

Snipe **BULLETIN**



JANUARY 1963
Vol. XII No. 8



- FLOYD E. HUGHES, JR. -
1963 COMMODORE OF SCIRA



SNIPE SKIPPERS AROUND THE WORLD

SUCCESSFULLY USED

IN 1961

ULMER SAILS

Godfrey Kelly - Ray Kaufman - Harold Gilreath
Joe Harmon - Jose Hernandez-Rubio - Runo Rossi
Jos Pember

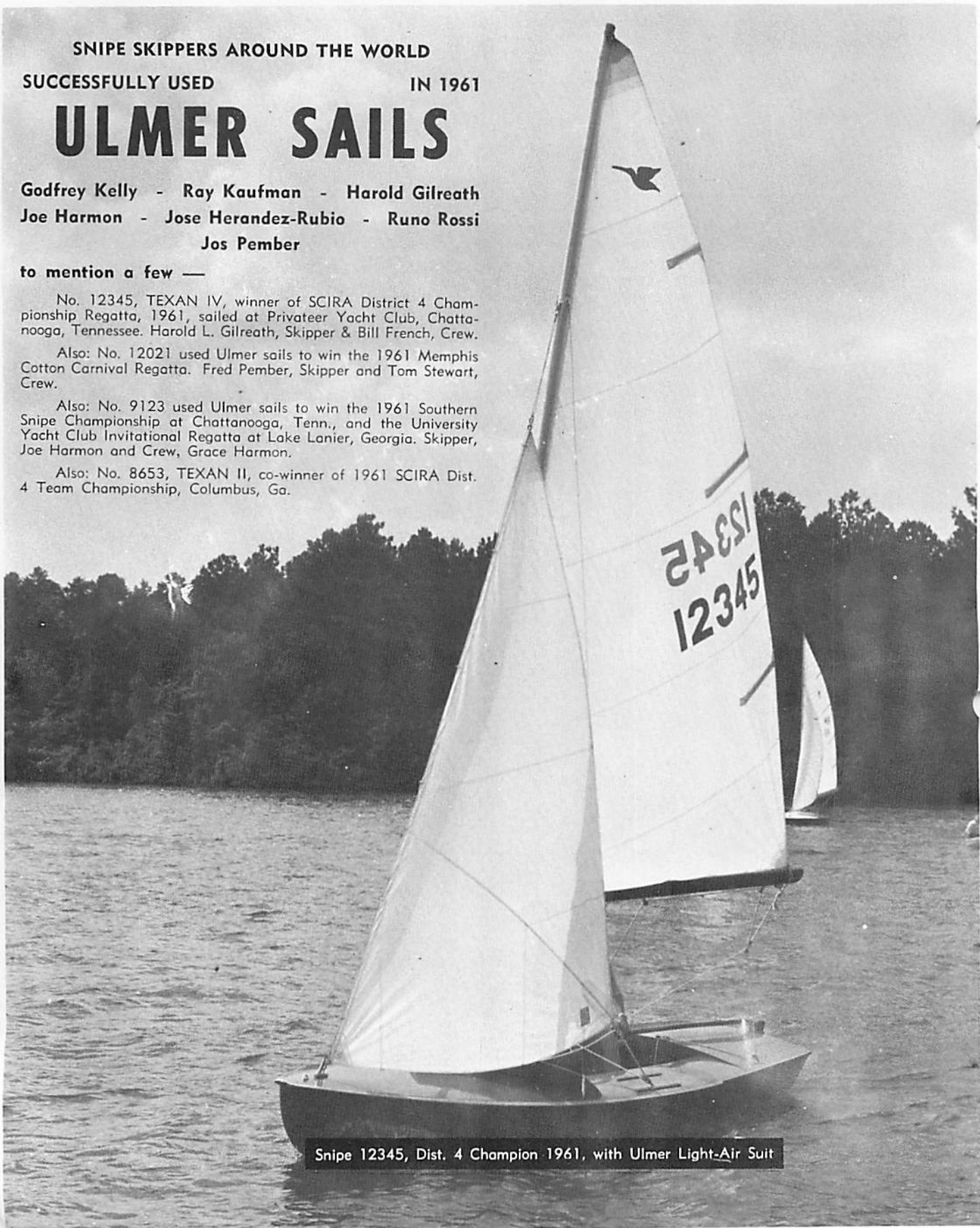
to mention a few —

No. 12345, TEXAN IV, winner of SCIRA District 4 Championship Regatta, 1961, sailed at Privateer Yacht Club, Chattanooga, Tennessee. Harold L. Gilreath, Skipper & Bill French, Crew.

Also: No. 12021 used Ulmer sails to win the 1961 Memphis Cotton Carnival Regatta. Fred Pember, Skipper and Tom Stewart, Crew.

Also: No. 9123 used Ulmer sails to win the 1961 Southern Snipe Championship at Chattanooga, Tenn., and the University Yacht Club Invitational Regatta at Lake Lanier, Georgia. Skipper, Joe Harmon and Crew, Grace Harmon.

Also: No. 8653, TEXAN II, co-winner of 1961 SCIRA Dist. 4 Team Championship, Columbus, Ga.



Snipe 12345, Dist. 4 Champion 1961, with Ulmer Light-Air Suit



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As Others See It

Voice Of The People

SNIPES CLASS BOUND TO HAVE GOOD FUTURE IN BRASIL

"Many thanks for the number for the new Snipe for Otto. My two boys are sailing very well lately and we hope that with the new boat and sails, Otto might sail as well as Axel and Eric.

The Penguin Class in Brasil is, up to now, only for Juniors and it has made a very great development. At the 1962 Brazilian Championship in Porto Alegre, 26 crews raced and, although the "famous east wind" made sailing almost impossible for the small and open boat, the boys raced wonderfully.

Four legalized fleets exist at this time, one in Sao Paulo, two in Rio, and one in Porto Alegre with almost 100 boats racing. Another 100 boats are being built and Santo Amaro YC alone has 60 boys and girls participating on their sailing course. That means that the Penguin is getting popular indeed, as Argentina also has 60 boats.

As you know, these boys pass to the Snipe when 18 years old (as they get too heavy for the Penguin) where we do not have to observe the required weight of 275 pounds for the team. That means for the next years a great increase in Snipe activities in Brasil and probably in Argentina, and you can count on some very fine sailors of world championship caliber. Carlos Henrique Belchoir and Gastao Brum from Rio, Mario Buckup and Carlos Gandolfo from Sao Paulo, and Marco Aurelio and Luis Felipe Paradedo from Porto Alegre promise to be tops in Snipe sailing.

I am always in close and friendly contact with Mr. Fernando de Avellar and try my best in directing Penguin activities so that sailors passing to Snipe feel as little change as possible."

R. R. Bekman, Vice-President Region X
Penguin Class Dinghy Association
Sao Paulo, Brasil

FIRST CHILEAN FLEET IN MAKING?

"I am pleased to tell you that, if everything proceeds as planned, at the end of 1963 (progress is very slow around here) there will be 4 or 5 Snipes on the local scene. The Club del Yates Vina del Mar, of which I am a member, has recently decided to build two small racing dinghies for the purpose of training members who have no experience and do not possess a yacht of their own. After a salestalk on my part and displaying my unfinished Snipe to the committee, they decided to break away from the Pirate class (which has been firmly entrenched in Chile for the last 30 odd years) and try the Snipe Class. I can only pray that it proves to be a faster and more seaworthy type than the Pirate.

