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NEWS FOR SMALL-BOAT SAILORS

Editor—Wm. F. CROSBY • Published monthly by KELLY-READ & Co. INC. Rochester, N.Y. • Chet Miller ASSOCIATE EDITOR

## PERSONALITIES IN SAILING

DON COCHRAN

### Fleet Captain of Clearwater Yacht Club

If you have attended the Internationals, you are well acquainted with that sniper of snipers—Don Cochran.

That smile of his that so completely reflects southern hospitality has won him many friends.

He has been racing small sailboats for at least 25 years, until the Clearwater Yacht Club adopted the Snipe Class as their Club boat, they raced 20 footers with a sail area limit of 200 sq. ft. Don built for himself one of these 20 footers. Don raced this boat all over the West coast of Florida for almost 15 years. His home being half full of trophies is proof that Don was quite successful with the old "Dickie Boy" and then came along the year 1935 or 36. A snipe was being built in one of the garages in Clearwater. Don couldn't leave his plumbing business long enough to build one for himself, but he kept his eye on one that two kids were building in their back yard. Soon this back yard snipe was finished, and sailed in a few Club races without much success. Neither could this snipe satisfy our measurer, so Don gave the two kids a break and bought the boat from them. He made some alterations to satisfy the measurer, then he named her "Blue Nose 11". She is 10 years old and is the best known, and has won more races than any other Snipe in the world.

Her success was made possible by the fact that Don is one of the finest and cleanest sportsman the game has ever known. He has never complained about a race course, the race committee, the weather, or never has he filed a protest against another contestant.

When many people come to the Internationals, they bring boats that are all "spit and polish" and they usually end up somewhere in the ruck—but Don comes along with his famous "Blue Nose" rough, patched-up bottom, sails that are, I don't know how old—and yet his record of winning regattas is a very impressive one. Last year he lost out to Guy Roberts



DON COCHRAN, FLEET CAPTAIN, CLEARWATER YACHT CLUB, FLORIDA

to race at Chautauqua, and Don held a race committee job, and it did not seem like the Internationals without old "Blue Nose" in there pitching! Other years though, Don has come up in second or third place and has been a very consistent sailor throughout the years.

It isn't the high finish and spit and polish that wins races—it's the skipper and crew—and we're pretty positive that it's the skipper, and Don is a darn good skipper. And to prove it, here's his record—

Three times Florida State Champion at Tampa Yacht and Country Club.

Three times Southeastern Champion at Charleston, South Carolina.

One time—Eastcoast Champion, Miami Yacht Club.

A number of times Fleet Champion.

His last success—1st place in The Orange Bowl Regatta at Miami 1946, Dec. 28-29.

—and don't forget that room full of trophies!

## New York State Snipe Association Elects Officers

### 1947 Regatta Goes to Jamestown

#### Race week to be held at Newport Yacht Club

By CLIFF CARPENTER

For a full week this summer Rochester will attract Snipe racing skippers from throughout New York State, under provisions of a unique plan adopted yesterday by the New York State Snipe Association.

Aiming to streamline a growingly top-heavy schedule of trophy contests which, in the past, have kept skippers of the small racing craft hopping from one corner of the state to another, the association sanctioned a "Race Week" to begin Aug. 11 at Newport Yacht Club on Irondequoit Bay.

Packed into that week will be nautical scraps for the Briody, Mayer, Retzlaff, Weed and lesser known trophies. The dessert to this small-boat racing dinner, coming also to Newport, will be the North Atlantic States Snipe Championships, to be held Aug. 16-17, at the close of Race Week.

All in all, it will give Rochester about eight straight days of racing with top-flight Snipe skippers from as far distant as Boston and other Atlantic clubs on hand.

