

# Snipe Bulletin™

Volume 32, Winter 2014

Official newsletter of the Snipe Class International Racing Association





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# #1

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

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## Snipe Bulletin

Editor: Jerelyn Biehl  
Publication Information

SNIPES BULLETIN (ISSN 08996288 & PMA #40612608) is published quarterly and is part of membership of the organization. Subscriptions are available for \$10 per year by the Snipe Class International Racing Association, Incorporated (not for profit), 2812 Canon Street, San Diego, CA 92106 USA.

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US POSTMASTER:  
Send address changes to:  
SNIPES BULLETIN  
2812 Canon Street  
San Diego, CA 92106 USA

CANADA POST:  
Send address changes to:  
Bleuchip International  
PO Box 25542  
London, ON N6C 6B2





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in Waves

## Reports & Calendar

2013 Membership  
2014 Racing Calendar

**The Count:** 31 new numbers have been issued since the last Bulletin: ARG 1; BRA 19; JPN 8; SWE 1; USA 2

**Numbered Snipes:** 31210

**Chartered Fleets:** 893

Antioquia, Colombia

**Cover Photo:** Two-time Snipe World Champion skipper Bruno Bethlem takes a moment ashore.

Snipe Bulletin™  
Volume 31, Winter 2014  
Official Newsletter of the Snipe Class International Racing Association



NEXT DEADLINE  
MARCH 1

Dear Snipe Friends,

In the last few years, we were observing a revolution in the world of sailing. Boats are now flying over foils; kites propel boards and skiffs with double trapeze and asymmetrical spinnakers aren't something new. At first look, all this revolution could be a treat for an 82 year old design like the Snipe. However, the Snipe is still the best option for anyone looking for tactical racing in a truly one design fleet. Most of the new boats available are quite funny indeed, but racing them is closer to gymnastics than actually sailing. If you like to play every shift and puff, you will not find anything better than the Snipe. Moreover, planing and surfing a 173kg shine hull is more challenging and fun than most of these new boats.



Why does the Snipe still the best class to race after all these years? Of course, the boat is a great design, but there are other nice classical dinghies around. Someone may say that Snipe accepts a wide range of weight and by both genders can compete with fair chances. Snipe is also a very easy boat to handle. However, I believe that the main reason for the success is its class organization. As a new class commodore, I am receiving a structure built in many years by incredible people who foresaw the importance of maintaining the class one design with a strict set of rules, keeping the boat at a low cost. The last 3 world championship were won by different boat builder showing that rules like the Moment of Inertia are actually achieving the goal of providing an one-design fleet. We have also good governance inside SCIRA, more importantly; we have fleets all over the world lead by keen fleet captains and national secretaries. These are the key persons who drive our class. In the recent years, we are seeing sailors more participative in the key decisions. It is vital to embrace new technologies and communication tools for promote our class. These entire social networks, blogs, go-pro footages, GPS tracking are very cool and we need enthusiastic people like the gang from Snipe Today to take advantage of it.

We, at the SCIRA board, have some important projects ahead. First, we still need to finalize our rulebook using the ISAF standards. We need also to reestablish the process of updating our class rules providing a good opportunity for discussion. Second, we need to keep promoting our class in new countries. We are starting a Snipe Clinic Program for helping these countries to catch up. Third, we need to look closely at our calendar. Our major events rotation is working fine, but we are starting to observe some event overlaps. Major regattas need to have their dates confirmed well in advance. Ideally, we should always use the same dates for the most traditional regattas.

I believe SCIRA needs to get closer to our suppliers. I feel that sometimes we treat them as mercenaries. Boat builders and sail makers are important part of the success of our class. They are just people like us who love Snipe sailing and they all provide a great service for us. SCIRA needs to keep an open dialogue with them. We don't want to be surprised by any expensive advance and we also don't want to surprise them with rule changes that affect them. The Technical Committee is working on establishing the procedure for mold homologation. The next step may be to join the "in-house" certification program for sails and mast. Using these systems, the sailor will be able to buy equipment already measured. Another goal in the next two year is to improve the contact with the nationals sailing federation. It is very important that Snipe is included in their national youth programs. Another crucial point is to make sure that the Snipe class is included in as many Regional Games or University Games as possible.

In conclusion, we have a great class and the best regattas in the sailing world always following the motto: *Serious Sailing, Serious Fun!* There is still work to do for keeping and improving our class. I would like to thanks the Board, the Technical Committee, Nationals Secretaries and Fleet Captions for your commitment with the class and voluntary work. Special thanks to Jerelyn Biehl at the SCIRA office who provides an indispensable assistance.

I see a bright future for our class and I count on you all.

Good Winds,

Ricardo Lobato

  
SNIPE TODAY



# SCIRA Install New Officers for 2014

The SCIRA Board of Governors upon recommendation from the Nominating Committee, elected the following Officers to serve SCIRA for the coming years:



Commodore:	Ricardo Lobato, Brazil
Vice Commodore:	Gweneth Crook, Canada
Secretary:	Pietro Fantoni, Italy
European General Secretary:	Zbigniew Rakocy, Poland
WH&O General Secretary:	Alex Juk, Brazil
Treasurer:	Renee Bartel, USA
Rules Committee Chair:	Antonio Bari, Italy

Thanks to our previous officers who served SCIRA for many years:  
Harry Levinson, Chief Information Officer  
Don Bedford, Commodore

<b>Non-voting</b>	
Chief Information Officer:	Don Bedford, USA
Chief Measurer:	Antonio Espada, Spain
Vice Rules Chairman:	Eric Reinke, USA
Legal Counsel:	Leigh Savage, USA

## In Remembrance.....Carl Eichenlaub

Carl Eichenlaub passed away early in the morning, November 29, 2013, at 83 years. In a sport full of iconic figures, he stands with the best and most unique. Few people in the sport have the breadth and depth of his talent.

Any one of his many accomplishments would have made him worthy of inclusion in a list of greats. Champion sailor in the Snipe and the Lightning, while also sailing in the Star, Soling, FD's and IOR classes. As a builder of those boats, a few of which helped to change the face of the sport, perhaps most notably Doug Peterson's Ganbare. Friend and mentor to literally thousands of people around the world.

Carl's boat building skills were legendary. "In many ways Carl is a genius," said Lowell North, a sailmaker who has three times sailed himself to a world championship in Eichenlaub Stars. "Although some sailors on the East Coast may not agree, we on the West Coast know that he is the best." This quote was from an extensive Sports Illustrated article in 1965, the entirety of which is well worth reading, because it captures the essence of the man, which almost literally never changed. Anyone remember the slogan "Any slob can win in an Eichenlaub?" A quick research of the SCIRA records shows 183 Eichenlaub Snipes built between 1960 and 1975.

Away from the sport he played classical music on a bassoon and contrabassoon with several different local orchestras. He loved the San Diego Charger and NASCAR and in recent years had taken to traveling to what he called "Dog Regattas", otherwise know to the rest of us as dog shows, with his wife Jean and their herd of dogs. A graduate of San Diego State in 1953, Carl is a member of the Intercollegiate Sailing Hall of Fame and is an SDSU Distinguished Alumni.

While winning races and building great boats for customers is interesting, of far greater importance is the esteem with which he was held in the sport. Carl was the shipwright for the US Sailing Team for decades. He always took care of the US team first every day, but after that work was done he would help sailors from other countries fix their boats. For the sort of service he gave to the sport in 2000 he was awarded US Sailing's highest honor, the Herreshoff Award.

Carl passed away quietly with Jean and his children Betty Sue Sherman and Brian close by.

### From Mark Reynolds-USA:

There were so many amazing things that Carl did in his life; we were all lucky to be part of it. I've been reading and thinking about all the stories this weekend - the innovative things he did as the US Olympic sailing team shipwright could fill one book.

All the fast Snipes, Stars and Lightnings he built. All the stories I heard first hand from Carl like the building of Ganbare, Father John, Humpty Dumpty (or "Hump" for short) and the old Scandinavian guy that used to sun bath in the nude in his boat yard. All the Doug Petersen boats he built after the success of Ganbare. How Dennis Conner finished mid

fleet in the SORC one year and the next won with Stinger, Carl's point "you just need a fast boat".

