

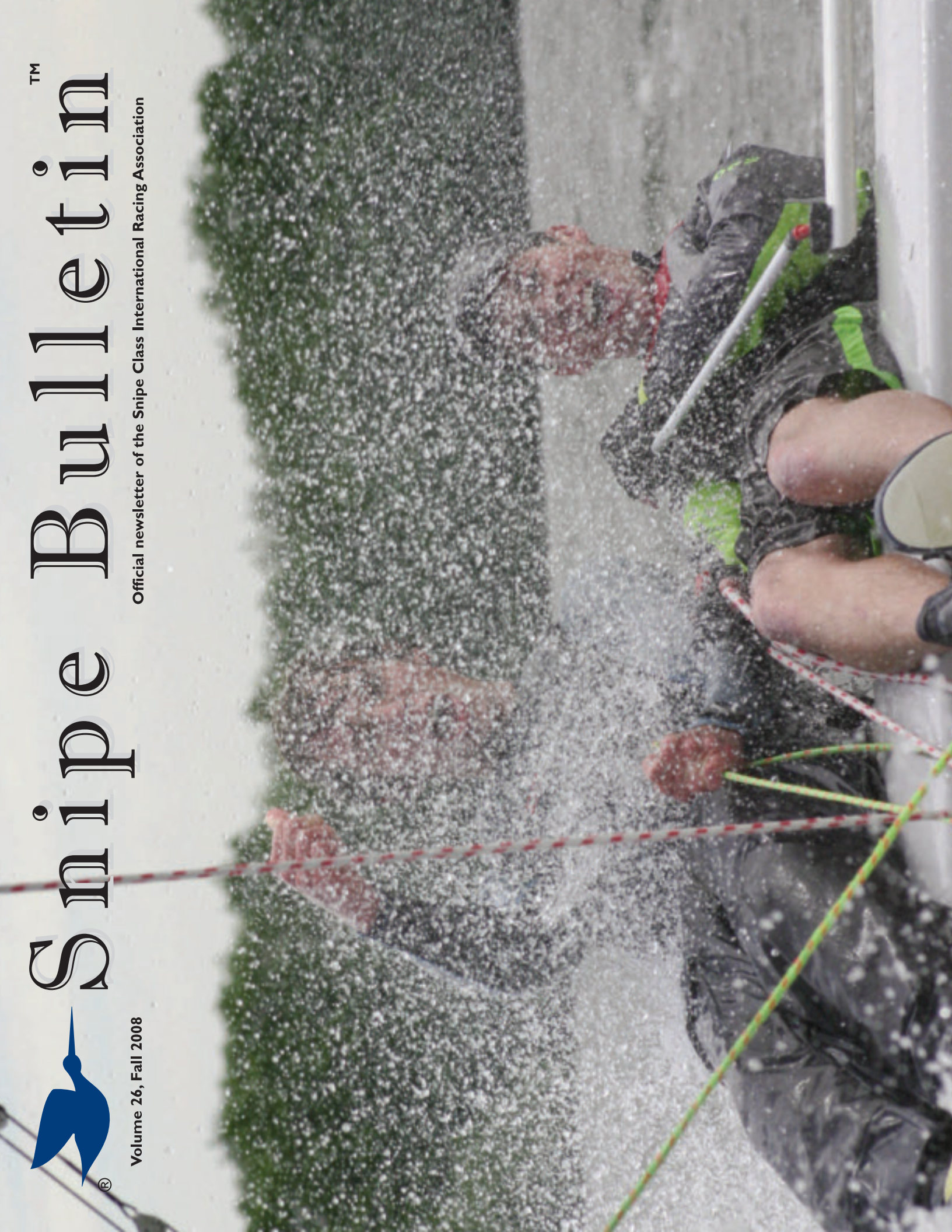


Snipe

BulletinTM

Volume 26, Fall 2008

Official newsletter of the Snipe Class International Racing Association



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Reports & Calendar

2008 Membership Numbers
2008 Racing Calendar

The Count: 67 numbers have been issued since the spring issue; Brazil 16; Japan 11, Spain 4; Italy 4, USA 6; Norway 5, Belgium 1, Sweden 1, Colombia 9, builders: 10
Numbered Snipes: 30738
Chartered Fleets: 884
Welcome to Kagoshima Fleet 884 in Japan.

Cover photo: UK junior sailors enjoy a day Snipe sailing.

Next Issue:
Winter deadline:
December 1

From the Commodore -

Dear Snipe Sailors,

2008 is turning to be an extraordinary year for our Snipe Class. Membership is up while Regional and World Level Championships attendance is exceeding expectations.

Measurement and boat compliance control are issues being improved, after some unexpected problems found in 2007. In the meanwhile, we are working in projects which we hope will give support and sustainability to our actions, in terms of promotion and communication.

Membership is up in 2008, and competition too! Take only the activity in the WH&O. After the most attended South American Championship in a decade, 45 teams have already registered for the WH&O Championship, with three months in advance! This will turn in 50-51 crews racing for the WH&O for the first time ever. Congratulations to Hal Gilreath for devising the new DOG and to Martín Dovat and his team in Uruguay for the extraordinary management of the communications of the event.

But life is not that easy. Thanks to the contribution of some of our sailors, we realized in 2007 that we had some measurement problems that have gone unnoticed for a while. After a thorough discussion at the Board and hard work of our Rules Committee, we made a decision and communicated it in the 2008 Spring Edition of the Bulletin. I realize that some sailors might not agree with the solution, but I strongly believe that the one we made is to the best interest of the class in terms of fair competition and growth. The situation motivated us to put some extra pressure on the builders, as well as to build and promote the use of SCIRA official Measurement Jigs, which are starting to be distributed while this Bulletin goes to print.

In the meanwhile, we have been working in two major projects: the Online Data Base and a new and fresh Web Site for our Class.

The Online Data Base is finally turning membership into a real time business. Now memberships are updated through the Internet by National Secretaries and everybody can check them online, as well as boat compliance status. This is not only helping championship organizing committees, but has also put more pressure on our backs to keep good track of the measurement of boats worldwide. This is very welcomed!

Finally, we are on the last stage of turning our web site into a fresh and powerful communication tool. We expect to have it online in the first quarter of 2009. We'll let you know!

Several World Level Championships will be raced in the following months. Women's Worlds in September in Roquetas (Spain), WH&O in November in Punta del Este (Uruguay) and Europeans in December in Palmas de Gran Canaria (Spain). Regretfully there will be no Master Worlds in 2008, after a last minute cancellation of the venue in Sweden. But we will have one in the first half of 2009, following this terrific sequence of World Level Events, that might, or might not, change the "balance of power" of our Snipe World.

Enjoy our Snipe Class.

