

# SNIPE BULLETIN

JULY 1966

Vol. XVI No. 2

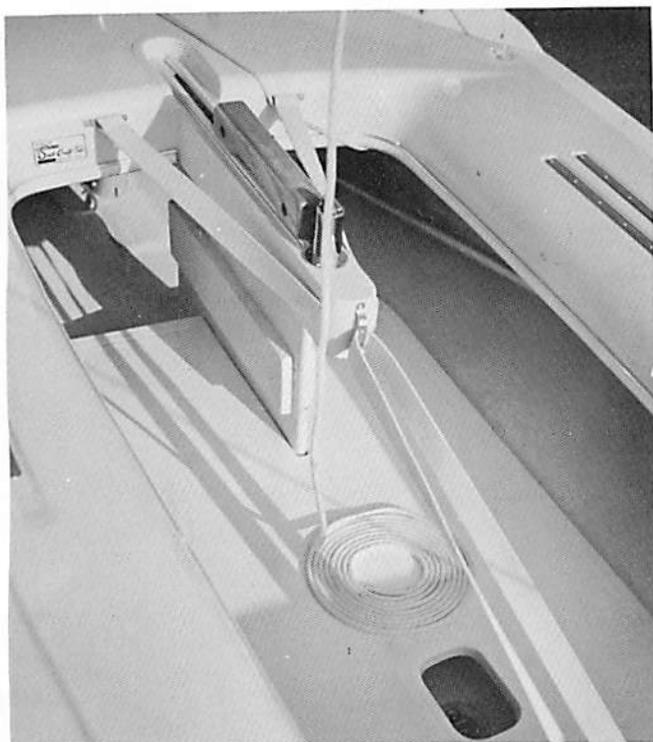


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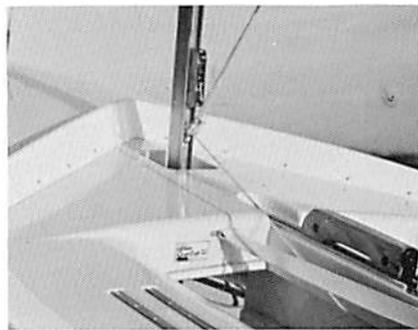
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## Voice Of The People

### LETTERS WE LIKE TO GET

— SCIRA Continues to Grow All Over the World!

" Although you have not heard from us for a long time now, we have not been inactive after all, and our fleet has been growing steadily to the extent that we have seven boats sailing now. It looks like we are really on our way.

Unfortunately, we could not represent the Venezuelan colours in Las Palmas as we did not get the authorization from the National Sailing Organization. Our National Championship was scheduled for July 1965, but shortly before the event, the first three boats which had been built, simultaneously, developed big leaks because of faulty plywood and had to be replanked. According to our by-laws, we cannot organize a National Championship with less than six boats, so -- no Championship, no Las Palmas.

Lately we have been encouraged by getting some enquiries from Caracas on Snipes and SCIRA, so it appears we are going to expand.

We are also getting very good newspaper coverage on all racing events here in Maracaibo. And our biggest help has been the Snipe BULLETIN along with plenty of racing activity. I would be very grateful to receive two rule books: one for the National Sailing Federation and the other for the Venezuelan Olympic Committee. I already send them two copies of the BULLETIN every month.

We sincerely hope that 1966 will be " our year ". We have all conditions in our favor. Good and new boats, plenty of enthusiasm, and beautiful weather the year around. "

— Hans Nienstadt  
P. O. Box 292  
Maracaibo, Venezuela.

### From the Federation Libanaise de Yachting at Beirut

" The Lebanese Federation will be very glad to receive the monthly Snipe news for the International Snipe Class as we are looking to expand our sailing program, especially in the coming year.

In Lebanon we have four boats in fiberglass and several old wooden ones.

The races for the National Championship are on the following dates: 23 and 24th of July - 6 and 7th of August. Three races to count.

We will appreciate all the help and information we need to make this class grow fast. "

الاتحاد اللبناني لليخوت  
بيروت

### Back to South America

" I have the pleasure of advising you that today I'm sending you a bank draft so as to enable you to take steps to attain the entrance into SCIRA of the first Snipe fleet of our country.

After a long time of trying, I have been able to organize a flotilla. You may remember that several years ago I had written about my intention of doing so.

The flotilla will belong to the Club Nacional de Regatas El Mbigua, of Asuncion, Paraguay.

We now have seven boats for the founders' group and have another which we hope will soon be eligible, too. We will appreciate receiving our charter soon as we are getting ready to participate in the events to be held in Montevideo this year, which we consider as a very important test as we will be one of the few beginners competing there.

The General Secretary for the Western Hemisphere, Sr. Fernando de Aldecoa, was in Asuncion and we were very pleased with the attention and help he gave to our needs here. "

— Manuel Otazu  
Eligio Ayala 1180  
Asuncion, Paraguay

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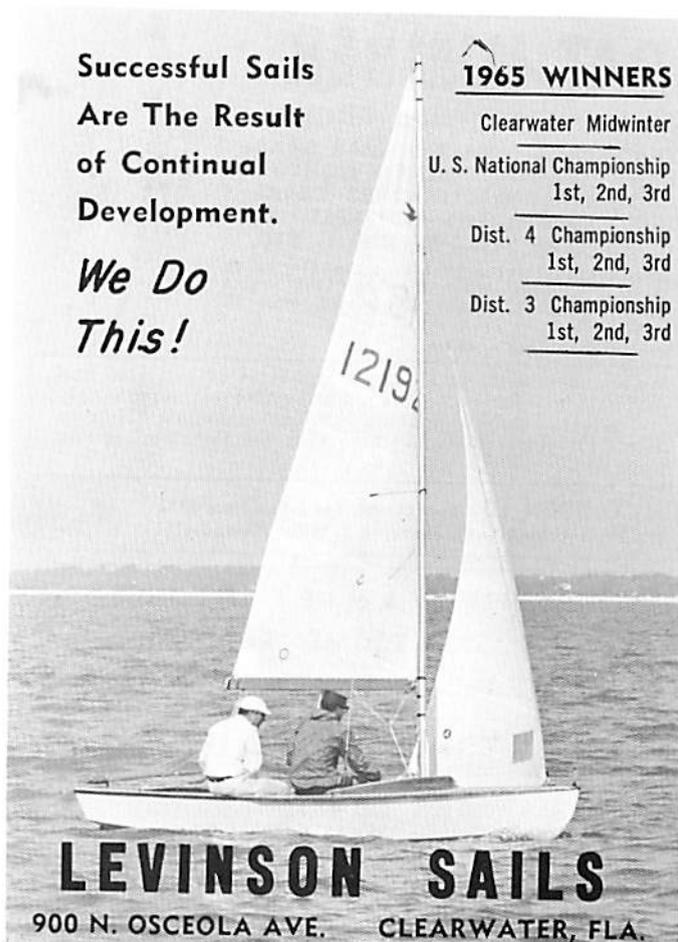
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# SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

Address all correspondence to:

Snipe Class International Racing Association,  
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## The Cover

SCIRA has always had active sailors heading the organization, and here Commodore Basil Kelly upholds the best traditions of his predecessors by winning the title of the Nassau Midwinter Snipe Championship Regatta held last winter.

He and crewman Buck Johnson took the series with 4 firsts and a second. They are pictured here on a broad reach in "O'Kelly" (BA 14888) as they outdistance the 14-boat fleet in the 3rd race. —Bahamas News Bureau photo by Frederic Maura.