His love of wood and aluminum and dislike of fiberglass. He not only built fast boats, he built them fast. He could use a staple gun on wood boats and a chopper gun on fiberglass. His shop was a mess, particularly the old one but I remember seeing a beautiful bright finished 5.5 meter roll out one time that I couldn't believe could come from there. He told me one time the fire marshal visited his shop up in San Marcos and when Carl asked if there was anything he needed the fire marshal suggested a good pair of running shoes.



### From Henry Filter-USA:

In 1999 and 2003, I was privileged to represent the US and Snipe class at the Pan American games, of which Carl was the Boatwright for the US team. To say he was talented with glass work would be an understatement. At the '99 games, the Snipe from Argentina was flown in by commercial airline. In the unloading process, a fork lift truck punched two huge holes in the hull of their Snipe. My friend Luis Soubie, the Argentinean Snipe sailor for the event, did not discover the damage until he was at the sailing venue with less than 2 days to go till the first start.

Without even being asked, Carl jumped in and began to repair the damage. Within 24 hours, the repairs had been made and the hull looked as good as new! During the event, we had days of racing where it blew 30 knots plus. Not only did the repairs hold up without any problem, but Luis went on to take the Bronze medal! That was what Carl was all about. He loved boats, the sailors and the competition! Thanks Carl, you will be missed!!

### From Luis Soubie - ARG:

Henry is right: Carl offered to fix our boat but I was reluctant - he was from the other team! Everyone told me I was crazy! I stayed with him until 11pm when he told me to go get some rest for racing the next day - I returned at 2am and he was still there - and again at 7am. I went on to win the bronze. I've told this story many times over the years and many times found people with similar stories. I was honored to have met him.

### Write-up courtesy of Scuttlebutt and additional submissions.

To view Vince Casalaina's video interview with Carl, go to: [www.Snipe.org](http://www.Snipe.org) > Class > History and search for Carl Eichenlaub





## SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

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### CIRCULAR LETTER

### HEAVY JIB RULE – EXPLANATION

**December 2, 2013**

The Board of Governors has decided to delay the full effectivity of the heavy jib rule to January 1<sup>st</sup> 2015. In 2014 the same rule as in 2013 will be in force. (See Circular letter from the Chairman of the Rules Committee of October 2012).

To summarize, the current rule states that:

- All new jibs must be produced using materials of at least 160 gr/sqm;
- A seal shall be imprinted by the sailmaker to certify that the material is 160 gr/sqm or more;
- Measurers cannot approve any jib made of lighter materials; only older jibs measured before 1<sup>st</sup> January 2013 can be used in regattas up to the national championship included;
- Heavy jibs must be used in International events.

As for 2014 the international events in which the heavy jibs will be mandatory shall be:

WH&O Championship  
European Championship  
Master World Championship  
Womens' World Championship  
Junior European Championship  
North Americans  
South Americans

Beginning from January 1<sup>st</sup> 2015 the heavy jibs shall be used in the national championship and in all the International Regattas with a Deed of Gift published on the Rulebook.

According to the rule and looking at the current production and availability, the list of the approved mylar laminates which can be used in manufacturing the sails from January 1<sup>st</sup> 2013 is as follows:

for both sails **Bainbridge SL 1000P**

**Diax 60 P**

for main only **Dimension Polyant PM-05 (1.5 mil), formerly M 290**

*Antonio Bari*

*Chairman of the International Rules Committee*

### Update from the SCIRA Office -

- Decals for 2014 are now available for shipping to National Secretaries - please contact the office with your requested quantity for 2014
- Dues for 2014 are now ready to be entered into the SCIRA Online Database
- The Rules Committee has submitted our final version of the General Restrictions adapted to the ISAF template, to ISAF and are awaiting final approval before printing the Rulebook.
- The Rules Committee is updating the Measurer's Handbook to match the General Restrictions as submitted to ISAF. Once ready, we'll contact all National Secretaries and current measurers for updated copies to be distributed.
- Archived copies of all Snipe Bulletins will be available for viewing on the Snipe website



# 2013 Snipe World Championship, Rio de Janeiro, Brasil

## Don Bedford

A great Thank You is due to SCIRA Brasil and to the late Clube do Rio de Janeiro for hosting such a successful regatta. With nearly 80 boats competing, the competition was fierce and parties were all fun!

The racing began however, with challenging conditions. A westerly breeze blew off the beach and the wind hovered near five knots the whole day. The competitors floated around the course as the race committee took wind readings but the expected shift to the south never materialized and racing was cancelled for the day by 15:30.

Starting the regatta now two races behind schedule, the first start of the day was moved from 13:00 to 12:00. The weather was not as nice either as the sailors saw some rain and winds of 18 – 20 knots. The sailors were anxious to get going and we saw multiple recalls and Z-Flag penalties. At the end of three races, the Brazilian team had the top four spots.

As a cold front moved in, the rain left but the wind increased to over 20 knots and puffs to over 30 so the race committee sent to sailors to a protected area as they continued to watch the wind. With the wind blowing from the west, the strong wind never died but was shifting as much as 60 degrees! This made for dangerous conditions and most of the sailors chose the tow back to shore. Those who didn't have a very tough time getting back to the harbor and most decided the tow was the wise choice.

Day 4 was another windy day. The race committee setup the course in the usual spot but many sailors huddled in the lee of the Escola Naval (Navy Academy) and when the orange flag was raised to begin the sequence many were not ready and were late to the start or even missed the start all together. This was certainly to cause a problem as only one throw-out was to be had. With a reduced fleet, Tavares/Claro of Brasil took the race. Race two had multiple postponements and recalls trying to get a good, square line. When the start finally was underway the lead switched multiple times but Soubie/Lipszyc of Argentina became the first non-Brazilians to win a race. The third race started and the leaders were stretched out a bit after the first triangle but a 40+ degree shift hit on the upwind leg and the first wind died – then became very puffy. The race was abandoned.

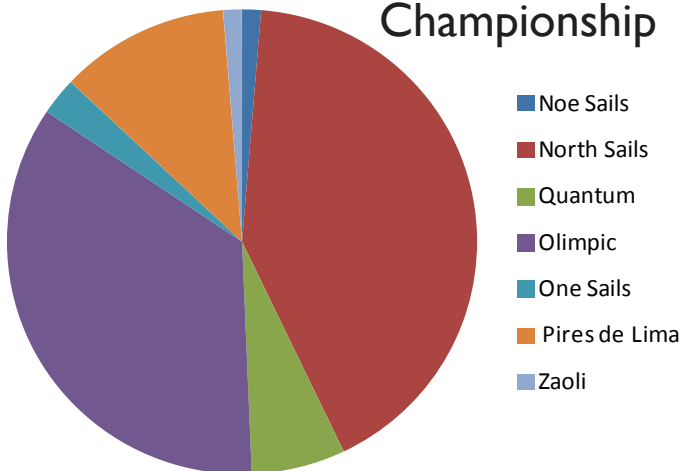
The next day was another try at race six with less wind, about 14 knots. There was a recall and a Z-Flag start to get the race underway. A steady shift to the right caused for a C-Flag to change the windward mark and de Jesus/Brandao of Brasil sailed a tough race to victory. Race 7 saw some building breeze at the start and three more recalls before the race was away; of course we ended with many Z-Flag penalties! After the first mark, Bethlem/Bianchi pulled out to a 20 second lead and were never really challenged again. The last race of the day only had one recall and so fewer Z penalties. Paradedal/Kieling of Brasil sailed a very smart race against close competition to win the race.