Cheers,
Pedro



Clarification on Snipe Measurement

From the SCIRA Chief Measurer

As almost all Snipe sailors now know, the most debated issue of the last months is concerning the irregular hulls raised just before the World Championships in Porto last year. Although irregular boats have always been found in the past, this time one of the involved builders (please note, not the only one: in 2007 we found three different builders boats out) was a long time leader of the market and this made the rumours more significant.

As the discussion is still continuing (often using wrong assumptions), well after the RC has published its decision, I believe it is necessary to correctly explain what happened and what has been the real problem.

During a regional championship sailed last year a measurement protest was made against a boat suspected to be irregular. The boat was not only suspected, as the protestor was sure that the boat was irregular because the same hull was previously checked using a computer assisted machine. A measurer was been nominated to fully measure the boat using the standard tools approved by the Class (as anybody knows, we have only analog tools) and some discrepancies were found. Where and how great were these discrepancies? Some were found in the bottom (400 mm from point 0 and at chine); the differences from the closest allowed dimensions were from 1 to 4 mm, two in the rounding radius of the chine and one in the rounding radius of the bow, in the upper 7 cm.

After a long discussion, the RC voted on the decision which has become the topic of this debate: the builders have been warned to change the moulds (there are many copies, some legal, some not so legal of that hull made worldwide) and the older boats, for years thought to be

legal, were allowed to race at any level. Those warnings, with the request of changes, are quite common in the history of the Class: I remember that boats were found irregular in 1993, 1994, and 1997 and earlier and later. To say nothing about the ink used to warn the sail makers on sail issues. Often the discrepancies were minor, rarely they were major, but the builders have always corrected their mistakes.

One could argue how can a best selling boat builder compete in dozens of major championship, were the measurers usually control one hull per builder, without any problem? I have two answers to this question.

1) Through the years, the measurement tools used by the measurers have improved greatly: I remember when, many years ago, the chief measurer checked my own boat at a world championship. The measurer did a perfect job, measuring carefully the entire boat, and found the hull perfect. Not so strange, but the boat was from the same builder now found irregular. Why? The rack was very similar to the

one used today, but wasn't so strong, stiff and square. At that time there weren't any tools provided by the Class to identify the point 0 and in different countries different tools were used. There wasn't a standardized set of tools to measure the radius, and that measurement was often approximate. Now we have both, and the work of the measurer is more precise. Our tools cannot provide absolute perfection, only a computer can come close, but for our purposes we are very close to what we need.

2) Through the years, there has been a lack of control by the Class. Our "Builder Certification Program" is a very good rule, ensuring that a boat delivered by a builder is a Snipe, but sometimes, to improve the performance of the boat, builders make small changes to their hull not asking for the necessary controls and it may happen that those changes are not correct. I believe that the Class needs a deeper control to ensure that any Snipe sold is exactly a Snipe: the biannual controls at world championships are no longer enough and we need scheduled in-house controls to follow the builder certification.

Going that way, the Class has developing an instruction program for measurers, publishing the "Measurers' Handbook" to standardize the measurement procedures all over the world. Additionally SCIRA is subsidizing the price (50%) of the 80/20 Measurement frame to fully check the boats and is modifying the MDS form to have a complete record of the boats sold.

Maybe there is a third answer to my previous question. Some time ago I was called by a builder in Europe to check his first three boats



in order to obtain the certification. I carefully measured the hulls (having, as usual, great difficulties in verifying the radiuses) and found that all the three boats did not comply in three separate measurements with the rules, and that there was a mould problem. The hulls were irregular in at least one point

(for example the sheer width), but differed in where the point was in the hull. This was simply an assembly problem which was easily corrected.

Building a boat has always been a hand crafted art and no two boats are exactly the same. In some cases you may find ten boats perfect and perhaps one that does not measure. The differences are always minor and never affect performance. If you check a boat builder you may suspect that all are irregular, you will be certain to find that any given hull is regular.

In closing I am sure that no builder has ever tried to build illegal snipes purposely, but mistakes have been made and a closer relationship between the builders and the measurers (especially after any modification in the hulls) will prevent situations like the one we are facing today to occur.

Antonio Bari
Chief Measurer
SCIRA

Remembering Id Crook

I first met Id Crook in the summer of 1964. There was a Snipe regatta at Hamilton, Ontario, Canada. The local rag was covering it, complete with photographer. The resultant photograph was on my parent's bulletin board forever. Some ten or fifteen year later, at a Snipe regatta cocktail party, Id and Anne Crook discovered the photos. "Holy f***s*** Mutha, look who's here!" say the Ol'Man. Thus began a lifelong friendship.

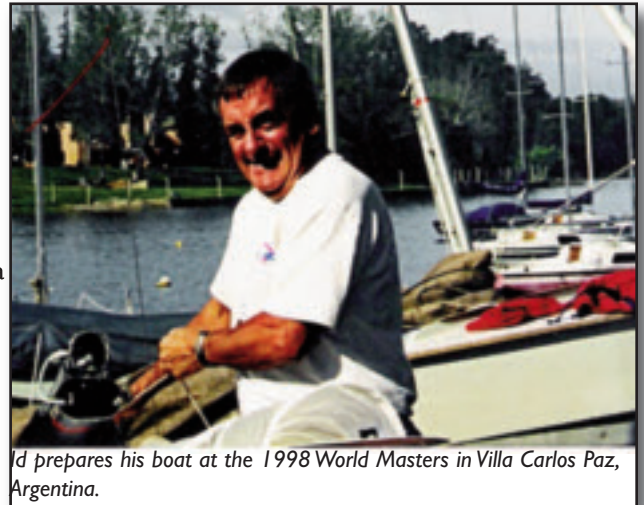
In 1985, Id agreed to be my best man. Cathy and I were married in New Orleans. No city could have been a better fit for Idwal. I still have a mental picture on the day of my wedding of Id, Cathy and her best friend Katie, mugging for photos on the soon to be marital bed.

At the Snipe Worlds in Buenos Aires, when my son Ian was one year old, Id took on the task of sex ed 101 with Ian, paying particular attention to what you do with that "little thing." Fortunately, Ian was a little young to understand.

For the 2000 Snipe North Americans in Nassau, Id and I had the brilliant idea of taking my twenty-one foot Boston Whaler (on its own bottom) to the island, to assist in race management. It could have taken 3 hours in calm seas and sunshine, but we did have to cross the Gulf Stream....with 20 knots true on the nose, a stop in Chubb Key seemed prudent. While our loved ones waited out the night sure we were dead, we had a delightful dinner complete with plentiful beer, rum and wine and a good night's sleep, before completing the voyage (ahhh, for the good ol' days of poor communications). Id, just a kid in his early seventies, survived unscathed while I tore my Achilles tendon from the pounding.

