

Snipe

BULLETIN



JERRY JEROME LEADS THE LIFE OF RILEY --His two daughters, Janet(left) and Betty prepare to take him for a ride.

—Photo by Hopkins, Tulsa, Okla.

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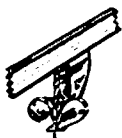
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SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,
655 Weber Ave., Akron 3, Ohio, U. S. A.

Subscription Rates.

\$2.00 Per Year.

Owners of measured and paid-up Snipes receive SNIPE BULLETIN as part of their membership free.

Forms close on the 10th of each month preceding publication. Material received after that date will not appear until a later issue. Contract advertising rates may be had on application. Be sure and notify SNIPE BULLETIN of any change in address, giving both old and new addresses.

New Film Service Established

Over the last 25 years, SCIRA has accumulated a motley group of moving pictures of various Snipe regattas—good, bad, and indifferent. Little effort has ever been made to operate an efficient library or film service, which should be done by an hobbyist. But now we have such an expert in Vice-Commodore Terry Whittemore, who has volunteered to take over the films and the operation of a library.

All the reels, black-and-white and colored of various sizes and lengths, have been shipped to Naugatuck and Terry will soon have a list of suitable films published in the Bulletin. There will be no more free films, for the library will operate on its own budget and appropriate modest charges will be made with a view of further developing the service. Many of the older films are good for historical value only and SCIRA really has no good pictures of recent date and modern quality. You are invited to lend or contribute any Snipe films to the library. Terry will take good care of them and the resultant use of the films will increase the publicity and interest in the class.

New Appointments Made

Commodore Gilreath is pleased to announce that the Board of Governors has conferred the title of Honorary Vice-Commodore on two members who have been outstanding in their very fine and loyal service to SCIRA—Dr. Michel le Privert of France and Sr. Leopoldo Geyer of Brazil. Both men have been greatly interested in Snipe sailing, sponsoring new fleets and promoting regattas in their respective countries. SCIRA salutes these distinguished members!

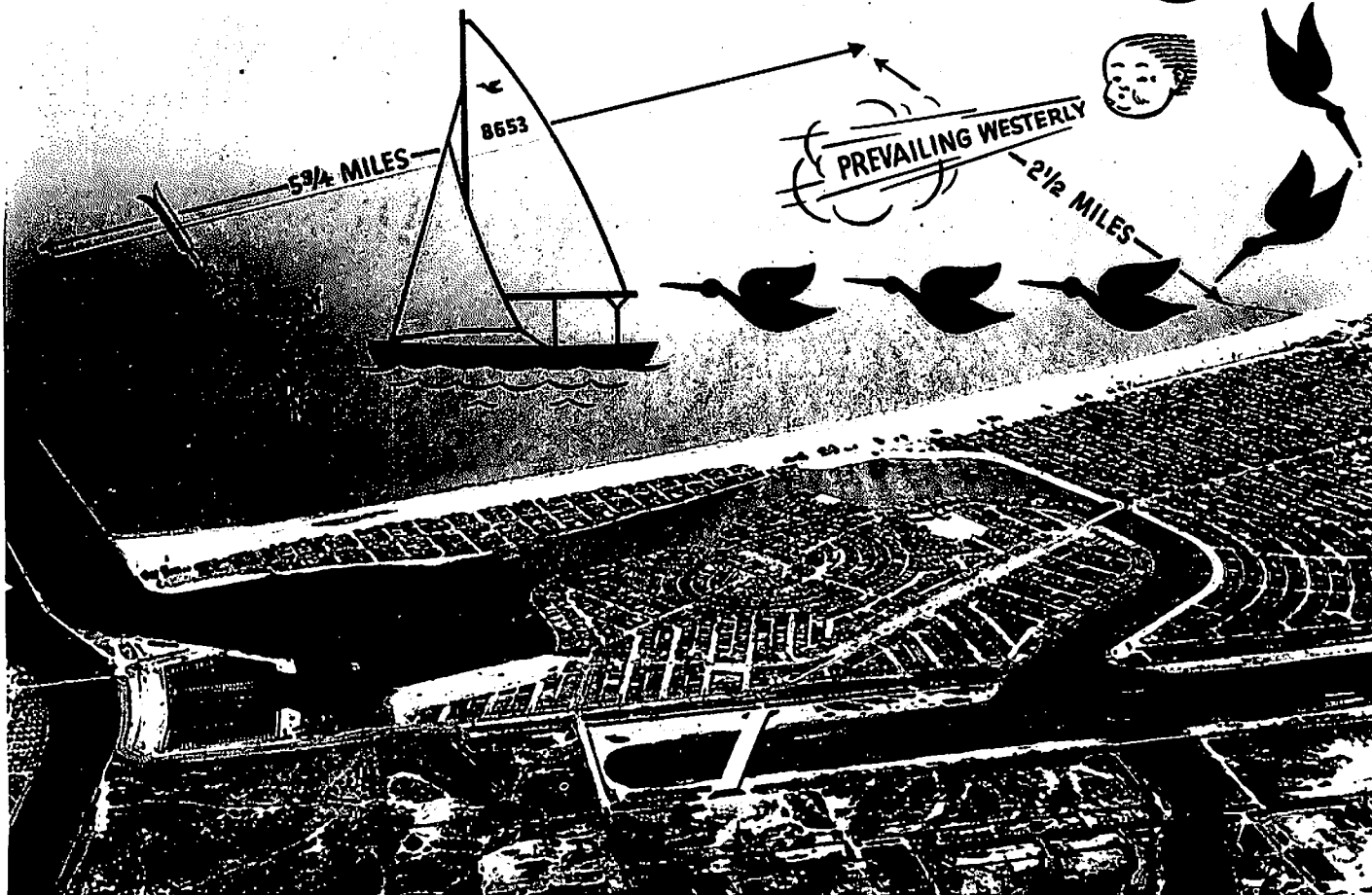
ATTENTION—All Members

PLEASE DON'T FORGET TO SEND IN YOUR SUMMER ADDRESS! There are about 60 "Bad Address" cards of recent dates in our file, which means they don't get the Bulletin. Please help keep the list up-to-date. It is your own fault if you don't get your mail.

NOTICE. Dues are now past-due and this is the last copy of the Bulletin you will receive unless you hold a 1956 membership card. All others will be dropped August 1st! With printing costs constantly rising, it takes money to put out a high quality Bulletin and SCIRA can not continue to send them out free. Dues are our most important source of revenue—our life-blood, as a matter of fact—and the benefits to all Snipe owners from having such an organization are certainly worth the small annual sum of \$5.00. Think what it would be like without SCIRA, so go out and sell the idea to all non-members. We do not need increased dues to solve our financial problems—all we need is a few more Snipe owners to sign on for a cruise on the Bulletin. If you get one new member, you have done your share!

The new rule books were mailed late in June and you should have your copy now. This book commemorates our 25th Silver Anniversary and the very attractive cover was designed by M Krudenecky, Kapakusing, Ontario, Canada, who won the designing contest and a complimentary 1956 membership. Incidentally, it is not too early to start working on a cover for 1957. If you spot any errors or omissions in this book, please report them so corrections can be made.

SET SAIL FOR LONG BEACH!



Alamitos Bay Marina, Long Beach, California, seen above, is now being developed as a multi-million dollar yacht harbor. This Marina offers the finest OLYMPIC COURSES for water events of all kinds. Home of A.B.Y.C. and SNIPE FLEET 218.

SNIPE NATIONAL CHAMPIONSHIP

Aug. 4-5 U. S. JUNIOR CHAMPIONSHIP, Alamitos Bay
Long Beach, California. George Walker, 835
Sussex Rd., San Marino, California.

AUG. 6-10 U. S. NATIONAL CHAMPIONSHIP

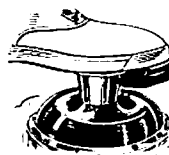
With the coming Nationals less than a month away, the boys from out west (south west, suh!) have a few items of last minute information to pass along. The sailing area, as the aerial photo shows, is all sheltered water. But the chop occasionally builds up and foul weather gear, though not a must, may prove desirable. By the same token, an extra bailer might come in handy, as well as a spare whisker pole (they have a habit of going swimming now and then). Tide, fortunately, poses no problems and a hoist will be provided for launching.

