understandable) interests, but I think it'll be dangerous for all the others, also called as "The Class".

In the current scenario we need to increase number of Snipe sailors and find sponsors, otherwise we could facing huge difficulties to sustain our activity (we already do actually).

To do that we need a modern media strategy, like anyone else in this business, and Major Regattas are our only assets to leverage that, so we have to modernise them: through communication and media-coverage, through opening, through merging secondary Events (to have economies of scale and to get back "World Championship" Status), also accelerating the rotation of these events on yearly basis.. probably having a World Champ each year won't generate always the same podium.. but I guess the Class (I mean "all the others") has to be ready to manage such a painful issue.

## SCIRA Bags - Get yours now!

Approved by the Promotions Committee, what better way to carry your groceries or even wet sailing gear than in this recyclable bag featuring the awesome photo of Matias Capizzano from the 2015 Worlds. A great conversation piece, everyone will want to know about the Snipe!



The bags will sell for \$10 USD and could even be used as regatta bags for registration. Contact the SCIRA office for bulk purchases or just order online through the secure order system on [www.snipe.org](http://www.snipe.org)





# Jimmie and Lori Make It Happen

by Carol Cronin

I've sailed against Bahamians Jimmie and Lori Lowe for more than two decades, and I've always felt they perfectly embodied the Snipe class motto of Serious Sailing, Serious Fun. Don't try to cross them on the race course (unless of course you're going the wrong way, and have also asked politely). And at the parties, definitely give the pair some space on the dance floor—especially if Jimmie is starting to “sway.”

Last week, I watched them pull off a miracle. Despite all predictions, the Id Crook Memorial Snipe Master World Championship took place in Nassau as planned, just two weeks after Hurricane Matthew brought 140 mph winds and 10 feet of storm surge to the island.

The Royal Nassau Sailing Club is a Snipe haven. Every year this small but welcoming white concrete building hosts two of the four regattas that make up the Winter Circuit. Once RNSC was awarded the 2016 Master Worlds, members committed a lot of time and money to rebuilding, repainting, and restoring their facilities. And by late September, everything was ready to go.

Until Matthew blew through.

...

In the first days after the hurricane, it seemed like the event would either have to be cancelled or relocated. All of the docks were destroyed. The Club's ground floor had been flooded with a mix of Montagu Bay and oil from the kitchen fryer, leaving walls and floors coated with a salty, slimy, conch fritter wash. Power and cable were out island-wide. How could such a big mess possibly get cleaned up in time to host a major regatta?

Anywhere else in the world, regatta organizers would've pulled the plug. Instead, Jimmie and Lori assessed the damage and quickly sent word: come to Nassau, and we'll have a great championship. Many of us watching from afar shook our heads in disbelief, but we were all eager to enjoy Montagu Bay's fabulous crystal clear waters and perfect breezes. So we swallowed our doubts and showed up—not sure what we would find, and hoping the locals could somehow work around the destruction left by the biggest storm to hit Nassau since 1929.

Driving in from the airport, there were signs of hurricane

damage everywhere.

Roofs missing shingles. Houses missing roofs. Trees with salt-burned brown leaves. Trees blown over. Limestone walls with tumbled-down sections. Downtown,

most of the traffic lights were out, which made intersections a bit of a challenge. “If you're on the main road, you have the right of way,” Lori explained. When we arrived at RNSC, Montagu Bay sparkled turquoise. In front of the club, unconnected pilings and ragged concrete supports were all that was left of the docks and slips—except for one lonely powerboat, which was apparently unharmed but now marooned in a boat lift without access to electricity.

But the boat park looked just like any other regatta, and we were quickly distracted by the familiar flurry of greeting friends and rigging boats. Our Snipe trailer had been shipped over from Miami and delivered to the Club, and now it stood waiting for us. Several teams had already stepped their masts and were getting to know their

charter boats. Inside, sail



measurement was in progress on the freshly cleaned tile floor downstairs, while registration volunteers greeted us with a smile upstairs. And once we were finished with our paperwork, the bar was only a few steps away—where yellowbirds (a specialty Nassau rum drink) flowed once again, now that the club's refrigeration had been repaired.