— THE SCORE —  
Numbered SNIPES — 16488  
Chartered Fleets — 604

Had about a 33 1/3% improvement in the amount of numbers issued for new Snipes last month with 96, or over 3 a day. Sounds good, but not a record by any means. Italy and Denmark got 20 each; Chile 3 more (very encouraging!); and the U. S. the remaining 53. The 9 month total is now 407, so we'll need 66 more boats to reach our 34-yearly average of 473. Looks like a dead cinch!

## 1966 Western Hemisphere Races

First established in 1950, the Western Hemisphere Races (like the European Championship series) have been sailed every two years as scheduled. This year, the contest for the John T. Hayward Trophy, emblematic of the Western Hemisphere Snipe Championship, will be held with Uruguay the host country and Ralph and Reinaldo Conrad of Sao Paulo, Brasil, defending the title won at Oakville, Ontario, Canada, in 1964.

The Yacht Club Uruguayo at Montevideo will be the host club, and the dates will be from Saturday December 3rd to Sunday December 11th. This is a very fine modern building in Puerto del Buceo and contestants will be housed there. The set-up is ideal.

Oscar Everett, National Secretary for Uruguay, and Fernando de Aldecoa, Western Hemisphere General Secretary, have been working on the detailed plans which will be circulated soon. Two boats from each country (members of SCIRA) can enter the competition, so the national champion and runner-up should start to make plans to attend. Since the host country provides boats of equal quality to all contestants, it is imperative they get an early idea of how many will be entered. As soon as representatives are determined or decisions are made to send teams, notification should be given as to whether there will be one or two. Address Mr. Everett at Echeverria 528, Montevideo.

This should be the largest WH regatta ever held. A record 8 nations showed up in '64, but since that time, Puerto Rico and Virgin Islands have been admitted to SCIRA. Now Chile, Peru, Paraguay, Venezuela, Colombia, and Cuba are all additional possibilities, depending on completion of formal organizations and current standings at regatta time. Looks like THE YEAR!

## Have You Paid Your 1966 Dues Yet?

Every year a most unpleasant task is to notify erstwhile good Snipers and friends that they are delinquent in the payment of class dues and that they must pay up immediately to avoid severance of an otherwise pleasant relationship. Too bad it has to be done (how nice if one could simply deduct the proper amount from bank checking accounts as some banks now do for automatic savings, payment of utility bills, etc). But rules are rules and must be observed, or eventually there would be no organization of any value at all.

As in past years, the cut-off date is August 1st, which is a liberal allowance from the time dues are payable in April. The fact that many do not get started until after school is out in June and the sailing season really begins accounts for this grace period, but all stencils are being pulled now and this is the last BULLETIN you will receive as a 1965 SCIRA member. At the same time, all the old crews left over from the old 1965 season have also been removed unless they have been specified to receive the BULLETIN again this year. If you want your present crew to continue on the mailing list, please send in a notice to that effect. If you have already done so when paying 1966 dues, this is not necessary, as crews have been added according to fleet reports already received. If we didn't clean out the crews at least once a year, the list would build up and many would be getting the BULLETIN who are no longer active or interested in sailing, and it is wasteful to continue to send them the magazine.

Don't forget that your payment of class dues includes two copies of the BULLETIN for a year and you can send it to any interested party you choose, if not to your crew. Send it to an organization, yacht club, library, school, or any spot where it might be seen and attract attention. The BULLETIN is the best advertising the class puts out, and full advantage should be taken of this opportunity.

For your information, the schedule of dues is printed on page 145 of the 1966 Rule Book. One explanation: if two or more people are joint owners of a Snipe, each is considered a co-owner and each pays \$5.00; for 2 such co-owners, the total is \$10.00, and not \$12.50. Only one single individual owner of a Snipe pays \$7.50.

The fleet captain is charged with the collection of dues from fleet members. If he has not collected yours yet, give it to him now so he can make a formal report; or, if you are unable to do this, send it in to this office direct and thus save billing and mailing of future notices. It is most important that SCIRA has good collections, for the loyal support of Snipe owners contributing a small amount periodically is what makes SCIRA the strong organization it is today.

### The Importance of a Measurement Certificate

The very heart of any one-design class is the obligation which requires the careful measurement of all member boats and the issuance of a certificate which testifies that the hull is a true sample and properly rigged to class specifications.

It would be ideal if every Snipe ever built were so certified, but unfortunately, this is not the case. Many hundreds of boats have been built by both amateurs and professional builders which have never been measured or officially certified to the class office - the owners never did any racing or simply did not care. Papers on these boats (and resulting information) are simply non-existent, and that makes for considerable unhappiness.

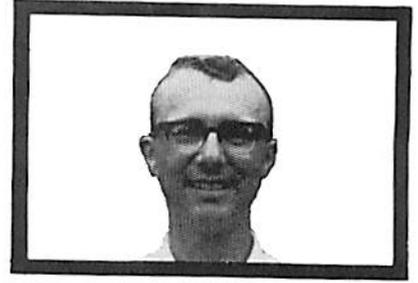
Nothing is more perturbing (even after 13 years) than to get an enthusiastic letter from a neophyte sailor announcing he has bought a "wonderful little boat" (tells how and where he will sail it; wants to join SCIRA and encloses a check for the quick return of a membership card so he can race next Sunday) and then go to the files and find there is no record at all except the date of issuance so many years ago. It is frustrating, to say the least.

Imagine the disappointment and let-down when the new owner receives notice to the effect his boat has never been measured and that he can not join SCIRA until that important paper has been received and accepted here. Many times the purchaser has been assured by the seller that the boat was a Snipe in

(Continued Top of Page 6)

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(MEASUREMENT CERTIFICATE from Page 5)

good standing despite the fact there was no measurement certificate in evidence (got one but lost it, destroyed, misplaced) and all he would have to do would be to write in and get one. And the seller might only be passing on information which he in turn received when he bought the boat. After a hull changes hands several times over the years, the authentic record can get pretty hazy, but occasionally such reassurances are given simply to make a quick and easy sale to get rid of the old Snipe.

You can't blame the new sailor for his immediate reaction that perhaps he has "been taken", has bought a "lemon" or Snipe which perhaps can not measure in. His feelings are against the boat and the whole class and he will not be happy until the measurement requirement has been fulfilled (and at his added time and expense).

The evident answer to this problem (which we have always had) would be to honor builders' certificates so that all hulls were guaranteed legal when they left the factory. But that was tried several years ago and found wanting, for it was found that some builders were not above changing a few specs occasionally if they thought they could produce a faster Snipe with better performance and thus increase sales to their advantage. And that still left the home-built boat high and dry. So it is necessary to have a third uninterested party do the job — and here again is still another problem!

The average measurer is appointed by his fleet or volunteers for the job because he has an aptitude for it. He is willing to do the task for his club members and friends, but it is assuming a lot to expect him to be ready to meet all comers who drive up to his backdoor. Perhaps the class should have a few qualified "professional" measurers stationed around the country who would do the job for anyone at any time for a reasonable or set fee, something like an inspection station where you could take your boat periodically, like after major alterations or rebuilding jobs or just before going to the Nationals or other important regattas for a final checkup. If located within less than 100 miles apart, such service would prove of inestimable value to the class. These measurers could be in the boat business, marina owners, supply shops, or simply retired individual sailors who wanted to have something to do, and appointment could be made by the Rules Committee or other SCIRA authority. Such an official connection with the Snipe Class would not only provide a small income, but also be good advertising and attract other Snipe business as well.