Since this decision has been taken on the part of the club, another member has promised to build one, too, and I am sure that when the rest see what a Snipe looks like and can do, they will also start ordering one, too. Of course, the ideal solution would be to import a mold to start mass fiberglass construction, but I'm afraid that would be beyond our means and we will have to be contented with wooden hulls for the time being."

Clive C. Birrell
Casilla 263
Valparaiso, Chile.

A LOYAL SUBSCRIBER

"Although I haven't raced Snipes since leaving Southern California in 1949, I wouldn't dream of not taking the BULLETIN and keeping up with past friends and current Snipe crews. If it hadn't been for the BULLETIN, I would never have known about the Nationals at Old Saybrook last year and, because we knew, my husband and I went up to watch them.

I keep all my old copies. Do you have any kind of binder available?"

Mrs. James Johnson
(nee Nancy Beach)
Fairfield, Conn.

As suggested before, a McMillan 3-ring binder #1716 BP or 516B (with slide lock) makes an excellent way to keep old copies.

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— THE SCORE —

Numbered SNIPES — 14139

Chartered Fleets — 555

During October and November, the first two months of our new fiscal year, 51 numbers were issued for new Snipes as follows: U. S. 21, Finland 15, England 5, Portugal 4, Brasil 3, Uruguay 2, and Portugese East Africa 1. Not quite as many as last year, but very satisfactory considering the great number put out in 1962 (755). One could normally expect some slowing down from that record-breaking pace.

SCIRA likes to say that it is the world's largest racing class and perhaps brag a little about its steady growth — all very natural and creditable, but less anyone gets the wrong impression, it is well to point out that the main objective of the class organization is not to see how big it can get, or to measure success by such a yardstick. SCIRA's first concern is to protect Snipe's fine reputation as a boat with International Status by zealously preventing any encroachment or unauthorized changes in its one-design characteristics; secondly, to develop a better class organization and to provide sailing activities and organized racing events of high caliber for its members (sanctioned regattas, etc.).

A good boat like Snipe will sell itself, and a strong organization backing up the boat is of equal importance when a sailor makes a final decision. The two go hand-in-hand and expansion on the above basis becomes both automatic and complimentary. Thus consolidation of our present fine assets offers a goal promising greater success in 1963. Let's push both phases!

During the Brazilian Nationals at Rio last summer, the Cariocans formed a new Snipe Fleet at Copacabana with five boats as a starter. Alfredo Peres Lopez is the first FC and Jose Rodrigues Mathias, a local builder of many sailing boats, is the measurer. If they sail off famed Copacabana Beach, there should be a rush for membership in Fleet 555. A great place for vacations!

U.S. INTERNATIONAL SAILING ASSOCIATION —

The U. S. I. S. A. was organized in 1958 to help finance American sailors in international events, especially the Olympic and Pan-American Games, and to provide financial assistance to those aspects of yachting enabling Americans to compete more successfully in international regattas. Teams for such events have been furnished, boats and sails made available, college sailing encouraged, and certain individuals aided in sailing.

The Snipe is entered in the Pan-American Games in April in Brazil and will be a beneficiary of this support. The U. S. I. S. A. exists only through the generous contributions received from American yachtsmen. They deserve both class and individual support, and as an active sailor, you should join up. Schedule of dues and applications for membership may be received by writing to them at 37 W. 44th St., New York 36, N. Y.

NEW SNIPE CLASS OFFICERS CHOSEN

Election results for 1963 SCIRA officers are as follows:
Commodore Floyd E. Hughes, Jr., Council Bluffs, Iowa
Vice-Commodore A. F. Hook, Indianapolis, Indiana
Rear-Commodore Basil Kelly, Nassau, Bahamas
Executive Secretary-Treasurer Birney Mills, Akron, Ohio.
Chairman of Rules Committee Ted A. Wells, Wichita, Kansas
Board Members: Dr. Robert Schaeffer, Palos Verdes Estates, Cal.
John Wolcott, Fairfield, Connecticut.

Elected for 3 year terms to replace Robert Huggins and Terry Whittemore.

For the unexpired term of Dr. Angel Riveras who has moved up to General Secretary for Europe: Douglas Keary, Oakville, Canada. These men, with the two immediate Past Commodores Dr. Sam Norwood, Atlanta, Ga., and Dr. Frank Penman, England, along with Dr. Angel Riveras, Spain, and the newly chosen Secretary for the Western Hemisphere Fernando Pedroza, Brasil, and carry-over members William Kilpatrick, Oklahoma City; Lt. Richard Tillman, Texas; and Roy Yamaguchi, Japan, will constitute the incoming Board of Governors for 1963.

MEET THE NEW COMMODORE

Our new Commodore is well-known to many Snipers throughout the country, for he has attended multiple SCIRA events and regattas, and once you have met him, you do not forget his pleasing personality, his gracious manners, and clear, level-headed opinions. He is a wonderful man for the job, for he devotes his full attention to anything undertaken - as many sailors have discovered when competing against him in regattas.

A graduate of Northwestern University, he married his college sweetheart and he and Janie now live in Council Bluffs, Iowa, with five children - three of whom are currently in various universities. An automobile dealer by profession (Olds - Cadillac), he is active in trade association leadership. Has time for many community groups and programs, having served as president of several groups. His most recent task has been heading up a fund-raising drive for a new three-million dollar hospital which will be dedicated in 1963.

First owned a Snipe in 1938, 25 years ago. Then he helped organize a five-boat fleet of which four of the original skippers are still enthusiastically active. Since that time, he has participated in hundreds of races and attended many important regattas, with more than average success in prize-winning. An enthusiastic ice-boat sailor, he owns #400 in the DN Class and is working to develop ice-boating in his area. He sailed in the 1952 Nationals at Green Lake, Wisconsin, and while there, became interested in SCIRA affairs, little dreaming that some day he would head up the whole works. After holding many local, district, and national offices in yachting circles, he now has the SCIRA ball and is off running down the field. We all hope he makes the goal-line!

THE COMMODORE SAYS

First, let me express my appreciation of the honor that has been bestowed upon me by being elected your Commodore for 1963. To represent an international group as large, diversified, and as interesting as SCIRA is truly the honor of a lifetime!

Second, it is my intention, through this column in the BULLETIN each month, to bring to those interested in the class some thoughts and ideas which I hope will prove worth-while.

Third, it seems to me that one objective of 1963 could well be an effort on my part to get all Snipe sailors better acquainted with the people - past, present, and future - who have contributed liberally of their time, energy, and money to help guide the destinies of the class. We become so involved in the competitive aspects of our sailing that we sometimes overlook the fine people participating in our class activities. I trust that you will find them as interesting as I have in ten years of close association with SCIRA.

