

SCIRA
Board of Governors Meeting
September 22, 2013
Rio de Janeiro, Brazil

Commodore Don Bedford called the meeting to order at 1600. Those in attendance: Commodore Don Bedford, Vice Commodore Ricardo Lobato, Secretary Pietro Fantoni, WH&O General Secretary Gweneth Crook, European General Secretary Zbigniew Rakocy, Past SCIRA Commodore Brainard Cooper and Executive Director Jerelyn Biehl.

A motion to ratify all past motions was made by Ricardo Lobato, seconded by Pietro Fantoni. Motion passed.

A motion to accept the minutes as previously distributed was made by Gweneth Crook, seconded by Pietro Fantoni. Motion passed.

National Secretaries meeting summary: positive comments from the countries represented. Smaller countries positive and some had challenges presented by travel and communication.

SCIRA dues: Pietro discussed the need for more control from NS and the SCIRA Representatives to control membership at events. Pietro also discussed lowering of the International dues for those just sailing in local regattas. Ricardo Lobato did not feel the dues should be reduced. Dues currently are: Int. dues for senior: \$15; junior: \$10 and a decal is \$10. Discussion tabled for later under New Business.

Scheduling of events must be coordinated better and the WH&O and European GS met previously to discuss.

Access to database and responsibilities must remain with the National Secretary. The office should remind all National Secretaries of the upload feature available for the database.

ACTION ITEM: Discussion to add an address change form to send to SCIRA office.

Contact with Federations is very important and also to keep our international status and to keep the Class in the Pan Am Games.

Communication to National Secretaries is key from the Commodore, GS and office.

Officer Reports

Commodore: Communication to National Secretaries could have been better from this office. The importance of communication and the SCIRA Rep at major events is paramount. Confirmation of membership and enforcement of SCIRA Rules of Conduct with the RC chairman is a main communication point.

CIO position is open for the future so we need to find a nominee.

European GS: In 2012, I was elected for the second time to be European General Secretary, so my knowledge about Snipe Class in Europe is now much better than before. I participated in many events; I met and talked with many great members of our sport.

If we talk about the size and development of the Snipe Class the situation is not the best, but considering the current crisis in Europe in general, the situation in the Snipe Class is stable. 13 countries are consistent members of SCIRA. They include countries which are stable such as the Scandinavians (Norway, Sweden, Finland and Denmark) and Belgium, with very strong fleets but with visible signs of the crisis in their country such as Italia, Spain and Portugal.

Fleets developing in a dynamic way are: Poland, Germany and Croatia. Progress is visible after several years of stagnation in France and in the UK. Particularly I see very good work with the fleet of Orkney, where this year the UK Nationals took place. Concern should be noted about the lack of contact with Moscow Sailing School, where, as we know 30 Snipes exist. Russia has stopped to respond to any correspondence both from both me and from Rafal Zakrzewski, East European Secretary. The situation is

similar with Belarus and Ukraine. In recent years we have received e-mail inquiries from Latvia and Estonia but there are no active fleets. Recently we made contact with a Snipe sailor in Iceland. He is of Polish nationality and I think the UK fleets will take care of him. According to my opinion this is our communication direction in Europe.

-I communicate directly with the Nationals Secretaries:

-East European countries: Rafal Zakrzewski

-Northern European countries: Jorn Haga

-South European countries: Damir Vranic

We share our views on current issues and proposals submitted by various NSs.

At the 2012 Europeans in Cervia, we discussed the small number of participants and the number of countries participating in the regatta. With a small number of participants is very difficult to gain support from sponsors, the media, sailing and government organizations. SCIRA Italy, as the holder of the Deed of Gift, proposed to open the Europeans to host more sailors. We had a long discussion, and finally in November 2012 a vote was taken by all European NSs with the majority voting in favor of the new formula for the European Open. Discussion was also held that more social events need to be incorporated into the Europeans to keep out motto "Serious Sailing, Serious Fun". In 2014 the European Championship will be held in Kamien Pomorski (Poland), where I am now counting on a large number of teams from all over the world.

The problem in Europe is that we also had to fit the calendar so that the sailors can take part in more Regattas. The European Championship is the top event with dates known well in advance and the calendar should be adapted with the Europeans as the main event adjusting National and other championships accordingly. We succeeded in setting the calendar and well known regattas have adapted "permanent" dates such as:

-Harboe Cup

-Piada and Summer Circuit Trophy

-German Open and South European

-Nordic and East European

Italy has launched a Snipe Racing Team which has become quite popular and there is thought of creating a European Open Team Race.