The measurement crew will be on the job starting Thursday morning; the deadline for the Juniors is Friday afternoon (1700) and 1300 on Sunday for the Seniors. The entry deadline, as last year, is August 1. A complete program with schedule of events and entry blanks for both races were mailed to all SCIRA members late in June. The papers are now in your hands, so, if you are eligible and can come, do not hesitate to fill out the blanks as required and requested at once.

If you haven't lined up your housing accommodations as yet, Lee W. Thompson, 521 Ultimo Ave., Long Beach 14, is the man to contact; and as for entertainment, there's everything from beach parties to Disneyland to look forward to.

COME PREPARED TO HAVE A BALL! —Dick Lewis

Complete information concerning the Nationals can be obtained in the Rule book--the Juniors can turn to the Duffy Trophy while the Senior event is under the Heinzerling, Wells, and Crosby Trophies starting on page 64. In general, rules and conditions are the same as last year, EXCEPT (1) Total length of any race now reads "not over seven miles or less than four miles, two or three laps" instead of "one or two laps". (2) A time limit definition of 2 1/2 hours has been added, with the race committee privileged to assign finish positions after 3 1/2 hours. The same old warning holds good! Don't show up at the Nationals with a questionable Snipe! Read the article on measurement in the July 1955 Bulletin--it still holds good! Boats that have qualified for permanent measurement cards will be accepted conditionally, while all others will get a thorough going-over. Save time and disappointment and last minute changes by checking everything before you leave home, if in doubt. Pay particular attention to weight, mast bands, and sails. Also, don't forget that Juniors must own and regularly skipper their boats in fleet races and use junior crews as well. WE WISH YOU LUCK!



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BOSCH INTERNATIONAL HIGH-POINT WINNER

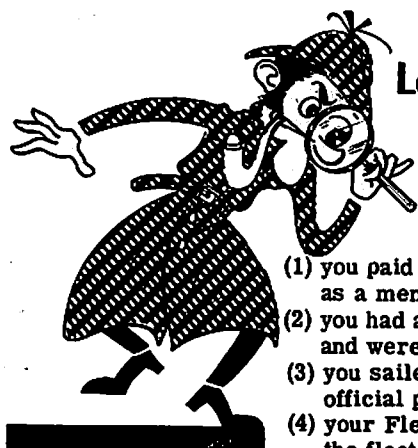
FERNANDO PEDROZA OF BRAZIL TAKES SECOND BENGT JOHNSON IS THE U.S. CHAMPION

In 1954, Carlos Bosch of Fleet 360, Santiago, Cuba, was the runner-up in the high point score contest with 1723.9; in 1955, his 1733.5 was only good for fourth place; but this year he hit the jack-pot with 15 firsts and 1 second for a top score of 1745.1 points and the Reichner Trophy. Established in 1932, this trophy was won by England in 1933, has been in the U.S. ever since, but now goes to Cuba. Carlos has ably demonstrated his sailing ability and the prize is awarded to him with congratulations.

Fernando Pedroza, present Champion of Brazil, sailed the same number of races, but he had 14 firsts and 2 seconds, so his 1740.1 copped second place. The top U.S. skipper was Bengt Johnson of the Sea Cliff, N. Y., Fleet #4 sailing 19 races with 17

firsts, 1 second, and 1 third to win third place in international standing and the Minneford Trophy, emblematic of U.S. leadership. All three men had about the same number of competitors.

Carlos says, "My boat 8999 suffered a very bad burning in the middle of October and was out of commission for the rest of the season. So I raced the rest of the year in a very old Snipe made by the Century firm years before the war with a pivot board." He raced this boat 7 times with the following results: 8, 4, 5, 3, 1, 2, 1 and says again, "Who says Snipe hulls are different? It just takes a couple of races to get used to another boat." Well, all Snipe hulls are considered the same, so maybe the answer is that the difference in skippers and sailing ability has a little something to do with it, too.



Looking for

your name?

YOU CAN FIND IT

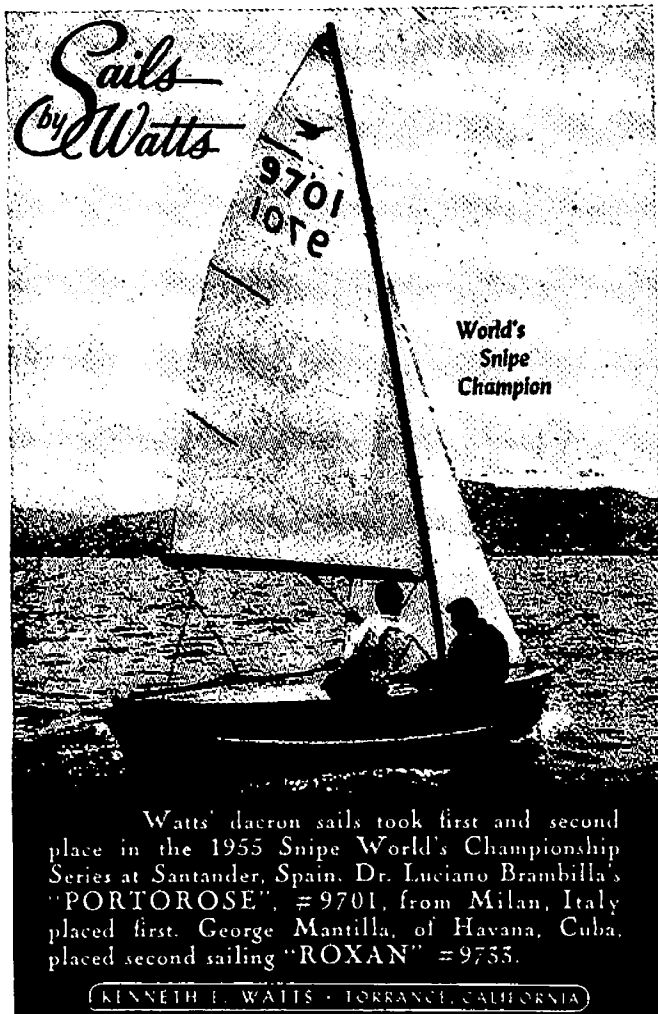
IF

- (1) you paid your dues last year as a member of SCIRA.
- (2) you had a measured boat and were eligible to race.
- (3) you sailed in at least five official point-score races.
- (4) your Fleet Captain sent in the fleet scores.