Here's some of what I know about Id. He loved beer. He hated Labatts. He loved boats. He lived for the Snipe Class. He hated pretension. He looked smart in a blue blazer, Bermuda shorts and knee socks. In spite of his oft-heard, "Mutha, CFD", his devotion to his wife Anne was lifelong and unending. He was a fierce competitor in his day (he represented Canada in the Pan Am Games). He and his daughter Gweneth sailed together for years. He couldn't swim. He had good friend in every corner of the world. He set a damn good race course. He was someone you could count on. Always the guy at the hoist taking your bow line, he was ready to assist with a sly grin and smart-ass comment that seemed to put things in perspective. He loved a good time. He LOVED a good time. He was a true and loyal friend, the best ever.

Yaki Dah, Id! Here's one for you!!



Id prepares his boat at the 1998 World Masters in Villa Carlos Paz, Argentina.

John Johns

Who doesn't remember Id at any Snipe event measuring, starting races or keeping the party alive? SCIRA was lucky to have Id serve as Commodore in the year 2000. During his Commodore-ship, Id visited as many regattas as possible, constantly keeping the Snipe Class represented and moving toward our 75th year.

Id passed away on September 3, 2008. Id was a long time international sailor and traveller, Canadian Pan American Games participant. He was also Commodore of the Oakville Yacht Squadron. Cherished husband of Anne with whom he immigrated to Canada from the U.K. in 1954. Beloved father of Gweneth.

The "OLDE MAN" was a serious sailor who knew how to have serious fun. He leaves many close friends around the world. A celebration of his life will take place at a later date. Donations in Id's memory may be made to either: Princess Margaret Hospital or the Trillium Cancer Centre. Condolences may be left at: www.oakviewfuneral.ca



Freddy Remembers.....

as a follow-up from the 75th Anniversary issue, we thought we'd let you read more of Freddy Schenck stories which are always a treat.

Fred Schenck of Santa Ana, California, 1957 Snipe National Champion and 1958 SCIRA Commodore, remembers the details of ordering his new wooden Varalyay Snipe #10101, "Chequendeque" that he raced when winning the Snipe Nationals. Fred is now 86 years old, and is the most senior former SCIRA officer at this time.

Fred requested that Birney Mills, former SCIRA Executive Secretary, reserve this special number for his new Snipe to be custom-built to order from Lou and Ted Varalyay in 1954. It was a wedding gift from his in-laws to be. Fred notes that the sail numbers, when placed back-to-back on the mainsail, could be viewed from either side of the sail.

Fred ordered some special construction features on the Snipe, including a natural finished fiberglassed cedar hull; an unfinished teak-veneer plywood foredeck that would provide better foot traction when moving about on a wet deck (an idea that was turned down by Varalyay, who opted instead for a traditional varnished ribbon-grain mahogany plywood deck); a flat plywood cockpit floor with non-skid strips; and a specially-designed composite wood mast consisting of a solid plywood center section, oriented laterally to provide greater bending stiffness in

that direction, glued to hollow spruce fore and aft sections. That was the only wooden mast that Varalyay ever built that way. Fred also had a friend fabricate special stainless steel fittings for mast tangs, chain plates, and other hardware items for the boat.

With a varnished wood hull and varnished mahogany plywood deck, this was a very pretty (and fast) Snipe, a tribute to the craftsmanship of the Varalyay brothers. The boat was equipped with Kenneth Watts sails of the highest quality.

Fred, with wife Jean as crew, finished 4th in the Heinzerling Division of the 1955 Snipe Nationals, then dropped into the Wells Division (6th) in the 1956 Snipe Nationals, sailed in windy ocean conditions, but came back in a big way to win the 1957 Snipe Nationals, then again finished 4th in the Heinzerling Division of the 1958 Snipe Nationals. After that, the boat was sold to a New York owner, and has had a succession of other owners since. Jerry Thompson of Long Beach, California, now owns "Chequendeque" and had it restored to top condition – a classic wooden Snipe now over 50 years old.

John Rose
Volunteer Author
Classic Wooden Snipes



SnipeUS.org

the official site of the US Snipe Class

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Norwegian Phoenix

What happens when a Belgian Snipe Sailor relocates to Norway?

When I was asked in October to work in Norway I automatically thought of Stavanger. There is a very active Snipe fleet in this oil capital and the training sessions in the fjord right next to the city centre have international renown. To my surprise I was sent to Kristiansand but my enthusiasm was intact as I imagined the “nearby” Oslo also had a big Snipe fleet! ... An “a” and “u” later I arrived in Kristiansund: an island 800km North of Kristiansand, a cozy -10°C warm and with just about 3 hours of daylight!! Sailing was not on the program as we spent most of the winterdays on the magnificent (!!!) snowy mountains of Møre og Romsdal.

Spring came, the days got longer and my hopes to get on the water were growing: we're on an island after all!!! My interest for sailing soon reached Vidar Kjønnø's ears and we met to have a look at 3 Snipes owned by the Kristiansunds Seilforening. In Norwegian “Snipe” or “Myrsnipe” means red-backed sandpiper but these birds hadn't been flying for a while. The NOR-26773 and NOR-26330 were in good condition but the NOR-26768 required more repairs than we could offer. For about 2 months we spent many evenings on Innlandet (1 of the 4 Kristiansund islands) painting, applying glasfibre, polishing, bending masts, welding and drilling. The first trials revealed a rather crucial *shortcoming*: the original sails seemed to have shrunk and we had to lengthen the halyards to sail the first miles... That's exactly where Manu comes into play. His diplomatic skills soon yielded 3 used sailsets that - much like the Phoenix – make this Snipe fleet fly again! In the name of the Kristiansunds Seilforening I would sincerely like to thank Raymond, Ben and off course Manu for their help and generosity! In the meantime many new or experienced sailors enjoyed the veeeery long days of the Norwegian summer.



Ha det godt!
Thomas Van Schaftingen



The Rebirth of a Snipe - #30598

A self-produced wooden sailboat (Sail #: 30598) was fabricated for the ceremony of the 50th anniversary by the Sailing Club of Mazda Motor Corporation. Support from original Club members, current members, and surrounding people's cooperation made this production possible.

Before explaining the production procedures, let us introduce Mazda Motor Corporation and the Sailing Club:

Mazda Motor Corporation was founded in 1920 and has been in automobile production/sales in the suburb of Hiroshima City, Japan.

Some people may know that Mazda had challenged the Le Mans 24-hour endurance race in France with its rotary-engine cars for years and won the Championship in 1991 by Mazda 787B.

It has been 50 years since the Mazda Sailing Club was organized and currently there are 70 members including those who already retired the Mazda. We enjoy sailing and also participating in dinghy races with other sailing enthusiasts with the company support.