Sixty delegates were on hand at Hotel Seneca for the association's annual meeting, which for the fourth successive year declined to accept William (Bill) Sweeney's efforts to step down as state commodore. Sweeney, Rochesterian and Newport Yacht Club member, was reelected to the high post. Supporting officers are Richard P. (Dick) Shearman, veteran Chautauqua Lake Yacht Club ace, vice commodore, the Newport's Ernie Coleman, North Atlantic champion, secretary-treasurer.

Explaining the Race Week plan, a brain child of Newport's Jack Curtis, Commodore Sweeney explained that through arrangement with the Lake Ontario Snipe Racing Association, entries from all clubs in the state will be able to sail for all trophies. Some of the silverware in the past had been restricted to certain clubs by deed of gift.

The association accepted the bid of the Chautauqua Lake Yacht Club, offered by executive Harold L. Griffith, to hold the state championships there Aug. 9-10. These dates immediately precede Race Week, and officials expect virtually all Snipe skippers will move from Chautauqua into Rochester.

One other innovation popped into the state's schedule—acceptance of an offer to take part in the Lakes Yacht Racing Association



Rumsey-Ots Snipe on display Hotel Seneca

regatta July 30-Aug. 1 at Sodus Bay. The regatta annually follows the LYRA long-distance cruising race.

Delegations to the afternoon meeting were Verne Brumber and George Bridgman from Canandaigua Yacht Club; Doc Paul, Doc. Moyer and Ed Rubensten from Olcott Yacht Club; Ernest Coleman, Jack Curtis from Newport Yacht Club; Walter Newcomb, Jud Hanna, Chet Miller from Nine Mile Point; "Sandy" Ots, Mr. Ots and Mr. Rumsey from Buffalo; Bruce Huston, William G. Croucher from Sodus Bay Yacht Club; Dick Shearman and Mr. Harold Griffith and Mr. Irwin from Chautauqua Yacht Club.

## BARGIN' TH' LINE

### with Th' Windjammer

ALIBI

I figured when he passed me, right at the starting line,  
That his crew was quicker actin' and a better one than mine.  
He took my wind completely. (Now I'm not the one to whine)  
But he hit the line too quickly, though the judges called it fine.  
I know his cockpit's smaller, 'cause he didn't have to bail,  
When the sou'west wind a 'blowin' curled the water o'er the rail.  
When he rounded that first marker he was sailing in a gale,  
While I only had a wisp of it, to belly out my sail.  
To the second bouy a'hellin', he set a nasty pace,  
If my board hadn't jammed on me, I'd sure have won the race,  
I'd have passed him sitting pretty. I'd like to see his face,  
But I guess my luck's against me, just a poor old hard luck case.  
He didn't do so well, on the last leg—'twas a run.  
Though he's the guy that finished first, to get the winning gun.  
I couldn't see the finish bouy, I was blinded by the sun,  
So I couldn't catch the fella before the race was done.  
I saw him on the dock. (Now of these words take note)  
"Nice race, old man," I says to him, but here's what gets my goat.  
I sail a better race than he. Honest, I don't gloat.  
The reason that the guy can win—he's got a lighter boat!

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# SHORT NEWS ITEMS OF SNIPE FLEETS

All Correspondence, Fleet Reports, Snipe Duos Payments, Etc., Should be Addressed to: William F. Crosby, 522 Stellar Ave., Polham 65, N. Y.

The Green Lake Yacht Club of Wisconsin has returned to the active fold and will start off the season with six boats. This fleet, with charter No. 129, has been inactive since before the war and we welcome them back into active participation. Lawrence M. Vandervelde, 4136 North Farwell Ave., Milwaukee, 11, Wisconsin, is Secretary and Treasurer.

\* \* \*

The Carolina Yacht Club at Wilmington, N. C., is sponsoring a new fleet to be formed there. Information was supplied by F. L. Meier, Jr., of Wilmington who states that they expect to start off the season with from five to ten Snipes.

