

SEAVY IS NEW NATIONAL CHAMPION FLORIDIANS SWEEP RACES AS WHITNEY WINS JR. CHAMPIONSHIPS

Glarwater (Florida) Yacht Club skippers made a clean sweep of the Nationals and Junior Championships held August 19th to 24th on Barnegat Bay off Seaside Park Yacht Club. Young Maury Whitney took the Juniors and the Valspar Perpetual Trophy with a first place, a second and a fourth in the three race series in which eighteen juniors raced.

In the U.S. Nationals, Francis Seavy, always a top ranking skipper in any competition, won but one actual race, the first one, but his total points at the final score, put him well ahead of all the rest. He placed third in the second race, second in the third, eighth in the fourth race and second in the final stanza. His crew was H. McGaughey also of the same yacht club.

Thirty-eight skippers started in the first triangular course in a howling northwester that caused eight of them to get a DNF mark, which, of course spoiled all their chances right off the bat. A

test of this type, of course, shows up boats that have poor or weak equipment and at once indicates the championship material. Several capsized in the excitement and camera men had a field day. It was a tough race, make no mistake about it, and all deserve credit for venturing out in such weather. The entry from Lake Wawasee, Indiana, Frank Levinson, came in second and Ted Wells, from Wichita, was next across the finish line. Bob Hoyt, Jr., of whom we shall hear more, came in fourth. Bob was the local "white hope" and he came so near to winning -- but read on and see.

The second race was windward-leeward and it was even worse than the previous race. In this affair ten boats failed to finish, what with upsets, torn sails, broken gear and so on. It was really tuff and Barnegat Bay was a welter of whitecaps. It was reported that wind velocities exceeded forty knots in the puffs. The amazing thing is that any finished. But the top ranking boats were still in there and Bob Hoyt came in first with Mr. Wells in second spot. Francis Seavy was third and Frank Levinson of Wawasee was fourth. Thus, you see, the heavy weather boys came through. Exactly the same Snipes that finished in the first four places in the leading race, did it again here. It definitely proved that some boats should be packed up and left on the