The Mazda Sailing Club is active in both domestic/overseas races. Key achievements of Mazda Sailing Club include; Gold medal for Enterprise class at the 12th ASIAN GAMES in 1994, 3rd at the All Japan Snipe-class Championships in 1994, 5th at 1994 Western Hemisphere Championships in 1994, and Winning of All Japan Laser-class Championships in 2002.

The very beginning of our Sailing Club activities was the time when not everybody could get a sailboat easily. So, we had produced mainly wooden snipes by ourselves for our sailing fun and 13 sailboats have been produced then.

At the warehouse of an elementary school located near the Mazda office, club members got together after work to produce snipes even though there were not enough tools/materials. At that time, members sometimes produced snipes that exceeded performance of those of boat-builders, but sometimes unstable-performance boats were produced since hull form was different for the port and starboard.

After that, the material of Snipe hull was changed to FRP so that we started to order boats through professional boat-builders who obtained high-level production technology.

By doing so, anyone who can afford a boat could enjoy Snipe racing but with that background, only boat-builders became to have boat-building skills while understanding of SNIPE was fading away by sailing enthusiasts. We had some sense of crisis that our members may have forgotten how to build and tune wooden boats that are the origin of snipes.

While there were some concerns as mentioned above, in December 2005, we came up with an idea to build a special wooden Snipe that exceeds FRP-snipe performance. This event was to celebrate the 50th anniversary of the Mazda Sailing Club, to teach current members the know-how of former members' snipe design/building skills and also to combine the state-of-art automobile technology from current members.

Then, we used the 3D non-contact measurement apparatus to measure the hull form of FRP boat that was competitive with our self-produced wooden Snipe. From the result of measurement and our previous experience, current and former members worked hard together for many assignments that include the hull-form concept study to exceed FRP boat performance, detailed design, boat-building site securement, material procurement and the actual boat-building works. It took 13 months to do above process with the total of 2,000 man-hours.

Through the process, many friends supported us – members of Japan Snipe Association and Hiroshima Pref Yacht Federation, OKUMURA BOATS (FRP snipe builder in Japan), and NORTH SAILS JAPAN.

By using this opportunity, we would like to extend our sincere appreciation to those who supported the Club.

Going through many difficulties, we have acquired more and more knowledge on boats. Some of the biggest difficulties were to ensure the design of hull form, smooth hull surface and face





continuity with elastic wood materials. But we believe we could overcome these difficulties with our skills of automobile building.

For the hull-surface finish, a former club member, who had engaged in car body paint finishing over 30 years, touched entire hull surface to find out microasperity to realize the full-flat surface putting putty. He fully exhibited his high-level craftsmanship, and his junior fellow could learn the skill through this experience.

The launching ceremony was already conducted and currently we are waiting for the issuance of measurement certification. Still, there are many works remained including the tuning before her formal race participation. We already found insufficient strength of sidestay's chain plate attachment parts and it required a prompt map-out of the reinforcement plan. Also, a part of the paint film came off. Those maintenance activities give us the pleasure of developing this Snipe boat.

Our target is to complete all work by the All Japan Business people Yacht League Championship that is scheduled in this November and we will work hard for the boat development.

Among readers of this bulletin, we would like to receive any comments from people who have experience to build wooden boat to share your know-how of production and tuning.

We also welcome any questions from those who would like to challenge his/her self boat production.

Please feel free to contact us as follows;

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E-mail : kurihara.y@kxf.biglobe.ne.jp
FAX : +81-82-822-9155

Photos:

Fig. left page 30598 just after the launch in Hiroshima Bay

Fig.2 - upper right: Outer panel attachment

Fig.3 - upper left: Keel attachment

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Enrico Solerio, Sergio Simonetti Italian Champions

Sanremo, 19 to 23 August 2008

The Yacht Club Sanremo hosted the Italian Championship which preceded Junior Nationals.

Sanremo is a place well known by Snipe sailors. Beppe Zaoli organized a great event with free registration for juniors and affordable dinner at the Yacht Club. The measurement, under the direction of Giorgio Brezich and Gino Costantini, took place quickly and effectively. At sea, the Race Committee, chaired by Franco Franzese and assisted by connoisseur of our rules Class Fabio Barrasso, was precise in the placement of the starting lines & course. The jury instead was not committed to anything, no protests nor OCS or general reminders.

38 participants attended despite the economy and time of year for a busy coastal town.

Racing. Seven out of nine planned races. All races were sailed in conditions of light winds (perhaps two tests with average wind), with four and three east with the west.

During the night between Friday and Saturday was an expected passage of a front. Thus the morning came along with sea and almost total absence of wind. The Committee rightly includes competitors. The wind is waiting in vain. At 17.30 Enrico Solerio and Sergio Simonetti end up in water ...

The championship ends with the Leaderboard of the first day that remains unchanged: this is the fifth title won by Enrico (1999, 2001, 2002 2004 and 2008) and this year with the new crew.

Second place for Paul Lambertenghi and Antonio Bari, fast, regular, hardly a race wrong. Together with Solerio, are the most trained and it is no coincidence that the results show.

Third place for Paolo and Vittorio Zaoli Cattaneo who a few days earlier had won the Italian Juniors. It is nice to see a young crew on the podium.



