



-OFFICIAL PUBLICATION SNIPE CLASS INTERNATIONAL RACING ASSOCIATION-

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BOAS FESTAS

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### Results of President's Cup Races—

The sailing races of the President's Cup Regatta were held at Washington, D.C., September 15th and 16th under ideal wind and weather conditions. Saturday morning, northerly winds of 10-15 knots brought Rushlow, Dills, Andrews and Roseborough to the finish line in that order in the fleet of fourteen. Saturday afternoon the wind eased. The first three to finish were Rushlow, Roseborough and Andrews. At this point Rushlow was well in the lead and it appeared that Roseborough would have to cover Andrews to make second place Sunday the wind was soft from the south and Andrews was able to lead the fleet all the way. Final standings follow:

| No.  | Position | Boat Name     | Owner          | Points |
|------|----------|---------------|----------------|--------|
| 8696 | 1        | Pursuit       | W. Rushlow     | 42.7   |
| 7019 | 2        | BayBee        | S. Andrews     | 38.9   |
| 7345 | 3        | Quisquilia    | J. Roseborough | 36.4   |
| 7016 | 4        | Barnacle Too  | C. Dills       | 29.3   |
| 3569 | 5        | Sky Lark      | A. Atkinson    | 29     |
| 7420 | 6        | Pinafore      | R. Busby       | 29     |
| 6981 | 7        | Squirt        | M. Weiss       | 16     |
| 7421 | 8        | Suntan        | B. Barker      | 14     |
| 6757 | 9        | Pixie         | J. Columbus    | 11     |
| 533  | 10       | Pookie        | J. Gilbert     | 10     |
| 3454 | 11       | Little Dipper | P. Nickles     | 8      |
| 6959 | 12       | Gypsy II      | C. Clausen     | 7      |

As usual, the race committee went all out to make this one of the outstanding regattas in this part of the country. Coast Guard Boat No. 63301, in command of Chief Boatswain's Mate W. C. Kincaid, served the committee and the Coast Guard also had on hand four 38-foot patrol boats and two runabouts. The District of Columbia Harbor Police, under Captain Otha Sanders, had five power patrol craft for safety and patrol services. In overall charge of the operation was Comdr. J. P. White, regatta patrol officer. The Red Cross furnished expert life guards stationed aboard the various patrol craft.

Spectator seating was provided on Haines Point near the start and finish lines and Ben Minor, experienced racing skipper, gave a running commentary (aided by a public address system) as the regatta progressed. Ten sailing classes were represented with a total of 128 boats participating.

J. Roseborough

### BANTAM LAKE'S ANNUAL RACES—

The Bantam Lake Yacht Club, (Conn.), held its annual Snipe regatta September 8-9 and played host to Quassapaug Snipers. Like good hosts, they allowed their guests to win. Hi Upton of Lake Quassapaug was the winner. T. St. John also of Quassapaug was second and George Schwenk, again Quass. was in third spot. In all 13 Snipes took part with the first Bantam Snipe in 5th place. She was sailed by Apley Austin, Sr. This was the third time that Hi Upton has won this regatta.

J.Z.D.

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### SNIPE DINNER IN N.Y.

Higher prices, more taxes on taxes, tips and more tips, kicks about last year's dinner, kicks about last year's price - all have added up to a decision to call off the 1952 dinner altogether.

But we are still looking and still getting a price from every available place and if anything turns up, Fleet Captains east of the Mississippi will be notified and thus notify the members.

Inflated prices have brought the price up to close to \$5.00 a person, more than a dollar over the 1951 price. Since only about 60 persons were on hand last year, it is safe to assume that the crowd would be even less in 1952. But if we are able to work it out, you'll hear from us immediately with information on exactly when and where.