The last day of the regatta started with the wind farther to the east than any other day and with a little less breeze. With the start away on the first try, the first

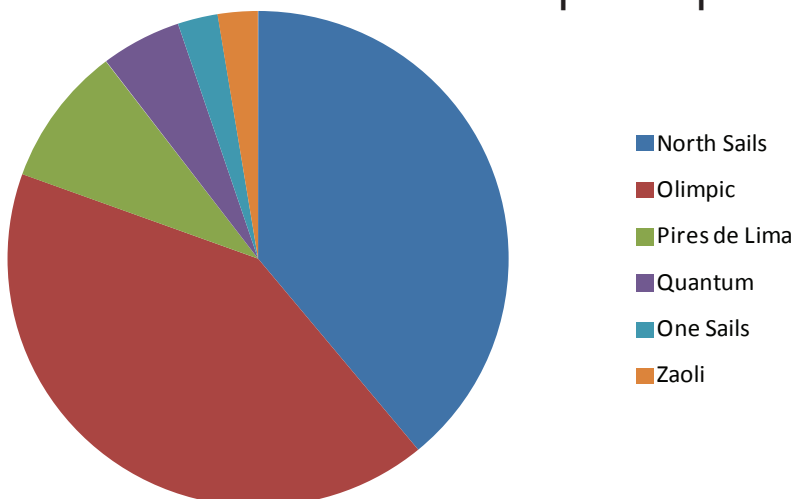
mark saw Bethlem/Bianchi again in the lead and were able to stretch it to 15 seconds by the leeward mark and held the lead the whole race. A left shift had the committee shift the start line to the right, a little closer to shore. With a recall and Z-Flag, race 10 started with the breeze about 13-14 knots. This time the US team made-up 3 of the top 5 boats at the leeward mark. Rodriguez/Lavie of the US were in the lead but by only a few boat lengths. This seemed enough for them to hold-on to 1st as 2nd-6th were tightly contested. With a time limit of 3:30, the last race got off with only 5 minutes to spare. The breeze dropped to 12-14 knots and was shifty. Kamilar/Quitero of the US rounded the windward mark and pulled away on the reach to a 25 second lead. While the rest of the fleet were able to reduce that lead some, Kamilar/Quinterro finished 1<sup>st</sup> in the final race to win the Elms Trophy. Bruno Bethlem and Dante Bianchi repeated their Worlds victory from 2009 with a very consistent set of finishes. The host team of Brasil also showed their domination with taking eight of the top ten positions.

Again, thank you to the late Clube do Rio de Janeiro and Snipe Brasil for hosting such a successful regatta. The prize giving party went well into the night with some serious fun had by all!

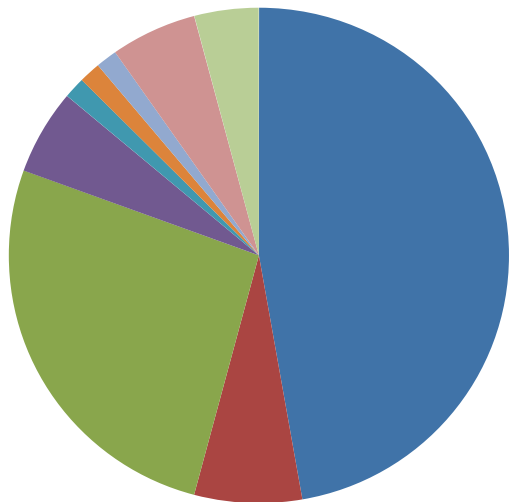
## Jibs - 2013 World Championship



## Mainsails - 2013 World Championship

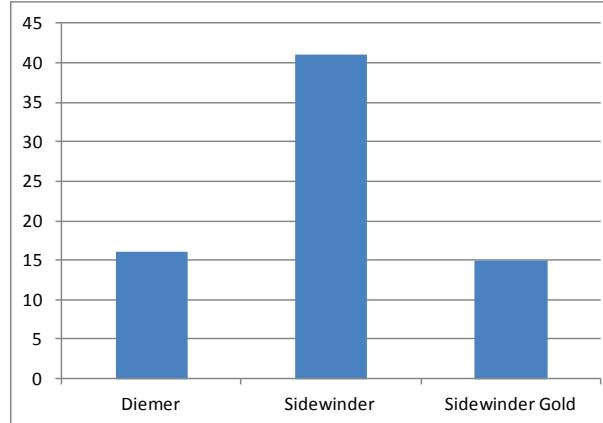






- Diemer
- DB Marine
- Persson
- Tsujido
- Zeltic
- Hot Boat
- Jibe Tech
- Rio Tecna
- Primex

## Masts used at 2013 World Championship



## Hulls used at 2013 World Championship



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# SENIOR SNIPE WORLDS 2013

Iate Clube de Rio de Janeiro



## Final Results

	SailNo	Helm Name	Crew Name	Nat	1	2	3	4	5	6	7	8	9	10	11	Total	Net
1	31203	Bruno Bethlem	Dante Bianchi	BRA	(ZFP)	3	5	2	11	-13	1	8	1	4	12	76	47
2	31091	Mario C. Urban	Rafael Sapucaia	BRA	5	2	10	3	-25	7	(ZFP)	4	9	7	17	118	63
3	29821	Alexandre Paradedá	Gabriel Kieling	BRA	-34	-25	20	5	5	12	4	1	6	15	3	129	70
4	31139	Alexandre Tinoco	Matheus M. Gonçalves	BRA	22	1	2	(DNS)	4	2	11	-25	7	18	7	177	74
5	28701	Luis Soubie	Diego Lipszyc	ARG	7	-23	6	21	1	9	(ZFP)	12	18	2	5	135	81
6	31197	Rafael Gagliotti	Henrique Wsniowski	BRA	18	4	-25	11	16	6	2	-48	5	8	11	153	81
7	31159	Mateus G.S.Tavares	Daniel S. Claro	BRA	3	10	16	1	6	-21	9	14	15	-19	10	123	83
8	31126	Mario S.de Jesus Jr.	Anderson Brandão	BRA	(ZFP)	32	13	12	3	1	-40	3	2	17	8	162	90
9	29609	Raul V. Santaella	Antolin A. Oña	ESP	28	7	3	4	-34	10	ZFP	2	10	-35	4	162	93
10	31023	Henrique Haddad	Rodrigo Lins	BRA	2	5	(DNF)	6	(OCS)	16	ZFP	20	3	6	25	268	112
11	29799	Bernardo Assis	Pedro Leão	BRA	16	11	15	-27	15	-30	13	15	12	10	14	177	120
12	31033	Junishiro Shiraishi	Shinsei Ueda	JPN	-40	8	8	7	9	-61	ZFP	33	4	28	6	238	137
13	31162	Yuuichi Ohi	Noriaki Sakai	JPN	24	-34	9	22	-40	5	5	11	17	29	16	211	137
14	31070	Yashushi Kondo	Shingo Ishikawa	JPN	25	-37	1	15	-50	18	21	19	16	13	15	230	143
15	31121	Felipe Linhares	Eduardo Beirão	BRA	15	27	18	-31	13	-34	7	ZFP	14	11	13	208	145
16	30288	Augie Diaz	Kathleen Tocke	USA	4	29	22	30	-43	-38	8	23	22	5	28	249	168
17	31111	Luiz Felipe A. Canepa	Breno V. Bianchi	BRA	(ZFP)	15	4	16	22	15	31	-44	35	20	24	267	182
18	30473	Ernesto Rodriguez	Lior Lavie	USA	19	-39	39	(DNS)	38	37	ZFP	ZFP	8	1	2	301	184
19	31109	Ricardo Rezende	Arthur W.O. Souza	BRA	39	6	23	(DNS)	8	14	29	31	19	16	(DNS)	340	184
20	30011	Shinya Kami	Tomoya Sakaguchi	JPN	-46	17	33	(DNS)	12	22	23	9	36	9	27	311	187
21	30085	Mitsugu Nakajima	Kazuhiro Ito	JPN	6	16	42	9	-42	-55	38	6	27	27	29	296	199
22	31110	José V.M. Monteiro	Ronyon S. Oliveira	BRA	9	-65	30	24	26	25	ZFP	16	20	-41	32	305	199
23	31047	Felipe Sabino	Alex S.M. Carvalho	BRA	29	-62	11	13	33	39	17	7	53	3	(DNS)	344	204
24	29342	Federico A. Norman	Diego Rudyoy	ARG	(ZFP)	13	-46	17	10	24	35	RDG	29	32	23	317.1	212.1
25	30269	Enrico Solerio	Sergio Simonetti	ITA	10	18	36	23	17	20	32	-59	37	-47	22	320	214
26	30759	Brian Kamilar	Enrique Quitero	USA	8	24	45	25	27	23	-46	46	-61	25	1	330	223
27	28676	Victor Perez	Alvaro Munaiz	ESP	-55	33	21	10	31	35	(ZFP)	21	40	12	21	329	223
28	31112	Damian B. Camps	Borja L. Garrido	ESP	30	26	(DNS)	18	7	19	(ZFP)	37	38	14	45	373	234
29	30870	Pablo Defazio	Agustin Defazio	URU	-53	-56	19	26	51	3	47	36	23	23	9	345	236
30	31054	Koji Kamiya	Kenta Shinoda	JPN	13	14	14	8	39	36	(ZFP)	43	34	-48	36	343	236
31	28985	Federico Pierson	Mariano Zarza	ARG	47	9	31	36	23	4	25	RDG	33	(DNS)	(DNS)	400.4	244.4
32	30010	Hideki Nishimura	Ryo Nishii	JPN	-43	36	(DNS)	33	2	41	26	38	28	22	26	371	250
33	29543	Matias R. Navarro	Fulgencio O. Hernandez	ESP	41	42	35	(DNS)	30	27	19	32	13	-43	18	377	256
34	30308	Masato Kakino	Shun Yanagibayashi	JPN	23	20	29	-48	-58	17	41	35	42	31	19	359	256
35	31062	Adolfo Benavidez	Guido Morlachetti	ARG	-54	19	27	(DNS)	19	26	43	17	50	21	40	393	261
36	28269	Marc T. Pol	Ivan M. Costa	ESP	37	12	28	38	24	32	37	-61	26	46	(DNS)	415	276
37	28984	Mariano Arroyo	Juan P. Guerra	ARG	35	-46	24	43	-49	42	45	10	31	30	31	382	287
38	31027	Edgar Diminich	Juan J. Ferretti	ECU	-61	50	-55	32	20	29	12	RDG	32	49	33	406.6	291.6
39	30969	Edival P. Moura Jr	Mateus P.M. Melo	BRA	14	22	34	(DNS)	21	-54	49	54	25	53	34	437	305
40	29517	Raul M.D. Herrera	Rafael G. Granados	CUB	42	38	49	(DNS)	36	46	(ZFP)	22	24	36	20	439	312
41	30774	Enrico Michel	Stefano Longhi	ITA	33	53	-58	(DNS)	28	31	18	27	49	33	43	450	315
42	29435	Jordi T. Casado	Gerard S.S. Zalvidar	ESP	-44	41	38	34	(DNS)	43	28	40	44	24	30	441	319
43	31097	Jordi T. Pons	Lluís M. Barcelo	ESP	32	28	37	(RET)	44	8	27	24	48	(DNS)	DNS	481	325
44	31040	Eduardo Fumagallo	Julian Fumagallo	ARG	31	48	32	37	29	-60	39	34	-59	51	38	454	335
45	30566	João S.Bulhões C.F.	Victor M. Martins	BRA	12	30	26	20	46	40	42	(DNF)	45	(DNS)	DNS	494	338
46	31041	Gaetan Borba	Vicente Ducati	BRA	56	44	43	19	32	(DNS)	22	41	11	(DNS)	DNS	501	345
47	29792	Miguel Guimaraes	David Abecasis	POR	11	49	41	42	(OCS)	48	48	26	-64	38	46	487	345
48	15790	Pietro Fantoni	Pere Puig	ITA	36	21	52	(DNS)	18	50	-56	49	41	40	39	479	345
49	30634	Shinichi Uchida	Yohei Koso	JPN	58	RDG	RDG	(DNS)	37	-64	24	18	39	50	35	496	354
50	30754	Fernando A.V. Madureira	Flavio Castro	BRA	(DNS)	40	40	14	(OCS)	33	63	ZFP	30	26	48	520	364
51	30346	Diego P. Martinez	Pedro A. N. Rondan	ESP	51	58	-66	(RET)	14	47	33	30	51	52	47	526	383
52	31080	Diego Figueiroa	Alonso Collantes	PER	21	59	59	(DNS)	41	58	-71	39	21	45	42	534	384