CAMPIONATO NAZIONALE CLASSE SNIPE

Pl	Sail #	Crew	1	2	3	4	5	6	7	Total
1	ITA30269	Solerio Enrico & Simonetti Sergio	2	2	0.75	-15	4	11	2	21.75
2	ITA30009	Lambertenghi Paolo & Bari Antonio	3	5	2	-21	7	2	6	25.00
3	ITA30701	Cattaneo Paolo & Zaoli Vittorio	9	3	9	-11	0.75	6	10	37.75
4	ITA15790	Fantoni Pietro & Piccinini Alberto	5	9	-11	5	9	10	0.75	38.75
5	ITA28765	Zaoli Andrea & Jordi Trialy	6	0.75	10	0.75	-19	9	14	40.50
6	ITA29975	Barbarossa Sarah & Longo Carlo	8	6	3	9	-22	8	7	41.00
7	ITA30698	Michel Enrico & Lantier Laura	0.75	10	15	2	2	12	-22	41.75
8	ITA29533	Bruni Dario & Bruni Sonia	13	-16	5	3	6	7	9	43.00
9	ITA30474	Longhi Stefano & Lorefice Walter	11	8	4	22	3	5	-30	53.00
10	ITA30607	Marangon Luca & Bighin Gianni	4	15	-18	6	8	4	18	55.00
11	ITA30683	Rochelli Fabio & Semec Daniela Paperinotto	12	7	6	-25	10	17	4	56.00
12	ITA30593	Brezich Giorgio & Penso Lucio	23	-25	23	4	5	3	19	77.00
13	ITA30530	Rodati Alessandro & Bonini Barbara	7	13	8	-24	15	20	17	80.00
14	ITA29779	Piazza Andrea & Bellotti Alessandro	20	4	13	13	-26	15	24	89.00
15	ITA13	Zaoli Giuseppe & Conti Jessica	25	21	-27	8	11	13	13	91.00
16	ITA29310	Bonzio Giovanni & Benaglio Lucia	14	17	26	20	-27	18	3	98.00
17	ITA30194	Schiaffino Alberto & Schiaffino Virginia	-30	14	12	16	17	16	25	100.00
18	ITA26495	Orlando Michele & Tombolini Beatrice	-26	18	7	10	20	26	21	102.00
19	ITA30707	Stella Giovanni & Marichelli IlariaStellina	21	19	16	-23	23	14	12	105.00
20	ITA29705	Apostoli Roberto & Seculin Marta	17	28	-29	12	25	22	5	109.00
21	ITA30213	Prati Carlo & Valentini Marco	18	12	14	27	12	-31	27	110.00
22	ITA30514	Penzo Stefano & Penzo Stefano	28	24	21	7	24	-29	8	112.00
23	ITA29960	Stahl Tom & Costantini Mara	22	26	-32	17	29	0.75	23	117.75
24	ITA30222	Perdisa Alberto & Prosperi Marco	10	20	17	29	-30	24	20	120.00
25	ITA30688	Ceccarelli Giovanni & Ceccarelli Nicola	29	29	20	19	13	-32	15	125.00
26	ITA30099	Ballarin Severo & Moronato Andrea	24	-30	25	14	16	19	29	127.00
27	ITA29863	M Giuseppe & M Chiara	15	-32	19	18	28	21	28	129.00
28	ITA30066	Costantini Gino & Sfetez Maria Giovanna	16	-31	31	28	21	23	11	130.00
29	ITA29934	Olivieri Roger & Boi Maurizio	19	27	22	26	18	-30	26	138.00
30	ITA30581	Ciufo Claudio & Mazzacuva Gabriella	27	22	24	-31	14	25	31	143.00
31	ITA30264	Steffè Fabio & Prosperi Enrico	34	23	28	-38	32	27	16	160.00
32	ITA29869	Pesci Andrea & Pesci Niccolò	31	11	30	32	-33	28	33	165.00
33	ITA30396	Bruni Renato & Giussani Daniele	32	-35	33	30	31	35	32	193.00
34	ITA28685	Paolone Gaetano & Rondelli Lorenz	33	34	-35	35	34	34	35	205.00
35	ITA29976	Ciufo Pietro & Ciufo Guido	35	33	36	34	-37	33	34	205.00
36	ITA8765	Bogliolo Luca & Marengo Edoardo	-38	36	37	33	35	38	36	215.00
37	ESP28389	Mariage Bernard & Vallone Stefano	37	37	34	37	36	36	DNC	217.00
38	ITA28275	Arpini Domenico & Fazioli Giorgio	36	DNF	DNF	36	38	37	37	222.00



Iversen & Berthelsen Nordic Champions

August 2-3, 2008

Thomas Iversen and Hege Berthelsen were crowned both the Nordic and Open Scandinavian Champions after winning the events in August.

This is great news for SCIRA Denmark as Thomas had taken 8 years off pursuing an Olympic campaign in the 49er and chose ace crew Hege Berthelsen to make his debut.

The event was quite successful and popular with 23 boats registered for the event.



	Skipper/Crew	Country	Sail #	Total
1.	Thomas Iversen/Hege Berthelsen	DEN	30013	19
2.	Ben Van Cauwenbergh/Nadia Deferm	BEL	30311	26
3.	Birger Jansen/Lise Gehrken	NOR	29940	27
4.	Jan Peeters/Eli Berge	BEL	30008	29
5.	Kim Hyttel/Karin Birkmoss	DEN	30354	30
6.	Mads Truelsen/Tina Truelsen	NOR	30613	37
7.	Christian Andersen/Rasmus Rozentals	DEN	29916	43
8.	Johan Mejlender/Cecile Irgens	NOR	30713	50
9.	Jonathan Persson/Fine Ranch	DEN	30709	57
10.	Christian Gunni/Katrine Gunni	DEN	26301	61
11.	Guy Celisa/Marcus Lytzen	BEL	303	61
12.	Bo Lindsjo/Bodil Lindsjo	SWE	30584	61
13.	Svend Andersen/Pia Skjodvang	DEN	29939	93
14.	Oyvind Bordal/Dorte Bordal	DEN	30303	93
15.	Jorn Haga/Henrik Terjesen	NOR	13923	96
16.	Jakob Frost/Soren Nielsen	DEN	30361	106
17.	Jean Coquelle/Aurelie Perocheau	FRA	29906	107
18.	Tobia Chroner/Charlotta Chroner	SWE	30445	108
19.	Jakob Sorensen/Soren Thomsen	DEN	29010	109
20.	Marius Selvig/Josefine Grimsoen	NOR	30394	112
21.	Flemming Rasmussen/Harald Holstein	DEN	26639	115
22.	Bengt Harling/Ulf Harling	SWE	28699	119
23.	Finn Dahl/Magnus Dahl	DEN	25705	134

Belgians Reign at Wiibro Cup

May 10-12, 2008 --top 20 of 54

	Skipper/Crew	Country	Sail #	Total
1.	Manu Hens/Enrico Michel	BEL	30580	8
2.	Jan Peeters/Ann VanDaele	BEL	30008	19
3.	Ben Van Cauwenbergh/Pietro Fantoni	BEL	30311	23
4.	Guy Celis/Natalie Hambrouch	BEL	303	37
5.	Jostein Grodem/Asbjorn Grodem	NOR	30186	43
6.	Christian Andersen/Rasmus Rozentals	DEN	29916	58
7.	Jo Vos/Marjan Vinck	BEL	3	60
8.	Johan Mejlender/Cecilie Irgens	NOR	30713	65
9.	Kim Hyttel/Hege Berthelsen	NOR	30013	72
10.	Bo Lindsjo/Bodil Lindsjo	SWE	30584	87
11.	Ulrick Sandvig/Henrik Grythe	NOR	30498	88
12.	Max Rohde/Soren Andersen	DEN	28046	89
13.	Piotr Manczak/Tomaz Waszak	POL	30536	101
14.	Thierry den Hartigh/Hendrik Tytgat	BEL	30265	103
15.	Per Edwall/Simon Edwall	SWE	30068	103
16.	Alex Helsen/Sofie Hambrouch	BEL	30479	106
17.	Ove Lorentzen/Bo Petersen	DEN	28769	106
18.	Birger Jansen/Jeanette Jansen	NOR	3044	108
19.	Christian Petersen/Louise Petersen	DEN	26301	112
20.	Oyvind Bordal/Dorte Bordal	DEN	28288	113

Talone and Pintao Are The 2008 Portuguese Champions

The Portuguese crew Diogo Talone and Pedro Pintão are the new Portuguese Snipe Champions, succeeding to Diogo Cayolla and Ruca Castilho, the 2007 champions. The 2008 Portuguese National Championship was held by Clube de Vela Atlântico, the host club from the 2007 Snipe Worlds. During four days in the Matosinhos race course the best portuguese snipe fleet completed ten regattas with different conditions: strong north winds on the first day, shifty east winds on the second day, and light north winds on the third and fourth day.