\* \* \*

Another voice from pre-war days is that of Arthur H. Bosworth, Chairman of the Race Committee of the Miami Yacht Club. "Bos" was one of the first group to be actively interested in Snipe racing in the Miami area and for years he has been responsible for the proper running of all races in that area from the Miami-Nassau Race down to a mile and a half Snipe race. Bos takes 'em all in his stride and we've never seen anyone worker harder or longer at the job.

\* \* \*

Several Snipe builders have recently asked about moving the fore and aft stringer called the clamp from its location on the frames and under the deck beams to a point up along the underside of deck at the sheer. This should not be done as the stringer as it is shown in the plans is what supports the deck beams, which, in turn, hold the boat from spreading. Boats with this stringer in the wrong place may not receive a certificate of measurement as this change will seriously weaken construction.

\* \* \*

Arch Higman, 9235 San Juan Ave., South Gate, Cal., is interested in starting a new Snipe fleet on Alamitos Bay and has requested all Snipe owners in the area to get in touch with him as soon as possible.

\* \* \*

Something has to be done and done soon about bringing the Dunphy Trophy and the Commodore Chalmers Burns Trophy back into active circulation in the Upper Great Lakes Region. At present both are held by Oshkosh Fleet and some of the other fleets in the area are most anxious to get these trophies scheduled for the coming summer. The entire Upper Great Lakes Region has never recovered from the war and it seems to be about time that a thorough reorganization took place so that active fleets could have something important to race for.

## SNIPE RACING DATES FOR 1947

(Send in the dates of your important regatta and have them printed with these others.)

March 13-16—Clearwater, Florida, Mid-Winter Open Regatta

May 31st—June 1st Fort Worth Boat Club Interclub Regatta open to any Snipe owner who is in good standing.

June 21-22—Wichita, Kansas, Sailing Club, Open Regatta

July — —National Championships at Corinthian Yacht Club, Marblehead, Mass. Sponsored by Winchester Boat Club.

New York State Championships Chautauqua Lake Y. C. August 9th and 10th

Rochester, N. Y.—Race Week Newport Yacht Club

August 12th and 13th—Briody Trophy Individual Lake Ontario

August 12th and 13th—Retzhaupt Trophy Individual Lake Erie and Ontario

August 13th and 14th—Mayer Trophy 5 Boat Team

August 14th and 15th—Weed Trophy 2 Boat Team

August 16th and 17th—North Atlantic Newport Yacht Club

August 26-29—Geneva, Switzerland, International Championships

\* \* \*

Ray Kaufman, acting Fleet Captain during the absence of Dr. N. E. Meyer of City Island Fleet reports that progress is being made in forming the Metropolitan Snipe Racing Association to be patterned along the lines of the highly successful New York State Snipe Association. City Island, at present holds the handsome Long Island Sound Team Trophy which belongs to the Sea Cliff Fleet. The idea

is to have Sea Cliff agree to a change in the deed of gift so that the trophy may be put up as a Metropolitan Area Team Race prize. City Island would like to hold the first races for this trophy. The proposed new association will take in every fleet within a radius of 50 miles of New York City thus greatly broadening the scope as it would include fleets in New Jersey as well as some in Connecticut.

\* \* \*

Old Fleet No. 2, Los Angeles Harbor, has definitely come back into active participation in S. C. I. R. A. affairs. The new Fleet Captain is Howard C. Dickson, 1056½ West 84th Place, Los Angeles, 44, Cal. Six boats will start off the fleet and no doubt this will soon be doubled. The old fleet used to be one of the largest and most active on the Pacific Coast.

\* \* \*

Several inquiries have been received recently regarding aluminum masts and booms for Snipes which are now being manufactured for some of the small class boats. Since such a mast would not pass measurement, it is not advisable to purchase one.

\* \* \*

Queen City Yacht Club at Toronto, Canada, has six Snipes at present and the information received from A. R. Finn, a member, seem to indicate that an active fleet will shortly be formed there. Another Canadian club greatly interested in the subject is the Northern Yacht Club at North Sydney, Nova Scotia. Seven boats were raced last summer and more are on the way.