53	29671	Tarasa Davis	Antonio Viveros	USA	52	43	44	47	-53	52	-64	42	46	39	41	519	402
54	29873	Masayoshi Hashimoto	Takumu Ushizawa	JPN	38	57	53	44	(OCS)	49	-69	50	56	34	37	562	414
55	30706	Dario Bruni	Carlo Collotta	ITA	-72	31	-64	45	56	44	61	47	58	42	51	567	432
56	30009	Paolo Lambertenghi	Marco Rinadi	ITA	57	52	-68	(DNS)	48	45	51	28	62	56	49	593	448
57	31134	Motoharu Nishii	Yasuaki Nose	JPN	(DNS)	35	12	39	54	70	58	55	57	(DNS)	DNS	610	454
58	30904	Lee Griffith	Jessica Clafin	USA	(ZFP)	55	47	(DNS)	47	51	53	52	43	58	58	606	463
59	30831	Esteban E. Jaramillo	Juan E.R.Vera	COL	-64	51	51	40	59	56	-66	62	47	54	55	602	471
60	29886	Gonzalo R.Vertiz	Rene Hormazabal	ARG	62	69	54	(DNS)	(DNS)	28	50	45	60	44	DNS	645	489
61	29510	Francesco Rossi	Gianfranco Filippini	ITA	(DNF)	(DNS)	50	DNS	57	57	62	60	54	37	44	654	498
62	31202	Ivan O Pimentel	Alexandre Muto	BRA	20	45	(DSQ)	(DNS)	35	11	DNS	DNS	DNS	DNS	DNS	657	501
63	31045	Juan E.Ardissono	Eugenio Cortese	ARG	-65	-63	61	41	60	59	55	58	63	61	56	638	510
64	28971	Alejandro J. De Paz	Javier Unamuno	ARG	49	68	62	(DNS)	(DNS)	65	52	57	52	55	52	667	511
65	30947	Enrique R. Toffoli	Mauro Demichiel	ARG	66	60	65	50	(DNS)	-68	60	51	66	57	53	670	524
66	29652	Dany D. Fetiva	Juan P. Correal	COL	60	64	56	(DNS)	52	63	59	(ZFP)	65	59	50	673	527
67	29818	Paulo da S. Santos	Thiago Sanginetto	BRA	27	47	17	(DNS)	(DNS)	DNF	DNS	DNS	DNS	DNS	DNS	714	558
68	13923	Jorn Haga	Randi Stray	NOR	48	54	48	(DNS)	55	67	54	(DNS)	DNS	DNS	DNS	715	559
69	30585	Christian Haaland	Maike v.der Linden	NOR	-73	70	60	49	62	66	70	64	73	60	(DNS)	722	571
70	30265	Thierry den Hartigh	Eric Callot	BEL	63	67	69	(DNS)	45	62	67	ZFP	(DNS)	DNS	DNS	729	573
71	30492	Alejandro Triggiano	Victoria Courtrade	ARG	59	61	57	(DNS)	(DNS)	53	65	DNS	55	DNS	DNS	739	583
72	29536	Julian Inglis	Justin Inglis	CAN	71	-74	73	(DNS)	61	73	65	67	72	62	54	749	597
73	31157	Martin Bebb	Dave Shaw	USA	67	71	67	51	(DNS)	75	68	65	67	(DNS)	DNS	762	606
74	30477	Gene Soltero	Cris Molina	USA	(ZFP)	66	63	46	(DNS)	72	74	66	68	DNS	DNS	763	607
75	29338	Julian Del Cerro	Mariana Safar	ARG	74	72	71	(DNS)	(DNS)	69	57	63	71	63	DNS	773	617
76	28470	Stephan Irgens	Monica Irgens	USA	68	75	72	(DNS)	(DNS)	74	72	69	69	65	57	777	621
77	29318	Christopher Hains	Barbara Mann	CAN	(ZFP)	73	70	(DNF)	DNS	71	75	68	70	64	DNS	802	646



Photos by Fred Hoffman and Don Bedford



# Interview with 2013 World Champion Bruno Bethlem

**In September you won your second Snipe World Championship. What is the difference between the Worlds in San Diego and the last one in Rio?**

The difference was that this year we were sailing our own boat and happy to be at home.

**Do you think it was an advantage to sail in your home waters, or it was it more difficult?**

For sure it's very good. But as a rule the conditions during the regattas were really abnormal. It's not common to have 6 days of SW wind in Rio. Everybody was worried about the tide and the tide didn't take a place. Organizing the charter boats almost drove me crazy. It's really not easy because it never ends. We've got 30 charter boats and it's not easy. But I think everything worked nicely.