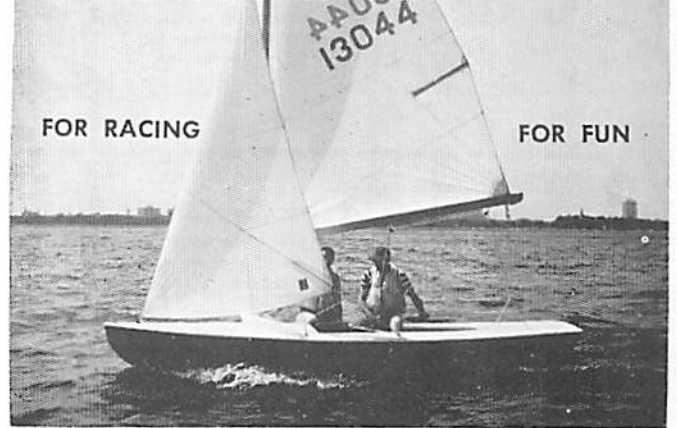
Finally, let me assure you that I will contribute my best efforts to make this an outstanding year for SCIRA. I will welcome any questions or suggestions from any of you, and will appreciate your assistance in making 1963 the best year yet for SCIRA!

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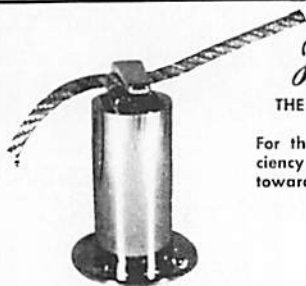


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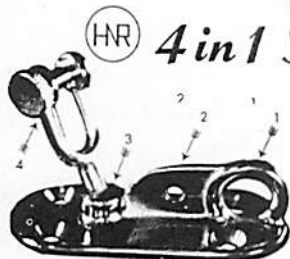
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SOME CALIFORNIA NEWS —

DON ADAMS WINS ANOTHER BIG ONE

Thirty Snipes participated in the second annual Arch Hgman Regatta on the 1st and 2nd of December at Mission Bay Yacht Club. Included were John Jenks and Paul Potter of the San Francisco Bay area. Arch, unfortunately, didn't return from his sabbatical on time for the regatta.

The winds both Saturday and Sunday were just about perfect for sailing with just the right amount of hiking required. On Saturday, the wind came from the SSW, which usually occurs in these parts during storms. On Sunday, it blew from the NNW which allowed courses to be laid out along the long direction of the Bay on both days.

The first race was interesting, with the wind blowing 10-15 mph, or just enough to blow Carl Hultgren's mast down. Don Adams led for the first lap, with Carl Eichenlaub a close second. Somewhere on the second lap, Carl passed Don, and held on to win the close race. Jack Steele was 3rd. The highlight of this race was when Mike Jager capsized and lost his rudder when trying to clear away seaweed.

The second race was sailed in the same SSW wind. Jager was making a come-back, and Eichenlaub was pressing him for 1st place. At the critical point, Eichenlaub's pintles carried away, and he retired for the afternoon. Jager won, followed by Don Adams and Phil Ramser.

Saturday night featured a dinner at the new clubhouse, and the presentation of the Southern California Team Race Trophy. Mike Jager gave the trophy to the victorious Alamitos Bay team.

Three races were sailed on Sunday in good NNW winds. The third race of the series was won by Sturdy Mike Jager, with Adams 2nd, and Eichenlaub 3rd. The fourth race featured a real battle between Eichenlaub and Earl Elms, with Eichenlaub winning by a hair at the finish. Adams was 3rd. Jager fouled out at the start. Eichenlaub won the 5th race easily, and was considerable distance ahead of the 2nd place boat until the wind lightened on the run on the last leeward mark. Carl has the "Snail" really moving. But for a broken pintle. . . . ! The final results showed Adams winning the regatta with an exhibition of excellent sailing. Jack Steele was once more a bridesmaid.

The regatta was an excellent one, with very good courses. It was a standard Mission Bay effort, and the members of Fleet 495 can be justly proud of the results.

2nd Annual ARCH HIGMAN REGATTA

Dec. 1-2, 1962 - Mission Bay YC, San Diego, Cal. - (Top 10 boats)

SKIPPER	CLUB	RACES	1	2	3	4	5	Pts.	Fin.
Don Adams	Alamitos Bay	2	2	2	3	4	7	7576	1
Jack Steele	Cabrillo	3	5	7	6	2	6	6642	2
Carl Eichenlaub	Mission Bay	1	dnf	3	1	1	6	6388	3
Buck Faure	Mission Bay	7	7	6	5	5	6	6277	4
Earl Elms	Mission Bay	14	10	4	2	8	5	5649	5
Phil Ramser	Newport Har.	5	3	13	12	7	5	5521	6
Dan Elliott	Newport Har.	4	6	10	9	13	5	5363	7
Mike Jager	Newport Har.	12	1	1	dnf	9	5	5186	8
John Jenks	Palo Alto	6	4	8	dnf	10	4	4765	9
Bix Bixby	Alamitos Bay	10	9	11	19	6	4	4594	10

LANNY COON WON SOUTHERN CAL HIGH POINT TROPHY

Lanny Coon of Newport Harbor YC won the Southern California High Point Trophy for the Snipe Class in 1962, beating out his clubmate, teenager Scott Allan, by the narrowest of margins in 6 out of 8 regattas in which a field of 74 Snipes were entered.

Coon scored 113 1/4 points in Coon's Kin against Allan's 112 1/2 in Holiday IV. Third was Don Adams of Alamitos Bay with 111 1/2 points. The best 6 of the 8 regattas were counted.

SCOTT ALLAN WINS NHYC CHRISTMAS REGATTA EASILY

200 sailboats in 17 classes braved raw and blustery winds in Newport Harbor YC's Christmas Regatta to climax the 1962 sailing season. Scott Allan took the measure of the 14-boat Snipe fleet with 9 1/4 points in the 5 races with 1-1-1-4-3. Second was John Laun of NHYC with 23 points and third was the 1961 Pacific Coast Champion Lanny Coon with 24 3/4.

WHO WOULD INDIANA CHAMPION BE IF NOT A LEVINSON ?

LEE THOMPSON OF AKRON, OHIO, CAME MIGHTY CLOSE, BUT BUZZ KEEPS THE TITLE IN THE FAMILY

The Indiana State Open Snipe Championship was sailed in 2 divisions - the Eli Lilly, and the John Call. Skippers were allowed to choose their division, but it was encouraged that the less experienced skippers would enter the Call Division. Ted Wells had recommended this way of dividing fleets as it had been done successfully in his district. Consequently, 34 boats sailed in the Lilly division and 21 in the Call Series.

Local skippers are planning some winter skull sessions, for they managed to take only 3 out of the top ten positions in the Lilly races.

Skip Boston of Detroit and Buzz Levinson of Indianapolis had a close duel in the first race. Buzz finally won, and right at the finish, John Call, Jr., and Lee Thompson of Akron edged Boston back into 4th place. It was a hair-rasier for 2nd as Thompson forced Call to overstand, but as they tacked for the line, a sudden shift reversed the positions. Lee could not lay the line, so Call took 2nd.

In the second race, Howie Richards of Canada got so far ahead that several skippers questioned whether he was actually in the race. Saturday night, the armchair strategists favored Thompson with his 3-2, but gave a chance to Frank Johnson of Atlanta with 5-4 and Buzz with 1-8.

Sunday morning, Jerry Jenkins of Detroit and Buzz fought for the lead all the way around, with Brad McFadden, Atlanta, hoping they would carry each other off to the bushes. Thompson salvaged only a 7th in this race, finishing 3rd overall, while Buzz Levinson won the third race and the regatta.