So we rigged our boats and bought our drink tickets and caught up with our Snipe family. Meanwhile, Jimmie and several helpers cobbled together a neat L of temporary dock space from six sections of plastic floats, which had conveniently washed up on a nearby beach and then been donated to RNSC.

Along with a few key lines to hang off while waiting for the single hoist, we now had space to tie up our boats. And by the time we launched for the practice race, someone had





**2011 | 2015 | 2013**

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

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built a sturdy plywood mini-dock that linked the front of the club to the nearest float.

The floating docks were narrow but surprisingly stable, even with several sailors standing on each section. Our only concern was catching a toe in one of the gaping holes (caused by several missing plastic caps). The next morning, we arrived early to find Lori filling in the voids with plastic bags of sand—and still smiling.



Grand Masters' Division and finished eleventh overall. At the awards dinner, they were each awarded honorary lifetime membership by RNSC. And afterward, they made their way out to the dance floor to enjoy another night of Serious Fun.



Despite all the extra cleanup work at home and at RNSC, somehow Jimmie and Lori even managed to save up enough energy for some Serious Sailing; they won the



There were many, many people who made it possible for thirty-eight Snipe teams from nine countries to compete on beautiful Montagu Bay and to enjoy some world-class Bahamian hospitality. But Jimmie and Lori were the ones who had the grit, vision, and blind determination to make it happen. Hurricane Matthew definitely met his match.



# 2016 Snipe World Master Championship

## Nassau, Bahamas

### October 17-22

	<i><b>Skipper/Crew</b></i>	<i><b>Country/Sail #</b></i>	<i><b>Category</b></i>	<i><b>Finishes</b></i>	<i><b>Total</b></i>
1.	Ernesto Rodriguez/Kathleen Tocke	USA31130	A	3-1-(7)-2-1-1-3	11
2.	Luis Soubie/Diego Lipszyc	ARG28701	A	2-3-1-(7)-3-3-5	17
3.	Ralph Rosa/Alfredo Rovere	BRA31206	A	1-6-5-1-4-(10)-9	26
4.	Augiei Diaz/Christine DeSilva	USA30288	M	9-2-10-4-(ocs)-2-1	28
5.	Doug Hart/Christina Persson	USA31297	M	11-5-3-5-2-(13)-4	30
6.	Andrew Pimental/Megan Place	USA31355	M	10-4-4-3-(18)-8-8	37
7.	Motoharu Nishii/Eisuke Noro	JPN31353	A	5-7-11-6-7-(12)-2	38
8.	Carol Cronin/Linda Epstein	USA30860	A	8-13-6-9-11-11-6	46
9.	Micky Costa/Martha Parker	ARG29824	M	(18)-11-6-9-11-11-6	54
10.	Watabe Yousuke/Tetsuo Watanabe	JPN31238	M	7-8-13-12-(20)-14-16	70
11.	Jimmie Lowe/Lori Lowe	BAH28811	GM	(25)-10-12-20-16-4-12	74
12.	Tarasa Davis/John Coolidge	USA29671	A	6-12-20-17-6-(22)-14	75
13.	Robert Dunkley/Michelle Lakin	BAH30360	GM	15-23-8-(dsq)-15-6-11	78
14.	Enrique Toffoli/Alejandro Triggiano	ARG31222	M	13-9-16-13-(19)-18-10	79
15.	Adriano JB Santos/Christian Franzen	BRA31139	A	23-14-9-10-8-(dsq)-23	87
16.	Claus Carpelan/Freddy Wegelius	FIN30874	GM	4-(25)-15-18-13-24-15	89
17.	Watt Duffy/Mandi Dufort	USA29442	A	17-15-18-11-(22)-15-13	89
18.	Stefano marchetti/Paolo Sangiorgi	ITA30222	A	20-17-(dnf)-15-14-5-21	92
19.	Terry Timm/Branden Sands	USA30231	GM	(24)-18-23-16-12-16-22	107
20.	Gavin McKinney/Adam Boorman	BAH30202	M	14-16-21-19-5-(dnc)-dnc	111
21.	Juan Manuel Meira Serantes/Edgar Diminich	ECU31029	GM	12-(29)-17-22-10-28-25	114
22.	Andrew Klein/Jessica Claflin	USA31309	M	19-19-14-(dnc)-dnc-9-18	115
23.	John Mitchell/Francisco Perez	CAN30819	A	16-22-26-8-24-25-(dnc)	121
24.	Jerelyn Biehl/Cameron Biehl	USA29104	M	21-20-(28)-24-21-17-24	127
25.	Oscar Gonzelez Urquia/Alexandre Tinoco	ARG29341	ML	(29)-26-19-21-25-21-20	132
26.	Christopher Hains/Donald Hains	CAN29318	GM	22-24-22-(32)-17-30-27	142
27.	Steve Lange/Ben Mahoney	USA28678	M	28-21-25-28-29-20	151
28.	Katsiyo Iwasaki/Ryo Yoshida	JPN30833	GM	27-(32)-24-26-30-29-19	155
29.	Hanna-Leena Lehtinen/Juha Lehtinen	FIN30833	A	26-(30)-27-27-28-27-28	163
30.	Raul Fiori Salvador/Mariana Safar	ARG28965	M	(dnc)-dnf-30-23-dnf-23-17	165
31.	Ruben Eduardo Arias/Gladys Noemi Coronel	ARG29233	M	(31)-27-31-29-31-26-29	173
32.	Matt Heywood/Steve Morrow	USA28714	M	(dnf)-28-33-25-26-32-31	175
33.	Mikko Valjus/Teija Kaarlela	FIN30197	A	(dnc)-dnc-dnc-33-23-19-30	177
34.	Enio Lineburger/Eric Lineburger	BRA27815	GM	(dnf)-31-32-31-27-33-26	180
35.	Ed Machado/Jon Robertson	USA28702	GM	30-(dnf)-29-30-32-31-33	185