The lessons from today's dissertation are simply this: Take good care of your measurement certificate. If your boat has never been measured, get it done as soon as convenient so you will have the proof in hand when you go to sell the boat — it will make the sale easier and you'll not run the risk of losing a friend. If you are a potential buyer, don't buy simply on the words, "It has been measured." Demand to see the certificate NOW — and you will save yourself (and especially this office, for our sympathies are all with the innocent and unwary buyer) much worry and unhappiness.

DUPLICATE MEASUREMENT CERTIFICATES CAN BE OBTAINED FROM THIS OFFICE FOR \$1. 00.

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# Lightbourn and Kelly Winners of Nassau Regatta

## Lightbourn takes Bacardi Cup Series—Basil Kelly Gets Championship Title



"Tropet II" (BA 14242) skippered by Godfrey Lightbourn trails the fleet in early stages of the 3rd race. But he finished first to win the series. — Photo by Frederic Maura.

As in recent years, Nassau Race Week this year (March 1-5) consisted of two series of races - three for the Bacardi Cup and five for the Gamblin Trophy, emblematic of the Winter Championship. Starting on Tuesday, they concluded on Saturday.

### THE BACARDI SERIES

Godfrey (Tippy) Lightbourn of Nassau sailed his Snipe Tropet II to victory in the Royal Nassau Sailing Club three-race Bacardi series on Montagu Bay.

Lightbourn, with Derek Higgs crewing, won with 4417 points netted by a 2-5-1 tally in a 15-boat fleet.

Just 6 points behind him was Godfrey Kelly of Nassau in Headache, with brother David crewing. Then O'Kelly, skippered by Basil Kelly with Buck Johnson as crew finished 3rd overall.

Jerry Jenkins of Warren, Mich., former U. S. National Champion took 4th and Pierre Siegenthaler of Nassau got 5th in the series although he failed to finish the last race after his rudder broke.

The races were sailed over a modified Olympic course which tested the skill of skippers and crews. A steady 10-knot E x ENE wind fanned Montagu Bay into 3 to 4 foot waves. Larson swamped in the first race and Albury snapped a jib halliard. Hook's Up 'N Atem capsized in the third while Siegenthaler's Malaita broke a rudder and Bosch's Cuchi Two with-drew.

— Ding Cambridge

### Final Results - BACARDI TROPHY - March 1-2, 1966

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
14242	Godfrey Lightbourn	Nassau		2	5	1	4417	1
13331	Godfrey Kelly	Nassau		4	2	2	4411	2
14888	Basil Kelly	Nassau		1	4	4	4338	3
14876	Jerry Jenkins	Warren, Mich.		3	3	5	4184	4
13159	Pierre Siegenthaler	Nassau		6	1	dnf	3501	5
8418	Dan Elliott	Long Beach, Calif.		5	11	7	3352	6
15505	Dan Wesselhoft	Peoria, Illinois		10	7	6	3342	7
11826	Kenneth Albury	Nassau		dnf	8	3	3209	8
15994	Peter Christie	Nassau		8	10	9	3074	9
13032	Dave Larsen	Sandwich, Ill.		dnf	6	8	2990	10
16025	Ted Wells	Wichita, Kans.		7	13	10	2901	11
15940	Eud Hook	Indianapolis, Ind.		9	9	dnf	2724	12
14400	Hank Horn	Lincoln, Nebr.		11	dnf	11	2476	13
14769	Bob Bigham	Cincinnati, Ohio		13	12	dsq	2250	14
15908	Carlos Bosch	Bermuda		14	14	dnf	2246	15

### THE GAMBLIN TROPHY SERIES

The five-race Winter Championship series got under way Thursday with 2 races with 2 on Friday and 1 on Saturday to conclude the series. All but Hook entered this series and Nassavian Basil Kelly won the title by sweeping the series with expert handling of his racer O'Kelly combined with the team-work of crewman Buck Johnson. He netted four 1sts and a 2nd for an aggregated point total of 7921.

Second overall was the Bacardi Series Cup winner, Godfrey Lightbourn with Derek Higgs. They had 3-4-6-5-4 for 6703. And as usual, the Kelly name stayed near the top when Godfrey and David gained 1-5-7-8-3 for 3rd place.

Montagu Bay provided ideal sailing conditions around a modified Olympic course. In the first race, Basil chased Godfrey across the finish line, but he gained an early lead to sail on top of the fleet all the way in the second.

The third and fourth were no contests. He beat his nearest challenger, Dan Elliott of Long Beach, Calif., by 1 minute 19 secs., in the third and then took Pierre Siegenthaler of Nassau by 29 seconds in the fourth.

In Saturday's final, Basil first warded off a threat by Godfrey on the first reach and again on the beat to the weather mark. He then forced out Ted Wells of Wichita, Kansas, just yards from the finish line.

The series was studded with luffing matches and there were three swappings and several near-capsizes when crewmen attempted to jibe their yachts. Siegenthaler, a strong challenger, was set back in the last race of each series - the last time by a bent mast.

At the banquet Saturday night, Premier the Hon. Sir Robert Symonette presented the Dudley Gamblin trophy (a challenge trophy presented in memory of Commodore Gamblin) and a replica for permanent possession to Basil. Lightbourn received the Bacardi Cup, while Godfrey and David, brothers in the sailing Kelly clan, were runners-up in both series.

Champion Kelly paid tribute to all skippers and crews with a modest: "We just had the breaks."

Wells, a many-times champion of various regattas, said: "It was a good series and the weather was perfect all the way through. It could not have been better." Ted christened his new Snipe 16025 "Good News" before the start of the series.

Dan Elliott, a deep-water sailor who travelled several thousand round-trip miles from California just to sail in Nassau and sailed persistently in the top five in both series, said, "It was great. . . . perfect sailing conditions, the best I have ever seen for a complete series of this length."

### Final Results - GAMBLIN MEMORIAL TROPHY - March 3-4-5

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	Pts.	Fin.
14888	Basil Kelly	Nassau		2	1	1	1	1	7921	1
14242	Godfrey Lightbourn	Nassau		3	4	6	4	4	6763	2
13331	Godfrey Kelly	Nassau		1	5	7	7	3	6662	3
16025	Ted Wells	Wichita, Kans.		8	6	4	5	2	6500	4
8418	Dan Elliott	Long Beach, Cal.		6	9	2	3	7	6570	5
14676	Jerry Jenkins	Warren, Mich.		4	2	9	8	6	6228	6
13159	Pierre Siegenthaler	Nassau		3	7	5	2	dnf	6146	7
11626	Kenneth Albury	Nassau		7	10	5	dsq	5	5385	8
14769	Bob Bigham	Cincinnati, Ohio		10	3	13	11	12	4930	9
13032	Dave Larsen	Sandwich, Ill.		9	11	dnf	6	10	4839	10
15994	Peter Christie	Nassau		13	14	10	9	9	4522	11
14400	Hank Horn	Lincoln, Nebr.		12	8	12	12	11	4512	12
15505	Dan Wesselhoft	Peoria, Ill.		14	12	8	dnf	8	4477	13
15908	Carlos Bosch	Bermuda		11	13	11	10	dnf	4274	14

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# PERFORMANCE



\* For second consecutive year  
**Howie Richards** wins Canadian  
National, Maritime and Nova  
Scotia Provinces Championships

\* **Dan Williams** and **Brad  
McFadden** place 1-2 in  
Southern Championship  
at Chattanooga