Snipe Class U. S. National Championship Regatta, 1951

BOAT NO.	Skipper, Crew, Fleet	1st Race			2nd Race			3rd Race			4th Race			5th Race			Fin. Pos.
		Pos.	Points	Total	Pos.	Points	Total	Pos.	Points	Total	Pos.	Points	Total	Pos.	Points	Total	
6995	F. Seavy, H. McGaughey, Clearwater, Florida	1	1600	3	1444	3044	2	1521	4567	8	1089	5654	2	1521	7175	1	
4220	R. Hoyt, Jr., R. Dean, Beachwood, N. J.	4	1369	1	1600	2969	1	1600	4569	19	484	5053	3	1444	6497	2	
8652	F. Levinson, H. Levinson, Lake Wawasee, Ind.	2	1521	4	1369	2890	4	1369	4259	11	900	5159	8	1089	6248	3	
6025	T. Wells, G. Sawyer, Wichita, Kansas	3	1444	2	1521	2965	3	1444	4409	2	1521	5930	Deq.	16	5946	4	
7432	T. Whittemore, R. Whittemore, L. Quassapaug, Conn.	15	676	8	1089	1765	6	1225	2990	4	1369	4359	5	1296	5665	5	
7192	R. Vreeland, H. Finegold, Newport, N. Y.	5	1296	7	1156	2452	8	1089	3541	12	841	4382	10	961	5343	6	
6775	C. Zimmerman, G. McCord, Akron, O.	11	900	6	1225	2125	14	729	2854	14	729	3583	1	1600	5183	7	
6156	G. Roberts, W. Doescher, Clearwater, Fla.	10	961	15	676	1637	9	1024	2661	6	1225	3886	7	1156	5042	8	
7886	R. Kaufman, M. Sokoler, City Island, N. Y.	7	1156	10	961	2117	17	576	2693	1	1600	4293	16	625	4918	9	
8099	J. Hayward, O. Weisner, Tulsa, Okla.	8	1089	5	1296	2385	28	169	2554	7	1156	3710	9	1024	4734	10	
7873	V. Larson, J. Welshyer, Chautauqua Lake, N. Y.	12	841	9	1024	1865	15	676	2541	10	961	3502	14	729	4231	11	
8569	T. Lundquist, R. Burley, Chautauqua Lake, N. Y.	6	1225	16	625	1850	19	484	2334	22	361	2695	12	841	3536	12	
5525	R. Hough, H. Redford, Chautauqua Lake, N. Y.	18	529	17	571	1105	13	784	1889	24	289	2178	6	1225	3403	13	
6914	J. Stillman, Jr., A. Fallon, Money Island, N. J.	23	324	11	900	1224	5	1296	2520	Deq.	9	2529	13	784	3313	14	
7610	B. Olson, D. Olson, Beachwood, N. J.	17	576	13	784	1360	Dis.	36	1396	5	1296	2692	17	576	3268	15	
7885	G. Gane, A. Karpf, City Island, N. Y.	21	400	14	729	1129	12	841	1970	16	625	2595	34	49	2844	16	
7371	Pete Leach, J. Beck, Oshkosh, Wis.	14	729	12	841	1570	18	529	2099	20	441	2540	31	100	2640	17	
6380	K. Nicholson, J. Glennon, Pine Beach, N. J.	20	441	Deq.	4	445	25	256	701	3	1444	2145	21	400	2545	18	
8044	C. Toth, T. Munro, Onondaga Lake, N. Y.	25	256	Dnf.	9	265	16	625	890	26	225	1115	4	1369	2489	19	
6253	S. Toth, R. Kowalski, Newport, N. Y.	Dnf.	9	Dnf.	18	18	7	1156	1174	21	400	1574	11	900	2474	20	
8644	L. Wheeler, D. Wheeler, Akron, O.	9	1024	Dnf.	9	1033	10	961	1984	28	169	2163	25	256	2419	21	
3712	G. Nelson, R. Scholes, Island Heights, N. J.	13	784	23	324	1108	11	900	2008	Dis.	9	2017	27	196	2213	22	
7901	D. Westholt, H. Wolfe, Lake Lotawana, Missouri	19	484	18	529	1013	23	324	1337	23	324	1661	19	484	2143	23	
6627	R. Lang, R. Cook, Winchester, Mass.	16	625	Deq.	4	629	22	361	990	13	784	1774	28	169	1943	24	
5635	J. Tillman, R. Tillman, Lake Wawasee, Ind.	Dnf.	9	21	400	409	26	225	634	15	676	1310	23	324	1634	25	
6766	H. Upson, R. Mills, Lake Quassapaug, Conn.	Dnf.	9	Deq.	4	13	31	100	113	9	1024	1137	20	441	1578	26	
7000	T. Cronyn, L. Thwaits, Manhasset Bay, N. Y.	Dnf.	9	20	441	450	24	289	739	29	144	883	15	676	1559	27	
4809	J. Gray, J. Mohr, Cedar Point, Conn.	28	169	24	289	458	20	441	899	25	256	1155	26	225	1380	28	
8151	P. Hurley, J. Coley, Cedar Point, Conn.	22	361	Deq.	4	365	21	400	765	32	81	846	18	529	1375	29	
6626	G. Gischel, K. Gischel, Akron, O.	27	196	Dnf.	9	205	32	81	286	18	529	815	22	361	1176	30	
7617	B. Miller, L. Blair, Manhasset Bay	26	225	19	484	709	27	196	905	33	64	969	29	104	1113	31	
8383	R. Dawson, J. Dawson, Akron, O.	30	121	22	361	482	29	144	626	27	196	822	11	289	1111	32	
8578	M. Whitney, R. Carrick, Clearwater, Fla.	Deq.	4	Dnf.	9	13	Dis.	—	13	17	576	589	32	81	670	33	
7439	B. Russel, Jr., B. Russel, Chautauqua Lake, N. Y.	24	289	Dnf.	9	298	30	121	419	Dis.	9	428	33	64	492	34	
538	E. Ohnsmach, W. Lauber, Lake Mohawk, N. J.	29	144	Dnf.	9	153	33	64	217	34	49	266	Dnf.	25	291	35	
8634	T. St. John III, T. St. John, Jr., Lake Quassapaug, Conn.	Dnf.	9	Dnf.	9	18	Dis.	—	18	30	121	139	30	121	260	36	
8042	R. Torpey, J. Johnstone, Money Island, N. J.	Dnf.	9	Dnf.	9	18	Dis.	—	18	31	100	118	35	36	154	37	
7131	J. Wurster, H. Wurster, Diamond Lake, Mich.	Dnf.	9	Dnf.	9	18	Dis.	—	18	Dis.	—	18	Dis.	—	18	38	