Everyone had their ups-and-downs as can be seen by the final standings. Competition was extremely keen as a look at the entries will show. Winds were moderate to medium and courses were excellent with long beats in all races.

In the John Call Series, local skippers fared better, taking 5 out of the first 10. Jim McKenzie, a first year Sniper, won 2 out of the 3 races for the title.

Most skippers seemed to like the new division system. Duplicate trophies were awarded to each group and every winner went away happy. All-in-all, it was one of the better events in this area this year.

FINAL RESULTS - ELI LILLY TROPHY - SEPT. 8-9, 1962

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
13020	Buzz Levinson	Indianapolis, Ind.		1	8	1	4289	1
9020	Thompson	Akron, Ohio		3	2	7	4121	2
10547	Richards	Oakville, Canada		12	1	12	3282	3
13858	Schoenberger	Cincinnati, Ohio		14	7	4	3254	4
13030	Jenkins	Detroit, Mich.		26	3	2	3190	5
13330	Boston	Detroit		4	13	9	3177	6
6258	Johnson	Atlanta, Ga.		5	4	19	3149	7
10170	Weatherston	Green Lake		8	9	10	3074	8
9362	Call	Indianapolis		2	16	15	2822	9
13888	Payne	"		16	5	11	2821	10
7999	Fohsenfeld	Grand Rapids, Mich.		7	24	5	2741	11
12192	H. Levinson	Indianapolis		15	11	8	2665	12
13200	Thebe	Grand Rapids, Mich.		18	12	6	2595	13
12660	Richter	Indianapolis		13	6	17	2585	14
10175	Zimmerman	Akron, Ohio		9	15	16	2525	15
10901	McFadden	Atlanta, Ga.		21	20	3	2285	16
13849	Hancock	Indianapolis		6	19	21	2109	17
13105	Wesselhoft	Peoria, Ill.		11	17	18	2005	18
1272	Lookwood	Indianapolis		10	10	dsq	1986	19
8600	Zent	"		20	dsq	13	1289	20
11220	Head	Peoria, Ill.		19	14	dsq	1277	21
11800	Johnson	Akron, O.		17	26	26	1026	22
12229	Foe	Indianapolis		22	27	22	918	23
12222	Miller	Akron, O.		23	25	24	869	24
10953	Palmer	Decatur, Ill.		28	21	25	825	25
9299	Leonard	Diamond Lake, Mich.		24	18	dns	818	26
11811	Heckel	Indianapolis		dsq	dns	14	778	27
13046	Tillman	Hawawee		30	23	23	769	28
13234	Collins	Indianapolis		25	dsq	20	769	28
10153	Krieg	"		31	22	dsq	542	30
8591	Peterseon	Springfield, Ill.		27	29	dnf	421	31
10062	Hurster	Diamond Lake, Mich.		32	28	28	419	32
11371	Scanlon	Indianapolis		dsq	dsq	27	309	33
11109	Buschmann	"		29	30	dns	265	34

FINAL RESULTS - JOHN CALL (Sr) SERIES

BOAT	SKIPPER	TOWN	RACES	1	2	3	PTS.	Fin.
10668	MacKenzie	Indianapolis		1	3	1	4644	1
11879	Steffen	"		4	2	5	4186	2
13314	Goldstein	Peoria, Ill.		3	6	3	4113	3
12704	Bucek	Indianapolis		2	12	2	3883	4
7870	Braxton	Lansing, Mich.		8	4	4	3827	5
8076	Bigham	Cincinnati, O.		6	1	DSQ	3450	6
10664	Ooberly	Decatur, Ill.		10	7	7	3373	7
8098	Stamp	Diamond Lake		7	9	10	3141	8
12188	Allen	Indianapolis		11	8	9	3013	9
12525	Chaetain	"		12	11	6	2966	10
10660	Caperton	"		9	15	8	2789	11
10355	Frey	"		5	14	DSQ	2650	12
8185	Aletto	Muncie, Ind.		17	5	14	2601	13
13012	Williams	Toroh Lake		14	10	11	2590	14
10984	Clark	Indianapolis		13	16	12	2250	15
5454	Riedel	Acton Lake, O.		15	17	13	2036	16
13680	Robinson	Indianapolis		18	13	DNS	1313	17
10663	Traas	"		16	18	DNS	1154	18
12680	Dulen	"		20	DNF	DNS	882	19
11161	Johnson	"		21	DNF	DNS	841	20
10172	Horton	"		19	DNS	DNS	484	21

CONRAD BROTHERS OF CHICAGO PAN-AMERICAN FAME CHAMPIONS OF BRASIL

The 1962 Brazilian Championship Races were held during the last week of July in the waters of Guanabara Bay between Sugar Loaf, the Flamengo Beach, and the Bay of Jurujuba (Nichteroy, you know). 38 Snipers assembled there from Porto Alegre, Sao Paulo, Parana, Brasilia, Alagosa, and Pernambuco in addition to Rio and Niteroi (the twins Schmidt are Niteroienses). We had nasty weather all the time - high winds, no winds at all, rains, and by Brazilian Standards, low temperatures.

Champion Reynaldo Conrad, second Ralph Conrad (his brother), third Augusto Barrozo, from old Rio's fleet. The champion and his runner-up are Paulistas. Nobody won more than one of the six races. The Gauchos did well, but not well enough, and Axel and Eric Schmidt, each in a different boat, just disappeared. Eric had one race to his credit, but Axel none. Beira's representative was Gil de Sousa Ramos. Unfortunately, I could not attend the regatta due to illness of my two sons, but the series was inaugurated with the usual Fernando de Avellar Race which attracted 58 Snipes.

The late Clube do Rio de Janeiro did a brilliant job of promoting the event. Next year the championship series will be raced at Porto Alegre in time for the World Championship in France, where the Schmidts will defend their title.

— Fernando de Avellar
National Secretary for Brasil

SNIFE FLIES ALL OVER THE WORLD ON BRASILIAN STAMP

FOR THE SECOND TIME, the Snipe Class is signally honored with a postage stamp officially issued on the occasion of a Snipe Regatta.

At right is a block of 4 of the 8 cruzeiro stamp issued by Brasil in July 1962 commemorating the XIIIth National Championship Races held in Rio. Philatelists all over the world - especially those who collect ships on stamps - will be interested and pleased as we are with this recognition. Has any other class ever had such distinction awarded to it — TWICE?



(Dark green on white)



FELLOW CLUBMATES OF THE CHAUTAUQUA YC BID "GOOD LUCK" to the 1962 U. S. National Champions Les Larson and his father Vic (top) as they leave for the Western Hemisphere Championships in Brasilia, Brasil. —Jamestown STAR photo.

THE MAN BEHIND THOSE PERFECT SAILS IS AXEL SCHMIDT!

World Snipe Champion, Axel Schmidt, like World and National Champions in 12 other classes, uses North Sails to give him the kind of power and speed he needs to win races.

Scientific design . . . highest quality craftsmanship . . . spar testing before delivery—all contribute to the winning ways of a North Sail. If you want to go faster and win more often, try a set of North Sails this year. Write for a quotation and we'll send you material samples and tell you about the improvements we've made on our new 1963 models.

Ask the skippers who use them—

BOB HUGGINS, winner of the 1961 and 1962 Griffith High Point Championship.