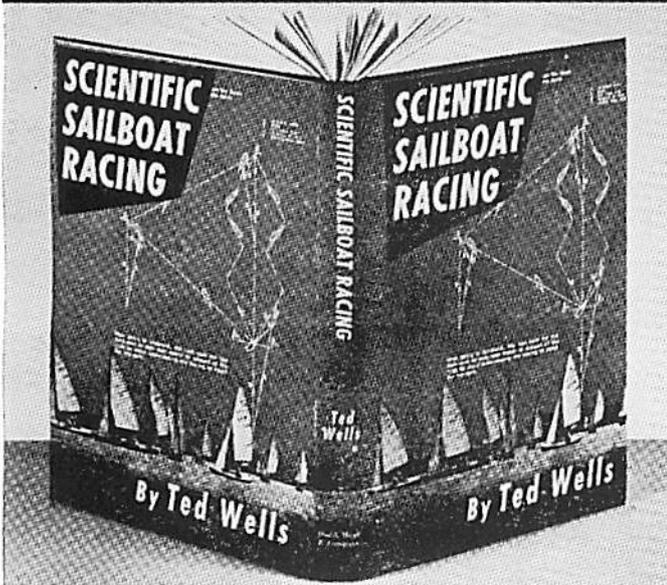
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## "I Charge All of You"

says Chairman of new U. S. Public Relations Committee

Early this Spring, Bud Hook, National Secretary for the U. S. , prevailed upon Stan Salzenstein of Peoria to take over the important task of publicity and public relations for SCIRA for the U. S. He couldn't have made a better choice, for Stan has been in the background of many Snipe affairs in the past, and his ability was last demonstrated as General Chairman of the highly successful 1965 National Championship Regatta held in Peoria last August.

At considerable sacrifice and some personal misgivings, Stan finally succumbed to Bud's argument to take the job, " To keep close to the Snipe scene. " He accepted defeat and said okay.

Characteristically, he wasted no time in picking his committee, and immediately deluged them with literature outlining a course of action. And here is what he sent out (it won't hurt anybody to read this!):

**NOW — IT IS UP TO US — NO JOB AS BROAD AS THIS CAN BE DONE ALONE, EVEN WITH A GOOD COMMITTEE.**

**I CHARGE ALL OF YOU** to recognize your individual responsibility to help promote Snipe and SCIRA. The tools are available. Pick them up — they are not hard to use. But no one — yes, no one — will pick them up for you.

The head of each District public relations has copies of:

1. Snipe Class Race Report Forms.
2. Information how and where to send publicity to nine different National Publications who are interested.

These forms are to be sent to each Chairman of every sanctioned Regatta in the United States. The Chairman of each Regatta should appoint a Publicity Chairman and the job must include distribution of publicity to the national media. Do not be discouraged — they won't print everything. However, if we get a good percentage in print, we are on our way.

Write a paragraph or two of local color, send 8x10 or 5x7 glossies of the winner or the race ( any good race pictures of a Snipe you have). Tell them you want it printed. And with every report, remind them that we are the largest, most active sailing class in the world and are truly international in scope.

With this kind of aid from you, we can do a good job. But in the past, too many have been meek — we have neglected this job. We have often obtained local publicity, but we have forgotten the national scene. Let's make a change — let's go after both.

I strongly urge that the local National Regatta Chairman appoint one person to handle nothing but National Publicity and give him a budget for pictures and phone calls necessary to obtain National Publicity. Each Publicity Chairman in the proper District has been made responsible for their own District Championship regarding National Publicity.

I have seen the superb Snipe sailing movie made by John Biddle. It is in beautiful color and well narrated with background music and all. There is no better way to sell Sniping than to show this beautiful and exciting film from the National and World Championships. All film, music, and TV rights are owned by SCIRA, so the film can be used in any situation.

1. Get your local TV to show it and make a nominal charge for this film.
2. Get your boat shows to use them for continual showing.
3. Get your local theaters to show them as a short subject.
4. Get the film for local viewing whenever possible for promotion of Snipe sailing in your area.

The perfect timing suggested is when you are having a local regatta — the film fits in a half-hour TV segment.

Let's look for good ways, good stories to promote Sniping. Let's all do a job!

— Stanley Salzenstein

(See lower right hand corner opposite page for list of Chairmen)

## Tips on

# LIGHT AIR RACING

by Harold L. Gilreath  
Author of "BUILDING A PLYWOOD SNIPE"

A drifter is a most unpleasant occurrence, but I guess that all of us are caught in very light air at one time or another. I don't know that my system is best, but I am happy to give comments on what I try to do in light air.



A HOT SUMMER DAY - BUT A NIGHTMARE FOR THE RC. (Also, the contestants!). They have them all over the world, for Aarno Walli sent this in from Finland. — Valkuvaaja Photo.

### GILREATH'S TEN COMMANDMENTS

1. Remain as motionless as possible. Do not jump around in the boat. You have heard the old expression: "Don't rock the boat"; it applies here!
2. Heel the boat approximately 15 degrees or slightly more when going to windward in real light winds. By real light winds, I mean from 0-3 mph in speed. Increase the heel on the lower end of the scale and decrease it on the upper end of the scale. The purpose of heeling is to allow a set in the sails due to gravity and to reduce the wetted area of the hull. I suspect that the set of the sails is the most important benefit of this heeling.
3. Concentrate on the sails and wind direction. By concentrate, I mean stay with it every second. This gets to be tiring after awhile, but there is no other way to win in light air. After approximately one hour of this, I get so tired that I take time out to stand up in the boat, stretch, and look around. This isn't good for the racing, but it sure is good for me.
4. Adjust the sail settings to every shift, which means that you will be continually adjusting the sails. Let the sails out further than you would in winds of 5 mph. Let them out as far as you think they should go and then let them out even further. It is far better in 0-3 mph winds to have the sails too far out than sheeted-in too tight. In setting the sails, don't jerk the sheets; ease them in and out. Work as smoothly as possible in every respect.
5. In going to windward, bear off and let the boat drive; keep the boat moving and don't worry too much about the direction. It is far better to take a header in the real light winds and keep the boat moving than it is to tack.
6. In getting around a mark when you really don't have headway, pump the boat around the mark with the rudder. This is legal as long as the tiller doesn't go past mid-ships. You will find this not only gets you around the mark, but it provides a little headway on the next leg.

7. Keep your weight forward; get the transom out of water regardless of the point of sailing.

8. When running before the wind, hold the boom as far forward as it will go. If the main will set by heeling the boat, then heel the boat. If it doesn't set by heeling, keep the boat upright. If the jib collapses (and it probably will), sheet it in tight for maximum area. If the jib should happen to set, don't mess with it until it does collapse, which it will do in a short period of time. Holding the boom against the shroud should take all of the slop out of the rig. If it doesn't and if you don't have one of those fancy rigs for pulling the mast forward, tie up the leeward shroud.

9. In setting the sails on the spars, don't create stress lines and minimize wrinkles. Set the jib halliard tight and then ease it until the vertical stress line disappears. If your jib is relatively new, this may be impossible on one tack or the other. I don't know the reason, but most new jibs do not set well on one tack in light air.

Set the luff and foot of the main in the same manner as setting the jib luff. Do not slack the foot of the main so much as to cause diagonal wrinkles. This is what most Snipe sailors do and it is, in my opinion, bad. I have never seen a Snipe main with too much slack on the foot that is beneficial to anyone but the competition. If the wind should increase to above 5 mph during a race, increase the tension in the luffs of the main and jib. Again, avoid the stress wrinkle.