**How did you prepare and train for the Worlds? I know you are sailing also the 470 and Dante the 49er. How did you find time for training and sailing in the Snipe? Was it difficult to find time for sailing the Snipe, considering Dante and you were involved in the organization of the Worlds?**

We tried to share the time for the Snipe and OLYMPIC campaign. We raced some regattas in the US and other small races in Rio. I'm paranoid about training because I always want to improve something. We didn't train too much. Our goal was to race important regattas during the year.

**Can you describe your equipment (boat, mast, sails) the you used in Rio? Secret numbers?**

Boat Diemer, Olympic Sails and SW Gold. The basic numbers were the same. Just some small adjustment depending on the wind conditions. But not too special.

**The Brazilians finished with 8 boats in the top 10. In your opinion, why are the Brazilian teams so strong?**

The class is the best option in Brasil. We are a big family! It's cheap in relation to other classes and all the equipment is built in Brasil. That's the biggest point! You don't need to be an athlete, you don't need to sail every day and we have the last 3 world champions from Brazil. Many people want to sail in the class and beat us.



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

Patience! Our first day was tough. In the first race we had a very poor start. After the start we made a mistake and had to do a 720. But at this time we were sure we were mentally prepared. We kept calm and we won the race. But we had a ZFP. That was terrible. And in the next 2 races we HAD 3 and 5. At the end of the day I really thought we were mentally in the right way. We were tested.

**Can you describe your regatta and how you managed the 6 days of sailing?**

For sure we had to sail in a different way during the starts. It was really difficult because the right side was almost always better and also the start at the RC. We thought it was too risky to start there and we paid a high price in the beginning of all races to start in the middle of the line.

**Did you have a coach during the Worlds?**

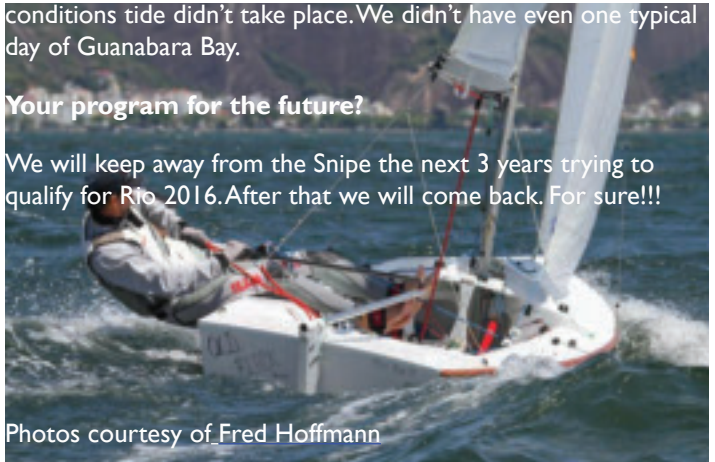
Mauricio Santa Cruz was our coach (1997 World Champion). He was really important passing us his experience and helping during many moments.

**Did you expect the prevalent strong winds during the Championship or it was a "surprise"?**

It was really abnormal. SW wind normally last 2 days. And it's strong only in the first day. Because of the special meteorological conditions tide didn't take place. We didn't have even one typical day of Guanabara Bay.

**Your program for the future?**

We will keep away from the Snipe the next 3 years trying to qualify for Rio 2016. After that we will come back. For sure!!!



Photos courtesy of Fred Hoffmann







# snipe world champions again

## 2013 SENIOR WORLDS

1<sup>st</sup> BRA 31203 Bruno Bethlem & Dante Bianchi ( XPM- XPJ)  
3<sup>rd</sup> BRA 29821 Alexandre Paradede & Gabriel Kieling (XPM-XPJ)

## 2013 JUNIOR WORLDS

1<sup>st</sup> BRA 31118 Lucas Mesquita & Douglas Gomm  
4<sup>th</sup> BRA 29799 Bernardo D.Assis & Pedro Leao  
5<sup>th</sup> BRA 31047 Leonardo Lombardi & Victor Sabino



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# Junior Worlds Won by Mesquita and Gomm

Lucas Mesquita and Douglas Gomm started the World Championship domination by Brazil by winning the Junior World Championship, held just prior to the Senior Worlds in Rio de Janeiro.

Hosted by late Clube do Rio de Janeiro November 14th to 28<sup>th</sup>, the Junior Worlds were for competitors under 21 years old. Lucas Mesquita and Douglas Gomm, from Niterói, just across the bay from Rio de Janeiro, left the other 26 teams behind to get to the highest place on the podium. The Japanese duo Takuya Shimamoto and Keisuke Kushida were second, while Juliana Duque and Jonathan Lerke, from Brazil, finished third.

Despite sailing a Snipe for less than a year, Lucas and Douglas came from a club with great tradition in class: Rio Yacht Club, has five gold medals in the Snipe Worlds with brothers Axel and Erik Schmidt winning the Championship three times (1961, 1963 and 1965) and Torben Grael, winning twice (1983 and 1987) with brother Lars and nephew Marcelo Maia.



## 2013 Junior World Championship - Final Results

Rank	Bow	SailNo	HelmName	CrewName	Nat	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Nett
1	05	31118	Lucas Mesquita	Douglas Gomm	BRA	2.0	3.0	4.0	6.0	7.0	(28.0 DSQ)	1.0	3.0	(12.0)	66.0	26.0
2	14	30924	Takuya Shimamoto	Keisuke Kushida	JPN	(9.0)	2.0	5.0	1.0	6.0	2.0	9.0	2.0	(20.0)	56.0	27.0
3	22	31163	Juliana D.F. Duque	Jonathan Lehrke	BRA	7.0	(28.0 RET)	(9.0)	7.0	4.0	3.0	2.0	1.0	6.0	67.0	30.0
4	13	29799	Bernardo S. Assis	Pedro Leão	BRA	4.0	6.0	3.0	4.0	1.0	7.0	(12.0)	(10.0)	7.0	54.0	32.0
5	15	31047	Leonardo Lombardi	Victor Sabino	BRA	(19.0)	1.0	1.0	5.0	9.0	4.0	(23.0)	6.0	13.0	81.0	39.0
6	02	31117	Nicholas P. Grael	João P. Moreira	BRA	(14.0)	8.0	7.0	8.0	2.0	6.0	(13.0)	5.0	5.0	68.0	41.0
7	23	26804	Tiago M. Brito	Breno L.R. Abdulkleeh	BRA	3.0	5.0	6.0	2.0	(16.0)	11.0	7.0	(23.0)	15.0	88.0	49.0
8	24	30566	João S.B.C. Fonseca	João P.P.B. Barreto	BRA	1.0	(15.0)	12.0	14.0	3.0	1.0	5.0	(20.0)	14.0	85.0	50.0
9	06	30949	Brenda P. Quagliotti	Agustin P. Goiri	ARG	(16.0)	10.0	8.0	3.0	5.0	16.0	(20.0)	4.0	9.0	91.0	55.0
10	10	30969	Yuri A. Reithier	Mateus P.M. Melo	BRA	(20.0)	4.0	13.0	(16.0)	11.0	14.0	6.0	7.0	2.0	93.0	57.0
11	12	30626	Ricardo C. Paranhos	Fellipe A. Rodovalho	BRA	10.0	7.0	2.0	(22.0)	13.0	(28.0 DSQ)	17.0	18.0	8.0	125.0	75.0
12	08	29227	Nicolas Coppari	Leonel Cabrera	ARG	11.0	16.0	(20.0)	9.0	(24.0)	17.0	3.0	11.0	11.0	122.0	78.0
13	03	27366	Andre Servaes	Rodolfo L. Correa	BRA	(22.0)	17.0	10.0	(21.0)	15.0	9.0	10.0	8.0	16.0	128.0	85.0
14	09	30459	Rocio Agusti	Francisco Agusti	ARG	12.0	9.0	19.0	17.0	14.0	(22.0)	(28.0 DNC)	16.0	1.0	138.0	88.0
15	19	30531	Tatsuya Hirakawa	Wataru Hanaoka	JPN	5.0	18.0	18.0	10.0	12.0	15.0	(19.0)	(19.0)	10.0	126.0	88.0
16	04	28197	Marta H. Higuera	Angela H. Higuera	ESP	8.0	(28.0 DNF)	16.0	18.0	(28.0 DNC)	5.0	24.0	15.0	3.0	145.0	89.0
17	21	28970	Luciano Pesci	Victoria Courtade	ARG	13.0	15.0 RDGa	15.0 RDGa	12.0	(21.0)	8.0	(25.0)	9.0	17.0	135.0	89.0
18	27	28687	Charles S. Sinks	Nathaniel S. Brown	USA	21.0	13.0	15.0	20.0	10.0	12.0	4.0	(24.0)	(24.0)	143.0	95.0
19	11	29228	Matias Chemes	Jorge Chemes	ARG	17.0	11.0	11.0	15.0	(18.0)	10.0	15.0	17.0	(19.0)	133.0	96.0
20	25	30287	Charlie Bess	Pere Puig	USA	6.0	14.0	14.0	13.0	(26.0)	20.0	(21.0)	13.0	18.0	145.0	98.0
21	07	30831	Estaban Echavarria	Esteban R. Vera	COL	(25.0)	(24.0)	17.0	19.0	23.0	18.0	14.0	12.0	4.0	156.0	107.0
22	01	31119	Matheus B. Franco	Clinio M. Freitas	BRA	(23.0)	19.0	23.0	(28.0 DNC)	8.0	23.0	11.0	21.0	22.0	178.0	127.0
23	16	15790	Michele Meotto	Alberto Cassandro	ITA	18.0	(22.0)	21.0	11.0	20.0	19.0	18.0	(22.0)	21.0	172.0	128.0
24	20	29994	Diogo D.B.M. Pinto	Francisco D.B.M. Pinto	POR	24.0	12.0	(28.0 DNC)	(28.0 DNC)	19.0	21.0	16.0	14.0	23.0	185.0	129.0
25	18	30027	Jensen McTighe	Kyle Pond	USA	15.0	21.0	22.0	23.0	22.0	25.0	8.0	(26.0)	(28.0 DNC)	190.0	136.0
26	26	29197	Ryan Hopps	Andrew Cates	USA	27.0	23.0	(28.0 DNC)	(28.0 DNC)	17.0	13.0	26.0	27.0	25.0	214.0	158.0
27	17	31157	Andre Guaragna	Eduardo Mintzias	USA	26.0	20.0	(28.0 DNC)	(28.0 DNC)	25.0	24.0	22.0	25.0	26.0	224.0	168.0