\* \* \*

The Alexander's Lake Yacht Club near Danielson, Conn., is about to adopt two classes for club racing. These will be the International 110's and the Snipes. No fleet has as yet been formed but it will probably be a going concern before summer.

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# LIGHTNING CLASS ASSOCIATION NEWS

Address all correspondence to Lightning Class Association, Bank of South Haven Bldg., South Haven, Mich.

## Lightning Class May Limit Entries in Big Regattas

Mr. J. W. Orelup, President of the Lightning Class Association, has been in touch with the Snipe Association regarding the proposed limits that Snipe uses in its International Championships. These populous classes present a real problem in that it is virtually impossible for the hundreds of owners to take part as individuals in an International or National Championship. On page 10 of the October issue of Jib Sheet there was an outline of how the Snipe class intends to handle the situation in order to give every starter a chance to do his stuff. The main point of the idea is to eliminate about 90% of the starters before the regatta even starts. This is done by holding fleet elimination races on the "home grounds." Only the winner is permitted to enter the National or International Championship. This system has been used for years in the Snipe Association and has kept entries down to fairly reasonable numbers, 37 being the 1946 list which was admittedly too large to handle properly. With a great many fleets eligible to send an entry it is quite possible that even if confined only to fleet champions, the entry list could still go up to at least 75 boats and possibly more. Obviously, no fleet of 75 can be expected to start at the same time. Even a fleet of 40 is too large and, as so often happens, possible championship material may be fouled out or boxed in to such an extent that it might never have a chance. The idea is to boil down the list still further.

This has been done successfully by Larchmont Yacht Club over many years in the Star and Atlantic classes and last summer in the Lightnings as well. The fleet is simply arbitrarily divided up into odd and even numbered boats and started as two separate races. For the first three races, the division is as outlined. In the last three races, the top ten boats of the second division move up and race with the top ten boats of the first division. This means 20 starters in the championship division which is an ample number of boats. The others may race for a consolation prize or pack up and become spectators. It is necessary to have a total of at least six races to really determine the championship in this manner. Five races in each division would be even better. In case there should be more than 75 entries—which is not as exaggerated as it seems, it might be necessary to divide the numbers. If there were 80 boats entered, this would mean 20 boats in each division and everyone would have a fair chance. In the

BY BILL STUBBINS

H. Van der Horst, C. Paul Clark, Dr. R. E. Mountain, Charles A. Chipman and Dr. L. F. Dietter are the charter members of Cuba Lake Fleet which sails on Cuba Lake at Olean, New York. This fleet has been issued Lightning Sailing Fleet Charter No. 115 and Dr. Dietter is temporarily acting as Fleet Secretary.

\* \* \*

Richard P. Morgan of 1501 Broadway, New York City, has sold Lightning No. 1759 to William Carl Humphrey of Rahway, New Jersey.

\* \* \*

The Royal Hamilton Yacht Club at Hamilton, Ontario, Canada, will hold an open regatta for all classes of yachts on July 5th and 6th, 1947. There will be one race on Saturday afternoon, the 5th, and two races on Sunday, the 6th. In previous regattas there has been a good attendance of Lightnings from along the Niagara River border and Lake Erie District, and the Royal Hamilton Yacht Club expects to have at least twelve Lightnings in competition.

\* \* \*

Plans for Lightning No. 2634 have been issued to Donald W. McDonald of 7 Pinecrest Road, Scarsdale, New York.