SCOTT ALLAN, winner of the 1961 Crosby Trophy and 1962 U. S. Junior National Snipe Championship.

DOUG KEARY, winner of the 1962 Canadian National Championship.

FERNANDO SANJURJO, winner of the 1962 Argentine National Championship.



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LOTAWANA SAILORS HAVE GOOD TIME RAISING SCIRA MONEY



THE MEN'S HULA is in demand now at Lake Lotawana after their professional performance in the show. (L. to r.) Joe Ramel, Joe Schenk, George Wren, Eddie Williams (no kiddin'!), and Mike Clagett with a cigar in his mouth.



DOING THE "CAN CAN" to help make money for SCIRA in Fleet 49's "Sailing Scandals" are (l. to r.) Paula Van Hook, Midge Robinson, Betty Clagett, Pat Chapman, Mary Lou Trefs, Cookie Sharp, and Dottie Newcomb.

Many sailors and yachting clubs are often faced with the problem of supporting some worthy class or fleet activity with a cash donation, and then the big question comes up, 'But where and how will we get the money?'

Recently, the Lake Lotawana, Missouri, Fleet 49 decided they would answer the call for help for certain U. S. funds on a fleet basis, and they did something about it after a most successful fashion. Under the capable direction of Chairman Esther Ramel, and her assistant, Gladys Hanay, they put on a talent show on July 21st that tallied a net profit of \$235.00. Almost unbelievable!

Snipe fleet skippers and their crews, as well as Missouri YC members in other fleets, cooperated to make the show "Sailing Scandals" the most talked about review in Lotawana's history. Fleet 121 from Lake Quivira and Fleet 497 from Lake Jacomo graciously accepted invitations to participate and sent their bubble dancers and twist contestants, respectively, to bring the total cast contingent up to 85.

The theme of "Sailing Scandals" was "What Goes on at the Yacht Club" and set the stage for month-to-month portrayals of club activity, starting with the New Year's Eve floor show featuring a toe strut in top hats and tails. February's Madri Gras "Can-Can" dancers were really eye-bulgers as they kicked in more or less rhythm with the spectators' "Oh's and Ah's". Cool March warmed up with a twist contest, and rainy April didn't at all dampen Quivira's bubble-breaking, girdle-throwing escapade.

But the act that brought down the house was the men's Hula. Current lake comment even today is, 'Gee, those skippers sure were good-looking Hawaiian gals.'

The pre-teens scored a hit with their pantomime on "My Little Red Rented Rowboat" -- a take-off on the advantages between sail, motor, and row boats; and the teenagers' "Frankie and Johnnie" sequence could make a songwriter proud.

Another highlight of the show was "The Judges' Theme Song" -- cheerfully sung by our true-to-life judges -- blind mens' canes, witches' boiling pot, and all. We gathered they were a little tired of protests!

A square dancing team dominated October, followed by the reminiscent November college football days with cheerleaders in a rousing Sis-Boom-Bah session. Our December Trophy Award Dinner was beautifully recognized by the chorus as they

harmonized on popular sailing songs.

All-in-all, "Sailing Scandals" was a huge success. We sent SCIRA \$200.00, made \$35.00 for our fleet, and all 85 of us had a wonderful time putting on the show.

We send this article to the BULLETIN with the thought that it might give other fleets both an idea and some encouragement. It's worth the effort!

— Dottie Newcomb.

HOW TO KEEP PEACE IN THE FAMILY —



"I enclose a picture which shows how I like to travel with my Snipe and my family. I have found out that this is the only way that one can accomplish both family life and Snipe sailing at one and the same time.

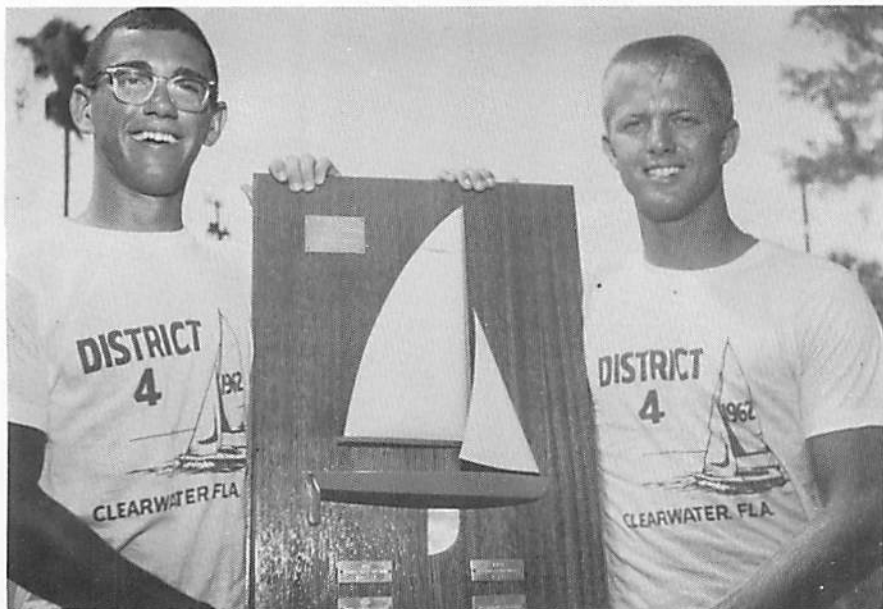
The picture was taken in Oslo at Eastern by Peer Skjoberg, who also sailed in the races there. It was early in the season and the original course laid out had to be altered as there was still ice on the water where the races were planned, and about an hour's drive by car would take you to good skiing. In my "House" we were safe and warm, for we have electric heating. It is an ideal way to travel and we all find it exciting and enjoyable."

— Svend Rantil

National Secretary for Norway.

BRUCE COCHRAN DEFEATED FATHER FOR DISTRICT TITLE

JUNIOR TEAM ALSO SHOWED THEIR TRANSOM TO SEAVY, FRANK LEVINSON, AND TILLMAN - THE BOYS ARE GOOD!



DISTRICT 4 CHAMPS - Skipper Bruce Cochran, right, and crew Mike Walbolt hold the trophy they won after the five-race regatta. Bruce and Mike, both 17, graduated from Clearwater High School last June. Their boat CHIP TOO is shown at right.

—Times Photo by Chuck Albury.

Sailors from the host Fleet 46 dominated the 1962 District 4 Championship Regatta when they took the top 4 positions in a 5 race series sponsored by the Clearwater YC June 23-24.

Francis Seavy was Chairman of this smoothly-run regatta and all 5 races were sailed over modified Olympic courses in the Gulf of Mexico under ideal conditions with light to moderate winds.