### Quassapaug's Fall Series to Kaufman—

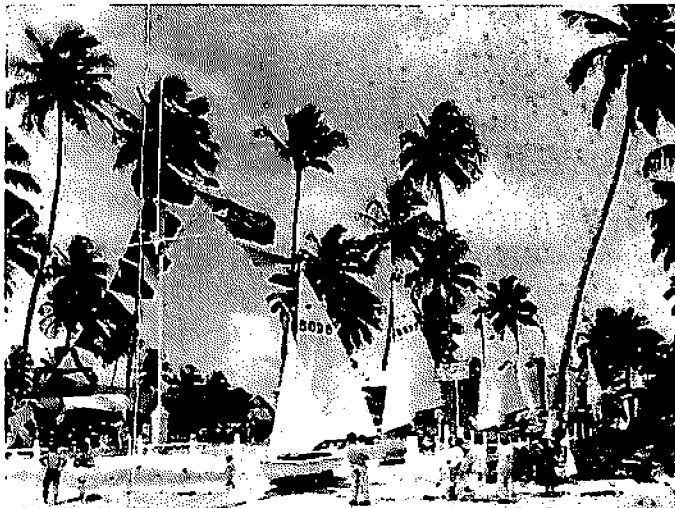
Lake Quassapaug's Fall Series of Snipe races, ended up late in the fall just a few days ahead of the season's first snow storm. In all there were a series of ten races held over various week ends.

Ray Kaufman managed to edge out Terry Whitte - more by a few points. Kaufman took part in eight of the ten races held and scored three firsts, four seconds and one third place while Whittemore raced in all ten events with four firsts, four seconds, 2 thirds. The series was close throughout with five boats all having a chance to win right up to last race. The fleet requires a boat to take part in at least 60% of the races to qualify. The final score was as follows;

|                                       |             |
|---------------------------------------|-------------|
| 1st, Ray Kaufman, City Island,        | 1601 points |
| 2nd, Terry Whittemore, L. Quassapaug, | 1589 points |
| 3rd, Geo. Gane, City Island,          | 1451 points |
| 4th, Patricia Hurley, Cedar Point,    | 1435 points |
| 5th, George Schwenk, L. Quassapaug,   | 1430 points |
| 6th, Dave Rogers, L. Quassapaug,      | 1302 points |
| 7th, Bob Chatfield, L. Quassapaug,    | 1281 points |
| 8th, Milt Taffett, City Island,       | 1264 points |
| 9th, J. MacDonald, L. Quassapaug,     | 1111 points |
| 10th R. German, L. Quassapaug,        | 1067 points |

Lake Quassapaug is a few miles west of Waterbury, Connecticut and the Fall Series is attracting more and more hardy Snipers each year.