beach for the rest of the series as all they succeeded in doing was to clutter up the starting line. This may become a rule another year - miss two races and you are eliminated.

The third race . . .

The third stanza came up under somewhat better conditions but by this time the launching beach was littered two feet high with seaweed and driftwood that had come in before the northwester. The skippers were not at all happy about this and all they could do was pick up the boats and carry them out through seaweed, muck and black ooze. Fifteen minutes with a bulldozer would have cleared it all off the beach.

To get back to the race, this was another triangle-all were about six or seven miles, two laps. Once again, Bob Hoyt, of Beachwood Yacht Club, one of the sponsoring clubs, was the winner and with two firsts and a fourth, he had a comfortable lead. But Seavy was in there, still not missing a bet, and when the time came he was second. Ted Wells made another third place which put him in third spot. A fourth was again awarded to Frank Levinson and the whole show revolved around these same four boats. The rest of the fleet might as well have gone home.

The last two races were sailed in almost ideal weather for Snipes, a northwester of about 9 to 12 miles an hour with little sea. This fourth event made some trouble for the hard working R.C. which managed to get itself mixed up with a slight shift of wind just before the start which, in turn, made it mandatory for every boat in the fleet - (and they were all out again now) - to start on the starboard tack.

Phenomenal barging . . .

As a result of this the barging was something phenomenal and the skippers who happened to reach the far end of the line first were forced over by the huge press of boats behind them. The Committee could not possibly tell which boats were over and which were not, and promptly got into an argument among themselves as to what to do. With the fleet nearly half a mile from the start, they sent out cruisers to wave everyone back for a new start. A lot of grumbling on the part of those who were in a good position, but they all came about and the Committee proceeded to go through with the whole business all over again. Again, the wind shifted, a little, and again the barging fleet made life a nightmare for the skippers who were caught at the port end of the line. More than half the fleet was ahead of the gun, but even with a watching cruiser at the far end, it was impossible to make out the boats that were too early, some of them, but not all. So, they recalled them again, shifted the mark and the Committee boat and finally got them off on the third try.

This type weather was more to the liking of a lot of the boats and as was expected there were a lot of upsets. Ray Kaufman of City Island Fleet in New York won this event but it didn't mean much because he had done nothing in the previous races - a 7th, 10th and a 17th, but it brought his score a lot higher and at the end of the fourth race he was in a good position to finish "in the money" on over all points. Unfortunately, Kaufman dropped back to 16th in the final race which left him in 9th.

Ted Wells was again in there at the finish and his second place put him nearly 300 points in the lead. If he could maintain his pace and keep away from Seavy, he would definitely win the series. In third spot in this race, Kermit Nicholson of Pine Beach Fleet got a third while Seavy wound up back in eighth place - not good at all. Levinson's 11th didn't help his score any either. Bob Hoyt, who had done so well up to now, sunk himself with a 19th.

Scores extremely close . . .