After a fantastic championship beginning from the Roquette and Tavora crew with three wins on the first three races, the Talone and Pintão crew were more consistent on the front of the fleet in each following race, gaining more and more points to the leaders. On the last day the battle for the title was very intense, especially in the last race, where a winning from Roquette and Tavora would have made possible for that team to achieve the title. However, in that last race, Talone and Pintão were again very consistent and controlled the Roquette/Tavora regatta position since the beginning, not allowing them to race for the victory.

Talone and Pintão were also national champions in 2004 and they have achieved the 5th position in the 2004 Snipe Europeans in France.



Photo by Talone

Portuguese National Champions (Top 5 places):

- 1° - Diogo Talone – Pedro Pintão (CVAtlântico) – 14 pts
- 2° - Tiago Roquette – José Távora (YCPorto) – 18 pts
- 3° - Pedro Barreto – Diogo Lopes (CNCascais) – 22 pts
- 4° - Tiago Talone – Duarte Araújo (CVAtlântico) – 29 pts
- 5° - Miguel Graça – Ana Marques (SCWOE/CVLagos) – 38

2008 Shonan Snipe Festival

Kanto Fleet (Fleet # 428) in Japan held a unique Snipe open regatta as the first trial on September 6th at Enoshima Yacht Harbor named “2008 Shonan Snipe Festival”. It was so successful with participation of 39 boats under beautiful weather. “Shonan” is the nickname of a beautiful coast near Tokyo including our Enoshima Yacht Harbor. The purpose of the regatta was promotion of the fleet by applying a lower hurdle for participation, inexpensive entry fee and joyful after race. So, awards were separated into 4 categories of “Overall”, “College team”, “Woman skipper team”, “Master team”. Therefore, various teams participated in the regatta, including a top level of Snipe sailor in Japan, a young woman skipper who enjoyed skipper work with skillful man crew, and a sailor from other class with borrowed Snipe. Participants enjoyed race and party after race and they requested to hold this regatta next year again. We hope this kind of open regatta will contribute for enlargement of our snipe fleet.

Jiro Yamamoto

Overall

29003 Takeshi Yoshioka / Koji Saitoh
29137 Masato Nakamura / Hiroyuki Tanabe
30634 Shinichi Uchida / Tsunenari Kawai

College team

29137 Masato Nakamura / Hiroyuki Tanabe

Woman skipper

30648 Saori Otsubo / Teranishi

Master

27654 Shinichi Menjyo / Yumiko Tsuchiya

top photo: Saori Otsubo and Teranishi. Bottom: fleet racing





Photo Right:
Winners Beate
Kristiansen and
Ane Brunvoll.

Below: last leg of
the last race.
Photos by Karl
Braanaas.



Extraordinary Excitement Norwegian Women's Nationals

For three unforgettably beautiful days a weekend in August, 11 female teams enjoyed the Snipe-sailing to the utmost; Women's Norwegian Championship 2008.

Vestfjordens Sailing Club (Snarøya, Norway) once again hosted this year's Championship, 8th to 10th of August.

The wind on each of the three days was quite remarkable. 9 races were held in breezes from 6-12 knots in the inner Oslo Fjord. The northerly wind offered a variety of challenges with its shifts and changes

We started off on Friday afternoon. The wind held throughout the evening, just long enough to allow three exciting races to be run. The eager team from Stavanger; Olga Baltzer/Monica Aadland won the first race. The 2nd and 3rd race were won by the Olympic sailor Beate Kristiansen, and her crew Ane Brunvoll. After the first day, Ellen Høegh/Maren Dickman-Heibek, were runners up with two 2nd places.

Out there again on Saturday, we had four fun races, and the excitement was boosting. Now Kristine Schussler/Marita Christensen were in the lead, and Beate/Ane in second place. Only one point differs. And only one point differs from 3rd and 4th place; Karin Berentsen/Kirsten Sola were going for the Bronze, fighting with Jessica Sylvan/Jeanette Jansen.

On Sunday nothing was given before the two last races.

After having won the 8th race, Beate/Ane had eased off the excitement for the 1st Prize. But it was so close between the next four leading teams, and anything could happen.

Before the finishing line in the last race, there were three boats fighting hard to get a medal-place. It was only a few inches between these boats, it was thrilling. The winners showed their sovereignty; Beate/Ane also won the last race! Kristine/Marita managed to keep the 2nd place, and Jessica/Jeanette managed to beat Karin/Kirsten.

We really appreciated the help and effort from the "Boat Boys", especially Birger Jansen and Ola Nygard. Together with the Race Committee they provided perfect courses and races. Birger and Ola, moved the marks according to the big shifts, they made sure that we got many short, fair and fun races.

Since 2003, the Norwegian Championship in sailing for Women has been held within the Snipe-class. It is great to see that the Snipe attracts all these competitive, skilful and nice girls. Some of the girls are experienced sailors from other classes. They jump into the Snipe and are having great fun. Usually there are 25-30 boats competing.

These three days of girl's Snipe-sailing was an extraordinary excitement. We had it all!

This event really places the Snipe in the spotlight.

Marita Christensen



PIADA TROPHY

The Piada Trophy is a true gem in the Snipe racing circuit. As an American in Italy, I was already content drinking wonderful wine, sipping three cappuccinos a day, and eating copious amounts of gelato. Could it possibly get better? It did; I arrived from Rome at the Piada Trophy.

The regatta is treat for all sailors. The host club, **Circolo Nautica Cervia**, lies in the charming resort town of Cervia, situated on the blue waters of the Adriatic between Ravenna and Rimini. The club graciously opened its arms to 88 sailors and their families, hailing from Italy, Belgium, Germany, Spain, Japan, Brazil, and the United States. Each day brought excellent racing, and each evening, incredible social events.

Forty-four boats completed seven races over three days. Bright sunny skies, light winds and flat water prevailed, and rewarded those who were patient, light on their feet, and confident in light air. The race committee did a superior job of setting great courses and getting races off in a timely fashion. There was very little sitting around. Races never started before the breeze came up, and always ended before the breeze died for the day.

The fleet was tight, offering sailors of all levels good racing and close competition. Leading day one was the young team of **Jordy Triay and Garrido Borja** (ESP), who displayed incredible speed, and who were at times, so far ahead on the last beat, it seemed as though they were in a different race.