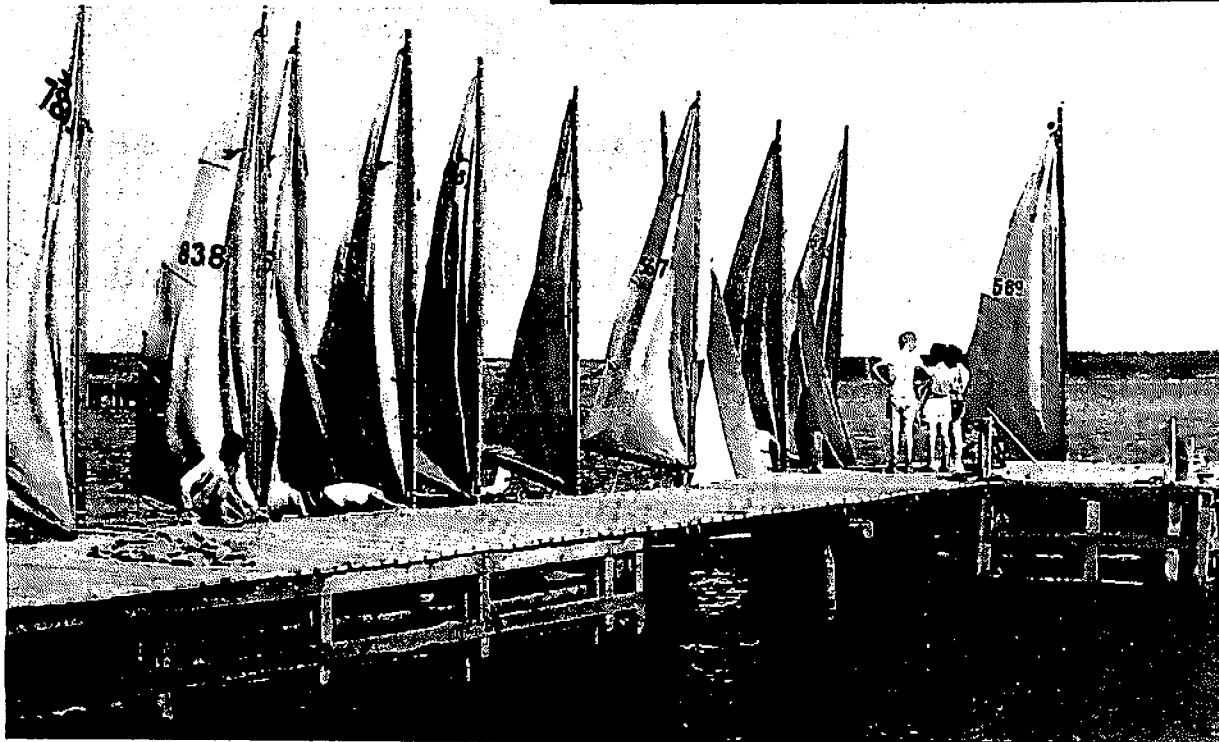
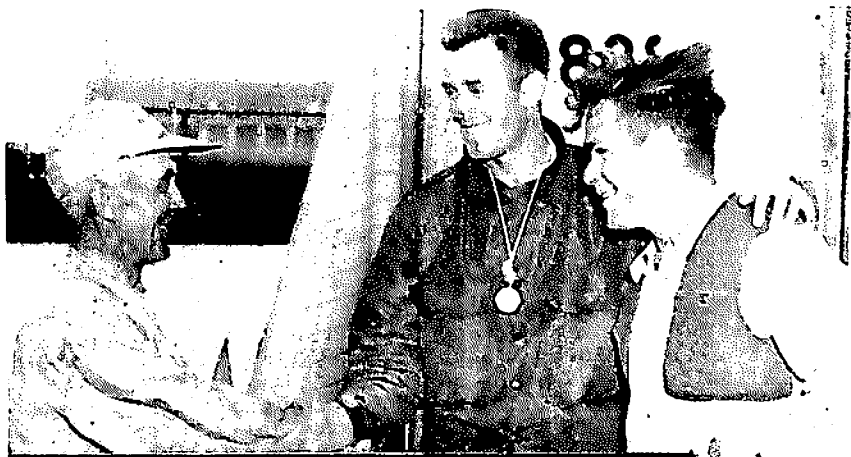
John Z. Darby



Snipe Fleet 211 at Venda Grande, 15 miles south of Recife in Brazil, put on this spectacular view of its 16 Snipes at a recent entertainment and race.

DECEMBER, 1951

Canada's big regatta was plagued by high winds and big seas. Here Walt MacKinley of Royal Cape Breton Y.C. congratulates Canada's new champion Don Scarfe and his crew Ken Edwards both of Armdale Y.C. The other picture is at the dock of Northern Y.C. the host club, North Sydney, N. S.



## CANADIAN CHAMPIONSHIP WON BY ARMDALE'S DON SCARFE

by Gaudin DuTot

Snipes from the Armdale Yacht Club of Halifax, took the Nova Scotia Provincial, the Maritime and the Canadian National Championship home with them at the end of the week long Canadian Snipe meet at North Sydney, Nova Scotia, late in July. Hosts for the series was Northern Yacht Club. The only championship the Armdale Snipers didn't take home was the Royal Cape Breton Championship which was won by the Royal Cape Breton Yacht Club of Sydney. This is perhaps the most important of all to those who sail these waters the year around - br,r,r,r.

Rough weather, heavy seas and high winds predominated and took Don Scarfe and his crew Ken Edwards to the World's Championships.