Western Hemisphere & Orient

- The US is turning around.
- Charter fees must be stabilized at major events.
- Serious Fun needs to be part of events
- New heavier jib requirement is an issue
 1. Pan Am Games coming to Toronto 2015. Snipes will be included after a concerted effort by all Western Hemisphere participants and Pan Am representatives. SCIRA will probably have to fight this battle again in the future. I would like to say a special thank you to Kathleen Tocke, Luis Soubie, Dante Bianchi and Harri Palm.
 2. We had a sailor's forum at the Western Hemisphere Championships and World Masters so that sailors have the opportunity to raise issues directly with a SCIRA Board Member. Many of the items below came from those forums.
 3. Sailors in the Western Hemisphere & Orient decided not to open up the Westerns Championship. The sailors felt it would lose prestige if you did not have to qualify.
 4. Japan to host the Id Crook Memorial Snipe World Masters in 2014
 5. San Diego to host the Snipe Western Hemisphere & Orient Championship in 2014
 6. Argentina to host the Snipe Women's Worlds in 2014
 7. There is a better rapport between SCIRA US and SCIRA International. The National Secretary has been working hard for US SCIRA. Many people have put considerable effort into assisting US SCIRA. One Design Management has been contracted to administer the class in the US.

8. There has been a significant downturn in the participation at the North American Championship in the last 2 years. This could be a result of the decrease in activity in the US.
9. The class numbers are decreasing. Suggestion made that the minimum number of boats a country qualifies for the Worlds be increased to 4.
10. Suggestion made to have a charter boats program, a container of boats, which can attend major regattas.
11. Charter boat and regatta fees are high and are decreasing interest in the class. In North America the interest in travel has decreased, some see this as the impact of a weak economy
12. Suggestion made that sails are measured at a major event, such as the Worlds, Europeans, Westerns, South Americans, Europeans, then they do not have to be measured again in that year.
13. SCIRA needs to do a better job of getting the message out of what you get for your membership dollar.
14. Comments were made that we are losing the "Serious Fun" side of the class.
15. Some have the perception that the class is run in the US and they have no input into the decisions that are made.
16. Had discussions with the UK snipe sailors about hosting a major event such as the Europeans. They are concerned with being able to get volunteers to assist. Also concerned about getting a club to host as clubs in the UK now want large numbers if they are going to run a regatta. It is about making a profit now.
17. Suggestion made that old jibs be allowed to be used at the World Masters. As an ISAF Int. class, we are bound by ISAF regulations which means we have to follow World Championship guidelines. What takes precedence ISAF rules or Deed of Gift?
18. Concern expressed about ISAF rules that dictate how the class is run.
19. Suggestion made that there be more allocations made for juniors and women at major championships.

I would like to thank Alex Juk, Vice-Secretary of the Western Hemisphere, for all his hard work. He has been doing an excellent job for SCIRA in South America.

I would like to take this opportunity to thank Jerelyn Biehl and One Design Management for their support and hard work.

ACTION ITEM: Discussion of creating a mini-packet for hosting an event including why it's important for SCIRA to be a member of ISAF.

Secretary

Discussion of possibly creating an award for promotion of the Class and share that information with other fleets. **ACTION ITEM:** Pietro to draft and distribute for the Board's consideration.

Suggestions from junior members would be good input. **ACTION ITEM:** ask NS for youth names and create committee to give guidance.

Boats and membership trends in the last years

Analyzing the numbers of recent years, the total number of boats and SCIRA members decreased.

From 2003 to 2012 we can see an increase in the overall number of boats until 2009 and then a fall from 2,107 boats in 2009 to 1,787 in 2012. In two years the number of registered boats has decreased by 320 units.

2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
1.736	1.977	1.930	2.100	1.810	1.990	2.107	2.053	1.903	1.787

Looking at the statistics by country, while the United States and Japan are experiencing a steady decline of boats from the first half of the 90s, Brazil and Spain over the past 5 years have reversed the trend and are starting to grow again.

There are countries such as Italy, Norway, Belgium, Sweden, Canada, and Finland who remain (for the last 5 years) stable in numbers. Portugal, after the collapse of 2007, has stable numbers. Poland, whose numbers are also stable, will probably benefit from hosting the 2014 European Open.

But the number of registered boats has diminished in France and Denmark, the latter despite having organized the Worlds in 2011.