10. Don't worry about the wind that some other boat has, but concentrate on doing the best you can with the wind that you have. You can't sail the wind that you don't have, so sail the wind that you do have rather than the wind that you wish you had.

These ten comments on racing a Snipe in light air are so simple that they may sound trite, but I assure you that adherence to this counsel will produce desirable results.

Several years ago I asked Francis Seavy how to make a Snipe go on a reach in 10-20 mph winds. He answered that I should trim the sails and keep the boat flat. I thought that he was joking with me and was withholding the real information. In a couple of years, I learned how to make a Snipe go on a reach in 10-20 mph winds and I also learned that Francis' advice, although sounding too simple to be true, was absolutely accurate. The part that I under-estimated was the execution of the advice that I had received and it took me two years to develop proper execution.

You may have a similar experience in learning to sail in light air. It takes time to develop proper technique, but the only way to learn is by trying.

(I CHARGE ALL OF YOU continued from Page 8)

Here is a list of the District Publicity Chairmen:

- |   |  |
|---|--|
| District I - Ellen Horan<br>Yachting Publication<br>50 West 44th St.<br>New York, N. Y. 10036 | District IV - Garnett Puett<br>Box 397<br>Hahira, Georgia 31632  |
| District II - Henry Towles<br>Suite 212-22 Park Ave.<br>Oklahoma City, Okla.                  | District V - Robert Perrigo<br>Rich, Young & Perrigo, Inc.<br>28 Jamestown St.<br>Gowanda, N. Y. 14070 |
| District III - Mrs. Thomas Head<br>211 Newsom Ave.<br>Columbus, Indiana                       | District VI - Kim Desenberg<br>2231 Bayside Dr.<br>Corona Del Mar, California                          |
| District VII - Dave North<br>4512 Ninth Ave. SE<br>Mercer Island, Washington.                 |  |

It has been proposed that these people, experienced in publicity as well as Snipe lore, instigate a monthly article along this line which would be of general interest and help to all readers. 9

# Father and Son Divide Two Big District IV Regattas — Don Cochran Wins Southern Title — Son Bruce Regains District Championship



SOUTHERN SNIPE REGATTA WINNERS - (L. to R. first row) Champion Dr. Don Cochran, first; Phil Nieman, 2nd; Delkin Jones, 3rd; and Mark Schoenberger, 4th. Second row - Winning crews stand behind their skippers: Mike Walbot, Howard Harris, Helen Jones, and Jean Bowman. — Photo by Violet Camera Shops.

The Privateer Yacht Club was host to the 15th Annual Southern Snipe Regatta sailed May 14-15 on Lake Chickamauga. The local skippers were perfect hosts in allowing all the silverware to go to visiting sailors. The Cartter Patten Trophy was won by Dr. Don Cochran of Clearwater. Second place was taken by Phil Nieman of Chicago, while Delkin Jones, Atlanta, took third and Mark Schoenberger, Cincinnati, fourth.

The first race, a triangular windward-leeward course, was won by Brad McFadden, Atlanta, who got the lead at the start and never lost it. Second place was awarded to Pete Duvoisin, Birmingham, after defending champion, Dan Williams, Chattanooga, who finished just behind McFadden, was disqualified for crossing the starting line early. Buzz Lamb, Chattanooga, was third.

Life jackets were called for by the race committee for the second race when the wind picked up. Cochran found this wind to his liking, took the lead on the second leg, and steadily increased it during the subsequent four legs. The last two legs were powered by a dying, shifting wind that had the boats beating, reaching, and running in a space of a few hundred feet. Nieman was 2nd, Tom Head, Indianapolis, 3rd, and McFadden 4th. After two races, McFadden was 1st followed by Nieman 2nd and Head 3rd.

Sunday's race started with a brisk wind and ended with an agonizing zephyr. Cochran proved that Clearwater Gulf sailors can do well in light airs by easing to the front midway in the race. He was never threatened thereafter and won the race going away. Jones was 2nd and Schoenberger 3rd. McFadden suffered the greatest loss when his 19th spot combined with a

1st and 4th dropped him back to 6th overall.

The regatta was enlivened by the attendance of three past SCIRA Commodores: Carl Zimmerman of Akron; Dr. Sam Norwood of Atlanta; and Bud Hook, Indianapolis. — Dan Williams

## Final Results - SOUTHERN SNIPE CHAMPIONSHIP REGATTA

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
12453	Don Cochran	Clearwater, Fla.	8	1	1	1	4289	1
10818	Phil Nieman	Chicago, Ill.	4	2	4	4	4259	2
13361	Delkin Jones	Atlanta, Ga.	10	6	2	3	3707	3
13858	Mark Schoenberger	Cincinnati, Ohio	7	10	3	3	3561	4
13274	Pete Duvoisin	Birmingham, Ala.	2	12	7	3	3518	5
8653	Brad McFadden, Jr.	Atlanta	1	4	19	3	3453	6
7428	Buzz Lamb	Chattanooga, Tenn.	3	15	6	6	3345	7
6258	Franklin Johnson	Atlanta	9	8	10	3	3074	8
11391	Cliff Hogg	Columbus, Ga.	13	11	5	2	2980	9
15520	Tom Head	Columbus, Indiana	5	3	dnf	2	2939	10
11660	Lloyd Cox	Chattanooga	6	9	18	2	2778	11
15940	Bud Hook	Indianapolis, Ind.	12	7	16	2	2622	12
14108	Herb West	Atlanta	11	14	11	2	2529	13
9747	Dan Williams	Chattanooga	dsq	5	12	2	2306	14
12097	Ham Clark	Columbus	15	18	14	1	1934	15
9995	Glenn Young	Chattanooga	16	17	15	1	1877	16
9007	Jim Bronaugh	Chattanooga	22	19	9	1	1869	17
15327	Don Arthur	Chattanooga	14	13	dnf	1	1709	18
7198	Paul Whittier	Atlanta	17	16	20	1	1642	19
13013	Sam Norwood	Atlanta	dnf	dnf	8	1	1481	20
14775	Henry Jewell	Chattanooga	20	20	17	1	1458	21
11468	Van Wesley	Chattanooga	25	23	13	1	1364	22
14233	Jim Cole	Chattanooga	19	21	21	1	1284	23
16221	Cecil Green	Huntsville, Ala.	23	24	23	1	974	24
14449	Bob Hof	Chattanooga	21	22	dnf	1	957	25
13289	Herman Green	Chattanooga	18	dnf	dnf	1	921	26
16159	Bob Gray	Chattanooga	24	dnf	23	1	809	27

# District IV Regatta Quite Successful



D-4 WINNERS - Bruce Cochran (left) displays the Roberts-Seavy Trophy, emblematic of the Championship. Gonzalo Diaz (center) was runner-up, and Pete Duvoisin (right) took third place. — Fla. Times-Union Photo.

Bruce Cochran, after 2 years of relative sailing inactivity while attending college, proved himself still capable as he sailed three consistent races to win the 1966 District IV Championship, held at the Jacksonville, Florida, Yacht Club June 11-12. It was the second D-4 crown for Cochran, who won it in 1962. Retiring Champ, Francis Seavy, also of Clearwater, had won it five times.

Cochran, who was Junior National Champion in 1960, took second place in all three races. 27 boats, representing 8 fleets from the southeast, competed in the race on the St. Johns River. Winds were light-to-medium, and the chop was (for the St. Johns) relatively light.