All clubs in good standing were notified well in advance of the meet but only skippers from the Royal Cape Breton, Bras D'or (Baddeck) and Armdale made an appearance. Members of other fleets in Canada were conspicuous by their absence.

The first day consisted of a cruise around the course to acquaint visitors with the waters. It was a lovely day and little did we know. There was sort

SNIFE BULLETIN

of an informal get together that night at Northern Y. C.

Twenty-five Snipes started in the first event and Walter Piers of Armdale won, but due to a mix up at the finish, and after a hot debate, the race was declared "no race". Man, what a finish! There were Snipes going in every direction! That was all for that one and next day the wind came up, but good. If I was to exaggerate, I'd say the waves were 10 feet high and the wind blowing about 50 mph. It was right nasty. Only eight boats finished with no upsets. One went ashore, bailed out and continued racing. Traffic on the highway was blocked for miles. To cut it short, Don Scarfe, Armdale Y.C., and now Canadian champ won the Angus L. MacDonald Trophy. It is symbolic of the Nova Scotian Provincial Champ.

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Next day was the Maritime Trophy won in heavy weather by Don Cooley, former featherweight champ. His crew was Don "The Killer" Hopkins. One minute it was flat calm and the next it was like a hurricane. Again it was a Halifax affair with Lot Isherwood, and crewman Doucette of Sydney, the only locals in there for a second. Walt Piers and Jack Cruikshanks got the show position.

The first four boats from each club were selected to sail for the big Cup starting at 10:30 am next day. The wind was brisk and from the west. Armdale again led the way and, after rounding the 1st mark got rid of the blanket of Cape Breton canvas and fought it out among themselves. Scarfe got in first and following right on his heels were team-mates Bill Martin, Walter Piers and Don Cooley. The next race was scheduled for 2pm. but the wind almost blew the boat house down, so everyone caught up in his sleep - etc.

Friday morning the same thing again. Then big dispute over the course arose which was settled by wire from headquarters in Pelham. Seems that no one knew exactly what was meant by windward leeward as laid down by the deed of gift. That is, all except Chairman Frank MacInnis of the Race Committee. Frank stuck by his guns and fired a few rounds donated by Bill Crosby. I guess we will never forget that "Attention all skippers". Of course, it's hot competition and fireworks that spark a meet.

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The boys were sent out again when the wind had died down a little on shore. They were sent out in the teeth of it which goes to show the stuff that Snipers are made of. Most of the boats were blown all over the harbor before the race was "called". Most skippers made for the nearest land cover, and some were picked up two miles from the start. A few of the more daring bailed out with buckets and, hugging the shore, made home. The amazing part of it was that all during the meet not a single mast was broken and not one boat capsized.

At 7 pm. the second race was finally under way. Scarfe took the lead, Piers second and Cooley was in third spot. These positions didn't change in the entire much disputed windward-leeward course. The third race made sailing history, as far as Snipes go. The big meet had a starlit end, with Don Cooley yelling out his number at 10.07 pm. While hundreds of people lined every available space nearby to see the end of the meet, Snipe after Snipe came out of the darkness to cross the finish line. Thus Scarfe, 21 year old student took the John Leckie Trophy emblematic of the Canadian National Championship.

A big fireworks display topped off the evening and helped some of the "duds" who were racing for a special prize (later swallowed) to find the last mark.

Many social events took place with evening entertainment at Bras D'or Yacht Club, Northern Yacht

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Club and Royal Cape Breton Yacht Club. Ben Gallop, well known and liked in yachting circles for years was unanimously elected National Secretary. The regatta for 1952 was voted to be held at Halifax with Armdale Yacht Club as host. Unfortunately space is not available for all the results and we can only give the first 6 boats in each series.