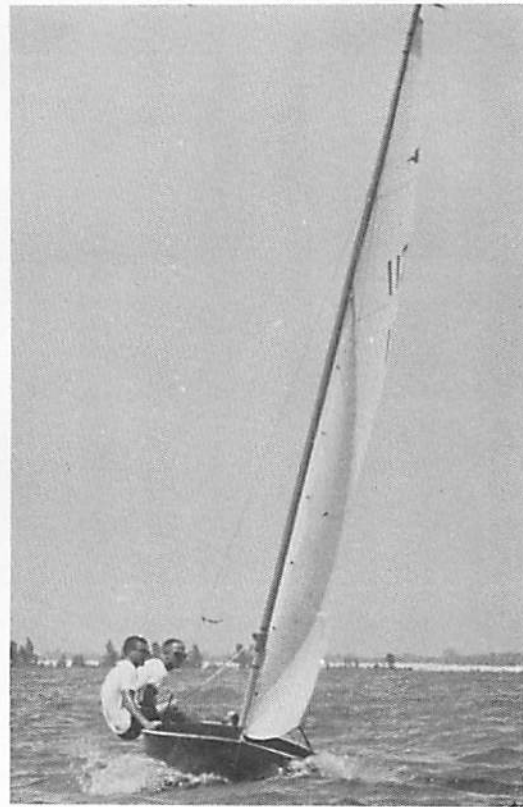
Bruce Cochran and Mike Walbolt, his crew, continued their winning record with a 1-1-2-4-4 series for a 7459 point total, a scant margin of 148 over the 2nd place winner, Bruce's father, Dr. Don Cochran, Jr., who had 2-3-6-1-2 for 7311 points. Bruce is a third generation Sniper, for his grandfather Don was one of the pioneer Sniper sailors in the early thirties. Dr. Don, Jr., was taught by him and has sailed Snipes all his life; he in turn passed on his knowledge to son Bruce. And he has succeeded almost too well, for now it looks like he will be playing second fiddle for some time to come. Bruce was the National Junior Snipe Champion in 1960; served as crew for his father when he won the 1961 Florida State Championship; and finished 3rd in the 1961 District 4 Championship — a very fine record for a 17 year-old youngster.

Third place went to that wily veteran, Francis Seavy, who barely nosed out his old friend, rival, and fellow clubmate Frank Levinson by 12 points, while Dick Tillman was in a safe 5th place. The top five positions were studded with stars, for these men have held many top honors in local, district, and national championships for many years and it would be hard to find a tougher bunch of competitors. Beating them was a real accomplishment for a junior team.

The first 2 heats on Saturday were run on courses in choppy waters off Honeymoon Island in the Gulf. A good breeze gave the hardy skippers plenty of opportunity to let out their sails and under these ideal conditions, Bruce romped around the course for a double win, followed by his father and Dick Tillman in 2nd and 3rd in the first race, and by Seavy and Don in the second race. As the afternoon wore on and fresh winds picked up in intensity, Seavy showed the way around in the third event as he raced over the shortened course - beat, run, beat - in perfect fashion. Bruce looked at his stern all the way and Danny Flaherty of Clearwater was 3rd. Thus Bruce had a commanding lead going into the final races Sunday morning.

These two races were sailed on somewhat calmer waters,

Picture at right is by the Clearwater SUN



but a good breeze again allowed all to display their prowess. Perhaps the young athletes were a little tired, for they slipped back to two 4th place finishes as the veterans took over the top spots: in the first race it was Don Cochran 1st, Tillman 2nd, and Levinson 3rd; in the second race, it was Levinson 1st, Don 2nd, and Seavy 3rd. Trying to beat a bunch like that would put a slight damper on anybody's hopes.

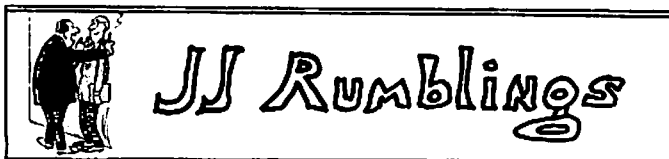
But the rewards go to the consistent sailors, and Bruce and Mike were the undisputed class of the field when the day was done. Thus they qualified to enter the 1962 U. S. Nationals at Seattle where they were also entered in their last junior series. (Results: 3rd in the U. S. Nationals and 2nd in the Junior Championships - a most excellent record!).

While the regatta was not as large as it should have been (22 boats, with only one entered from nearby Atlanta with the largest fleet in the District), it was called one of the best District 4 Championship regattas ever held.

1962 DISTRICT 4 CHAMPIONSHIP

Clearwater YC - Gulf of Mexico - June 23-24.

BOAT	SKIPPER	FLEET	RACES	1	2	3	4	5	Pts.	Fin.
11221	Bruce Cochran	Clearwater, Fla.		1	1	2	4	4	7459	1
12453	Don Cochran, Jr.	"		2	3	6	1	2	7311	2
6995	Francis Seavy	"		7	2	1	4	3	7090	3
8652	Frank Levinson	"		5	4	4	3	1	7078	4
10350	Dick Tillman	Eglin AFB		3	8	5	2	5	6646	5
8598	Danny Flaherty	Clearwater		8	12	3	6	8	5688	6
6948	Stan Smith	Chattanooga, Tenn.		4	10	10	9	10	5276	7
11660	Lloyd Cox	"		6	9	11	12	7	5146	8
13013	Sam Norwood	Atlanta, Ga.		9	6	8	17	6	5139	9
11944	Jerry Guardiola	Miami		11	16	13	7	9	4540	10
8569	Paul Lindenberg	W. Palm Beach		19	5	7	18	11	4365	11
8569	Bruce Oolyer	"		12	17	9	9	12	4306	12
11111	Marilyn Swan	Clearwater		10	7	17	11	15	4269	13
12441	Buzz Lamb	Chattanooga		17	13	18	8	13	3762	14
12766	Jane DeLoach	"		14	14	14	14	17	3492	15
12027	Donald Arthur	"		21	11	12	20	19	3066	16
13212	Jerry White	Clearwater		18	18	15	13	18	3047	17
11559	Phyllis Blair	"		16	16	21	16	14	3004	18
10353	Jay Swan	"		15	19	20	15	16	2902	19
8099	John Stark	"		13	dnf	19	22	21	2429	20
11322	Phil Blair	"		20	20	16	21	22	2268	21
11899	Mike Knox	Clearwater		dnf	dns	dns	19	20	1286	22
13289	Herman Green	Chattanooga		DNS	-	-	-	-		23



"Learning From Your Mistakes" seems to be an axiom which has application to any goal of life and certainly is essential to successful sailboat racing (winning, that is). And it seems you can extend the axiom to learning from the mistakes as well as successes of others. All of which may not be particularly profound, which adds emphasis to the question then -- why do many of us keep making the same mistakes, or fail to learn from the mistakes, or successes of others? This leads to at least one conclusion: that the really top skippers (ones who win the races) are those who have narrowed the number of mistakes which they make, thus resulting in continued improvement.

Most of the top Snipe skippers provide good examples of what I mean. You won't find any "overnight" sensations amongst the top Snipers as may be true with some less competitive classes. The top Snipers are ones who have worked their way up steadily by everlastingly learning from their own mistakes and the mistakes and successes of others, and, in so doing, they have narrowed their own mistakes. Our last two National Champions are excellent examples of this. Both Les Larson and Harry Levinson became National Champs after years of continuing and steadily narrowing their mistakes, especially Harry. I remember sailing against Harry at the Nationals in Long Beach back in 1956 and then in Peoria in 1957 when Harry was an "also ran." But Harry was learning to eliminate a number of his mistakes during those years, more than the rest of us, and so he became National Champion in 1960 and 1961. The same case can be made for Les' steady improvement during recent years.