## Pan Am Games Qualification Grid for Snipes

Year	Regatta	Countrys to qualify	Venue	qualified countries
2013	South American Championship	2	YC Uruguayo	BRA, ARG
2014	South American Championship	2	Porto Alegre, BRA	
2014	WH&O Championship	5	San Diego YC, USA	
	Host country	1		CAN
	total countries	10	total sailors	20

## Caldonazzo, Italy

July 31, 2013

**Andrea Piazza**

In the little lake of Caldonazzo, near the more famous Garda lake, Punta Indiani fleet n. 415 with captain Silvano Zuanelli



usually sails each Wednesday evening. The start is scheduled at 6 p.m. but often we start later. In this case no more than two races are permitted. The boss of this game is Vittorio Bortolotti known as "Despota" because he decided the rules in a... "non democratic way".

*Vittorio Bortolotti (the Despota)*

Our Despota has a blog

[www.snipein.blogspot.com](http://www.snipein.blogspot.com) where you can find results, the crazy rules with extrapoints for non high speed people and comments.

This little miracle is possible thanks to Vittorio Bortolotti (twice Italian sniper of the year 2005-2012) .... but be careful: do not criticize his rules... he is very touchy.

Last Wednesday the new record of 21 Snipes has been beaten and we had three races with 10 knots ... Absolutely wonderful in a time when it is difficult to reach 20 boats in national regatta. No entry fee is required (only 20 € at the beginning of the season) and after the race you can eat at the club restaurant with only 10 €.

A new crew participated last Wednesday. Of course no entry fee has been required but a boat has been loaned to them. They came from Brenzone 80 km far. Maybe they will buy a Snipe soon.... Meanwhile they probably will come next Wednesday, too. This is real promotion as said by our Commodore, "... one at a time".



## 2013 Bolivarian Games

With the participation of crews of Peru, Ecuador, and Colombia the Bolivarian Games were held in the Waters of La Punta Callao in the city of Lima Peru.

12 races here held in winds oscillating from 5-13 knots, mainly from the SW direction.

All the races were hardly fought with teams swapping positions constantly during the racecourse. At the end Ecuador Team of Diminich and Ferretti took the gold after a very consistent regatta. Silver went to Figueroa and Collantes from Peru, while Martinetti and Birkett from Ecuador took the bronze.

The Bolivarian Games are held every 4 years. The next games will be in Santa Marta, Colombia on 2017.

**Diego Figueroa**  
**SCIRA Peru**



*Photo: Diego Figueroa & Alonso Collantes of Peru with Edgar Diminich & Juan Jose Ferreti of Ecuador atop the podium*



### SNIPÉ - ABIERTO 24 AL 29 NOVIEMBRE - LA PUNTA

Pl	Sail #	Crew	Fm	T	1	2	3	4	5	6	7	8	9	10	11	12
1	31027	EDGAR DIMINICH ORELLANA & JUAN JOSE FERRETI		13	1	1	1	(2)	2	1	(5)	1	1	2	2	1
2	31147	DIEGO FIGUEROA & ALONSO COLLANTES		22	2	3	(4)	1	3	2	1	2	(4)	3	3	2
3	ECU31030	JONATHAN MARTINETTI & JOHN BIRKETT		31	3	2	2	3	(5)	3	2	(5)	3	5	5	3
4	COL30839	ESTEBAN ECHAVARRIA & JUAN RESTREPO VERA		34	4	4	(5)	(5)	4	4	3	3	2	4	1	5
5	PER31150	DANIEL MENDOZA & FRANCO D'ANGELO		35	(5)	5	3	4	1	(6\DNF)	4	4	5	1	4	4





## Chilean Nationals



Sailed in Algarrobo Oct 31, Nov 1 and 2, the first day the regattas were sailed in North West winds 8-10 kts, second and third day with south wind 11-17 kts. The absolute winners and national champions are the Robertson brothers. The definition of the second place was a hard battle between Antonio Poncell and Marcos Fuentes and was decided in the protest room in favor of Antonio Poncell.

This Championship was the trials for both crews for the Southamerican Games to be held in Chile March 2014.

**Roberto Malsch**  
**Chilean National Secretary**

LUGAR	TIMONEL	VELA	R1	R2	R3	R4	R5	R6	R7	R8	R9
1	ROBERTSON	28794	2	1	1	1	1	1	3	8	8
2	TONI PONCELL	30367	5	2	3	2	5	3	6	1	3
3	FUENTES	30590	3	4	5	8	2	2	1	3	8
4	DUCASSE - MIDLETON	28643	1	3	4	3	4	5	5	2	8
5	MALSCH	30487	4	5	6	5	3	4	2	6	2
6	JIMENEZ	30343	7	7	7	4	8	8	4	4	1
7	DUCASSE	30298	6	6	2	7	6	6	8	8	8
8		29893	8	8	8	6	7	7	7	5	4

## From the Archives....

Apparently in the 1948 Jib Sheet (precursor to Snipe Bulletin), Wm Crosby invited suggestions for a new numbering system for Snipes due to the sudden explosion of boats being built. Two letters were found in the archives from Snipe sailors suggesting alternative methods for numbering the growing fleet.