Argentina, after the difficulties of the 90s, has increased the number of boats in recent years. Good news also from Croatia, who rebuilt their fleets (which were in the former Yugoslavia). The UK shows a recovery (and perhaps this year the number of boats will increase thanks to the fleet of Orkney).

Thanks to the reintroduction of the Snipe in the Pan American Games, many countries in Central and South America should continue to have constant numbers. Ecuador has increased the number of boats and Peru joined SCIRA this year.

There is no news from Russia (which in 2008 had 49 boats), or from Belarus, Bermuda, India, Paraguay.

Looking at the membership from 2003 - 2012, we see how the peak was reached in 2009 with 3,732 members. In 2012 this number had fallen to 2,954, ie decreased by 778 units.

2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
2.946	3.135	3.063	2.913	3.032	3.529	3.732	3.459	2.991	2.954

As you can see, both for the boats and the membership, the numbers have plummeted since 2009, coinciding with the worsening of the global economic crisis, which hit the middle class—the core of the Snipe class.

There has been an even more serious decline in participation in national and international regattas. The costs of transportation and accommodation have contributed. The sailors who have a boat, even if they are members, participate less and less in regattas.

The free time to devote to regattas has also declined. In this context, it was interesting to note the debate within SCIRA USA about how to improve participation at the U.S. Nationals. The majority seems to favor a decrease in the number of days from 5 to 3.

On SnipeToday, Carol Cronin and I called for a debate on the health of the class and on initiatives and ideas to promote the Snipe in various countries. In the notes you can read the responses from the National Secretaries.

Many people in recent years asked for opening the European Championship. I wrote an article for SnipeToday¹ stating the reasons for which I was in favor of an open event. These reasons may perhaps be considered more generally to prevent the loss of members.

Finally last year the Europeans National Secretaries voted a change of the European D.o.G. I hope that the change to the Deed of Gift can give new vitality to the Snipe Class, especially in some countries that are now struggling.

Proposals and ideas

To fight the loss of boats and members of the class and the loss of participants in regattas, in my opinion, we need to act as follows:

- Give greater importance to the work of local and fleet activity, encouraging initiatives and making them known nationally and internationally, so that the fleet and its members feel part of the class.

¹

- Improve coordination in the scheduling of international regattas and major national races, to avoiding overlapping.
- Any decision of the Board and the Technical Committee should consider the goal of increasing the members, to be inclusive not exclusive or elitist.
- Consider the possibility of a reduced membership dues for Junior members, or for those who race only local regattas. In recent years there have been resistance on the part of those who participate only in local regattas (in Italy on Lake Caldonazzo and Lake Orta, in the past the Orkney Islands) to pay membership fees to SCIRA. A reduced fee might avoid losing members, and also might encourage the Fleets Captains of and National Secretaries to cooperate more closely in collecting SCIRA dues.
- Promote debates and discussions on SnipeToday or on other blogs that involve members in the choices of the class. The new "decision making process", promoted by Ricardo Lobato, was an excellent initiative.
- Encourage "low cost" regattas, with the possibility of free camping or accommodation aboard cruising boats or in houses owned by other sailors. In my experience I saw that the numerical success of a race depends on the choice of the place (not windy conditions, a beautiful place for vacation, but "friendly organized" social events and inexpensive accommodations).
- Consult juniors or women in the decisions that affect them and in the choice of the date and location of the junior and female championships (they go to school, or have a family ... so we need to listen their suggestions).
- Involve boatyards and professionals to get new ideas for making more charter boats available, or to carry a lot of boats in containers or on multiple deck trailers: this would reduce travelling costs and could increase the number of participants.
- Give special emphasis to promotion initiatives (Snipe days, activities such as Miami Junior Invitational, GFU, sailing activity in Menorca etc.) Create a spirit of emulation between the different fleets, possibly setting up a prize for the best promotional initiative; involve more people in fleet activities, including social events and local, national, and international regattas.
- Communication inside the Class: We need to send the message that the Class and the fleets are alive and inclusive, via Facebook, SnipeToday, and other national and local sites. (Don't forget word of mouth, which is still the best way to promote the class.) We offer both serious fun and serious sailing, a great combination. We cannot ignore either if we want to both attract new people and keep our current members.
- Communication outside the Class to the sailing community, sending results and report to National and International sailing website or magazines. Maybe we should consider a press officer?
- Observe and copy good ideas from other classes that recently had a renaissance at the national level (Thistle, Lightning in the United States, Dinghy 12 feet in Italy) or international (505 or Dragon).