1955 HIGH-POINT SCORES

BOAT NAME	CLUB	RACES	PTS.
9999	Carlos Bosch, Santiago de Cuba	16	1745.1
9462	Fernando Pedroza, R.G. do Norte, Brazil	16	1740.1
8641	Bengt Johnson, Sea Cliff, N.Y.	19	1736.9
10085	J. Guedes de Queiroz, Cascais, Portugal	18	1730.5
9601	John Heskett, Portage Lake, Mich.	20	1726.5
7428	Billy Roberts, Chattanooga, Tenn.	12	1720
9371	Fred Weissert, Indian Lake, Mich.	15	1718.8
8046	Andrew Whittman, Pine Beach, N.J.	16	1715
9741	Ray DeRuisseau, North Cove, Mass.	16	1710
8700	Frank Apgar, Sr., Parsippany, N.J.	13	1706
9191	Chuck Hardey, Shreveport, La.	16	1701
10077	Hanny Trudy Juetz, Sao Paulo, Brazil	10	1700
7877	Julius Kroeger, Newport, N.Y.	19	1697
9241	Don Haase, Crystal Lake, Illinois.	14	1696
10155	Jerry Jerome, Sequoyah, Oklahoma	24	1689
6908	James Cunningham, North Cove, Mass.	24	1688.9
10175	Carl Zimmerman, P.L.Y.C., Akron, Ohio	13	1687.9
8038	Charles Webster, Oak Orchard, N.Y.	13	1687.6
9361	Cleve Slauson, Peoria, Ill.	16	1683.1
4002	George S. Brown, Potomac River, D.C.	16	1683
10305	M.W. Heller, Galway, N.Y.	9	1681
10054	Kenneth Albury, Nassau	12	1680
8437	Edward A. McHenry, Loon Lake, N.Y.	12	1674
9576	A.L. Okell, Manchester, England	31	1673
9150	Bob Embrey, Shreveport, La.	16	1671
9029	Jose Julio Rezendes, Lisbon, Portugal	10	1668
9100	Mike Choquette, Quivira, Kansas	9	1663
7609	Stan Flanagan, Parsippany, N.J.	15	1662
9299	Bob Pfaff, Eagle Lake, Mich.	8	1660.2
6995	Francis Seavy, Clearwater, Fla.	11	1660.09
8634	Tom St. John, III, Quassapaug, Conn.	17	1660
7963	B.S. Westcott, Manchester, England	27	1656
6015	Noel Nichols, Manchester, England	16	1653
9920	Godfrey Lightbourne, Nassau	18	1652
9123	Sam Norwood, Atlanta, Ga.	18	1651.05
4106	Richard Sayles, Loon Lake, N.Y.	14	1651
7183	Bruce Munro, Lake Mohawk, N.J.	5	1650
8569	Carlos Rodriguez, Graham-Eckes, Fla.	5	1650
8314	Frank Penman, Northwich, England	5	1650
6938	Hattie Carver, Green Lake, Wisconsin	12	1648
7406	J.R.C. Sheldon, Medway, England	13	1646.5
9900	Larry Wheeler, P.L.Y.C., Akron, Ohio	15	1646
9287	Walter Fischer, Sao Paulo, Brazil	11	1645
7360	Fernando Pedroza, R.G. do Norte, Brazil	15	1643
9870	Pete Leach, Green Lake, Wis.	14	1641
4226	Jack Abbott, Muskegon, Mich.	9	1639
9598	Paul Piper, Delta, Tenn.	9	1638
4140	Jim Newman, Winchester, Mass.	15	1636
9871	Ed. Grier, Peoria, Ill.	15	1635
6637	Donald Landauer, Oak Orchard, N.Y.	13	1634
9917	Ademan Bezerra, Pernambuco, Brazil	14	1633.7
6739	Bob Carrick, Clear Lake, Cal.	6	1633.6
9604	John Keyser, Gull Lake, Mich.	18	1632
8186	Jack & Bob O'Brien, Iowa-Nebraska	17	1629
9298	Frank Levinson, Clearwater, Fla.	12	1628
7962	Eduardo Lopes, Cascais, Portugal	17	1626.9
9747	Dan Williams, Chattanooga, Tenn.	15	1626.1
10044	Luz Brotherood, Pernambuco, Brazil	14	1625
7346	Alan Levinson, Indianapolis, Ind.	6	1624.8
9326	Joas Pinoco, RG do Norte, Brazil	16	1624.6
7779	Alan Mais, Hewlett Pt., N.Y.	12	1623
9884	E.S. Simmons, Spanish Pt., Bermuda	14	1621.9
6627	Rodney Long, Winchester, Mass.	18	1621.1
6967	Bill Cope, Parsippany, N.J.	15	1620
8653	Harold Gilreath, Atlanta, Ga.	11	1619
9370	Bruce Murphy, Indian Lake, Mich.	11	1618.6
10007	Tom Head, Peoria, Ill.	14	1618.43
7249	Ray Moreira, Vela Atlantico,	5	1618.4
7558	Sport Lisboa e Faro, Portugal	5	1618.4
7953	Jose Bruschy, Cascais, Portugal	17	1618.1
8191	Chet Livergood, Sequoyah, Okla.	43	1617.9
9314	Edwin Rosenbaum, Gull Lake, Mich.	15	1616
7123	Harry Budd, Crystal Lake, Mich.	16	1614
3692	Lee Stuve, Galway, N.Y.	7	1613
9881	P.R. Tucker, St. George's, Bermuda	20	1611
3250	Louis DeWitt, Lake Washington, Cal.	6	1608.33
10155	Betty Jerome, Sequoyah, Okla.	19	1608.3
10221	Robert McClung, Iowa-Nebraska, Iowa	23	1606
9327	Jaaci Lalvao, R.G. do Norte, Brazil	16	1605
9923	Bruce Wetmore, Potomac River, D.C.	17	1604
9732	Dexter Thede, Grand Rapids, Mich.	25	1602.9
8795	Antonio Sena da Silva, Commandante Teneiro, Mare Nostrum, Portugal	7	1602.8
9882	Stange & Brown, St. George's, Bermuda	19	1602.5
8447	Arden Zinn, Gull Lake, Mich.	15	1599
8682	C.B. Guimaraes, Pernambuco, Brazil	10	1598.7
3994	Bob Frahm, Grand Rapids, Mich.	24	1598
8598	Morris Whitney, Clearwater, Fla.	12	1596
5837	Dr. Charles Rose, Loon Lake, Mich.	14	1595.8
7439	Rosemary Curley, Sea Cliff, N.Y.	19	1595.5
8800	Harry Allen, Quassapaug, Conn.	12	1595.3
5933	Jim Hoyt, Quivira, Kansas	9	1595.2
5550	Allan Gates, Clear Lake, Cal.	6	1594.5
8663	Frank Dannenberg, Newport, N.Y.	13	1594.4
10161	Tom Van Dyke, Muskegon, Mich.	9	1594.1
9924	Victor Larson, Chautauqua, N.Y.	14	1592.
5930	John Luyster, Sea Cliff, N.Y.	18	1592.5
9600	Tom House, Glen Lake, Mich.	10	1591.6
7181	John Rose, Grand Rapids, Mich.	22	1591.09
9360	Chuck Greaves, Portage Lakes, Mich.	19	1589.4
9362	John Call, Indianapolis, Ind.	15	1589.3
7192	Bob Vreeland, Newport, N.Y.	18	1589.22