\* \* \*

The first annual dinner of the Mid-Hudson River Squadron, which Squadron is composed of Chelsea Fleet No. 39, High Tor Fleet No. 41 and Nyack Fleet No. 75, was held at Bear Mountain Inn, Bear Mountain, New York, on Saturday evening, February 8th. A. Werner "Bill" Grimm of Poughkeepsie, New York, Captain of Chelsea Fleet and commander of the Mid-Hudson River Squadron, acted as toastmaster. Idda Jova, Joseph Jova and Henry Ebreu, owners of Lightning No. 82, "Candy Kid," were presented with the perpetual trophy of the Squadron, as well as an individual permanent trophy, they

final series, the top five boats of each division would race together. One race for each division could be run each day. A could start at 1 p.m., B's at 2 p.m., C's at 3 p.m., and D's at 4 p.m., or any other suitable times so long as all were well scattered so that there would be no overlapping of divisions.

There is no doubt about it that too many Lightnings started last summer on one gun—56 of them in the first race. There were also too many Snipes and the answer lies in working out some such scheme as outlined above so that every skipper has a fair chance to win.

being the Squadron champions for the 1946 sailing season. Several Chelsea Fleet trophies were also presented at this dinner by Mr. Grimm, which trophies included one presented to the owners of the "Candy Kid" for having won the highest number of points in Fleet competition during the summer of 1946.

\* \* \*

The annual winter meeting of the Lake Michigan District of the Lightning Class Association was held on Sunday, January 26, 1947, at the Toledo (Ohio) Yacht Club. Delegates from fifteen of the District's twenty-three fleets were present. At the meeting it was decided to hold the 1947 Lake Michigan District Lightning Regatta at South Haven (Mich.) Following the meeting films of the 1946 Internationals were shown.

\* \* \*

Hubert S. Johnson, boat builder at Bay Head, New Jersey, is to build Lightnings Nos. 2620 to 2625, inclusive, for Hugh C. Distlehurst, Chauncey N. Rogers, Dr. Peter T. Neyland, Barron Connolly, Arthur Francisco and Loren Lewis, respectively.

The Red Jacket Yacht Club on Cayuga Lake, New York, has recently purchased a 57-acre farm with 1100 feet of lake frontage, according to Marcus B. Hemstreet, Vice Commodore. The club has heretofore been a small one without a one-design fleet and last season had only one Lightning. Orders have been placed, however, for additional Lightnings for April delivery and this will permit a Lightning Sailing Fleet Charter to be granted. Mr. Hemstreet said: "Our membership has grown from 17 to 104 family memberships and we hope to have a large Lightning class."

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7878	4.7 oz. sq. yd.	(3.7 oz. 28½ inch)
7822	6.8 oz. sq. yd.	(5.3 oz. 28½ inch)
7823	8.7 oz. sq. yd.	(6.8 oz. 28½ inch)

Note: Cotton cloth is usually rated by ounces per running yard of 28½ inches.

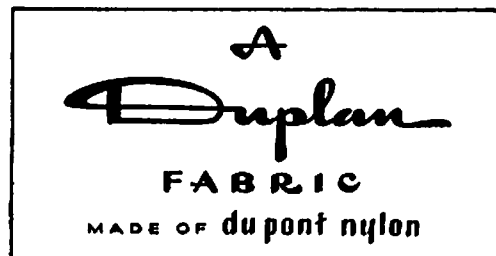
## HOW TO BUY NYLON SAILS

Orders for Nylon sails should be placed with your usual sailmaker. Technical questions about the fabrics should be sent to this company.

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## Progress of the National and International Championships

For the information of newcomers, the National Snipe Championships for the Commodore Heinzerling Trophy, will be held at Marblehead, Mass., under the guidance of the Winchester Boat Club. This regatta is open to one boat from each active fleet. Each entry will be charged an entry fee and the winner will get the jack pot to help pay his expenses to Geneva, Switzerland, for the International Championships. Dates for the Marblehead Regatta have not yet been announced but the Geneva Internationals will be held August 26 to 29. The winner of this regatta will be the world's champion and will win the Commodore Isaacks Trophy. This regatta will be open to just one skipper from each country and so far more than 15 countries have signified that they will enter. In fact one country, Spain, has already entered Santiago Amat of Barcelona as its representative. Boats have been built at Geneva, all exactly alike, for the skippers and no one will be permitted to sail his own boat. However you can bring your own sails—if you win the right to go.