### Categories

#### Master Legend (75+)

1.	Oscar Gonzalez Urquia/Alexandre Tinoco	ARG
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#### Grand Masters (65-74)

1.	Jimmie Lowe/Lori Lowe	BAH
2.	Robert Dunkley/Michelle Lakin	BAH
3.	Claus Carpelan/Freddy Wegelius	FIN
4.	Terry Timm/Branden Sands	USA
5.	Juan Manuel Meira Serantes/Edgar Diminich	ECU

#### Masters (55-64)

1.	Augie Diaz/Christine DeSilva	USA
2.	Doug Hart/Christina Persson	USA
3.	Andrew Pimental/Megan Place	USA
4.	Micky Costa/Martha Parker	ARG
5.	Watabe Yousuke/Tetsuo Watanabe	JPN

#### Apprentice (45-54)

1.	Ernesto Rodriguez/Kathleen Tocke	USA
2.	Luis Soubie/Diego Lipszyc	ARG
3.	Ralph Rosa/Alfredo Rovere	BRA
4.	Motoharu Nishii/Eisuke Noro	JPN
5.	Carol Cronin/Linda Epstein	USA



Photo right: Ernesto Rodriguez & Kathleen Tocke lead the fleet. Photos by Primi Murgui Cervera & Carol Cronin.



## South Europeans 2016

Only a single race was sailed in this international Snipe regatta, which was organized by Yacht Club Lignano, due to the dense fog that fell starting Saturday night that lasted until early Sunday afternoon, forcing the race committee and organizers to refrain from further races.

There was large participation—the biggest of all Snipe Regate Nazionali in Italy in this season (it was also a selection for the 2017 Worlds 2017): almost 30 teams came to Lignano Sabbiadoro (in the northeast of Italy) to celebrate the 60th anniversary of the founding of the Yacht Club Lignano, which organized the Saturday evening Gala Snipe, in the charming Terrazzamare, as suggested by the class motto “serious sailing, serious fun”.

For the occasion, the Mayor of Lignano, Luca Fanotto, gave the keys of the city to the President of the club Massimo Verardo for the commitment shown by all the management of the club that have occurred in these 60 years of activity.

Activity that, during the award ceremony, was celebrated by SCIRA Italy National Secretary Francesco Fontana, by SCIRA Vice Commodore and competitor Pietro Fantoni, and by the Principal Race Officer Alessandro Testa. They all noted the involvement and commitment of all the members, from the children of the sailing school, kids of the Optimist team, to the moms and dads who helped along with instructors and the volunteers on the RIBs and motor boats. They did a great job and contributed to the success of the event.