The first race was sailed in air ranging from 8-10 mph. Francis Seavy took the lead, with Bruce Cochran's father, Dr. Don Cochran, following. Brad McFadden, Atlanta, and Gonzalo Diaz, Miami, were 3rd and 4th as they approached the windward mark. Buss Brown suddenly appeared out of nowhere and, on a starboard tack, left the mark on his port side, and headed north. Diaz, Seavy, and McFadden rounded the mark on the opposite side, heading south. By the time the erstwhile leaders had discovered their mistake, there were some new leaders, and Buss Brown was leading by a wide margin. He finished 1st, with Bruce Cochran and Sam Norwood, former SCIRA Commodore, taking 2nd and 3rd.

The same counter-clockwise triangular course was set for the second race, and Pete Duvoisin seemed to have found his bearings best. He took the lead early and held on to it. But again Cochran was 2nd, Diaz 3rd. Several sailors had noticed that the final run was best accomplished by sailing low on the course, and began to improve their scores through this observation. The only confusion in this race occurred at the starting line where Buss Brown - winner of the 1st one—got entangled with Cliff Hogg and Brad McFadden and got himself disqualified. Since Buss had a good finish in the 2nd race, this foul probably cost him some silver.

Sunday's morning winds had improved to around 14 mph, and the chop promised to be hazardous to the unwary. This was much to the liking of Florida State Champion Bill Aicardi, and he grabbed the lead and kept it for the first two legs. Don Cochran was 2nd, and D-4 Governor Cliff Hogg was running 3rd. After the reaching mark was rounded, Aicardi sailed low again, only to discover that the winds had dropped and he watched five boats head up and pass him. Don Cochran was 1st to the finish, Bruce 2nd, and Hogg 3rd.

The Florida Yacht Club has played host to the D-4 regatta for several years, and seems a cinch to get the nod for 1967. The facilities are lavish, the winds good, and the committee work is unbeatable. District IV skippers are hopeful that the

Nationals might be held there sometime in the near future.

## Final Results - DISTRICT IV CHAMPIONSHIP REGATTA

Jacksonville, Florida - June 11-21, 1966

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
11221	Bruce Cochran	Clearwater, Fla.		2	2	2	4563	1
10111	Gonzalo Diaz	Miami, Fla.		9	3	4	3837	2
13274	Pete Duvoisin	Birmingham, Ala.		4	1	12	3810	3
9747	Dan Williams	Chattanooga, Tenn.		7	5	10	3413	4
13013	Sam Norwood	Atlanta, Ga.		3	8	14	3262	5
9009	Bill Aicardi	Miami		13	6	6	3234	6
6995	Francis Seavy	Clearwater		5	12	8	3226	7
11391	Cliff Hogg	Columbus, Ga.		14	9	3	3197	8
12453	Don Cochran	Clearwater		12	16	1	3066	9
14634	Russ Brown	Miami		1	dsq	5	3065	10
14108	Herb West	Atlanta		6	11	11	3025	11
8653	B. McFadden, Jr.	Atlanta		dnf	4	7	2721	12
13205	Bert Verwey	St. Simons, Ga.		10	10	13	2706	13
15117	Bobby Burns	St. Simons		16	7	15	2457	14
14379	Ed Fendig	St. Simons		8	13	20	2314	15
12097	Ham Clark	Columbus		20	15	9	2141	16
11944	Charles Fowler	Miami		11	18	17	2005	17
14378	Neil Fendig	St. Simons		18	14	16	1883	18
14380	Buzzy Pickren	St. Simons		19	19	9	1452	19
15593	Wiley Coleman	Valdosta, Ga.		15	dnf	22	1233	20
10901	Bob Green	Atlanta		17	20	dns	1213	21
10351	John Friis	Valdosta		21	21	24	1089	22
8596	Phil Blair	Clearwater		26	17	25	1057	23
13208	Dick Schaffer	St. Simons		23	dsq	18	1022	24
9126	Garnett Puett	Valdosta		24	23	21	1013	25
14118	Bill Jenkins	St. Simons		22	24	23	974	26
14993	Marc Cochran	Valdosta		25	22	26	842	27

## What is a Yacht Club?

A Story under this title was first published in "Mainsheet" of the Royal Victoria Yacht Club of Great Britain.

A Yacht Club is a small body of boat owners entirely surrounded by landlubbers who sit in rocking chairs wondering what it is all about and urging that the steward be fired and replaced by one who can put out a cheaper cocktail with a \$1.25 lunch.

Half of 1% of the members of the modern indoor yacht club own boats. These members chain their boats in front of the club house and spend the entire summer going back and forth between their yacht and the club by rowboat or dinghy power. They never seem to tire of doing this. At the end of each season a pewter cup is given the yachtsman who has made the greatest number of non-stop-trips between the float and his craft.

Once in a great while some yachtsman, after rowing to his yacht, unhitches the thing, hoists sails, cranks the engine, and starts away.

Members of the Rocking Chair Fleet, startled by the spectacle of a yacht really under way, report the incident to the Board of Governors. Where-upon the other yacht owners hop into their white pants, grab their binoculars, dash to their own yachts, and start in pursuit, determined to find out where the missing yachtsman is going. This is called a cruise.

A Yacht Club is one of the few institutions of modern civilization opened and closed by gunfire. Every yacht club has as one of its indispensable possessions a small brass cannon. This is fired twice a day and serves among other things, to let all know the club is still solvent. One shot is fired at 8 o'clock every morning. This notifies the seven or eight men aboard boats that another day has rolled around. For the visiting yachtsmen, it is the first call for aromatic spirits. The second shot is fired at sunset. This notifies the entire membership that each member is a day older and that all drinking from that hour comes under the head of regular evening business.

The active head of a Yacht Club is called a Commodore. A Commodore is a cross between a humidor and a matador. He has to be kept damp like a humidor, and must exercise at bull-throwing like a matador. Being a Commodore entitles you to wear a motorman's coat, white duck pants, and a cap with monogram, wreaths, and flags on it. In most clubs a Commodore's boat must draw at least seven feet of water, and the Commodore must draw at least six feet of gin. — Clare Simpson