3555	Fred Deng, Glen Lake, Mich.	13	1589.2	7352	Ernesto L. Alm, Sao Paulo, Brazil	6	1516
9104	Diovisio Canellas, Santiago de Cuba	19	1588	788	Oscar Pingell, Hewlett Pt., N.Y.	12	1515.2
8000	Hal Winston, Eastchester Bay, N.Y.	5	1587.2	10088	Francisco Sena da Silva, C. Tenreiro, P.	7	1515.1
4482	William Flanders, North Cove, Mass.	18	1587	10101	Fred Schenck, Newport Harbor, Cal.	5	1514.8
9590	Winston Ely, Green Lake, Wis.	17	1586.8	9031	Wm. Kuehnlung, Akron, Ohio.	17	1514.7
8643	Bob Lawton, Shreveport, La.	10	1586.7	8389	G.E. Randall, Chattanooga, Tenn.	16	1511.8
9514	Larry Angott, Green Lake, Wis.	16	1586.6	9106	Irv Margulies, Eastchester Bay, N.Y.	5	1511
6014	J.K. Brierly, Manchester, England	27	1584	7381	Robert Harris, Glen Lake, Mich.	13	1510
7432	Terry Whittemore, Quassapaug, Conn.	8	1583	6850	Pedro Marocho, Atlantico, Portugal	5	1509
7407	E. Hine, Northwich, England	7	1580.8	6774	Tom Heckel, Indianapolis, Ind.	15	1508.7
6018	I.W. MacAulay, Manchester, England	* 36	1580	6464	John Nugent, Loon Lake, N.Y.	10	1508.1
3581	Dr. L.P. MoElwaine, Sequoyah, Okla.	28	1578.9	8099	John Hayward, Clearwater, Fla.	8	1508.25
5485	Kermit Nicholson, Pine Beach, N.J.	14	1578	1301	James Finch, Hewlett Pt., N.Y.	12	1508.2
7792	Aldo Brasileiro, Pernambuco, Brazil	15	1575.4	6385	Thomas Legere, Winchester, Mass.	24	1505.7
5268	Alberto Peirats, Santiago de Cuba	22	1575	3518	Bob Huggins, Lake Merritt, Cal.	23	1505.6
4590	Dave North, Sequoyah, Okla.	25	1574.6	1	Bob & Dick Sorensen, Shreveport, La.	15	1505.3
10200	Pete Whiteside, Glen Lake, Mich.	10	1574.3	9513	Donald Morse, Green Lake, Wis.	14	1505.1
10003	Helder Soares Oliveira, B. Naval, Port.	6	1572.8	8192	Bill Jackson, Clear Lake, Cal.	6	1504.3
10219	John Arps, Dallas, Texas	5	1572.4	9104	Dionisio Canellas, Santiago de Cuba	12	1504.2
10281	Elizabeth Saville, Lake Washington, Cal.	5	1572.2	10173	Jules Voerge, Lake Merritt, Cal.	18	1502
8670	Charles White, Oak Orchard, N.Y.	13	1572.1	4287	Norman Tanner, Sequoyah, Okla.	16	1500
9909	Ham Johnson, P.L.Y.C., Akron, Ohio	15	1572.07	4828	Rudy Mc Masters, Peoria, Ill.	17	1499
8570	Harold Griffith, Chautauqua, N.Y.	13	1569	9007	Louis Card, Chattanooga, Tenn.	12	1497.08
9557	Kenneth Simmons, Spanish Pt., Bermuda	14	1568	9306	John Y. Mace, Pine Beach, N.J.	16	1497
9552	Clube Naval de Lisboa, Portugal	10	1567	4227	Walter Ash, Indian Lake, Mich.	12	1496
4552	Herbert Alderson, Winchester, Mass.	20	1566.9	9127	Ken Murray, Lake Washington, Cal.	7	1494.3
9593	John H. Bethell, Nassau	16	1566.7	8428	Gordon Parker, Indian Lake, Mich.	11	1494.1
8086	Jim Paxton, Iowa-Nebraska	22	1565.8	3759	Wm. S. Hyde, Lake Washington, Cal.	7	1493.4
5961	R.G. Upton, Manchester, England	30	1565.5	9500	Al Kroeger, Newport, N.Y.	8	1493.1
9364	Donald S. Wilson, Potomac River, D.C.	17	1564	6379	C. Nuber, Parsippany, N.J.	9	1493
10277	Alan Burtis, Sea Cliff, N.Y.	16	1562	10379	Lucia Guest, Graham-Eokes, Fla.	5	1492
8996	Henry Milner, Hewlett Pt., N.Y.	10	1561	9727	Susan Carter, Portage Lake, Mich.	14	1488
9589	William Wottowa, Green Lake, Wis.	16	1560	9755	J. Briggs, Medway, England	17	1487.5
9999	Tom Frost, Newport Harbor, Cal.	5	1559	4571	Theodore Richmond, III, Oak Orchard	15	1487.2
6948	John Wesley, Chattanooga, Tenn.	14	1558.7	4310	Bob Garson, Parsippany, N.J.	15	1487
10411	Roberto Fischer, Sao Paulo, Brazil	7	1558.28	9148	Raul Festary, Santiago de Cuba	7	1487
8363	Lloyd Green, Indian Lake, Mich.	14	1558	3701	John Thompson, Quivira, Kansas	8	1486
6440	Ginasio Clube Naval, Faro, Portugal	5	1557	9561	Edwin J.R. Cowen, Spanish Pt., Bermuda	12	1484.9
5698	Jaime Gomes Carrajola, Mare Nostrum, P.	6	1556.6	9321	George Schwenk, Quassapaug, Conn.	13	1484.6
8997	Robert Cummings, Dallas, Texas	5	1556.4	6696	Bernardo E. Santo, Cascais, Portugal	9	1484.2
8698	Wm. E. Rushlow, Potomac River, D.C.	12	1556.3	9736	Carl Freyer, Winchester, Mass.	23	1482.8
7394	P.R. Pows, Medway, England	15	1555.5	5549	Charles Shalz, Lake Washington, Cal.	7	1482.4
4290	Kilborn Adams, Sequoyah, Okla.	16	1555.3	10163	Malcolm Stevenson, Memphis, Tenn.	9	1480
8158	Sinclair Oswald, Portage Lake, Mich.	16	1554	9028	Antonio dos Santos, Lisboa, Portugal	5	1479.8
8645	Joe Becker, Sequoyah, Okla.	29	1553	5905	H.J. Baldwin, Galway, N.Y.	11	1479.7
10153	Bill & Pete Krieg, Indianapolis, Ind.	8	1551	8686	Eugene Thorman, Eastchester Bay, N.Y.	5	1479.4
23	Ben Moore, Dallas, Texas	5	1550.6	9369	Jim Warfield, Encinal, Cal.	28	1478
9591	John Cote, Green Lake, Wis.	17	1550.4	7873	Barbara Buchan, Chautauqua, N.Y.	12	1474.7
9422	Eddy Sedeno, Santiago de Cuba	16	1550	8645	Wm. DeLotta, Parsippany	14	1474
7019	Stephen Andrews, Potomac River, D.C.	7	1549	8695	T.A.V. Borrecho, C. Tenreiro, Portugal	7	1474.6
10239	Stan Salzenstein, Peoria, Ill.	14	1548.5	7966	V.S. Mullen, Northwich, England.	8	1472
8382	Earl Townsend, Crystal Lake, Mich.	11	1548	4240	Carl Lauterback, Newport, N.Y.	20	1470
3438	Frank Barber, North Cove, Mass.	22	1547	7393	R.W. Hall, Medway, England	16	1469
7435	B.B. Russell, Chautauqua, N.Y.	14	1546	3291	W.S. Brindle, Northwich, England.	6	1467.8
6715	John Nagle, Grand Rapids, Mich.	21	1544	4006	Naughton, Crystal Lake, Cal.	9	1467.8
5926	Mrs. Hollenbeck, Galway, N.Y.	6	1542.8	10222	E.G. Koehler, Eagle Lake, Mich.	10	1466
8694	Helena M. Quimaraes, Atlantico, Portugal	5	1542.2	8796	Ernest Zickerman, Cascais, Portugal	13	1465.6
9869	Paul Anton, Peoria, Ill.	15	1541.9	3993	George Christman, Sea Cliff, N.Y.	14	1465
8855	C. Fenman, Northwich, England	5	1541.8	4028	Bill Stacy, Jr., Quivira, Kansas.	5	1464
9307	Floyd Hughes, Iowa-Nebraska	22	1541.77	7409	J. Standley, Manchester, England.	11	1460.7
3692	H.E. Baker, Galway, N.Y.	5	1541.75	8600	Paul Zent, Indianapolis, Ind.	6	1460.6
9560	Clifford Simmons, Spanish Pt., Bermuda	12	1541.17	2318	Don Plumley, Galway, N.Y.	11	1459
9588	Leon Irish, Green Lake, Wis.	16	1540.6	10178	Walter Rice, Pine Beach, N.J.	16	1457
8677	Robert Longnecker, Lake Mohawk, N.J.	5	1540.2	6977	Jean Umland, Quassapaug, Conn.	7	1456
10201	Gibby Zeratsky, Green Lake, Wis.	12	1540	8692	Antonio Pinho, Lisboa, Portugal	9	1453.1
6013	H.D. Whitehouse, Manchester, England	* 39	1539	8049	Lyle Hasty, Eagle Lake, Mich.	7	1453.1
2595	William Berg, Hewlett Pt., N.Y.	10	1538	9478	Osmer Mammini, Sao Paulo, Brazil	9	1452
7400	J.B. Colyer, Medway, England	15	1537.8	9428	Louann Martin, Sea Cliff, N.Y.	19	1451
5547	Sam Norwood, III, Atlanta, Ga.	17	1537.5	9184	Milo Lundt, Eagle Lake, Mich.	10	1450.6
6106	Sherman Hudson, Oak Orchard, N.Y.	14	1537.3	5921	Ben Schneider, North Cove, Mass.	15	1450.4
9318	Jill Carver, Green Lake, Wis.	13	1536	5828	Bruce Colyer, Graham-Eokes, Fla.	5	1450.2
10052	Basil Kelly, Nassau	14	1535.4	5833	Mocidade Portuguesa, Faro, Portugal	5	1449.8
9883	Edwin Hayward, St. George's, Bermuda	20	1535.3	7787	Wally Leonard, Newport Harbor, Cal.	5	1449.8
5471	H.W. Gerks, Crystal Lake, Mich.	13	1535	6741	Louis Kuntz, Dallas, Texas	5	1449.4
5928	M.W. Hellar, Jr., Galway, N.Y.	5	1634	7918	Ulrich Schwaier, Atlantico, Portugal	5	1449
9497	John Wolcott, Chautauqua, N.Y.	8	1532	10164	Marvin Jennings, Delta, Tenn.	7	1446
4578	Brainerd Cooper, Chattanooga, Tenn.	10	1530	9899	Milford Boersma, Portage Lake, Mich.	11	1444
9309	Laura Palmer, Portage Lake, Mich.	21	1528	8691	Victor Fortes, Brigada Naval, Portugal	6	1441.8
7886	Ray Kaufman, Eastchester Bay, N.Y.	5	1527	9286	Sergio Brotherhood, Pernambuco, Brazil	13	1441.
9896	Dave & Dick Cioe, Muskegon, Mich.	9	1526	7790	Peter Montminy, Winchester, Mass.	18	1440.9
10002	Jaime Sacadura, Brigada Naval, Portugal	6	1525	9021	Pete Frost, Newport Harbor, Cal.	5	1440.6
13	Fred Bruggeman, Lake Mohawk, N.J.	5	1524	3658	Harry Pfeifer, Galway, N.Y.	7	1440.1
4845	Tim Shank, Gull Lake, Mich.	19	1523	9281	Francis Vallis, Spanish Pt., Bermuda	14	1440
5635	Russ Hayes, Indianapolis, Ind.	27	1522.7	6300	Jerry Cunningham, North Cove, Mass.	24	1439
9605	Louise Wallace, Sequoyah, Okla.	17	1522.6	6971	J.G. da Silva Pinheiro, C. Tenreiro, P.	5	1436
8646	David Rogers, Quassapaug, Conn.	15	1521	9291	P.B. Shea, Akron, Ohio.	14	1435
10180	Roger Brusse, Gull Lake, Mich.	9	1519	9030	Marcia Hartstone, Graham-Eokes, Fla.	5	1434.4