Narrowing one's mistakes appears to presuppose at least two important factors (1) that you can recognize a mistake when you see it (2) that you remember when the circumstances are repeated the next time and not make the same error again. As to the first factor, recognizing a mistake when you see one, it seems to me that the most important point to help in this regard is to assume that each race is lost because of mistakes, rather than the usual assortment of excuses. Then, going back over each race with your crew or an experienced skipper to see what lessons should be learned can be helpful. Remembering similar circumstances so as not to repeat the same mistakes can be made much easier if notes are kept and reviewed before each important regatta.

Still another method of learning from one's mistakes, a method which isn't recommended except under the heading of "Making the Best of a Bad Situation", is to stay around after fouling out of a race. Recently, while sailing in the Arch Higman Regatta at Mission Bay in San Diego (an outstanding regatta!) I fouled out early in a race (the best time to do so!) and took the "opportunity" to follow the leaders, at a respectful distance, around for the rest of the race. In this way, I observed some excellent sailing, and a few mistakes, too. In this particular race, I watched Carl Eichenlaub sail a perfect race against some fine competition. Incidentally, Carl may prove to be not only about the best Lightning, International 14, and Sabot skipper in the country, but the best Snipe as well. Hopefully, I learned a couple of good lessons from Carl's success, as well as learning that when it looks close on a port-starboard situation - DON'T! (Something, you can see, I forgot to write down in my notebook).

In summary then, it occurs to me that a neglected aspect of successful (winning) sailboat racing is a conscious effort to steadily narrow the number of likely mistakes by (1) recognizing mistakes in the first place (2) in similar circumstances not to repeat the same mistakes, once you have catalogued them.

SANCTIONED REGATTA DATE

Mar. 23-24 HURRICANE GULCH Regatta, Los Angeles Fleet 2, Cabrillo Beach YC, Los Angeles Outer Harbor 5 Olympic-type races. Jack Steele, 11606 McDonald, Culver City, California.

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Snaps or ties under rub rail including snaps for boat
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FROSTBITE FIASCO

I've read about "Frostbite Regattas" but never really sailed in one until this past weekend (December 8 and 9th) at Grand River Lake in Oklahoma. This was the first venture into frostbiting in this part of the country - and quite likely the last! I guess we are just soft; not like the hardy types from the North and the East.

Saturday wasn't too bad. If I had had boots to keep my feet from freezing and waterproof plastic coated gloves with knitted liners instead of just plain leather-gloves, I wouldn't have objected to the ten mile long Olympic course, as there was a fine breeze of about 20 mph to start, dropping to 12-15 at the finish. What the temperature was, I don't know, but it snowed lightly now and then, people reported frozen spinnaker bags, and some icing on the decks. Three hours on a Snipe from departure to return is a little long under those conditions, but it was interesting (and very wet, for it's a big lake with big waves).

The regatta was put on by the Oklahoma Sailing Association, which comprises skippers of all varieties of boats, most of them with limited opportunities to race. They apparently felt that the NAYRU starting system needed some improvement, which they proceeded to attempt. The first gun is 30 minutes before the start of the first class. This is helpful, because it indicates that the committee is seriously considering getting the show on the road, even if it is fired a considerable length of time after the race circular says the race has started. The next thing which happens is a gun 19 minutes later. This is also helpful as it gives you a chance to start fumbling for your stopwatch if it is inside your jacket, or to scrape the ice off of it if it is outside. Thirty seconds after this, another gun goes off. What the purpose of this is, I don't know - maybe so the crew can advise the skipper to turn up the volume control on his hearing aid if he hasn't shown any signs of action after the first or 11 minute gun. At 10 minutes before the start, some resemblance to the NAYRU rules creeps in; they fire another gun and raise a white shape. At five minutes and thirty seconds before the start, another gun, but the shape stays up. Five minutes before the start, blue shape goes up. White one comes down when someone remembers to pull it down. At the start, one gun, and red shape goes up, signifying start of first class. Sometime between this time and the next gun five minutes later, someone surreptitiously sneaks the red shape down and puts the blue one

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back up so the red one can go flying up again for the start of the second class.

The above is what the race circular said. The thirty minute gun I did not hear, but when they fired three guns in a row, we started our watches on the third gun. Four minutes and five seconds later comes another gun. I grab the race circular and start reading again, after stopping my watch to restart it on the next gun. Four minutes and thirty-five seconds later there is another gun. By this time, I am thoroughly confused, but there is a red shape up, so the FD Juniors have started, except there aren't any around. Two minutes and forty-five seconds later, there is another gun and there is a red shape up, so this must be the Victory class start (a Victory and a couple of FD Jrs showed up shortly thereafter). I started my watch again on this gun as the Snipe start was next. However, I didn't have much confidence that the next gun would be five minutes later, so I ran out of starting line before I ran out of time and had to jibe and cross on port tack with Bill Kilpatrick on top of me. There was only one other Snipe - Craig Donnecke, and he had cotton sails, so Bill and I had a dandy match race for the first lap.

Bill and Steve Taylor together weigh about 355 lbs. My crew, Tom Van Slyke, only weighed 135 lbs, giving us a total of 285 lbs, and he had only crewed on a Snipe twice before, but he learned fast and he could hike out. We had on full sails, and the first beat was a dandy Weatherly-Gretel affair, with us being Gretel. We got up to within about thirty feet once on a slight lull, but a tacking duel put us back to about 75 feet behind at the windward mark. The wind was now slacking off slightly, helping us because of our lighter weight. The reaches involved some planing and quite a bit of surfboarding on waves. We almost got Bill on the first reach, lost 50 feet on a bobbed jibe, almost had him again on a wave, lost him and the whisker pole when Tom got a little over-zealous in slacking off the pole when Bill luffed us, but we finally did a real Gretel type surfboard job and took him. We were helped by the fact that Bill's suction bailer had developed a leak, and the only auxiliary bailing equipment he had was a sponge. Steve informed him that if he wanted that ice water bailed out by sponge, he could do it himself. It did not get bailed out. Our bailer leaked only slightly and we had an electric pump, so we won by about half a mile. Our hands were so cold when we got in that we had to use pliers to turn anything and we had an awful time getting the sails off, but we had won one race. As it turned out, this was important.

Sunday was bright, clear, cold, and windy. The race was to start promptly at 10:00 A. M. A radio station about fifteen miles away, which had been reporting 37 degrees while the mild icing was going on Saturday, now reported 24 degrees, wind 25 mph to pick up to 30. Suction bailers didn't leak, as they were frozen solid. Spray froze the instant it hit anything - deck, sheets, blocks, or sails. If you think a fiberglass deck is slick, try to stay on one with glaze ice 1/8" thick on it. Sheets which have become 1/2" in diameter because of ice don't run so well, either. Also, windows in jibs are not equipped with defrosters.