### Dominion Snipe Championships- Leckie Trophy

|     |                  |                   |             |
|-----|------------------|-------------------|-------------|
| 1st | Don Scarfe       | Armdale Y.C.      | 4664 points |
| 2nd | Don Cooley       | Armdale Y.C.      | 4413 points |
| 3rd | Bill Martin      | Armdale Y.C.      | 4259 points |
| 4th | Walter Piers     | Armdale Y.C.C     | 3862 points |
| 5th | Clayton White    | Northern Y.C.     | 3833 points |
| 6th | George Urquhart, | R. Cape Breton YC | 3746 points |

### Maritime Championships- McKenzie Trophy

|     |               |                |             |
|-----|---------------|----------------|-------------|
| 1st | Don Cooley    | Armdale Y.C.   | 4289 points |
| 2nd | L. Isherwood  | Royal C.B.Y.C. | 4121 points |
| 3rd | Walter Piers  | Armdale Y.C.   | 4042 points |
| 4th | Bill Martin   | Armdale Y.C.   | 3746 points |
| 5th | Don Scarfe    | Armdale Y.C.   | 3620 points |
| 6th | Clayton White | Northern Y. C. | 3254 points |

### Provincial Championships- Macdonald Trophy

|     |              |               |             |
|-----|--------------|---------------|-------------|
| 1st | Don Scarfe   | Armdale Y.C.  | 4490 points |
| 2nd | Bill Martin  | Armdale Y. C. | 4184 points |
| 3rd | Walter Piers | Armdale Y.C.  | 3985 points |

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|-----|-------------|------------------|-------------|
| 4th | Don Cooley  | Armdale Y.C.     | 3698 points |
| 5th | G. Urquhart | R.Cape Breton YC | 3606 points |
| 6th | S. Astephen | Northern Y.C.    | 3506 points |

Cape Breton Championships- Stephens Trophy

|     |               |                |             |
|-----|---------------|----------------|-------------|
| 1st | W. MacKinley  | Royal C.B.Y.C. | 4642 points |
| 2nd | L. Isherwood  | Royal C.B.Y.C. | 4413 points |
| 3rd | Jid Forsey    | Northern Y.C.  | 4346 points |
| 4th | Art Rooney    | Royal C.B.Y.C. | 4314 points |
| 5th | Clayton White | Northern Y.C.  | 4034 points |
| 6th | S.. Astephen  | Northern Y.C.  | 3468 points |

**Snips from  
the SNIPE'S Bill**



**Clearwater Regatta, March 4-7**

Dates for the Midwinter Snipe Championship Races have been announced by Clearwater Yacht Club. The first race will be on Tuesday, March 4th, 1952, and races will be held daily until the final one on Friday March 7th. For entries, etc., write to Chairman Race Committee, Clearwater Yacht Club, Clearwater, Florida. Entries must have a Snipe membership card good until March 31st 1952.

**Southern Championship**

Owen (Walter Mitty) Duffy says that Privateer Yacht Club at Chattanooga, Tenn., will probably be the scene of a new regatta next spring to be known as the Southern Snipe Championship. No further information is available but it would be nice if the dates were close enough to Clearwater so that the boats could stop off at Privateer on the way north.

**To Chesapeake Snipers**

Stewart Brown, Baltimore attorney, has written in that he would be interested in starting or reviving a Snipe Fleet somewhere close to Baltimore. He is trying to work out contact with the dead Elk River Fleet situated on the headwaters of Chesapeake Bay. This fleet was one of the most active of the pre-war Snipe racing clubs but has never been brought back again. There must be a lot of racing

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Snipes in that area and there are certainly a lot of them in the Baltimore section. There was a good fleet there right after the war but when Walt Krause was shipped off to the middle-west, the fleet promptly folded up. All it needs is a spark to get it going again and if you own a Snipe in the area get in touch with Mr. Brown from the phone book or write to Snipe headquarters.

**The 1952 U.S. Nationals**

Present plans indicate that the U.S. Nationals for 1952 may possibly be held at Green Lake, near Oshkosh, Wisconsin. If the Board of SCIRA approves this application, arrangements are already completed to have Past-commander Harry Lund of SCIRA take an active part in handling the big affair. He was extremely active in all Snipe affairs. Many older Snipers will welcome Harry back we feel sure.