Days two and three brought slightly more breeze, and other boats to the front of the fleet. **Augie Diaz and Kathleen Tocke** (USA) won race three, but it was **Bruno Bethlem and Roberto Peradada** (BRA) who mastered the course and dominated with three consecutive first place finishes. The Japanese crew of **Kenji Abe and Hiroshi Yamachika** were always pushing the front of the fleet, and the strong **Belgian Armada** was always mixing it up with the leaders. **Enrico Michel** (ITA) represented the host country with strong top ten finishes.

But enough about racing! Racing is only half of what the Piada Trophy is about. For those who have experienced *the Piada Trophy, the*

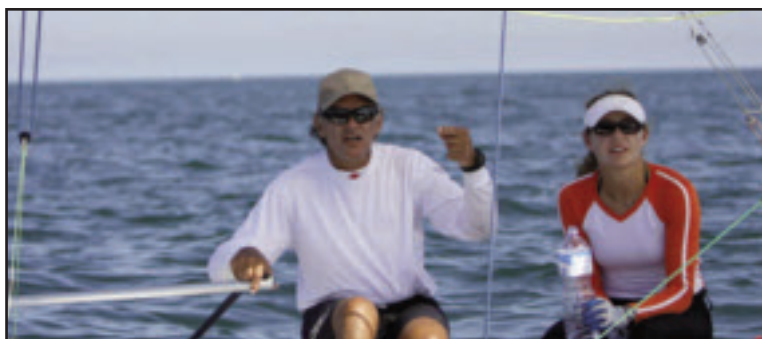
event now conjures up images of fabulous food, overwhelming Italian hospitality, and wonderful entertainment. Never before have I been served risotto, pasta salad, crème brulee and chocolate pudding in a regatta lunch. Each day after the races, there was always a large gathering of sailors at the club for drinks and camaraderie, before the night's official fun would begin.

The first evening, sailors and their families were treated go-kart racing. This was serious go-kart racing, where over-competitive Snipe sailors, vied against each other for top honors at the Happy Valley go-kart track. Elimination rounds lead to the final round - a dizzying spectacle of fast racing, collisions, blow-outs, and prizes on the podium. Several egos received severe blows as well, after coming to the realization that speed and tactical ability on the race course, does not equal the same on the race track! **Go-karting** was followed by everyone traveling in a caravan to a charming dinner in the countryside, where foreign sailors got the chance to taste specialties of the region, outdoors beneath twinkling lights.

Night number two brought another incredible dinner at the club with more local cuisine, followed by a hilarious evening of **Piada Bingo**. Those participants whose native language was not Italian were at a slight disadvantage. After several unsuccessful attempts at winning, **Nadia Deferm** (BEL) (also not a native speaker, which may explain her confusion) won the coveted jib, donated by Olympic Sails, one of the many generous sponsors of the regatta.

The regatta's closing ceremonies recognized and gave gifts to all foreign participants, and brought overwhelming applause to the regatta organizers **Alberto Perdisa and Giovanni Stella**. *If you ever need a regatta to remind you why you sail a Snipe, then attend next year's Piada Trophy. You won't be disappointed, no matter how well you sail!*

Kathleen Tocke





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Got Wind?

US Nationals 2008

San Francisco Bay



When Fleet 12 started thinking about holding the 2008 Nationals at Richmond Yacht Club we searched for a theme, something that was quintessentially San Francisco Bay. We remembered our last attempt in 1995 when we got blown off the course and into Keller Cove for two days and came up with “Got Wind?” as motto. Our logo was a tie dyed Snipe carrying a flower in its beak – after all this is San Francisco 40 years after the summer of love.

There are two things that you can count on racing on San Francisco Bay in early August, its going to give you some big breeze and you need to bring your winter gear because its going to be cold.

The course was set directly south of RYC's harbor with the weather mark nearly at the Berkeley Circle and the reach mark out in the slot between Alcatraz and Angel Islands. That meant even though the start line often had winds in the mid-teens, by the time you got to the weather mark, the winds had increased significantly and it only got windier on the reach. Given the wind and chop, the race committee (Del Olsen PRO and Phil Richmond SCIRA Rep) gave us mostly double triangle courses.

Screaming down the reaches planning almost the entire time and then jybing in 20+ knots was the highlight of the event. There are a lot of pictures of sailor's with very big eyes as they lined up for the jybe. Not everyone was successful.

On Wednesday the tally back on shore was 6 bent masts. In true Snipe family tradition, the saw horses came out and most of the fleet spent some time between arrival at the dock and dinner that night helping straighten the masts. Not a single one was too far gone to be competitive and everyone got back on the course to race by Thursday morning.



How cold was it on the course? A number of us thought that Fried Elliot should be doing a special feature on headgear. There were a whole lot more watch caps being worn than sun visors. Everyone was wearing their wet or dry suits and getting soaked in the 58 degree bay water on every leg.

In the end, Augie Diaz and Kathleen Tocke won the regatta with one race to spare and took home the vast bulk of the perpetual trophies. Ernesto Rodriguez and Leandro Spina worked hard to beat them (never finishing below 4th) but when the leader's throwing out a 3, that's tough competition. Rounding out the four competitors going to the World's next year in San Diego are Peter Commette sailing with David Harrison and Nick Voss sailing with Tom Fink.

Nick and Tom also won the Jr. Nationals which was sailed in lesser breeze but with just as good racing (Bob Branstad PRO and Pete Fenner SCIRA Rep). They'll be going to the Jr. World's next year and it's not too soon to be making comparisons to our last junior team to compete and win at the Sr. Worlds. Tyler Sinks and Myles Gutenkunst also qualified to compete in the Jr. Worlds.

On shore, the focus was to stay close to the yacht club every day. Our housing chair, Dick Loomis, found homes in Pt. Richmond or boats in the harbor for more than half the fleet. Every morning, sailors were greeted by Susan Odell, our social chair, with a hot breakfast that ranged from French toast and bacon, to eggs casseroles with a decidedly Spanish flair and also a buffet spread for people to create and bag up their lunch for the day. Of course, every night when the sailor's returned to the docks, Susan had hot appetizers waiting for them too. The breakfast, lunch and appetizers came as part registration fee and it meant that people who stayed at the club, never had to leave once they arrived to measure in their boat. It also meant that Susan was on her feet from early in





the morning through early evening.

Then there were the dinners a different theme each night. Monday was a pasta buffet, but what got everyone's attention was the tie dying of t-shirts downstairs in the Junior room. This was our homage to 1968 and everyone got into the spirit of the event. Kelly Loomis, worked out the details and we got t-shirts dyed for virtually every boat and the event logo's ironed on later in the week. The other amazing night was the vintner's dinner on Wednesday night. There was more crystal on the table than I've seen at a lot of fancy parties and every glass was filled a couple of times as the vintners (Draper and Equin) paired wines with every course of the meal. Susan managed to keep all the dinner prices low, the vintner's dinner was the most expensive at \$18 including the wine.