Executive Directors Report

Apologies for not making the 2009 Worlds – the first major event I have missed since being Executive Director, but doctors would not allow me to travel.

Communication: The ED and Commodore have been able to meet periodically to discuss Class business, as he lives in the same town! This has been good for both of us to discuss matters and keep the Class moving forward.

Database: the online database is working well but we need to face phasing out the Access program as it is becoming irrelevant as Access is no longer supported by Microsoft. We need to transition the issuance of hull numbers and MDS tracking, which is still being run by Access. This may need to be a budget item for the near future.

Rulebook & Measurement Handbook: Because the Rulebook has been delayed, so has the Measurement Handbook. We hope to have it approved by ISAF before year end with printing imminent after approval.

MDS: Builders, measurers and National Secretaries have been responsive to forwarding updated MDS' to the SCIRA office. They are on the ODM server and accessible whenever someone asks.

Snipe Bulletin: We are undertaking the task of scanning in all previous Snipe Bulletins. The question will be if the server can handle all for easy access by our members. Mail vs. digital: information will be provided in Rio on the number of individuals who have (via online database registration system) opted for online reading vs. printing.

Regatta Registration: Proposal to move to central links for major regattas: www.snipeworlds.org ; www.snipeuropeans.org ; www.snipewesterns.org ; to enable in-house/SCIRA office collection of registrations and regatta archiving. Proposal from Regatta Network still stands as previously presented (see attachment).

Motion to accept Regatta Network proposal to run World Championship and WH&O events. Motion passed.

ACTION ITEM: Worlds allocation: make some adjustments after this first event. Qualifiers must be held a pre-determined amount of time before the event.

Treasurer

The Snipe Class International Racing Association is in good financial condition with a strong cash balance as of December 31, 2012.

An increase in cash over the 2011 ending balance is a result of operations for the year 2012.

Actual vs. budget:

2012 actual revenue exceeded budgeted by approximately \$1,900 as follows:

Increase in royalties received	\$ 7,600
Increase in net merchandise sales	300
Decrease in dues	(2,700)
Decrease in boat decals	(1,800)
Decrease in boat numbers	(1,000)
Decrease in advertising	(500)

2012 actual expenses were lower than budgeted by \$13,000

Material differences were as follows:

Decrease in Snipe Bulletin expense	\$ 4,300
Decrease in travel & meals	5,100
Decrease in depreciation	3,000

Current year vs. prior year:

2012 revenues were approximately \$9,000 higher than 2011 as follows:

Royalties	\$12,000
Numbers	(1,100)
Decals	(1,400)

2012 expenses exceeded 2011 by \$244

Material differences were as follows:

Decrease in depreciation expense	\$ (4,500)
Decrease in Bulletin expense	(3,100)
Increase in Travel	2,900
Increase in measurement clinics	1,400
Increase in database maintenance	1,300

Increase in printing & reproduction	1,500
Increase in postage	800

The year 2013 appears to be on track and is projected to have a positive cash flow by year end.

ACTION ITEM: Draft proposal for Clinics to help grow events - budget item for 2014

ACTION ITEM: Draft proposal for Measurement clinics - financial support and also to certify moulds

ACTION ITEM: Long Term ideas: send to Ricardo Lobato on assisting under 30 teams to attend worlds; look at Lightning

Nominating Committee

ACTION ITEM: create after Worlds

Technical Committee

The year 2013 has begun with the nomination of the new Rules Committee. After Giorgio Brezich retired, I was nominated new Chairman and asked to the outgoing members if they will accept to serve the class again. Only one accepted, so the new RC is new with 5 members out of seven.

The 2013-2016 Rules Committed is as follows.

Antonio Bari	Italy	Chairman
Eric Reinke	USA	Vice Chairman
Antonio Espada	Spain	Chief Measurer
Nobuhiko Kudara	Japan	Member
Bruno Bethlem	Brazil	Member
Luis Soubie	Argentina	Member
Piotr Manczack	Poland	Member

The Committee has worked on the following subjects:

- The 2013-2016 Rulebook had to be rewritten according to the ISAF requirements.*
 The draft prepared by the previous Committee had to be partially changed. Thanks to Eric and Luis the final draft will be ready for the Board approval.
 Included in the final draft are some small changes to the 2009-2012 rules to follow the ISAF requests:

Rudder: position on the transom; now it is parallel "as conveniently as possible" **proposed: parallel "max tolerance 2mm"**