**New Trophy for Brazil**

Teixeira Leite, Assistant Secretary of Brazil, has donated a handsome new trophy to SCIRA. It will be emblematic of the Brazilian National Championship and will be called the J. C. Pimentel Duarte Perpetual Trophy. It represents a Snipe sailing to windward in a strong breeze with the crew climbing out to windward. The Trophy will go to the National Champion of Brazil each year to hold for one year. The champion will also receive a smaller cup which he can keep permanently. It is planned to hold the first regatta for this Trophy at Recife January 6, 7 and 9th. The winner will be called the 1951 champion. This champion will designate where the '52 regatta is to be held and the winner then will be Brazil's entry in the Hemisphere Championships for 1952.

**Palm Beach Snipe Race Feb. 24**

At a meeting of the Palm Beach Yacht Club late in October, Hal Rich, Jr., was elected Fleet Captain and John Hopkins as Secretary of Fleet 51. The

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Fleet has five active Snipes and more are expected. It is quite likely that the February 24th. regatta will be sanctioned by SCIRA. This is known as the Washington's Birthday Regatta for sail and motor boats and has been an annual event for many years. This regatta is one of the first ones in the country to recognize Snipes and hold races for them during the earliest days of the Snipe Association and it is but fitting that Palm Beach Yacht Club could, with the help of SCIRA put on a first class race.

The date for next year's Michiana Championship has been set for August 2 and 3rd.

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### You Can Help

This is your Snipe Bulletin. Maybe you like it and maybe you don't - if so, we would like to know if anything is wrong. Probably you'd like to see it with more pages - more pictures and more articles. Sure, so would we. Also we'd like to see more advertising. We would like to see every Sniper assist in making Bulletin better and more interesting but unless your help is forthcoming, we can't make it up out of thin air. We want short news items, longer items up to 300 words that may be of interest. We need pictures - we need some ambitious would-be cartoonist who knows something about Snipes to do an original monthly strip of single column drawing using Snipe racing as a background. We could use a young, ambitious sailor-typist who would take the

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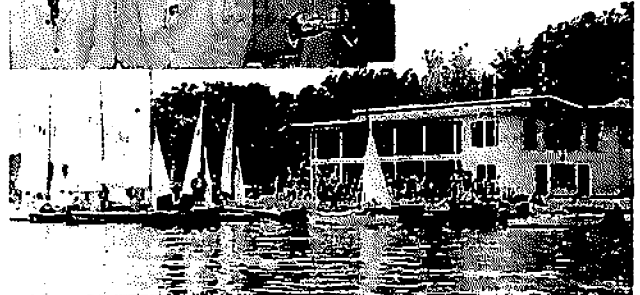
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### Missouri Yacht Club



L. to R., Jack Stock, Sec'y. Dwight Westholt, Fleet Captain and Champion. Bob Schwindler, on right is Treasurer.



This is the handsome building of Missouri Yacht Club, Lake Lotowana, Missouri, near Kansas City

### New Jersey Championships

According to late news reports, the New Jersey State Championships for the Crane Bowl was won by Beth Olson of Beachwood Yacht Club with Bud Stillmun in second spot and Bob Hoyt, third. Only seven Snipes took part, the races being held at Lake Parsippany Yacht Club, Sept. 8 and 9th. The first race was held in a shifty 20 mile breeze and the others in air that was almost at a standstill. At the end of the third race, Beth and Bud were tied for win so the Committee decided to hold a fourth and deciding race. This was a short race and after leading for most of the way, Beth managed to luff Bud out of first position and so won the series. There were no protests and the Committee praised all the skippers for their sportsmanlike sailing.

Albert Huber, Sec'y L.P.Y.C.