Watts' dacron sails took first and second place in the 1955 Snipe World's Championship Series at Santander, Spain. Dr. Luciano Brambilla's "PORTOROSE", #9701, from Milan, Italy placed first. George Mantilla, of Havana, Cuba, placed second sailing "ROXAN" #9755.

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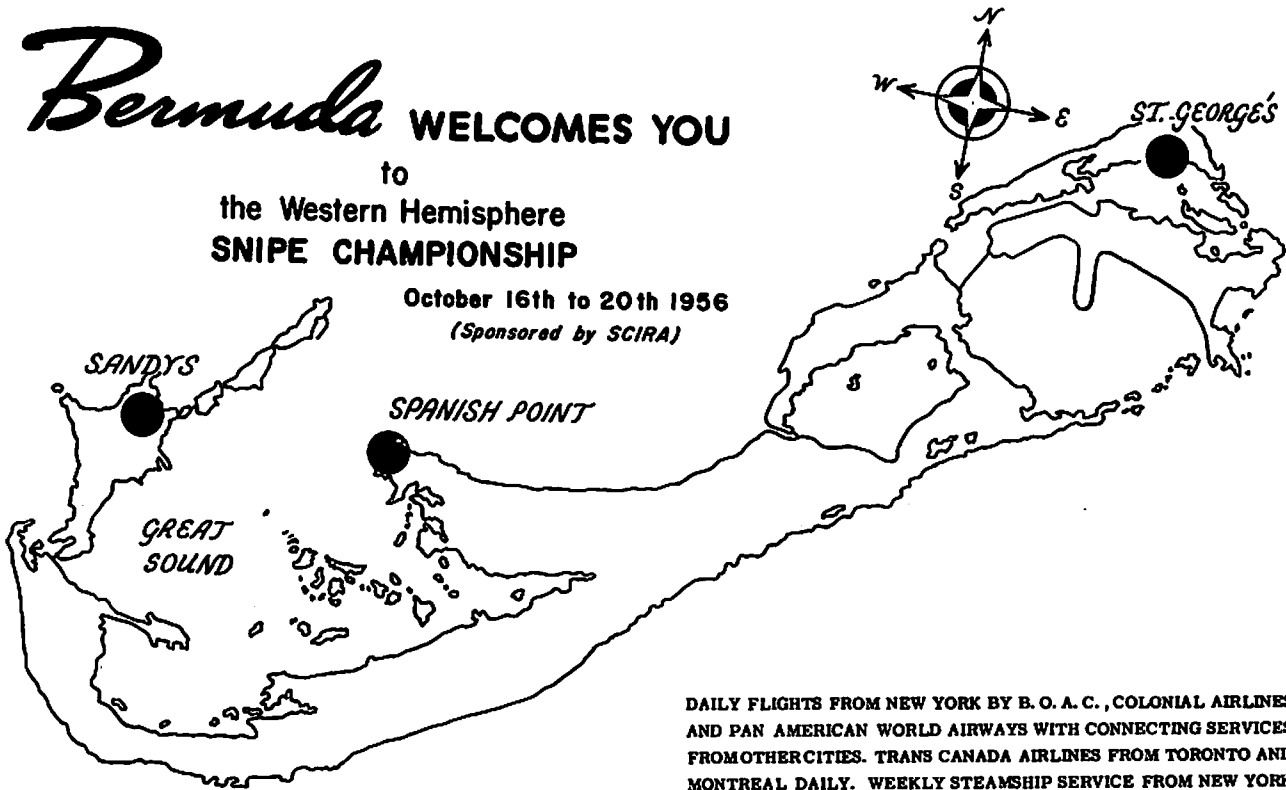
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10271	Mrs. Geisa de Almeida, Sao Paulo, Brazil	5	1434.4
9609	Ricardo Equillon, Santiago de Cuba	9	1433
9584	Charles Dills, Potomac River, D.C.	11	1432.9
9002	Rod Fimental, Encinal, Cal.	25	1432.5
7613	Bill Reed, Newport, N.Y.	16	1432
7404	Mrs. A. Hawkins, Medway, England	12	1431
6435	Bill Simmons, Shreveport, La.	6	1429
7359	Otto Fischer, Sao Paulo, Brazil	12	1428.3
9562	Neal Stephens, Spanish Pt., Bermuda	10	1428
5538	Armando R. Ferreira, Cascais, Portugal	11	1427
6386	Larry Ryan, Newport, N.Y.	20	1426
9297	Bill Ticknor, Gull Lake, Mich.	18	1425
8860	G. Bennett, Manchester, England	10	1424
7100	Solon Galvao, R.G. do Norte, Brazil	15	1423.8
9360	Robert Sawyer, Glen Lake, Mich.	8	1423.6
6999	Dave Sutton, Parsippany, N.J.	12	1423
7956	Joaquim Teixeira, Brigada Naval, Port.	6	1423
7802	Dorward Henderson, Encinal, Cal.	28	1422.96
9918	Peter Nickles, Potomac River, D.C.	12	1422.9
3282	Jose Canellas, Santiago de Cuba	7	1422.4
8673	Antonio Oliveira, Lisboa, Portugal	8	1422.3
7396	B.M.U. Bennell, Medway, England	11	1422
9433	Woody Boudeman, Gull Lake, Mich.	15	1420.67
9465	Joas C. Cavaleanti, R.G. do Norte, Brazil	16	1420.6
5440	O.N. Mocidade Portuguesa, Faro, Portugal	5	1420
9441	Lanny Caston, Grand Rapids, Mich.	26	1419.2
9529	Jose Canellas, Santiago de Cuba	6	1419.2
9668	O.N. Mocidade Portuguesa, Faro, Portugal	5	1419
6924	Alex Burnett, Lake Merritt, Cal.	24	1417.5
554	Hugh Snook, Clear Lake, Cal.	6	1417
4839	Sharon Weiss, Pine Beach, N.J.	9	1416
8043	John Gordon, Grand Rapids, Mich.	21	1415.5
7560	Antonio Heredia, Cascais, Portugal	5	1415
9090	Harold Robinson, Indianapolis, Ind.	15	1414
7915	Clube Naval de Lisboa, Lisboa, Portugal	9	1413
9605	Dr. A.W. Wallace, Sequoyah, Okla.	15	1412
6266	Robert Voss, Portage Lake, Mich.	23	1411.3
10016	Louis G. Buisch, Loon Lake, N.Y.	9	1411.2
5187	Jorge Peirats, Santiago de Cuba	20	1410.9
9878	C.M. Moore, St. George's, Bermuda	20	1410.8
3554	LaForge, Crystal Lake, Illinois	7	1409
8574	Philip Yates, Jr., Chautauqua, N.Y.	13	1408
8310	F.D. Bailey, Northwich, England	5	1407
6156	Carl Clausen, Clearwater, Fla.	11	1406
6916	Karl Hiller, Newport Harbor, Cal.	5	1405
10276	Jose C. Martinez, Sao Paulo, Brazil	8	1404
7964	F.R. Crossley, Medway, England	7	1401
9925	Leslie Powers, Chautauqua, N.Y.	14	1398
3980	Emmett P. Conlan, Quivira, Kans.	7	1397
9331	John W. Borum, Atlanta, Ga.	17	1396.8
8358	Art Pickford, Peoria, Ill.	10	1396.8
8053	Bill Eilert, Green Lake, Wis.	14	1395.5
7089	Ted Thomas, Shreveport, La.	11	1395.2
9448	Luke Czarny, Quassapaug, Conn.	17	1395
10112	Sylvio Pedroza, HIS EXCELLENCY, The Governor of the State, Rio Grande do Norte, Brazil	10	1394.2
3565	Thomas Markey, Hewlett Pt., N.Y.	10	1394.1
9093	Val Lyons, Shreveport, La.	16	1393
9359	Bob Brown, Encinal, Cal.	27	1391.8
9603	Tom & John VanderSalm, Gull Lake, Mich.	15	1391.7
8668	Tom Holt, Eagle Lake, Mich.	8	1390
3880	Dave Mauerman, Portage Lake, Mich.	17	1389.9
4763	John Woodham, Indian Lake, Mich.	9	1389.8
7371	C. & L. Vandervelde, Green Lake, Wis.	9	1389.1
6929	Don Trash, Lake Merritt, Cal.	21	1384
9363	Samuel Norwood, II, Atlanta, Ga.	11	1383
9558	Ronald A. Marshall, Spanish Pt., Bermuda	11	1382
2256	Rus Gladwin, North Cove, Mass.	20	1381
9894	Bill Cunningham, North Cove, Mass.	24	1380.5
2772	Melvin Francois, Clear Lake, Cal.	6	1380.3
8587	Buddy Rose, Eagle Lake, Mich.	10	1379
7800	Joe Lea, Eastchester Bay, N.Y.	5	1375
10170	Colton Weatherston, Green Lake, Mich.	15	1371
7077	Charles Hohman, Newport, N.Y.	12	1370
6956	Ray & Luella Little, Indian Lake, Mich.	11	1368
10073	Don Ricketts, Clearwater, Fla.	7	1367
4558	Ted Lindquist, Newport, N.Y.	25	1366.1
9880	H.J. Campbell, St. George's, Bermuda	18	1366.05
8661	Bud Tomlinson, Portage Lake, Mich.	19	1365
7885	Howard Watts, Quassapaug, Conn.	10	1362
9527	Phil Baker, Sequoyah, Okla.	18	1361
7193	Jose Pachero, Atlantico, Portugal	5	1360
4601	William Nasca, Loon Lake, N.Y.	8	1359
5672	Virgil Baier, Oak Orchard, N.Y.	12	1358.5
4173	Edwin Colette, Loon Lake, N.Y.	8	1358.25
8045	Kay Hench, Glen Lake, Mich.	9	1358.2
9585	Eugene Odell, Muskegon, Mich.	8	1357.6