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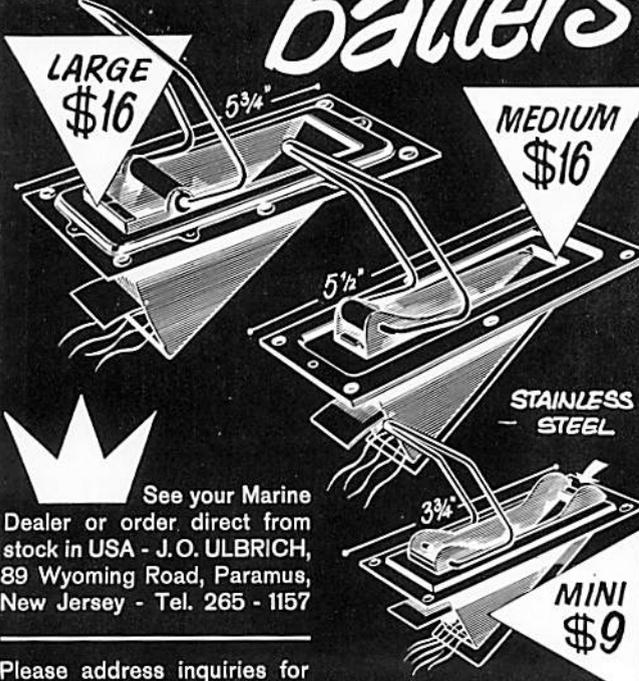
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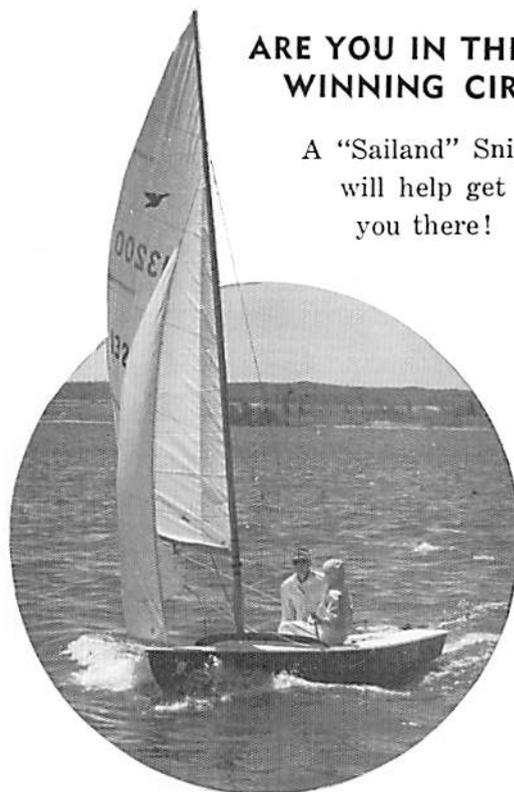
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## Public Relations Article

JUDY HEAD ASKS SOME QUESTIONS

— and Answers Them Herself!

Q. "How do you get boats to your regatta?"

A. Well, of course, nothing beats a long-established record of good winds, a skillful race committee, well-planned schedule, and a hospitable home fleet.

Q. "But supposing you haven't yet acquired that reputation—how do you inspire dozens of Snipers to go to all the trouble and expense of coming to your regatta?"

A. I think it begins with early planning: you set your date early, clear it with your District Governor, and get a sanction immediately. This official sanction assures the serious skipper that certain basic procedures which have been prescribed by SCIRA, and with which he is familiar, will be followed. It also assures your fleet that there won't be nearby competition on the chosen and approved date.

Secondly, you get your committees to work early, so that most of your details will be firmly established, your notices can be specific, and you can answer with confidence when questions come back at you. (I've seen some regatta notices that told me nothing except that Ye Olde Yacht Clubbe was fixing to have some races on certain dates). Visiting skippers want to know the time of the first race, fees involved, kinds of launching facilities in case they have to bring special equipment, mooring and parking facilities, an accurate road map locating the yacht club, number of planned races, and when you intend to finish, etc. Incidentally, there is no point in announcing the time of the races on the last day, for you thereby tie the hands of the race committee which may want, for some reason, to make a

change, and they must then go through all kinds of formalities to do so.

The skipper's spouse wants to know about housing and meals and baby-sitters and the kind of night entertainment so she can pack suitable equipment and attire for everyone, etc. So make sure you furnish a list of all accommodations with complete details so each skipper can pick his own to suit his particular desires. Early planning means you can tell them those things.

(Meanwhile, you will want to have at least one, and preferably two, ads in the BULLETIN. This is the way you reach all Snipers. BULLETIN deadlines come earlier than you might think, so get your ad in before the 10th of the month preceding the month of desired publication).

Q. "Now, to whom do you send these notices?"

A. Obviously, the fleet captains of all fleets within a three hundred mile radius. Again plan early and mail early so that these notices can go on fleet bulletin boards. If you can afford it, send them to selected skippers whose names you have read in the BULLETIN as participants in other regattas, as they are probably the travellers. Over the years, your local fleet can build up a sailing list. A well-written notice, with details, gives the impression that your fleet will give the same careful attention to the details of the races as a matter of course.

I've also seen some wonderful results from an eager chairman who makes a few strategic telephone calls the week before to extend personal invitations. An offer of free housing with a fleet member can work wonders.

Husband Tom offers a suggestion: DON'T advertise yours as a Fun Regatta, to the neglect of details of the sailing competition. Those interested only in fun - Fun - FUN - might as well stay home and barbecue on the patio after the stock car races. . . .

FINALLY, you get good attendance next year by doing a good job this year. Word gets around as to who runs a good regatta. Does your fleet?

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# Wells Wanderings



by Ted Wells  
JULY 1966

## WHEN THE WIND BLOWS

No one was more surprised than I when I started the third beat with a three-quarter mile lead in the first race at the Fort Worth Boat Club Regatta two weeks before this was written. The gap between first and second became greater shortly thereafter as Jimmy Zars went out of control on the last reach, capsized, righted, and did several whirling dervish manouvers trying to get back under control again. Louis Nelms, Bill Kilpatrick, and at least one other boat lost masts at about the same time, putting one of my former crews, Dick Caspari, in second place, five minutes behind us at the finish.

As it turned out, this was also the last and only race of the regatta. (Moral—always win the first race). The wind velocity was varying from a low of about 10 mph to a maximum of 35 mph, spending most of its time in the 25-28 mph range. The water was bumpy by lake standards, but smooth by Nassau and Clearwater standards, which probably helped me. I don't know how we were doing on the reaches because we got so far ahead on the beats we couldn't tell. 37 boats registered - 23 reached the starting line - 11 reached the finish line.

Unfortunately, I'm afraid one of the main things this proved is that in a high wind, there's no substitute for good high wind sails. The jib I was using was one I had received with a suit of light wind sails just before Nassau, and the main was one I had received only a few days before the regatta, replacing the original main of this suit which I returned after one day's use in Nassau because of a bad wrinkle along the battens. It looks too flat for light winds and has all the draft in about the first ten percent aft of the luff - I haven't raced it in a light wind yet - but it may be the best high wind main in the country. And just when I thought the Cunningham hole would

forever eliminate the necessity of making decisions on which sail to use!

Another item for which there is no substitute in winning windy races is an agile crew who can hike out and not bungle things. Jim Tilford, who is crewing for me for the second year, fits Bill Kilpatrick's definition for a perfect crew, "He knows what to do, he knows how to do it, and he keeps his mouth shut." Jim's prize remark came toward the end of one of the reaches on which we were not using the whisker pole. As he watched the boats behind us struggling with theirs, he said, "I guess if you are second, you have to try harder."

In spite of the opinion held in certain parts of the country to the effect that no one ever races with his sails between the middle stripes, people do around here. Including me! It makes the boat easier to control and reduces mast deflection. I also had the large (not super large) Elvstrom bailer and left it open all the time. It works! At least one boat just plain filled up and disappeared below the surface.

As SSBR suggests, a planing jibe is a nice manouver. We had to do two. The secret of success when jibing from one reach to another is to trim the jib and cleat it on the windward side when dead before the wind and just before the boom comes over. If this is done, you won't go tearing madly up to windward after the jibe, as we did on our first jibe, and you won't get stuck with the main overpowering the rudder with the result that you can't jibe, which happened to Louis Nelms after we gave our exhibition. We lost a lot of ground, but he lost more.

The three masts which are no more were wood, and at least two (on Nelms' and Kilpatrick's boats) had their demise assisted by being on fiberglass hulls with no auxiliary bracing, chain plates located to California standards, and (I think) 3/32" shrouds.

Last Saturday at Lake Quivira was another happy day with wind varying from 10 to about 30, spending most of its time between 20 and 25 mph. Two firsts, but not by the fat margin we had at Fort Worth. Sunday fortunately stayed out of the drifter class (but not by much) and we were glad to settle for a fourth only one place back of our closest competition. Happiness is a 25 mph wind.