### Oak Ridge May Be Next

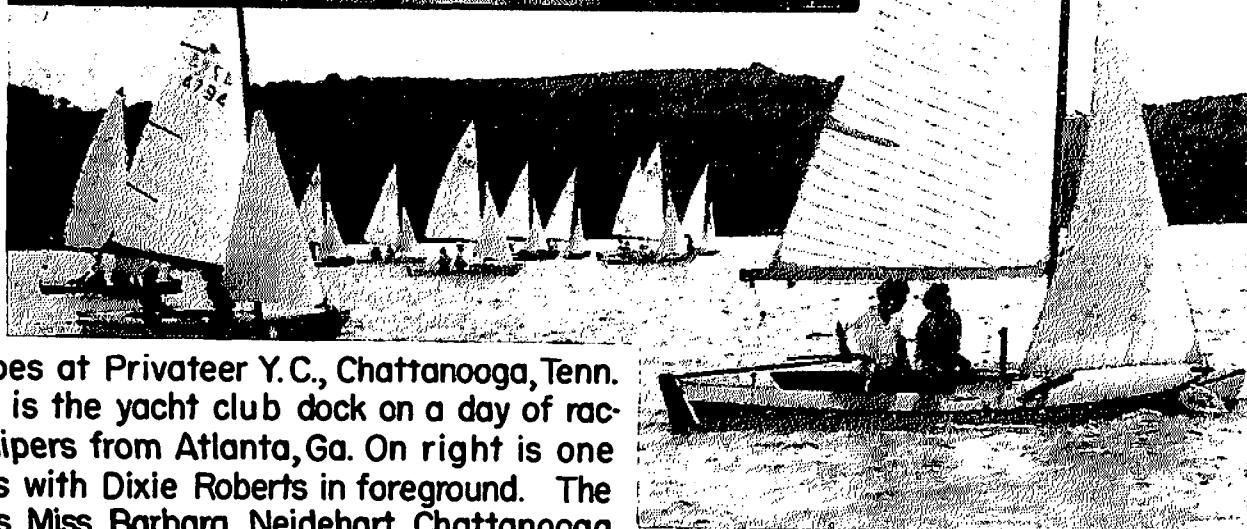
That human dynamo, Owen Duffy of Chattanooga, is going after the crowd in the Knoxville and Oak Ridge area to see what can be done about forming a Snipe fleet. If such a fleet were formed, it would mean some pretty hot tri-city racing between Chattanooga, Atlanta and Knoxville. The Snipers sailed their boats at Fort Loudon Lake with the Thistles sailed by the Oak Ridgers. Already one Snipe nears completion at Oak Ridge and more are sure to come.

Bud Leonard (Chicago in the wintertime) but an enthusiastic Snipe skipper at Diamond Lake, Mich. in the summer, has recently become Fleet Captain of the Diamond Lake Fleet. He has appointed as Fleet Measurer, Ron Francis, also Chicago in the winter. Bud thinks his fleet of 34 paid up Snipes is probably the largest in the world. If your fleet beats this we would like to hear about it.

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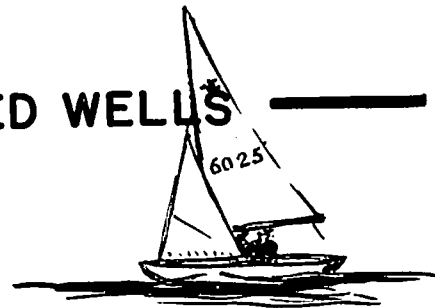


Racing Snipes at Privateer Y.C., Chattanooga, Tenn. Above, right is the yacht club dock on a day of racing with Snipers from Atlanta, Ga. On right is one of the races with Dixie Roberts in foreground. The young lady is Miss Barbara Neidehart, Chattanooga.

SNIPER BULLETIN

# WELLS' WANDERINGS

By TED WELLS



## A Dissertation on the Vagaries of Wind • • •

This article was supposed to be Part 2 of last month's subject, "When In Rome . . ." and was to cover the problems of the sailor accustomed to open water when he tries lake sailing. However, since practically all of the deep sea sailors' troubles when he takes up mud-puddle sailing will be caused by screwy winds, it was necessary to talk about them first. Also, there was one situation which will cause trouble for the lake sailor on open water which couldn't be covered until after this dissertation.

No matter where you sail the wind constantly varies both in direction and velocity, the only consistency being that the lighter the wind is and the smaller the body of water over which it blows, the more it varies. There are two types of variations which must be understood before the racing skipper can hope to cope with them successfully. These two types are temporal variations and geographic variations.