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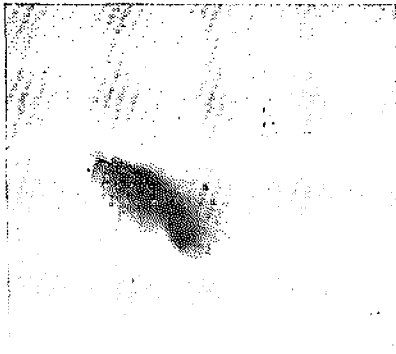
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9525 Stanley Hess, Eagle Lake, Mich.	9	1351.2	8383 Richard Dawson, Akron, Ohio	11	1293.36
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1032 Bob McPherson, Green Lake, Wis.	9	1349.4	9893 Loretta Robinson, Graham-Eokes, Fla.	8	1290.8
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8676 Jose Balboa, Santiago de Cuba	12	1340	9285 Lane Porter, Winchester, Mass.	16	1286.8
5898 Arnaldo Basto, Pernambuco, Brazil	15	1337.6	8051 Dick Pye, Quassapaug, Conn.	7	1286.2
6055 Leonard Burling, Green Lake, Wis.	10	1337	7916 Domingos, Lopes, Brigada Naval, Port.	6	1286
10284 Norm Underwood, Indian Lake, Mich.	12	1335.2	9594 G.A. Bethel, Nassau	12	1282
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5688 Joaquim Pedro, C. Tenreiro, Portugal	7	1335	5944 Eduardo Sa, Atlantico, Portugal	5	1275
7955 Jaime Monis, Brigada Naval, Portugal	6	1333	6229 Teá Daniels, Akron, Ohio	13	1270
3624 Fred Hodge, Newport Harbor, Cal.	5	1332.6	10182 Sam Card, Akron, Ohio	13	1266.8
9369 Jim Mansfield, Lake Merritt, Cal.	24	1332.5	4360 Jim Bissell, Grand Rapids, Mich.	24	1266.5
4406 Chuck Rood, Grand Rapids, Mich.	22	1332.5	6176 Dick Flowers, Shreveport, La.	10	1263.5
4144 Thomas Stewart, Atlanta, Ga.	9	1329	9330 Guy Gupton, Atlanta, Ga.	10	1262.2
9463 Marcos Cavalcanti, R.G. do Norte, Brazil	11	1327	10171 Rosemary Bitttrich, Green Lake, Mich.	9	1262.2
8568 Art Lowenthal, Newport, N.Y.	6	1325	5897 Oscar Bartiosa, Pernambuco, Brazil	10	1262.1
8680 Wm. Boxwell, Pernambuco, Brazil	6	1322.8	5111 Andries Roodenburg, Newport, N.Y.	9	1260
10091 Roberto Salazar, Pernambuco, Brazil	13	1322.77	8662 George Kitowski, Eagle Lake, Mich.	10	1259
4825 Francisco Soler, Santiago de Cuba	12	1323	7940 Bill Murray, Green Lake, Wis.	14	1258
9329 Elmer Riker, Atlanta, Ga.	18	1320	9461 Ary Alecrim, R.G. do Norte, Brazil	15	1253
4584 Wraft Saunders, Sequoyah, Okla.	11	1319	5548 John Day, Winchester, Mass.	15	1244
7992 Gerald Marsich, Sequoyah, Okla.	9	1317	9551 Don Geddes, Lake Merritt, Cal.	21	1242.5
8039 Cap Rhonemus, Akron, Ohio	10	1316	9559 John Chiappa, Spanish Pt., Bermuda	9	1242.1
5697 Manuel Vasques, Cascais, Portugal	7	1315	5221 Harold Steelman, Pine Beach, N.J.	14	1242
4381 Marylyn Harrett, Grand Rapids, Mich.	16	1311	7397 Misses Anderson, Medway, England	5	1238.4
9112 Alfred Bartoo, Atlanta, Ga.	14	1309	9182 Earl Tindall, Encinal, Cal.	12	1238.3
3852 James Grambart, Sea Cliff, N.Y.	8	1306	10274 F. Rowlands, Medway, England	8	1238.28
9001 Gordon Pritchett, Encinal, Cal.	12	1305	4554 Ray Peters, Newport, N.Y.	8	1238.25
6258 Billie Shivell, Chattanooga, Tenn.	5	1304	9876 Richard Blumberg, Atlanta, Ga.	17	1237.9
9102 Sharon Stiles, Portage Lake, Mich.	9	1299.8	3406 Pete Van Camp, Green Lake, Mich.	5	1237.6
9548 Wm. MacFarland, Sea Cliff, N.Y.	12	1299.3	9512 John McGuire, Green Lake, Mich.	13	1236
9333 Clyde Gischel, Quassapaug, Conn.	8	1298	5683 T.S. Martins, C. Tenreiro, Portugal	5	1234
7344 Keith Simmons, Shreveport, La.	6	1297.9	6914 Herbert Toy, Pine Beach, N.J.	9	1233