So the final triangular race, next day, had all skippers and crews in a diddler. If Seavy and Ted Wells fell by the wayside Hoyt could win. Even Ray Kaufman had an outside chance if the others dropped too many places. It looked like Wells as the event started in perfect weather. But another outsider sidled himself into first place and held it throughout the race to win - Carl Zimmerman of P. L. Y. C. Fleet near Akron, Ohio. Seavy came in second to definitely win the series and the championship. Bob Hoyt was third and some sort of a mix-up developed between Kaufman and Wells with the disqualification of Wells resulting. The hard decision was made by the Protest Committee of the Barnegat Bay Yacht Racing Association. It left Wells in fourth place anyway.

Seavy wins regatta . . .

And so another, the 16th regatta of this type came to a close. To Francis Seavy of Clearwater in Florida, went the Commodore Charles E. Heinzerling Trophy and to his crew Howard McGaughey was given the Portage Lakes Yacht Club Trophy. Other trophies were given down to tenth place.

An interesting sidelight on the series was the fact that out of 38 starters, three skippers dominated the entire series - Seavy placed four times and Wells placed four times also. Bob Hoyt was in the first three boats three times. These three had it pretty much their own way with, of course someone else hornning in occasionally to steal a place. Conditions were varied enough to suit everyone and both light and heavy weather boats, if there is a boat of this type, had their chances - but Seavy, Wells and Hoyt were the masters of the situation.

Thanks to sponsoring clubs . . .

The sponsoring clubs were; Beachwood Yacht Club, Money Island Yacht Club, Island Heights Yacht Club and Pine Beach Yacht Club. Actual headquarters were at Seaside Park Yacht Club. The regatta wound up with a cocktail party at Beachwood Yacht Club followed by the presentation dinner at Admiral Farragut Academy at Pine Beach. More than 300 attended this affair at which various and handsome prizes were presented. Bud Stillman and some of his cohorts had made up some handsome wood, painted trays with the burgees of the various clubs, Barnegat Light and the Snipe emblem, all in full color. Every skipper and crew member received one of these striking mementoes. The entire complex business of handling affairs of this type and magnitude was worked out in exact detail by numerous working committees under the able direction of Commodore Bob Hoyt of Beachwood Yacht Club and Snipe Association wishes here and now to go on public record in offering its thanks for a job so well done by all hands.

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So far Snipe Bulletin has been composed mostly of racing Snipe news but we think we can give you a little more general material once the racing is over for this season. For instance, we plan to use a story and drawings for making a good trailer in one of the winter issues, the same one that appeared in old Jib Sheet some time ago. There will be an article on Lou Varalyay's measuring jig, with a few drawings, so that fleets and regattas may have a similar rig. They used this two years ago in California for the Nationals and it saved hours of delay in measuring the boats. We are also hoping to get some semi-technical articles on racing and tuning in order to help you win more races.

Your Winter Address

A great many readers of Snipe Bulletin may not get any of the winter issues simply because we do not know their winter addresses. If you move back to the city for the winter or if you go to college or school, better let us know your winter address or you won't know what's going on in Snipes.

Point Score Race Results

Don't forget to get your fleet point scores in before the end of the official season. Sheets for figuring these scores are furnished to every fleet on request but they must be made out in full, signed and dated. Scores can be accepted only when on these official sheets. If everyone made them differently, it would be impossible for headquarters to keep track of them. And don't wait until the last minute. The scores are supposed to be turned in on or before March 31st 1952. In 1951 we actually had some scores arrive in late July. Read your instructions in the rule book as to how these sheets are made out. Boats must be in five or more fleet races in which there have been at least five other paid up and measured Snipes (five all told). Scores for boats in less than five races should not be mailed to headquarters and unmeasured and unpaid Snipes have no standing whatever and cannot even be counted as starters. It's all in the rule book, read it.

— Snipe Sails —
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1951 JUNIOR & SENIOR CHAMPIONS
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Quassapaug's Fall Races

Starting on September 23 and running all thru the month of October, the Lake Quassapaug Snipers will start their annual "Fall Series". Quassapaug is located not far from Waterbury, Connecticut and the series, held on week ends is open to skippers of Snipes in Conn. and adjacent states. Miss Jean Blanchard of Larchmont won it two years ago and in 1950 Ray Kaufman of City Island Fleet was the winner. The lake is on Route 6A (US) five miles west of Waterbury. If you are interested, write to John Z. Darby, P.O. Box 430, Hillside, Naugatuck, Conn.