There is just one thing about the entire affair that must be handled at once—just as soon as the Marblehead Regatta is over. This is the matter of your passport to leave the country and it can only be picked up at one place in the United States according to directions received from the State Department. The winner at Marblehead will have to have a letter from the Executive Secretary and will be told what to do. He will have to have two passport

photos, proof of American citizenship and, if of draft age, a release from his local board. Therefore, if you are coming to Marblehead from a considerable distance, it would be just as well to have your papers with you so that the passport could be arranged immediately after the races. You will not have time to go back to California or Texas and then come back to New York. The State Department has issued instructions to just exactly one passport agency in this matter and with proper credentials and papers you can get your passport at once without having to wait for the prescribed 30 days. This applies only to the skipper and his crew and does not include mother, father, wives, sweethearts or just plain spectators. These will have to go through the regular mill and will require 30 days.

Every entry at Marblehead will be required to have a birth certificate or other proof of citizenship, and a release from his draft board if of draft age. This will save a lot of last minute rushing around and will assure us of an American entry at Geneva. The Executive Secretary is now working on steamship accommodations for the winner and his crew.

\* \* \*

### NOTICE TO SNIPE FLEET CAPTAINS

When sending in dues for your members for 1947 please check carefully to see that each has a measured boat and that all are the same members as in 1946. In some cases transfers are indicated as frequently someone will be listed whose name does not appear on Association rolls anywhere. Be doubly careful to get the boat numbers right as a simple transposi-

tion will sometimes entail an hour or more work trying to find out just who's who. It's the easiest thing in the world to set down No. 5742 when it should be No. 5724.

Charges are as follows; Each active fleet to pay \$5.00 a year as a charter fee. Members who own measured boats pay \$2.00 a year dues. In cases where a boat changes hands, the new owner also pays \$1.00 transfer fee. Where there are co-owners, each co-owner also pays the \$2.00 dues. Assignment of numbers to new boats is now \$1.00. Each member paying dues receives a membership card and copy of the rule book but please do not send in dues for boats that are not measured.

**For Sale**—One of Sodus Bay Y. C.'s Robin racing sloops. Holds her own on reaches. Trims competitors on runs, and phenomenally fast on beats. Bottom and topsides smooth as a baby's cheek. Merriman Bros. winches. Cousens and Pratt canvas plus extra Ratsey jib, all excellent shape. Hull double planked mahogany. \$650.00 cold cash buys the 1946 Champ.