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SOME IDEAS ON STARTING

General - There are several general rules for starting that apply whether a start is made on the windward, leeward, or somewhere in the middle of the line. These are:

1. **Avoid bunches.** If there is a group of boats congregating at the spot you wish to start, move up or down the line 25 to 50 feet as necessary to obtain a clear spot for starting. If you get tangled up in a mob of boats, your chances of getting clear air and water are poor and your chances of becoming involved in a foul are good.
2. **Time your start** to arrive on the line no later than five and no earlier than zero seconds after the start signal. It doesn't do any good to be in the right spot on the line if you are over ten seconds late.
3. **Don't get too far away** from the line immediately prior to the start, especially in light winds. Too far away could be considered any length of time over one minute away from the line.
4. **Headway.** You should have good headway when you arrive on the line. If you are dead on the line, the boats that have headway will sail by on both sides leaving you in somewhat of a hole. In the *fifth race of the Nationals* last year, I found myself in this position. Terry Whittemore was immediately in front of me and over the line early. When the starting signal was hoisted, the fleet sailed by me. Terry sailed out until he was clear, tacked up wind, rounded the committee boat, came down to leeward, crossed the line, and sailed out fifty feet in front of me before I had cleared the starting area. If I hadn't been dead on the starting line, this would not have happened.

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Starting to windward. - Regardless of the angle of the line, there will always be boats trying for the extreme windward berth. These boats also seem to start their final run toward the line early and end up at the line luffing and with little headway. If this be the case (and it usually is), you can sometimes get a good start by planning a five to ten seconds late start with full headway. If everything goes well, you will find a hole and break through the pack and into the clear. The only disadvantage with this start is that you are depending on the early arrivals to leave a hole. This hole generally develops due to the early birds either drifting or running down the line to kill time. If this hole doesn't appear, your only recourse is to start behind and tack to get clear as soon as possible.

Another way of starting to windward is to make your final run to the line approximately fifty feet to leeward of the windward end of the line. Again, you need full headway to stay clear of the mob fighting it out for the windward berth. If you choose this start, don't become blanketed by the boats to windward, even if you have to run the line a little. If you do have to bear away on the starting line to avoid being over, make sure that there are no boats immediately to leeward. Most of the time, you will know on your final run whether or not you will be early and can plan ahead of time to be in position to run the line.

Still another way, and in my opinion the least desirable, of starting at the windward end of the line is to get in the pack and try to nose them out for the windward berth. If you choose this tactic, you may get a good start part of the time, but chances are that you will end up behind with a bad start more often than not. Getting position on this type of start is more important than the time. The best position is one that affords clear air and water and a hard on the wind tack which will clear the windward end of the line. If this tack will not clear the windward end of the line, you may find the boats to leeward forcing you above it. This means, of course, that you will have to go back and start late.

Starting to leeward

The leeward start -Your start must be well timed when starting to leeward or you are lost. If you are early, you will be over the line and will be forced to come back and re-start behind the fleet. Having to do this at the leeward end of the line is worse than at the windward end. At the windward end, you can generally tack clear after a late start, but it is next to impossible on the leeward end. If you are next to the leeward mark on the starting line and are over early, you can sometimes jibe the mark, come around on the port Tack, find a hole, and tack to starboard without losing too much ground. However, you can't depend on finding this hole. All too often, you will end up by going behind most of the fleet. If your timing at the leeward end of the line is off, it is better to be a little late than early. If you are a little late, chances are that you will still have relatively clear air and water.

There are several reasons for starting at the leeward end of the line rather than the windward end. Generally speaking, it is advantageous to start on the leeward end of a flat line and/or when the leeward end of the line is closer to the first mark of the course.

The flat line offers the greatest challenge in getting a good start. On a line that is real flat, such that you can barely lay it on a starboard tack, the entire fleet generally runs down the line single file. If you get behind this line, you have had it. The wind and water are both disturbed and you just can't get back to the line for quite a while. This happened to me in the fourth race of the Nationals last year. When this condition exists, it is best to go above the line on your run back and come in from above the line on your final run; just find a hole, duck over the line, and start. I'll admit, this start takes nerve and is somewhat of a risk. However, getting into the parade down the line is a risk also and if you try to get into this line and fail, you lose too many positions. This single file parade always seems to start down the line twenty to thirty seconds early which forces them to let their sails luff to kill time.

The flat line is an extreme case and is the result of poor management in setting it out. If a line is established that is too flat, a postponement should be made and the line reset. The same is true if the line favors the windward end too much.

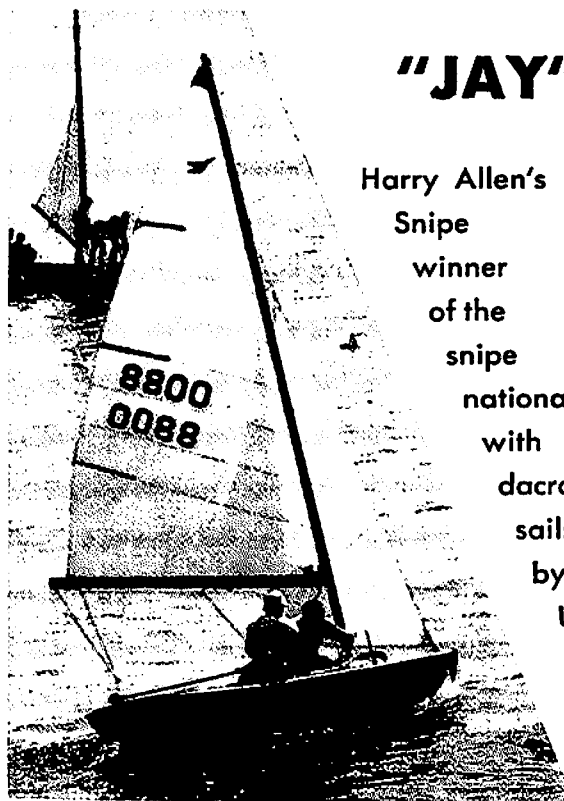
Generally speaking, the leeward start is better on lakes than in open bodies of water. The reason for this statement is that the leeward starter to a large extent depends on wind shifts to get out of the leeward position. Of course, shifts are more likely to occur on lakes than on large bodies of water. A good header after a leeward start will often forgive a skipper for being late at the start, or will give him an immediate lead if he has made a well timed start.

If there seems to be a prevailing wind shift which heads you a hundred yards or so to windward of the starting line, definitely plan a leeward start, sail until the wind shifts, and tack. This is a simple maneuver, but it pays big dividends.

Before the second race in Clearwater this year, I sailed out from the starting line six times and each time I experienced a header about half-way to the windward mark. Although the windward end of the line appeared to have a slight advantage over the leeward end, I started to leeward in order to be in the best position when we arrived at the point where the wind shifted. In this particular case, another reason for starting to leeward due to the rest of the fleet bunching at the leeward end. I had a fairly well timed start, arriving at the line four seconds after the gun, sailed out to the shift, tacked across the fleet, and rounded the mark in first place. The fact that I did not hold my position on the ensuing long reach is of academic interest only.

The third race was sailed on the same course with the same wind conditions. In this race, the fleet was spread out on the line. However, the extreme leeward boat again sailed out to the shift, tacked across the fleet, and rounded the windward mark in first place.