### Letter dated February 12, 1948 from Charles Turner, Standards Division of General Electric.

*"I offer the following for your consideration. It is a part of a drawing—numbering system which we use here (we shift the position of the letter and use a total of six numerals so that we do not exceed a total of seven characters). The suggested plan does not exceed 4 characters and provides a total of 19,602 numbers. When these are used, I imagine that it would be perfectly safe to start reusing the old series, even for the "Snipe Class".*

1A1 to 9Y99

*The suggested sequence of assignment is 1A1 to 1A99, then 2A1 to 2A99. When 9A99 is assigned, start with 1B1. The letters I, O, Q, and Z are omitted to avoid confusion with the numerals 1 and 2 and the cipher. I would like to know what you think about this—if it has any merit."*

### Letter dated March 5, 1948 from Frederic Leuck.

*"Although I am not a Snipe owner, I admire these little boats very much but wonder if they won't look a little top-heavy when the numbers reach 10,000 or more. Accordingly the following suggestion is made.*

OLD	NEW	OLD	NEW
1-999	same	13,000-13,999	N0-N999
1,000-1,999	A0-A999	14,000-14,999	P0-P999
2,000-2,999	B0-B999	15,000-15,999	Q0-Q999
3,000-3,999	C0-C999	16,000-16,999	R0-R999
4,000-4,999	D0-D999	17,000-17,999	S0-S999
5,000-5,999	E0-E999	18,000-18,999	T0-T999
6,000-6,999	F0-F999	19,000-19,999	U0-U999
7,000-7,999	G0-G999	20,000-20,999	V0-V999
8,000-8,999	H0-H999	21,000-21,999	W0-W999
9,000-9,999	J0-J999	22,000-22,999	X0-X999
10,000-10,999	K0-K999	23,000-23,999	Y0-Y999
11,000-11,999	L0-L999	24,000-24,999	Z0-Z999
12,000-12,999	M0-M999		

*All boats will be renumbered, substituting a letter instead of a thousand number, thus all boats numbered 1 to 999 would remain as they are, but 1,000 to 1,999 would use the letter "A" 2,000 to 2,999 the letter "B", and so forth, excluding the letters I and O. This list shows the old and new numbers:*

*As you see, this makes a series of 25,000 with no number having more than four characters and many only two or three. The same method could be used on Lightning and Stars, two other classes that are growing very large. I hope this suggestion may be of some use to you. Yours for better boating.*



# Snipe Number 71

In the summer of 1943 my father, Chester Schultz, saw an ad for a Snipe class sailboat for sale that had been damaged when it was washed up on the beach. My brother, Jack, and I went with our father to see the boat. After looking the boat over dad thought it just needed a few bottom frames replaced to put it in sailing condition. He bought it for \$150 complete with rig and one suit of sails. We may have bought it from Carl Larson, the first owner but I am not sure.

After getting the boat home and starting to work on the bottom, it became obvious that more work was required than first thought, isn't this always the way. During the winter of 1943/44 he replaced most all of the bottom frames, a few side frames a couple of bottom planks and the transom. The deck needed no work so nothing was changed in the cockpit, coamings and splash rail. He used a copy of the eighth edition of how to build a Snipe as a reference in the rebuilding.

In the summer of 1944 we joined the Edgewater Yacht Club on the west side of Cleveland and kept the boat in their basin. That first year was spent learning to sail. In the middle of the summer dad and Jack went for a sail on a Saturday. I couldn't go because I was sick. They were gone for a longer time than expected and came home soaking wet. While sailing down the Cleveland waterfront between the shore and the break wall, off the Cuyahoga river and the Coast Guard Station, they were hit by a strong puff of wind and tipped over. According to them it took the Coast guard about a half hour to get to them. With the boat laying on its side with the sails still up the Coast guard proceeded to put a boat hook through the main sail from the luff to the leach. This allowed them to right the boat without the mainsail filling with wind and tipping the boat over again. The Coast Guard pumped out the boat and towed it back to Edgewater Yacht Club. When I heard the story it sounded real exciting and I was sorry to have missed it. It was probably just as well because I was a poor swimmer at that time. Dad had the sail repaired and we continued learning to sail.

The next year, after I had gained some confidence, I decided to take a young lady I was dating out for a sail. She had no experience so I had her handling the jib sheets while I handled the main sheet and tiller. After pushing out from the dock we started to tack out of the basin between the shore and the dock. As we approached the pilings holding the stern lines for the boats at the dock I quietly said "let go of the jib sheet", nothing happened so I repeated it a little louder. Still nothing happened, and we were about ten feet of the pilings so I yelled "let go of the damn jib sheet". She dropped the sheet and I was

able to tack. Needless to say that was not the best thing for my relationship with the young lady.

As Jack and I progressed in our sailing we started entering some local regattas. We were usually in the handicap class because there was no snipe class in Cleveland at the time. We did not do that well but we had a lot of fun. In 1946 we entered the Edgewater Yacht Club Regatta. Since there was another Snipe at Edgewater we were given a class start. The boat we were racing against was skippered by an experienced sailor who had modified his boat using a Thistle mast to save weight. The day of the regatta the wind was light and variable. There was a two hour time limit to complete the course. Our competitor finished within the time limit so we had an official race. We persevered and finally finished at the beginning of the powerboat races. We had to be careful in getting across the finish line so as not to interfere with the powerboat races. For our perseverance we were awarded a pendent engraved with second place in the Snipe Class. That really got us interested in racing.

That fall our father came home from a Yacht Club dance and told us he had purchase a Lightning Class sailboat, the predominant class at Edgewater at the time. He advertised our Snipe for sale and two young men came to look at it and bought it on the spot for \$300. They planned to sail it along the Lake Erie waterfront to Ashtabula, OH. where they lived. We never heard anything about the boat after that,

My only other experience with the Snipe class was in Collage. I was a founding member of the Fenn Collage, now Cleveland State University, Sailing Club. We were invited to sail in a regatta sponsored by Notre Dame at a lake near their campus. They were using Snipe Class boats loaned by the local fleet. I think we finished in the middle of the fleet but the party Saturday night was great.

*Bob Schultz*



# I Got What You Need

Megan Place

We were halfway there when Ernesto turned to me and said, "We could win this one. Just keep doing what you're doing." We were competing in a sailing race in the 2007 Snipe Nationals, which was held in the end of June, on the Dillon Reservoir in Dillon, Colorado that could really put our names in bold in the Snipe sailing world. The Dillon Reservoir was the first fresh water lake and the farthest west in the United States I had sailed. For a lake, it was quite small with a shore length of about twenty-seven miles. Ernesto Rodriguez and I had been sailing in the competition for four days now and we were exhausted mentally and physically, especially me, so when he said this to me, I wasn't sure if he meant the race we were currently in or the whole regatta. The Snipe Nationals was our first national regatta sailing together and only my fourth time racing in a Snipe; therefore, I was still relatively new to the rules and the boat. As we crossed the finish line, the race committee blew an air horn that echoed across the lake. Ernesto and I could hear people cheering and screaming our names from shore. It took me a few seconds to realize what had just happened.

I looked up at Ernesto, who had a huge smile on his face and was waving a salty, victorious fist in the air and at that moment I knew what had just happened. We had won the regatta! I let out a sigh of relief because I had been scrunched down in the bottom of the boat for that entire light air race. So, when I sat next to Ernesto, on the railing of the Snipe, my legs enjoyed being stretched out for a change. As we sailed into the Dillon Marina, where we had launched our boat hours ago, Ernesto looked at me with that big grin. I smiled back at him. He put his hand up to give me a high five, and I did the same. I had never felt so much relief and victory at the same time for achieving something I didn't even know was possible, especially sailing with one of the best and toughest sailors.

When I decided to sail competitively, I didn't appreciate the amount of travel that would be involved. Just to get to this regatta alone, my mom and I had to drive from South Florida to Dillon, Colorado. Though I enjoyed

spending the time together, it seemed to be a relatively long trip for just one event. During the drive, I thought a lot about why sailors travel so far from home for one regatta. I realized that there are skillful sailors all over the world and to test their skills, they put themselves in a position that will do just that. It made me think of the English proverb, "A smooth sea never made a skillful sailor." For me, the sailing in Dillon was different from sailing on the Atlantic Ocean because in Dillon the lake water was clean and freezing, and the winds were very different. I was accustomed to a cool sea breeze coming in strong around midday and continually building into early evening.

Now that I look back at my first Snipe Nationals, I remember Dillon on the sunnier days with the landscape being so vibrant and fresh and then completely opposite on the rainy days that were extremely overcast and the mountainous scenery being dulled to almost nothing.



Traveling to this venue and sailing competitively there, made me realize details that most people don't notice on a daily basis, like knowing which way the wind is blowing by looking at the trees or the water. Winning that regatta was all about seeing the shifts before you got to them.