Victory went to Dario Bruni (CV Cremona) and Carlo Collotta (AVLLEDRO). In second place overall and first junior team were Ilaria Rochelli (SV Barcola Grignano) with crew Davide Libardi; third place Andrea Piazza (AVLLEDRO) and Luca Cattarozzi. Also from Trentino were Paolo Lambertenghi (CV Torbole) and Antonio Bari, who finished fourth. Fifth overall went to the local team from the Yacht

Club Lignano, Michele Meotto and Alberto Cassandro, protagonists of a good recovery in the last and decisive upwind leg.

The Sergio Michel Perpetual Trophy was not awarded as the Deed of Gift requires a minimum of three races for a valid championship.

Special thanks were given to the only foreign team at the regatta, the Polish Tomasz Slodecki and Zbigniew Rackocy, as well as to public and private entities that contributed to the good organization of the event: City of Lignano Sabbiadoro, Lisagest, Almar and OffShore Unimar, La Marca Vini e Spumanti, Banca Popolare di Cividale, East Wind, WD 40, Marina Punta Faro, and Bolina Sail.

**--Elena Giolai**



### REGATA DEL 60° 2016 SNIPE SOUTH EUROPEAN CHAMPIONSHIP “Sergio Michel Perpetual Trophy”

#### Classifica provvisoria 1° Prova

No	Numero	Timoniere	M/P	Profilino	Club Timoniere	Punti
1	ITA 30795	Bruni Dario	Maschio	Collotta Carlo	402-34-C V CREMONA - ASS SPORT	1
2	ITA 30380	Rochelli Ilaria	Femmina	Libardi Davide	354-35-SV BARCOLA GRIGNANO AG	2
3	ITA 30809	Piazza Andrea	Maschio	Cattarozzi Luca	402-34-SS VELA LIGNESE ASS	3
4	ITA 30009	Lambertenghi Paolo	Maschio	Bari Antonio	367-34-C V TORBOLE SOC COOP SP	4
5	ITA 31088	Meotto Michele	Maschio	Cassandro Alberto	354-35-YACHT CLUB LIGNANO ASS	5
6	ITA 31194	Schiavino Alberto	Maschio	Fragnon Gianpiero	402-34-SS VELA LIGNESE ASS	6
7	ITA 30767	Crivello Gonzalo Pedro	Maschio	Caroten Martina	142-34-SS VELA LIGNESE ASS	7
8	ITA 30950	Boni Francesco	Maschio	Mazzocchi Chiara	344-31-C V S. BOLOGNA ASS SPOR	8
9	ITA 30405	Geminelli Andrea	Maschio	Geminelli Giovanni	142-34-SS VELA LIGNESE ASS	9
10	ITA 30980	Perini Miria	Maschio	Perini Antonia	344-31-SS VELA LIGNESE ASS	10
11	ITA 35780	Fantoni Pietro	Maschio	Geminelli Marina	354-31-C V S. BOLOGNA ASS SPOR	11
12	ITA 30985	Rochelli Fabio	Maschio	Serac Rochelli Daniela	344-31-C V S. BOLOGNA ASS SPOR	12
13	ITA 30774	Longhi Stefano	Maschio	Zucchi Leonardo	344-31-SS VELA LIGNESE ASS	13
14	ITA 30521	Savonini Igor	Maschio	Milone Federico	084-34-C V VELA TRIESTINA ASS	14
15	ITA 31123	Scarpelli Francesco	Maschio	Rinaldi Marco	1232-03-YACHT CLUB CALA DE ME	15
16	ITA 31384	Michel Enrica	Maschio	Canti Antonio	354-31-SS VELA LIGNESE ASS	16
17	ITA 30313	Alviti Tiziana	Maschio	Amabile Tiziana Carlo	402-34-C V CREMONA ASS SPORT	17
18	ITA 30602	Bari Alessandro	Maschio	Francini Leonardo	367-34-C V TORBOLE SOC COOP SP	18
19	ITA 30788	Guarneri Silvana	Maschio	Guarneri Flavia Luisa	344-31-SS VELA LIGNESE ASS	19
20	ITA 30195	Proppini Giovanni	Maschio	Croccoli Marco	1528-11-ASS SPORT BOCCALONE	20
21	ITA 30661	Turchetto Alessandro	Maschio	Hora Andrea	344-31-SS VELA LIGNESE ASS	21
22	ITA 30001	Salvati Ivo	Maschio	Pizzarello Piera	142-34-SS VELA LIGNESE ASS	22
23	ITA 32130	Margheri Ilaria	Femmina	Orti Ludovica	344-31-SS VELA LIGNESE ASS	23
24	ITA 30771	Prasanna Licia	Maschio	Prasanna Nicola	344-31-SS VELA LIGNESE ASS	24
25	ITA 30809	Piazza Andrea	Maschio	Ratti Lorenzo	084-34-C V VELA TRIESTINA ASS	25
26	ITA 30704	Tomasz Slodecki	Maschio	Zbigniew Rackocy	344-31-SS VELA LIGNESE ASS	26
27	ITA 30609	Boni Umberto	Maschio	Boni Margherita	142-34-C V CREMONA ASS SPORT	27
28	ITA 30795	Cassandro Alberto	Maschio	Boni Fabio	354-35-YACHT CLUB LIGNANO ASS	28