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Preliminary Survey 1957 Nationals Site

By the time this appears in print, the selection of Peoria for the 1957 Nationals will probably have been announced. Since I had to make a trip to Chicago anyway about the time of the Peoria regatta, I agreed to drop my libel suit against Hattie Carver for the picture which she sent in to the Snipe Bulletin if she would lend me her boat to sail in the regatta, thereby giving me a chance to look over their setup for the Nationals and let the engineer on the Santa Fe railroad worry about the Memorial Day holiday traffic to Chicago instead of me.

Lake Peoria is actually a wide place in the Illinois river, giving an area several miles wide and several miles long in which either a triangular or windward-leeward course of the maximum specified length can easily be laid out. The club facilities are very good and launching and mooring facilities will be adequate with the completion of a trailer launching area which they are planning before the Nationals in addition to the two electric hoists which they now have. Being as centrally located as it is, they will probably have the largest Nationals ever, but there will be plenty of space to park trailers.

Being a river, there is, of course, a current; however, the river at this point is very wide in relation to its normal width, so that the current is noticeable only in case of a very high wind. In the first two races in the Peoria regatta, the wind varied from about 5 to 10 mph and the current was not noticeable. In the third race on Sunday, the wind varied from 0 to 5 mph and the current was very noticeable. There was nothing tricky about it, however, in that it seemed to be uniform all the way across the river, being somewhat less, of course, near either shore.

All in all, I would say that Peoria would offer sailing at its best with the current offering just a touch of coastal conditions.

Four Ways to Win Races

First, there is the much-advocated system of starting first and steadily improving your position. This is good if you can do it, but it is particularly difficult if you carry out the first part and then people keep sailing past you.

The second method is to always be in the right place at the right time. This is particularly effective in light winds or shifty ones. The third way is for your competition to do dumber things than you do. This is very effective when you can work it, but you can't count on it very often.

The fourth way is to have everything you do turn out right and have a lot of things that your competitors do turn out wrong. This doesn't happen very often, but it is certainly nice when it does.

In the Peoria regatta, I used the last three methods and the first half of the first one to take two firsts and a second and probably used up all my luck for the rest of the season. Hattie's boat was about one-third of the way along in a refinish job and, after a look at the bottom and the centerboard, I was ready to sell out for about fifth place. The net result, of course, was that I was resigned to my fate, stayed away from the panic button, and the old adage that a race is not over until the gun goes off really worked (in the first race, the first three boats finished within four seconds with the fourth one not much farther behind).

Problems With Old Boats

As I mentioned in the last Wanderings, I am going to sail 6025 until it falls apart. Unfortunately, it started doing that in the

Tulsa regatta, which brings up the fact that on an old boat all points which may be subject to stress in high winds should be carefully checked. What happened in my case was that the block of wood to which the chain plates attach was attached to the side of the boat with screws through the side planking and had either never been glued or the glue joint had never been any good. In the Sunday morning race, the wind was averaging about 25 to 30 mph with occasional puffs to 40 mph. Conditions were perfect for planing and I don't believe that I have ever seen Snipes plane as fast or as consistently as they were doing then. Bill Kilpatrick had two gals crewing for him and a flat main. I had a 180-pound crew and a full main, and Bill would take us to windward but we would catch him off the wind. This performance finally stopped when the block to which one of the chain plates was attached pulled loose from the side planking, pulling the screw heads right through the planking. I now have bolts going all the way through the side planking, the block, and the chain plate and would recommend this modification to any old boats which may be sailed in high winds.

THE UNPAID HAND.

I doff my cap to the unsung crew
Who do the things they're told to do;
That hardy, loyal, faithful band -
The toiling throng---the Unpaid Hand!

The Unpaid Hand in his dungarees,
Rough and ready and aimin' to please,
A-pullin' the sheets and cleatin' 'em fast
So the "Sassy Gal" won't finish last.

The Unpaid Hand who boils and burns
On a windless day, when the buoy turns
Are hell to handle and hard to make
In a sizzling sun on a listless lake.

The Unpaid Hand in a gale o'wind--
Soaked to the bone--his knuckles skinned--
Settin' the spinnaker--takin' it in--
Hoistin' the genoa--swearin' like sin--
Hikin' to weather to trim the boat--
Bailin' like hell to keep afloat--
Haulin' the backstays--trimmin' the main--
Over 'n over 'n over again.

And when the races have all been run
And the boat he crewed on is the boat that won
And the lucky skipper is steppin' up
To get his flag and a silver cup--
Back in the corner--feelin' grand--
With a nice little bun--sits the UNPAID HAND!

--- George Culp
Unpaid Hand
Graham-Eckes Fleet 413

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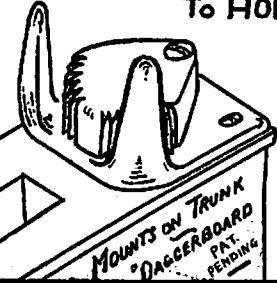
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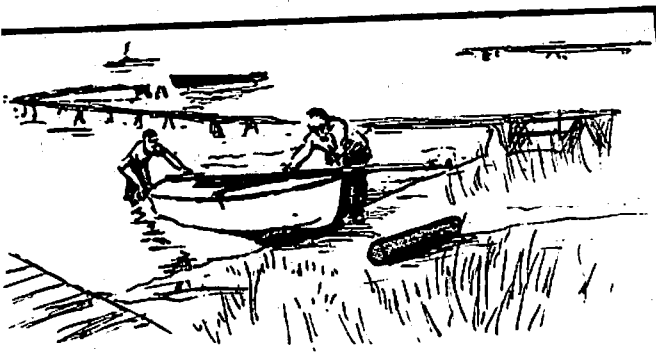
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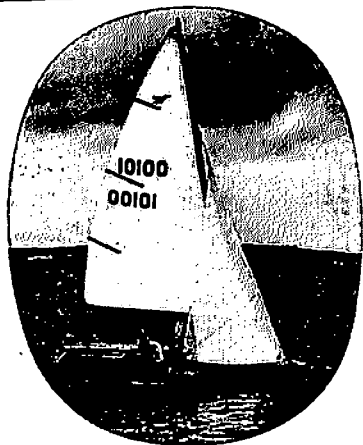
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THE COMMODORE SAYS from page 9.

If a leeward start is made and, instead of a header, the boat is pointed up, do not tack unless it is absolutely necessary. Just wait out the wind. It will eventually head the boat and that will be the time to tack. This maneuver also takes nerve for it will look like you are behind most of the fleet which fact, for some unknown reason, makes skippers tack. To tack under these circumstances eliminates whatever chances you may have had to get out of a bad position.

The start is only a part of the race, but it is the most important part. A few years ago when the competition wasn't as keen and there was a wide variation in sails, a good skipper could start behind and pass most or all of the fleet. Today, the situation is vastly different. With the competition improved and the very small variation in the speed of the synthetic sails, even the best of skippers may fail to make up for a bad start.

Sanctioned Race Dates

- July 14-21 LARCHMONT RACE WEEK, Larchmont, New York. Snipe races every morning at 10:30. Ted Cronyn, 45 Central Drive, Plandome, N. Y.
- Aug. 18-19 NORTH ATLANTIC Championship, Stuyvesant Yacht Club, City Island, N. Y. Eugene Thorman, Fleet Captain Eastchester Bay Fleet, 104 Fordham St., City Island 64, N. Y.
- Aug. 17-18 JUNIOR NEW YORK STATE, Newport, N. Y.
- Aug. 18-19 NEW YORK STATE & DISTRICT 5 Championship, Newport, N. Y.
- Aug. 25-26 SODUS BAY Invitational, Sodus Bay, Lake Ontario, New York. E.W. Sohmer, Commercial Bldg., Newark, New York.
- Aug. 26 SHEEPSHEAD BAY Invitational, Miramar Y. C., Sheepshead Bay, Long Island, N. Y. Jesse Aronstein, 1924 Homecrest Ave., Brooklyn 29, New York.
- Sept. 5-9 MANHASSET BAY Yacht Club, 24th Annual Fall Series, Port Washington, New York.
- Sept. 22-23 PRESIDENT'S CUP REGATTA, Potomac River, Washington, D. C. Bruce W. Wetmore, 4201 Mass. Ave., Washington 16, D. C.

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