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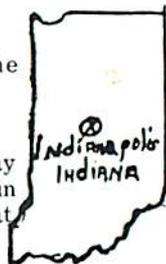
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## SANCTIONED SNIPE REGATTAS -

- JULY 31-AUG. 6 U. S. NATIONAL CHAMPIONSHIP Regatta, Chautauqua Lake YC, Chautauqua Lake, New York. Red Garfield, 14 Bassett St., Jamestown, N. Y.
- AUG. 20-21 DISTRICT III JUNIOR Championship Regatta, Illinois Valley YC, Lake Peoria, Illinois River, Peoria. Robert J. Wesselhoft, 3400 W. Knoxville A-1, Peoria, Ill.
- AUG. 20-21 QUASSAPAUG BOARD OF GOVERNORS Regatta, Quassapaug YC, Lake Quassapaug, Conn. Ray Tyler, 92 Westbury Parkway Rd., Watertown, Conn.
- AUG. 27-28 HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Heinz G. Fischer, 3010 Brook Dr., Muncie, Indiana.
- SEPT. 2-3-4 LABOR DAY WEEKEND Regatta, Lake Worth SC, Ft. Worth, Texas. V. E. Cresswell, 301 Jones St., Fort Worth, Texas 76102
- SEPT. 3-4-5 DECATUR SNIPE REGATTA, Commodore Decatur YC, Lake Decatur, Decatur, Ill. William Coberly, 1365 E. Sedgwick, Decatur, Ill.
- SEPT. 10-11 INDIANA STATE OPEN CHAMPIONSHIP Regatta, Geist Reservoir, Indianapolis, Ind. Nick Longworth, 1255 Golden Hill Dr., Indianapolis, Indiana.
- SEPT. 10-11 WALTER COLLIER Regatta  
17-18 PRESIDENT'S CUP Regatta, Potomac River Fleet 60, Potomac River, Washington, D. C. Bob Mills, 2110 Seminary Rd., Silver Spring, Md.
- OCTOBER 22-23 HOSPITALITY Regatta, Jackson YC., Ross Barnette Reservoir, Jackson, Mississippi. Harvey Mitchell, 1225 Buckley Dr., Jackson, Miss.
- NOV. 5-6 HALLOWEEN Regatta, Atlanta YC, Allatoona Lake, Atlanta, Georgia. Dr. Luther Rollins, 3015 Morningside Dr. NW, Atlanta, Ga.

## Are You Going to Chautauqua?

- THEN BE SURE AND READ THIS!

Seems like just a few weeks ago that everyone was talking about going to Peoria; now the Big Event is upon us and all are speaking of Chautauqua. Most lucky enough to enter the Championships have been there previously, as attested by the early entries from nationally known Snipers which foretell another characteristic class duel for top honors. Looks like it will be the biggest one yet!

If you are entered, don't let ignorance of the rules or carelessness in observing them mar your arrival. Complete information can be had from the Rule Book - the Juniors under the Duffy and the Nationals from the Crosby, Wells, and Heinzerling Trophies. In general, rules and conditions are the same as last year. **ALL BOATS WILL BE WEIGHED** (boats with permanent green cards are NOT excepted). Remember that only one board and one mast can be considered part of the boat, so don't expect to switch boards and/or masts at will.

The same old familiar warning holds good! Don't show up at the Nationals with a questionable or controversial Snipe! Green card boats are accepted conditionally, while all others will get a thorough going-over. Save time, disappointment, and last minute rush changes by checking everything before you leave home, and, if in doubt, call on your Fleet Measurer for help. Pay particular attention to weight, mast bands, and sails. Also, don't forget that Juniors must own and regularly skipper their own boats in fleet races to qualify, and use junior crews as well. A junior can not be more than 17 on the day of the first race of the series.

GOOD LUCK AND GOOD SAILING TO ALL!

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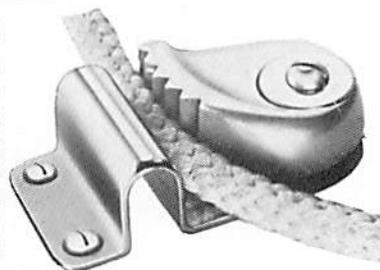
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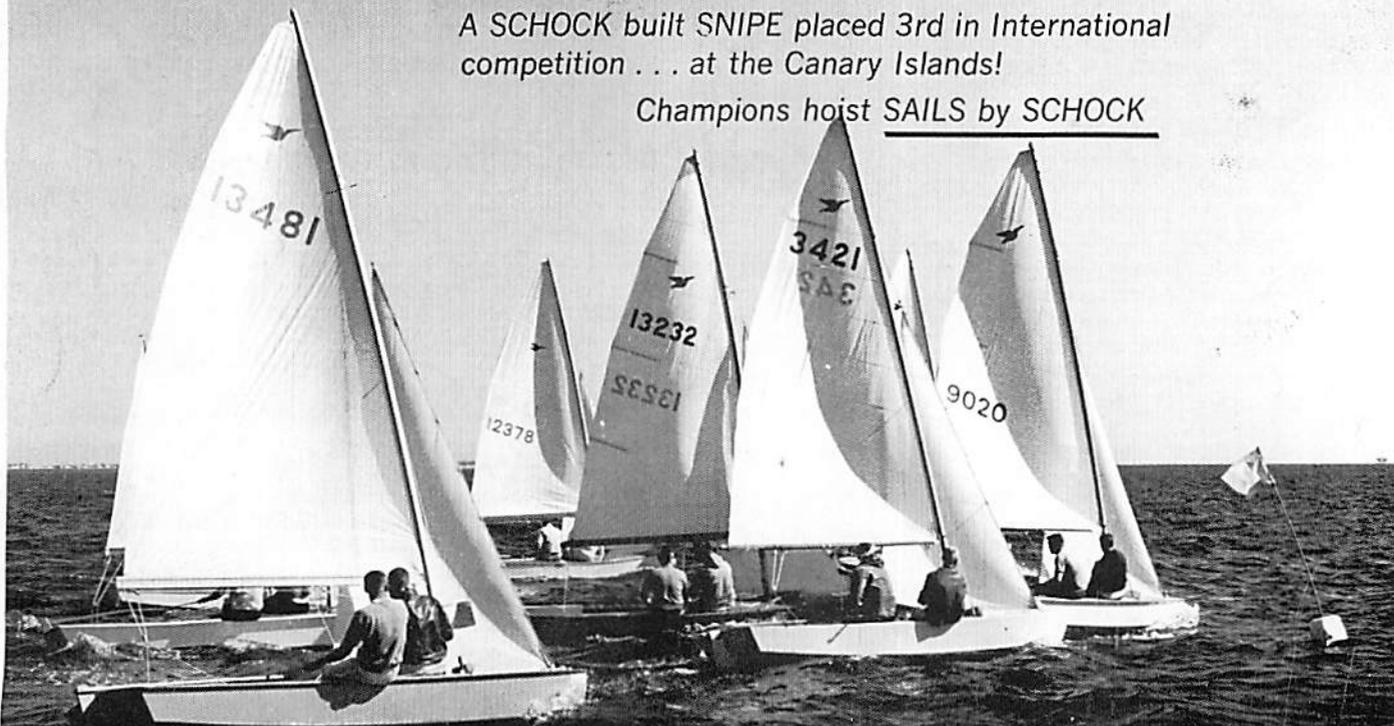
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