Mr. Webster says temporal is "of, pertaining to, or limited by time; transitory or temporary" -- which accurately describes the variations in both wind direction and velocity experienced on a small inland lake. Temporal variations exist on large bodies of water also, but not to the extent that they do on small ones. The lighter the average wind is the more transitory and temporary the variations are. These temporal variations usually move across the surface of the water and generally (but not always) will sooner or later affect everyone in a fairly large area.

The favorite tricks of temporal variations are to pick up all the boats in the middle of the fleet and carry them up past the leaders who are just sitting frantically smoking cigarettes, or to pick up all the boats on one tack approaching a mark, either with a shift or an increase in velocity, and take them around the mark while the erstwhile leaders on the opposite tack sit and watch the parade. The puff will get to them shortly but in the meantime their outlook on life is pretty bleak. An example of how screwy they can get occurred in the third race of the Missouri Yacht Club regatta this year when, five minutes after starting on a beat, boats were on both tacks close hauled, on both tacks reaching, and running with their whisker poles out, and all going in the same direction. The boys who suggested paddling back to the dock and shooting craps for the trophy had something. Geographic variations are variations in direction and velocity which stay put in a given location for a fairly long period of time, and do not travel across the water like the temporal ones do. These variations are of two types -- predictable ones and unpredictable ones. The predictable ones are caused by the typography of the land surrounding the water.

If I knew what caused the unpredictable ones I wouldn't spend so much time being in the wrong place at the right time when racing on large bodies of water. The unpredictable ones occur rather infrequently on inland lakes and very frequently on large bodies of water. The predictable type exist more frequently on inland lakes simply because the lakes are smaller and you are always racing much closer to the shore line.

Unpredictable geographic wind variations can cause a lake sailor a lot of trouble when he is sailing on a large body

of water, because he is likely to think that no such thing should exist when he is a long distance away from shore and the shore line has no hills or trees on it. He is accustomed to coping with geographic variations by approaching shore lines gingerly and watching carefully to see whether the boats in shore are doing better than the ones off shore and vice versa and staying away from windward shores, but he is likely to get a little absent-minded when he gets on a large body of water, with the result that frequently when he finds out that there is a geographic variation it is too late to do anything about it by the time that he realizes that it exists.

In the fourth race at the Nationals on Barnegat Bay there were a couple of geographic variations which were about as unpredictable and about as big as any I have ever seen. Shortly after the start, I decided that I had been on a starboard tack long enough and I had better go on to a port tack to go over and stay generally between the fleet and the mark. By the time I had gone back on a starboard tack I was ahead of all of the boats that were taking a middle course, but the boats that had held the starboard tack and hadn't gone on a port tack at all were way ahead of me. At the start of the second lap I was pretty well back in the fleet and all of the boats ahead of me except one rounded the windward mark and started off on the starboard tack which had paid off so well on the first lap. I decided to take a short port tack merely to avoid following directly behind everyone ahead of me, and found much to my amazement, that when I went on to the starboard tack I was pointing at least ten degrees higher than the boats which had taken a starboard tack directly away from the mark. With only a few short hitches on the port tack I was able to lay the mark on the starboard tack, moving up to second place at the second windward mark. The boats which held the starboard tack for a long time after rounding the leeward mark dropped back hopelessly, the boats which had been in the lead going back to about the middle of the fleet.

The answer seems to be that unless the wind is very light temporal shifts should be more or less disregarded on large bodies of water and primary attention paid to geographic variations. The lake sailor on a large body of water is likely to get carried away with himself watching temporal shifts and forget about geographic ones, or having found a geographic one on one lap he is likely to assume that it is going to exist on the next one. Apparently when one of these geographic variations exists you had better detect its existence early in the race and get over there and take advantage of it just as soon as you realize it is present instead of staying where you are and hoping that it will eventually get over to you. They just don't move across the water the way that temporal shifts do -- you have to go to them.

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