# The Coppa Duca di Genova

*...is a historical trophy of SCIRA Italy*

It is awarded to the winner of the Italian Ranking at the end of the sailing season. The ranking takes into consideration all races from the following regattas:

- 3 Regate Nazionali
- Italian Nationals
- District Championship (it counts as one race).

For each race, first place equals 50 points, second is 49, and third 48 and so on. From the total of all the races sailed during the sailing season, you can discard the 25% of the races.

Top 35 are listed to the right.

*Photo below: winners Pietro Fantoni & Marianela Gorgatto show winning form.*



EQUIPAGGIO			
1	FANTONI PIETRO		826
2	MICHEL ENRICO		821
3	LONGHI STEFANO		793
4	SCARSELLI FRANCESCO		782
5	SCHIAFFINO ALBERTO		774
6	LAMBERTENGHI PAOLO		737
7	ROSSI FRANCESCO		735
8	GEMINI ANDREA		729
9	PROSPERI GIUSEPPE		701
10	ROCHELLI FABIO		653
11	BATTISTI ANDREA		649
12	PIAZZA ANDREA		614
13	BARI ALESSANDRO		611
14	SAVORANI LAPO		587
15	PANTANO MARCO		585
16	PESCI ANDREA		556
17	ARIOLI TIZIANO		552
18	FUZZI PAOLO		504
19	GATTULLI IVO		496
20	MORANI GIUSEPPE		492
21	RICCI UMBERTO		464
22	D'ORAZIO GIUSEPPE		456
23	ZUANELLI SILVANO		449
24	BRUNI DARIO		425
25	ONOFRI FABRIZIO		361
26	BERNARDINI GABRIELE		355
27	BANCHINI DIEGO		347
28	STHAL TOM		339
29	PERINI CORRADO		330
30	GANGITANO LUKSI		309
31	MEOTTO MICHELE		299
32	PERDISA FILIPPO		287
33	TOZZI ROBERTO		274
34	D'AMBROSIO MARCO		269
35	DEI ROSSI MARCO		263





# Ooi & Ueda Win 69th Japanese Nationals

Gamagori, November 12, 2016

All Japan Championship - Japan Nationals

*(Photo courtesy of Japan Snipe Class Association)*

Top 8:

1. Ooi/Ueda;
2. Shiraishi/Suzuki;
3. Hirakawa/Miyake;
4. Nakajima/Iyo;
5. Fujino/Kitahara;
6. Watanabe/Saito;
7. Hirata/Tanabe;
8. Kasahara/Hattori



## 69th All Japan Nationals - final results

第68回全日本スナイプ級ヨット選手権大会

[illegible]