The beginning of that last day of racing was just like the previous four days. Ernesto and I would get to the Dillon Marina fairly early so that we could tune up the boat and get it ready for the conditions that were expected for that day. We would then spend a few minutes



stretching then put on our four-day-old, sweat filled gear that hadn't dried over night. Afterwards, Ernesto and I launched the boat from the marina boat ramp for the last time on the Dillon Reservoir and sailed out to the racecourse. I could feel the cool, crisp breeze on my face as we sailed towards the race committee boat that was already anchored. Ernesto reminded me that my movement needed to be cat like in such light winds and would be crucial to keep the boat speed up. As we waited for the other sailors to get to the racecourse, Ernesto and I sailed upwind to check how shifty the wind was and practice some tacks in the light breeze. Once we saw the other Snipes getting closer to the racecourse, we went downwind to catch the starting sequence with everyone else. The wind was so light that we could hear a car honking in the town across the lake. Once we rounded the mark to head upwind to the finish we caught our very own personal puff. We were passing boats on either side while we were in the puff and when it died off, we continued to glide to the finish line. Since my movement in the boat had become so robotic, I didn't realize we had crossed the finish line. As Ernesto relaxed in the boat, I could see the stress melt away and I began to relax, as well. It has been over six years since I raced this regatta. I went on to race in other highly competitive regattas, but this one was different. It was the first national regatta to start my sailing career.

Photos by Fried Elliott

<http://www.friedbits.com/>

PhotoBits/Sailing/Snipe/index.php





# Tuning your Snipe for Sailing in Waves

You get to the boat park early. Coffee in hand. It has been a tough week, but it is time to go Snipe Racing! When you arrive at the boat, you pull the cover off. Hello old friend! It looks just like you left it after sailing last time. You think back to last month. Were we fast? How was our point compared to the winners? Better check the rig tune...

Out comes the tape measure, tension gauge, your sailmakers tuning grid, and your personal notes (you have those right?!). A quick glance at the forecast on your smartphone reveals 8-10 knots, but with some waves leftover from the front that came through last night. Hmmm, last time you sailed it was similar wind speeds, but flat water. Point was good, but we were a little slow...

## How should the boat be tuned differently for sea conditions? Equally important, why?

Imagine for a moment that you are sailing in 8-10 and flat water. Look up and take a mental picture. Skipper and crew are on the rail, but hiking in the puffs. Boom is on centerline with the top telltale stalling 50% of the time. Jib trimmed to about 16" off centerline.

Now go through the same process in waves. Skipper and crew are moving more actively as the boat loads and unloads going over the crests and through the troughs. Mainsheet is eased a bit with the top telltale flying 85% of the time. Jib is trimmed out to 17.5" off centerline.

## Why have we changed the way we sail to accommodate the added sea state?

The skipper and crew need to move weight around since the



apparent wind is changing drastically from the crest to the trough. More rudder is required to keep the boat tracking well in the groove. The team will get more tired in waves because of the extra energy. The sails are eased because we are no longer working our hardest to point super high, the boat needs to move forward as quickly as possible to keep momentum to power through the next wave. Tacking angles are wider, so we sheet the sails accordingly.

## How can we change the tune of the rig to better match the goals in this condition?

**Spreaders-** We need to add power to get through the waves, but make the boat easier to hike flat so that we can foot effectively. Shortening the spreaders will allow the top of the mast to fall to leeward more. This flattens the top of the mainsail and opens up the top batten. Now you can sheet harder without stalling the top telltale. Shortening the spreaders will also open up the slot between the main and the leech of the jib. A wider slot

will help as the apparent wind changes on the waves. Raking the spreader tips forward will help power the rig up in the lower-middle sections of the mast. This allows you to vang harder without losing power or closing off the leech. Vanging harder helps keep the boat in a fast forward mode. For more info on spreaders in particular as a tuning tool, check out <http://www.snipetoday.org/articles/articles-from-the-experts/tuning/item/45-spreader-adjustment>

Another easy change if your strapped for time and don't want to drop the mast to change spreaders would be to pin the turnbuckles 1 hole behind your flat water spot. This will effectively move the tips forward, but will not help with side to side bend.

**Shroud Tension-** This one is kind of a "no brainer", but is worth repeating. In waves, we need to keep the boat powered up to punch

through. Sailing with less shroud tension than your tuning guide





written for flat water setups and are usually striving to give a very neutral helm. To make a boat want to foot, one would think to rake the mast further forward. This is incorrect. The goal is to foot, but by raking aft the leeches of both sails get closer to the deck and open up more. This change means you can sheet harder without stalling. It also gives more bite to the rudder, and will help give the driver some feedback on which

sailing with just a few extra wrinkles in the jib luff, easing the outhaul a touch, and maybe a little aft puller will all help make you fast in waves. A few final thoughts on setting up for waves. Tacking is much more costly and should be done selectively. When you do decide to tack, make sure you have a very large lane. Since the apparent wind is shifting more and boats are sailing "S" courses to best get through the waves, you need to be able to do the same and a thin lane is not a good place to find yourself. Lastly, with your new found speed, it is important to always make sure you are sailing on the favored tack or toward the favored side. Nothing is worse than sailing really quickly the wrong way!

recommends for a given wind strength is the correct thing to do. Yes, you will have to hike harder to overcome this change, but if you wanted to sail something easy, then maybe a keelboat is for you...

way the boat is trying to go as the waves pass underneath the hull. This added weather helm also forces the skipper and crew to sail the boat very flat which helps punch through the waves.

Your boat is dialed, the coffee is gone. Gear up and get out there!

**Mast Rake-** This one is actually counter intuitive. Tuning guides are

Other changes are quite small, but

## Junior European Championship in Izmir, Turkey - date unknown

Photo remarks: "Turkish, Italian, Finnish, Spanish, Belgian, Danish and Norwegian teams at the Junior European Championship in Izmir." If you are able to identify any of the competitors or the date, please contact the SCIRA Office.





photos courtesy of Fred Hoffman





# Snapshots from the Sr World Championship - Rio de Janeiro

photos courtesy of Fred Hoffman, Don Bedford & Jerelyn Biehl



# Snipe Racing Calendar

## 2014

### Major Regattas

Semana Int. Yachting	February 1-8	Buenos Aires, ARG
Winter Circuit		
Midwinters	March 16-18	Clearwater, Florida, USA
Don Q Regatta	March 21-23	Miami, Florida, USA
Bacardi/Gamblin/Kelly	March 25-29	Nassau, Bahamas
Proljetni Kup Galeba	April 19-20	Kostrena, CRO
South Americans-Mixed/Masters	April 13-15	Porto Alegre, BRA
-Jr & Sr	April 16-19	Porto Alegre, BRA
Sipar International	May 23--25	YC Orion, CRO
Harboe Cup	June 7-9	Espergaerde, DEN
German Open	June 13-15	Caldonazzo, ITA
Pula Snipe Open	June 28-29	Pula, CRO
Kvarner Cup	July 19-20	Omisalj, CRO
European Championship		
Junior	August 13-17	Kamien Pomorski, POL
Senior/Open	August 17-23	Kamien Pomorski, POL
North Americans	August 15-17	Jubilee YC, Beverly, MA, USA
World Masters	August 25-31	Fukuoka, JPN
Western Hemisphere & Orient	Sept 6-12	San Diego, CA, USA
Semana de Buenos Aires	Oct 4-5, 11-13	Buenos Aires, ARG
Women's Worlds	Nov 3-10	Villa Carlos Paz, Cordoba, ARG

### National Championships

Japanese Junior & Women's	June 7-8	Aichi
France	June 7-9	Le Havre
Germany & Italian Masters	June 13-15	Caldonazzo, ITA
Italian Seniors	July 23-27	Bracciano
Italian Juniors	July 28-29	Bracciano
United States	July 25-Aug 1	Lake Okoboji, Iowa
United Kingdom	July 25-27	Stone Sailing Club, Essex
US Women's Nationals	August 8-10	Cottage Park, MA,
Japan	November 12-16	Ishikawa
Argentina	November 20-24	Yacht Club Olivos, Buenos Aires



# 2013 Dues Paid

as of December 1, 2013

<b>Country</b>	<b>Boats paid</b>	<b>Members</b>
Argentina	50	67
Bahamas	13	19
Belgium	43	62
Brazil	242	260
Canada	16	31
Chile	1	3
Colombia	15	36
Croatia	10	24
Cuba	6	10
Denmark	6	14
Ecuador	16	22
Finland	38	66
France	26	50
Germany	10	13
Italy	153	316
Japan	316	616
Mexico	5	3
Norway	91	106
Peru	5	9
Poland	25	30
Portugal	21	44
Puerto Rico	15	11
Spain	194	315
Sweden	26	37
United Kingdom	23	60
United States	351	468
Uruguay	9	16
<b>TOTAL</b>	<b>1726</b>	<b>2708</b>





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