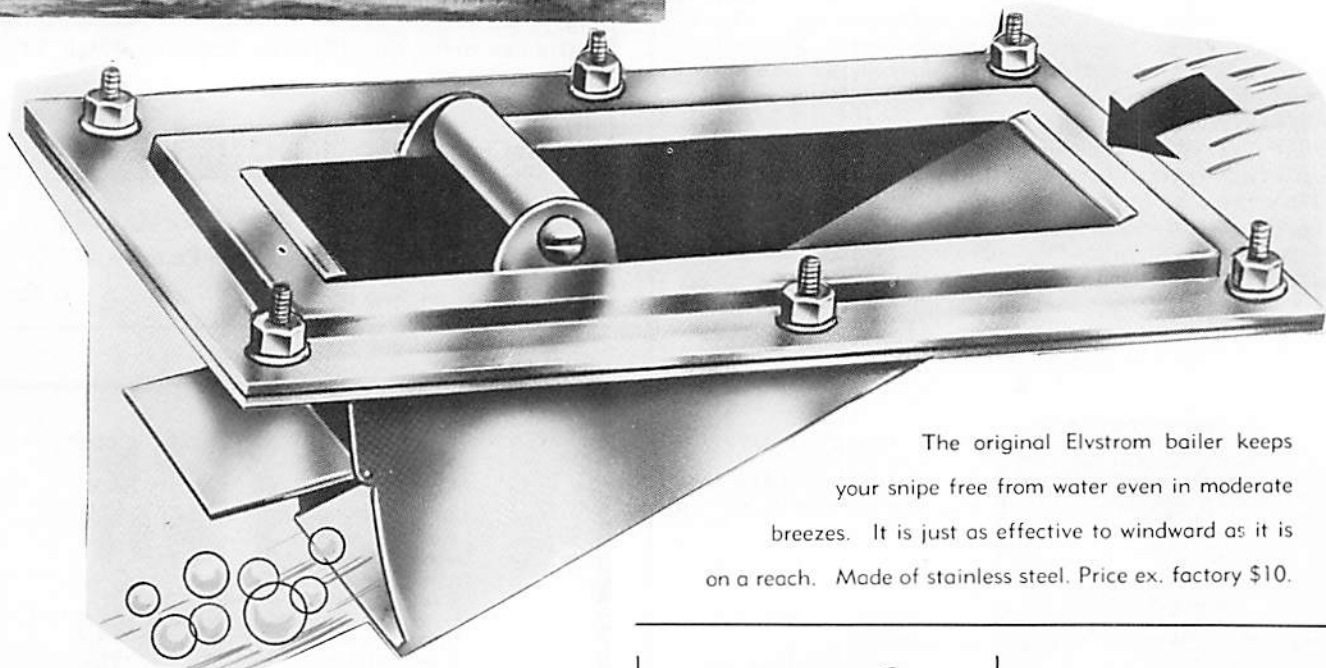
The thirty minute gun went off thirty minutes late. By this time we were half way across the lake, so we just backwinded the jib in order to go as slowly as possible and therefore throw up as little spray as possible, and reached the conclusion that if this is frostbiting at its best, we just aren't that tough. Five minutes after the 10 minute warning signal was due, the committee boat was still milling around (fortunately only one had capsized so far, as they were very short of rescue boats), so I suggested that they either get the show on the road or send us home. They advised me that they couldn't find one or two of their marks and were trying to decide what to do. Craig Donnecke had been smart - he didn't even come out. Bill and I got smart promptly and left. Shortly thereafter, everyone else followed suit. It was about a mile long beat back to the ramp, which afforded ample opportunity to reflect on the advisability of future Frostbite Regattas out here. I won't say I won't go to any more, but I'm sure I won't have any non-cancellable motel reservations. I like to rough it in solid comfort - say in Nassau, for example.



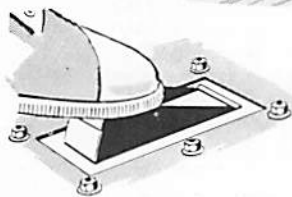
1959 World Championship



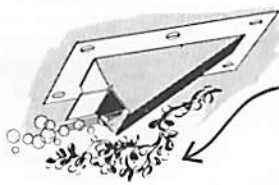
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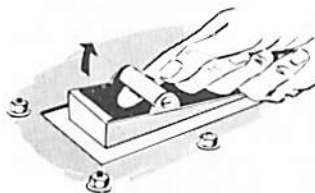
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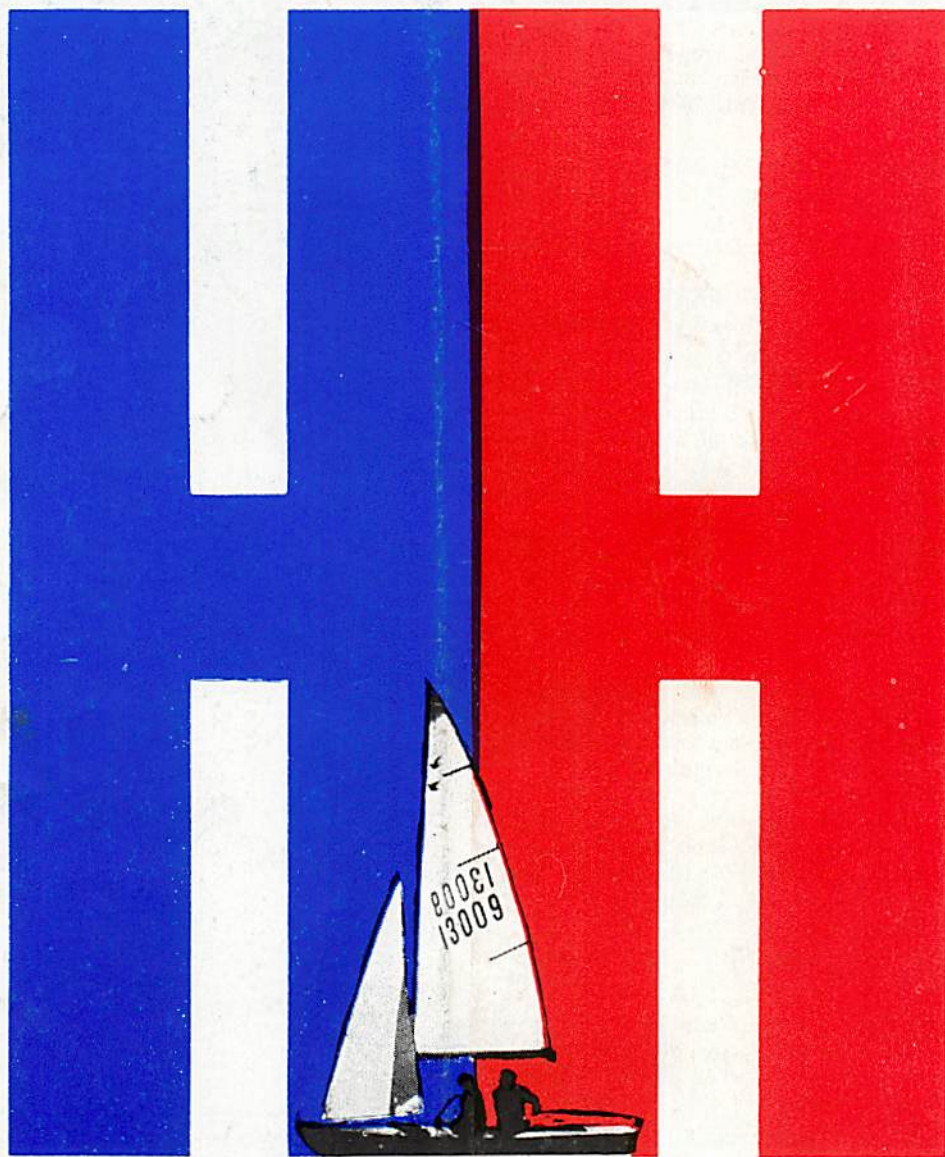
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