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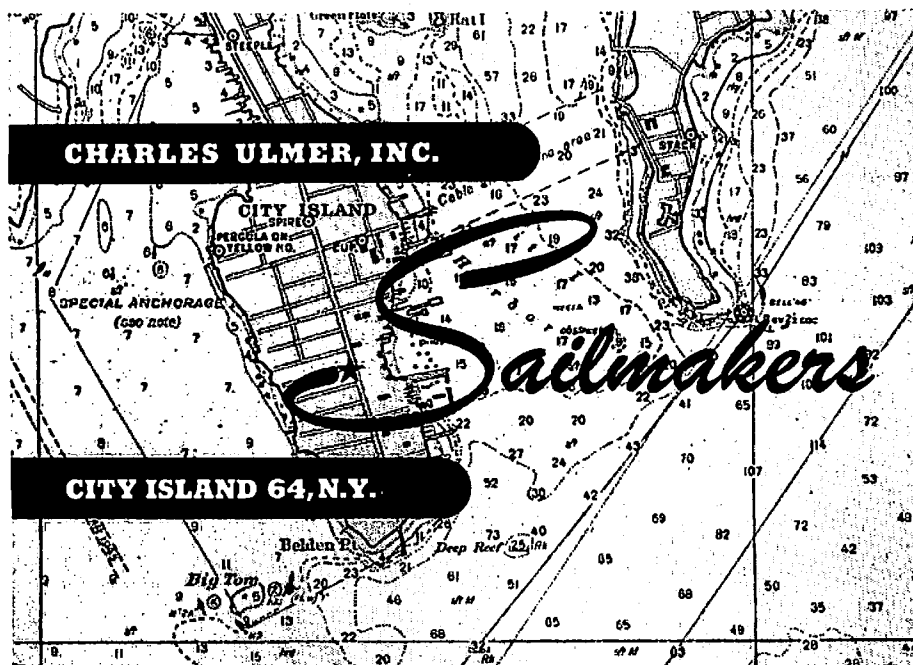
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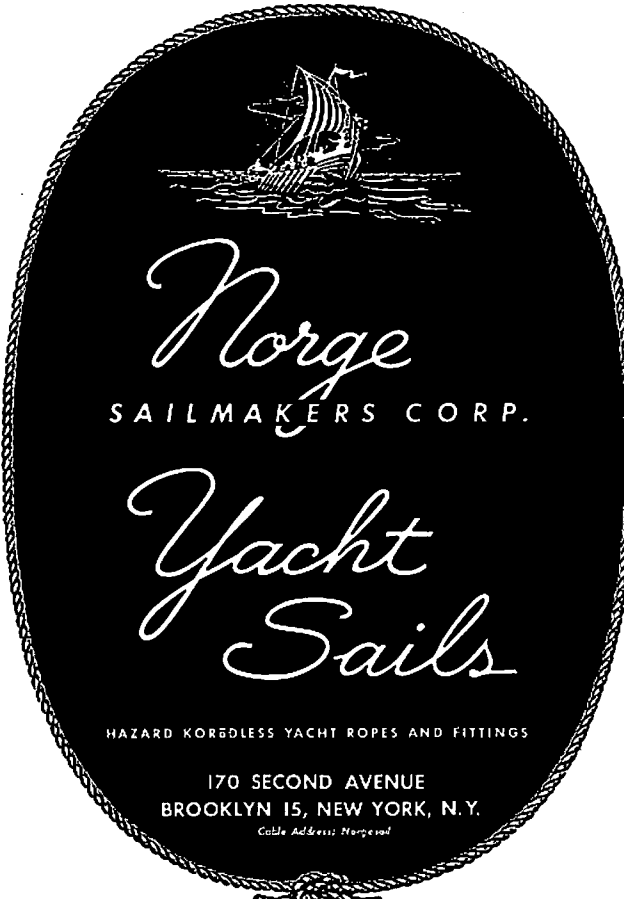
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## Why Belong to the Snipe Association?

Every once in a while this question crops up and as one correspondent said; "Why should I pay tribute?" The answers are too numerous to go into this limited space but we will outline a few of them; Support of S.C.I.R.A. means that your Snipe will stay a Snipe. Without the Association, Snipes would soon be built as keel boats, schooner rigged and probably carry jib topsails and spinnakers. Regulation Snipes would soon lose their value altogether as there would be no means of enforcing measurement and it would be every man for himself. A field day for the chiselers. Your dues are an insurance premium that your Snipe will stay in style. Some very old boats have been resurrected during the past year when it was so hard to get new Snipes and these old-timers are still eligible to race and can race. The winner of the Internationals last year was built way back in 1939, but it's still a Snipe. For your own protection you should belong to the Association. Then there is the little matter of racing. Unless you're a member you cannot take part in fleet point score races, inter-fleet races, sectional and state championship regattas nor the big Nationals and Internationals. Don't forget that your Association has bought and put many of these trophies in circulation as S.C.I.R.A. is not interested in making money but in making more racing. There is also the little matter of technical aid, answering questions, straightening out racing mix-ups and supplying each fleet with race result sheets, measurement sheets, measurement certificates and each owner with a rule book and membership card. There is also some prestige and publicity connected with each fleet and there is always the opportunity of going to the big regattas and meeting other Snipers from all over the country—a sort of brotherhood of good fellows certainly worth alone the \$2.00 a year dues asked by S.C.I.R.A.