# Gran Prix Santa Fe

Santa Fe, Argentina  
December 3-4, 2016



	<b><i>Skipper/Crew</i></b>	<b><i>Sail #</i></b>	<b><i>Finishes</i></b>	<b><i>Total</i></b>
1.	Augusto Amato/Constanza Amato	29887	(2)-1-1-1	3
2.	Juan Pablo Marchesoni/Paula Romina	31103	1-(3)-2-2	5
3.	Diego (mini) Lipszyc/Catalina Laidlaw	29889	3-2-4-(6)	9
4.	Lucia Tamani/Bianca Tamani	29830	(8)-4-3-3	10
5.	Martin Alonso/Victoria Courtade	31007	4-5-(6)-5	14
6.	Esteban Fourquet/Carlos Rodriguez	29886	7-(10)-7-4	15
7.	Eduardo Alberto Bolzicco/Nicolas Kuhar	31020	(12)-7-5-7	19
8.	Franco Braccini/Aldo Braccini	29228	5-6-(12)-12	23
9.	Nicolas Garcia/Adriana Quiroga	30947	6-8-(15)-9	23
10.	Lucas Bonomo/Marco DiPentima	28963	(13)-11-8-8	27
11.	Santiago Castillo/Nicolas Sadanio	24241	10-9-9-(11)	28
12.	Andres Bonomo/martin Loyarte	31288	9-(12)-10-10	29
13.	Silvio Orue/Sebastian Falco		11-(13)-11-12	34
14.	Ruben Castello/Nicolas Lyarte	28200	14-14-13-(15)	41



*Upper left: Victoria Courtade takes care of business on the bow.*

*Upper right: Braccini's celebrate a good finish.*

*Left: Lucia & Bianca Tamani*

*Photos by Analia Fernandez Cerrato*





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# Why Join the Snipe Class Association?

Sailors constantly ask, "Why Should I Join SCIRA?" Below we've outlined the many reasons to support this 85 year old Association.

**Let's be clear: Your International SCIRA dues are as follows:**

**Junior: \$10**

**Senior: \$15**

**Boat decal: \$10**

SCIRA Int. has kept the dues low to assist your national associations if they feel the need add a fee to help run their national office. But let's breakdown why you need to support your Snipe Class

## **Benefits of a Strong Class Association**

- A strong class association means lots of boats to race against, near you and around the world!
- A strong class association with lots of racing attracts the world's best sailors - giving you the best racing possible!
- A strong class association means major events scheduled at the best sailing locations and moving all over the continental regions - there will always be a big event near you!
- A strong class association means solid class rules making all boats as identical as possible - you are competing against other sailors, not their check books!
- A strong class association means lots of people looking to buy boats keeping the resale value of your boat high.
- A strong class association keeps an eye towards the future and works with the builders to make improvements where needed while preserving as well as possible the competitiveness of older boats

***To be strong, a class association needs the support of its sailors!***

## **What are some of the direct benefits of membership?**

- You receive the Snipe Rulebook with the current class rules, class constitution, international Deeds of Gift & history, guidelines for events, contact information for your country and class officers
- You receive the Snipe Bulletin, the quarterly publication which gives a wrap-up of international events sailed around the world as well as information from the international officers and office.
- You will have access to the class website containing all the latest news as well as an up-to-date calendar of events. Regional and country websites are also listed and you can access archived copies of the Snipe Bulletin as well as useful articles on how to rig and sail your boat faster.
- Your membership makes you eligible to sail in any of the 100+ major Snipe Class regattas scheduled every year throughout the world, including open, masters, youth and women's events.

***You get direct benefit by joining the Snipe Class!***

## **What does SCIRA do with your membership dues?**

- The first \$5 of your dues go to pay the SCIRA office staff who work incredibly hard to: make sure our events get scheduled every year and that these events follow the high standards of the Snipe Class, ensuring all the boats are the same by complying with Class rules, keeping track of rules change proposals, and interfacing with World Sailing on various levels. and to have a knowledgeable person available to answer a question by phone or email.
- A little over \$5 goes to the quarterly assembling, printing & mailing of the Snipe Bulletin and the Rulebook every four years.
- Around \$1 goes to support promotion, ranging from stickers, decals, merchandise & the website.
- Most of the remaining \$4 goes to all the things it takes to run an organization of 3000 members, from some travel cost, class measurement support all the way to mundane office expenses.

***Your memberships dues are used to keep the Snipe as THE doublehanded dinghy to sail and race throughout the world!***

## **Why should you join SCIRA?**

- To enable the Snipe Class to remain a strong class association and continue to make the Snipe the pre-eminent doublehanded dinghy of our time.
- To gain the benefits of membership outlined above
- To protect your investment in your boat, making sure that if the time comes to sell then you can be certain that the high demand driven by a strong class will enable you to get the best price for your boat.