Stay attachment: need a vertical position; **see proposed rule change**

Crew members: a maximum number is needed; **proposed: 2**

Daggerboard: a tolerance in the thickness is needed; **proposed 9.5 to 10mm +/-0,5**

Pintles and gudgeons: a tolerance is needed; **proposed: Pintles 8mm +0-0,5; Gudgeons 8mm +0,5-0**

Boom: define the max deflection; now it is "essentially straight"; **proposed: "essentially straight with a max deflection of 10mm"**

Boom gooseneck: a tolerance is needed; **proposed: "from the aft side of the mast min 41 max 43mm"**

Boom hole: **proposed: min 13 if rounded, min 13x13 if squared**

Main leech: to delete the word "straight" is required; **proposed "shall be straight or curved to inside the sail; no roach is allowed"**

Mast step: clearly define the movement (if any); now is "Mast shall not be moved at step while racing"; **proposed: "Mast shall not be moved at step while racing with a tolerance of 2mm"**

Except for the Stay attachment rule, none of the above modifications will require a specific approval by the Board as they do not change the previous rules, introducing a tolerance not present before.

The Board of Governors accepted all changes above except with regards to the Daggerboard tolerance for which they have a question. Motions passed.

2. *The following changes will be submitted to the Board for approval.*

Rule 16, Moment of Inertia. Suggested changes are in bold:

[...] The spring constant will be furnished with springs from SCIRA.

The spring attachment shall follow the dimensions showed in the Supplement for the Moment of Inertia test.

The maximum weight of the attachment shall be 350 gr excluding the springs only; if desired, ballast shall be added to the aftermost part of the attachment to reach the maximum weight.

Motion passed.

Rule 20, Rudder: add the following paragraph:

"For rudder built from 1.1.2014: The cross section width shall be a minimum of 140mm of material measured at 90 degrees from the leading edge vertical axis 305 mm above the knuckle point.

There is no tolerance allowed at the knuckle.

Cutouts and recesses are allowed to a max of 30mm provided there is 140 mm of material in the cross section at any point below the datum point. Only two inflection points are allowed in the cutouts."

Motion passed

Rule 31, Stay attachment: Add the following paragraph:

"the forward hole of the jib fitting shall be 6mm diameter max and its centre shall be placed between 279 to 311mm from the point 0, measured straight parallel to the base line, and no more than 45mm above the sheer line. The fitting shall be capable to be connected to the spring attachment assembly currently approved"

Motion passed

Builder Certification: change the MDS sheet and the Rule text as follows:

1. to leave the check box "from Certified builder" in the MDS. ~~This is required as there might be home (or professional) wooden boats built by non-certified builders.~~

2. ~~to change rule 2 as follows: Delete the paragraph and replace with "To renew the Certification, at least one boat of any ten manufactured or one boat per year, whichever is shorter, shall be completely measured by an International Snipe Class measurer or an ISAF measurer." to delete "do not complete if from Certified builder" from the MDS as this is in contrast with rule 6 of the builders' certification.~~

3. to change rule 3 as follows: "An International Snipe Class measurer shall measure all new moulds of new builders and the **first boat** manufactured from the mould at the builder's expense. Certification will be given **after the first five (5) boats manufactured will be found regular by the Builder's measurer.** [...]. *The change is intended to decrease the costs of certification as the production of most builders is now really low.*

4. to change rule 4 as follows: "**Any change made on the moulds of an established builder shall be communicated to the SCIRA office and the chief measurer** and an international Snipe Class measurer shall measure [...]. *This change is intended to force the builder to communicate any change in the moulds; any failure in this communication will be punished as per rule 8.*

5. To ~~change-leave~~ rule 6 as ~~it is follows~~: "The Builder's measurer shall measure all the fittings, appendages, rig and spars of new boats manufactured by the builder, to include weighing and the Moment of Inertia (MOI) test, at the purchasers' expense.-"

Motion passed. The Board asked for additional wording to be added to outline that an annual check on a boat from each builder.

To close, the Committee was requested to reopen the measurement process of the snipe ITA 30514 which was found illegal by the RC in 2012. The Committee rejected the request.

Venue Selection

2015 World Championship: Talamone, Italy

New Business

New Jib cloth weight: Postpone use of new jib requirement at the National level; Proposal to delay the enforcement of the heavier jib weight at the National level, until 2015. **Motion passed.**

World Masters: new jib discussion that Gweneth will present to the Board. Increase entries from 2 to 4 request from WH&O. Answer: re-allocation method has now allowed additional entries.

Meeting adjourned at 19:40