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## Rochester to Hold Sports and Boat Show

Rochester will stage its first sports thrill in 6 years, from April 5th to 13th, when the 5TH ANNUAL SPORTS AND BOAT SHOW will be held in the E. Main St. Armory. Many entertainment features have been lined up including Canoeilters, log-rollers, fly-and-bait casters and expert marksmen will be on hand to give exhibitions and demonstrations and a large water tank in the center of the Armory floor will serve as focal point for many features of entertainment.

Many of the latest developments in new equipment will be on display, Don Guerin, is manager of the event.

**Wanted—Snipe Sails.** Several people are looking for snipe sails—let us know if you have extra sails—we'll put you in contact with someone who is looking for a set.

Jib Sheet

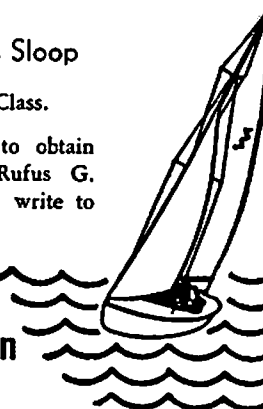
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## For the Benefit of Newcomers

Lots of questions and quite a bit of misunderstanding still surrounds the few simple requirements of Sniping. Here they are in simplest form;

New boats; Racing numbers assigned by the Executive Secretary free of charge. Actual numbers are not supplied as these should always be cut and sewed to the sail by a professional sail maker.

Measurement; Have fleet measurer or measurement committee measure your new boat. If it passes, he will hand you a measurement certificate upon receipt of your measurement fee. He will send measurement data sheet with your \$2.00 dues to the Executive Secretary who will send a rule book and membership card in return.

If your boat is already measured, simply send in \$2.00 and receive your book and card. In cases where a boat is not a member of a fleet, the owner may ask for a provisional measurement certificate upon making out a data sheet and sending it to the Executive Secretary. Data sheets are available also from him.

Here is a new rule effective in 1947; In cases where a boat is owned by more than one person, each co-owner also pays \$2.00 dues and receives a card and book.

In cases where a boat changes hands, be sure to give new owner the measurement certificate and your membership card and book. If he will send the card with one dollar transfer fee to the Executive Secretary, he will receive a new card rule book

and his boat will be transferred to his name on the official rolls at headquarters. Co-owners, of course also pay the dollar dues but only one dollar as a transfer fee.

Active fleets pay to the Association an annual fee of \$5.00 as a charter fee. It helps considerably if fleets will send in the charter fee and the dues for as many members as possible at one time. This saves a lot of letter writing and book-keeping at headquarters.

New fleets get charters from Executive Secretary with race result sheets, measurement certificates and measurement data sheets. Be sure to include names and addresses of all officers. Plans, as revised recently, for Snipe are also available from the Executive Secretary for \$5.00.



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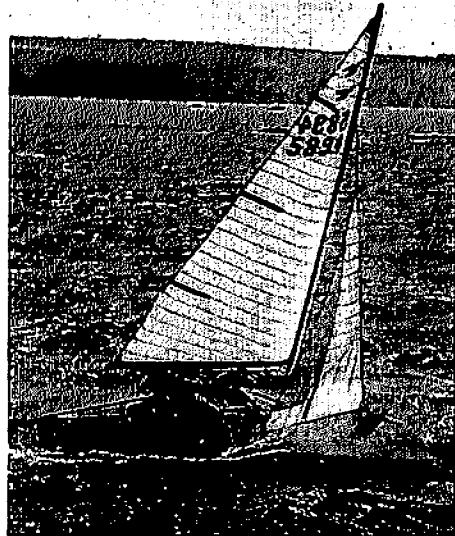
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