***SCIRA is what it is today because of the support of its members. Keep that tradition alive, join or renew your membership today!***



# Preliminary Allocations for entries for 2017 World Championship

based upon December 7 boat registrations and per the

Hub Isaacs Deed of Gift

Average # of registered boats for the past 2 years - entries

1-5	1
6-15	2
16-30	3
31-50	4
51-100	5
101-200	6
201-300	7
300+	8

Worlds Entries - 2017							
	2016 Boats	2016 Boats	total	home quota 2017 Worlds	entry quota 2017 Worlds	world or other champs	qualified champion
Argentina	51	61	112	55	6		
Bahamas	12	10	22	11	2		
Belgium	52	50	102	51	6		
Brazil	157	117	284	142	8	2	World Champ Nelson Tavares/Buckner Carvalho, Jr World Ind: Lucas Monteiro/Thompson Chaves
Canada	15	6	21	10.5	2		
Chile	7	0	7	3.5	1		
Colombia	13	0	13	6.5	2		
Croatia	7	9	16	8	2		
Cuba	6	6	12	6	2		
Denmark	7	9	16	8	2		
Ecuador	16	15	31	15.5	3	1	WMIC: Edgar Elizalde/John Flores
Finland	31	26	57	28.5	3		
France	29	31	60	30	3		
Germany	9	1	10	5	1		
Italy	142	129	271	135.5	8		
Japan	404	391	795	397.5	8		
Norway	78	73	151	75.5	6		
Peru	10	3	13	6.5	2		
Poland	26	19	45	22.5	3		
Portugal	20	42	62	31	4		
Romania	12	3	15	7.5	2		
Spain	157	157	354	177	8	3	**World Ind entry, Euro: Buckner/Felipe del Castillo; 2nd Jr World: Antonio Lopez Montoya/Gregorio Estrada
Sweden	11	8	19	9.5	2		
United States	394	385	780	390	8		
United Kingdom	20	20	40	20	3		
Uruguay	8	0	8	4	2		
Venezuela	0	0	0	0	1		
Total	1704	1612		88	31	8	entitlement response for entry
				add one	7		
				home world championships	18		
				possible competitors	110	8	

\*\* per deed of gift, host country only allowed one additional provided it does not have among its other reg. line Jr, Jr, Euro or WMIC Champ.

\*\*\*home world champion ships automatically qualify if a reg. member. Not included in country home quota. Actual champions must be the entry, not open entry.



# 2017 Snipe Racing Calendar

## Major International Events

Gaspar Regatta	January 7-8	St Petersburg, FL, USA
Comodoro Rasco	February 11-12	Coconut Grove, FL, USA
Winter Circuit		
Bacardi & Gamblin	March 8-14	Nassau, Bahamas
Don Q Rum – 51 <sup>st</sup>	March 23-26	Coconut Grove, FL, USA
Midwinters	March 28-30	Clearwater, FL, USA
South Americans	April 7-16	San Isidro, BsAs, ARG
So European Championship*	June 3-4	Mattsee, Austria
Piada & German Open	June 9-11	Caldonazzo, ITA
Coppa Duca di Genova*	July 8-9	Pescara, ITA
European Cup	July 21-23	Poznan, POL
European Masters	July 28-30	Moven Lake, ITA
Junior World Championship	August 1-7	La Coruna, ESP
World Championship	August 7-14	La Coruna, ESP

\*South Europe Summer Circuit

## National Championships

US Women's	February 4-5	Miami, FL
Italy – Junior and Women	July 15-16	Punta Marina, ITA
Italy – Senior	August 29-Sept 2	Rio Marina (Elba Island) ITA
Italy – Masters	September 16-17	Riccione, ITA
Spain	October 28-31	Menorca, ESP
Colombia- Juniors	November 5-7	Santander, COL
Ecuador	November 12-13	Salinas, ECU
Japan – 70 <sup>th</sup> anniversary	November 14-19	Hayama
Argentina	November 24-27	Santa Fe, ARG

*Send in your major events to the SCIRA office to add to the calendar*



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