Was this a regatta to remember? For the 31 boat's that came this year, no one will forget the exciting racing on the water and the awesome parties on shore afterwards. We clearly lived up to the Snipe motto "Serious Sailing, Serious Fun".

Vincent Casalaina

photos by Fried Elliott

US National Championship

<u>Skipper/Crew</u>	<u>Sail #</u>	<u>Total</u>
1. Augie Diaz/Kathleen Tocke	30288	5.75
2. Ernesto Rodriguez/Leandro Spina	30473	10.75
3. Peter Commette/David Harrison	30571	16.75
4. Nick Voss/Tom Fink	28814	32.00
5. Gavin O'Hare/Watt Duffy	30629	34.00
6. Doug Hart/Scott Hoffman	30687	40.00
7. Andrew Pimental/Julia Lmagford	30733	45.00
8. Brian Bissell/David Hughes	29222	47.00
9. Hal Gilreath/Max Hardage	30111	52.00
10. George Szabo/Carol Cronin	30337	54.00
11. Henry Filter/Wilson Stout	30552	57.00
12. Eric Reinke/Kim Couranz	30391	62.00
13. David Tillson/Eric Alamillo	30550	64.00
14. Rogello Padron/Carolina Palacios	30362	72.00
15. Gonzo Diaz/Adrienne Korkosz	29995	85.00
16. Lee Griffith/Andrea Nilsen	30404	95.00
17. Eric Heim/Evan Hoffman	29646	95.00
18. Don Bedford/Gus Wirth	30618	104.00
19. Evert Meyer/Pietro Fantoni	15790	112.00
20. Haley Lhamon/Christina Feldman	29905	113.00
21. David Odell/Sheehan Commette	30609	113.00
22. Nathaniel Fennell/Cickki Fennell	28858	122.00
23. Don Hackbarth/Bruno Mello	30551	128.00
24. Stephan Irgena/Monica Irgens	28470	136.00
25. Brian Hetherington/Joel Bays	30500	139.00
26. Ken Voss/Kay Voss	30236	139.00
27. John Tagliamonte/Abby Janes	29311	141.00
28. Tom Henderson/Kate Henderson	29369	159.00
29. Jerry Thompson/Mandi Smith	24702	170.00
30. Vince Casalaina/Sherry Eldridge	28856	174.00
31. Dick Loomis/Kelly Loomis	29104	181.00

Junior Nationals

1. Nick Voss/Tom Fink	28814	4.25
2. Marco Texidor/Evan Aras	29312	5.50
3. Tyler Sinks/Myles Gutenkunst	28687	12.00
4. Evan Hoffman/Scott Hoffman	30687	13.00
5. Eric Alamillo/Skylar Lee	30550	16.00

Special Juniors

1. Carolina Palacios/Rogelio Padron	30362	3.00
2. Tommy Colligan/Thomas Colligan III	29905	8.00

2008 Snipe Racing Calendar

2008

North American Championship	Sept. 12-14	Boston, Mass, USA
Vestlands	Sept. 13-14	Stavanger, Norway
NW UK Championships	Sept. 20-21	Budworth, UK
Women's Worlds	September 24-28	Roquetas del Mar, Spain
Yves Le Bour Challenge+	September 27-28	Eau d'Heure, France
Bærum Hostcup	October 11-12	Bærum, Norway
WH&O	Nov. 22-30	Punta del Este, Uruguay
Europeans	Dec. 1-7	Las Palmas, Spain
Copa di Lucia	December 6	Djursholm, Sweden

+Yves LeBour Challenge

National Championships

USA – Masters	Sept. 4-6	Gull Lake, Michigan
Colombia-Senior	Sept. 20, 22, 27, 28	Lake Tomine
Argentina	October 18-19, 25-26	Buenos Aires
Japan	Nov. 5-9	Enoshima



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2008 Dues Paid as of August 31, 2008

Country	Boats Paid	Members
Argentina	36	67
Bahamas	13	12
Belarus	0	0
Belgium	33	57
Bermuda	10	14
Brazil	93	152
Canada	9	25
Chile	7	16
Colombia	4	4
Croatia	3	7
Cuba	0	0
Denmark	10	28
Finland	22	44
France	25	48
Germany	7	11
Italy	100	211
Japan	492	1062
Mexico	0	0
Norway	0	9
Paraguay	0	0
Poland	36	44
Portugal	7	15
Puerto Rico	6	9
Russia	30	62
Spain	210	293
Sweden	40	69
Ukraine	0	0
United Kingdom	15	22
United States	455	601
Uruguay	14	30
Total	1820	3054

Harri Palm new Canadian Champion

Even though they had a newly purchase Persson available, Harri Palm and daughter Addy decided to use their trusty old Pheonix #28045. The boat had proven itself in the shifty and light conditions expected for the Canadian Championships/Ontario Open held July 5-6 at Guelph Lake. It proved to be a wise move as they won the nine boat event with two bullets, a third and a fourth. A tie for second between Chris Hains and Colin May went to Hains and his crew Duncan MacKinnon.

Race Committee Irene and Neil McNeil did well to get four races in as the usually robust winds of Guelph Lake never materialized. All weekend saw many close battles as no lead was safe in the challenging conditions. Only one race was run on Saturday with Palm getting away clean at the start and holding off Hains and May who were right on his transom up to the end.

Saturday evening saw the traditional steak BBQ with entertainment provided afterwards by the most excellent regatta band, The Hoofbeats, who even let Palm sit in for the night. Word has it that The Hoofbeats have been offered a long term contract for this regatta as this was their second year in a row playing this event with their popular brand of Bluegrass/Hillbilly music.

Sunday saw Palm fight off a pre-start challenge from May and winning the first race. The battle was on for second. May answered by winning the third race. Hains followed with Rochester veteran Norm Dahl in third. Palm was quiet in Fourth. The final race had Hains winning the start and holding on to the lead with May unable to make up the difference. Palm's third was enough for the title and a trip to the Worlds in San Diego next August along with May and crew Louise Johnsen who get to go because of Hains bowing out.

News from Brazil...

Here's an amazing photo from the State of Santa Catarina 2008 Annual Championship. It was taken during the last race of the Championship (August 2008). Average 25 knots wind speed and the sailros went for it! The race joined sailors from two fleets (555 - Florinopolis and 727 late Clube Veleiros da Lagoa). We are very excited here in Santa Cartarina South because we have a monthly raced called Regional 2008 and everyone is sailing.

We have 9 boats racing now in the 727 fleet, several are wooden ones. I sail a boat built by my grandfather, Alberto Lindburger and it is very competitive. Check our website ate: www.flotilha727.com

-Eric B. Lineburger



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