Bengt Johnson of Sea Cliff, N.Y., fleet tells us that the Fleet now has ten good, active Snipes comprising boats built by Gerber (2), Varalyay, 1, Emmons, 1, Ted Wells old No. 4225, two local boats and one of the now defunct Rumsey-Ots Snipes. There is also one Dunphy.

Potomac River Fleet Growing

The Potomac River Snipe Fleet, which all but died out last year, has staged a great comeback and according to John A. Roseborough, Sec-Treas, now has sixteen active Snipes and it looks like more will join up before next spring. Now if the Fleet resurrects the Middle Atlantic States Championship Cup all will be well. The Cup was originally put into competition by the defunct Sue Island Snipe Fleet at Baltimore but was raced for only one season.

You may have wondered why we did not give the names of the group of Snipers shown on page 1 last issue of the Bulletin. We just didn't have 'em. But here they are now, from left to right; Joe Newell, Frank Levinson, Herb Tucker, Pat Kissinger, Brother-son, Dick Brotherson, Comm. Dick Robertson, and Bud Leonard.

Corey Lake to Enter Juniors

Corey Lake Fleet, No. 303, Camp Eberhart, Michigan has a new Fleet Captain in Robert Cleland of Bloomington, Indiana, in the winter time. His fleet is composed entirely of Junior skippers and, next year, plans to enter one or more boats in the Junior National Championships. The camp is located at Three Rivers, Mich.

THIS SIZE AD WILL COST
YOU FIVE BUCKS

Clark King F.C. of L.A. Fleet

Clark L. King, who was U.S. National Champion for 1950 and up to the time Francis Seavy won it last month, has been elected Fleet Captain of the Los Angeles Harbor Fleet, No. 2.

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At the U.S. National Championships, Barnegat Bay, N.J. Photos Nos. 1, 2, 3 show how boats were launched from the shallow beach. 4, Terry Whittmore, Lake Quasapaug's hope. 5, Morris Whitney and his crew Rocky Carriok receive the Valspar Trophy from Comm. Hoyt. 6, The "gang" between races. 7, Pat Hurley and Jim

Coley, Cedar Point. 8, Rigging up at Seaside Park Yacht Club dock. 9, Ted Wells looks at shallow beach with jaundiced eye. 10, Two Joans from Cedar Point, Conn. Joan Gray, skipper, left. 11, Sam Toth from Newport, N.Y., right, with his crew. 12, Commodore of SCIRA, John T. Hayward. Tulsa, Okla. 13, Terry



and Bob Whittemore make a few last rig corrections. 3, Kay and Clyde Gischel of P.L.Y.C., Akron, Ohio. 4, Rear-commodore Carl Zimmerman, also of same club. 5, The third start of the fourth race. 6, Chautauqua's Vic Larson, looks at his rig. 7, Spy's eye view of Ted Well's cockpit. 8, The new U.S. Champ.

Francis Seavy of Clearwater, right, with his crew Howard McGaughey just after the big win. These pix were received from several sources and, as might be expected, after completion, more and better photos came by mail. We will show you these next month. The story of the Nationals appears on pages 1 and 2.

Pigeon SNIPE Spars Rigging & Fittings Laminated Fish Poles East Boston, Mass.

Notes on the Nationals

The start of the final race was delayed due to an extremely low tide which put some of the Snipes on the bottom while jockeying near the Committee boat before the race started. Several skippers reported that their center boards had scraped the bottom of Barnegat Bay.

Outside the racing program the visitors were entertained at three dances, a concert and an amateur cabaret. The sponsoring clubs each had an evening allotted as their part in the event and had to put forth their individual efforts. Goodweather during the week made it possible for everyone to visit other spots nearby and kept each one busy.

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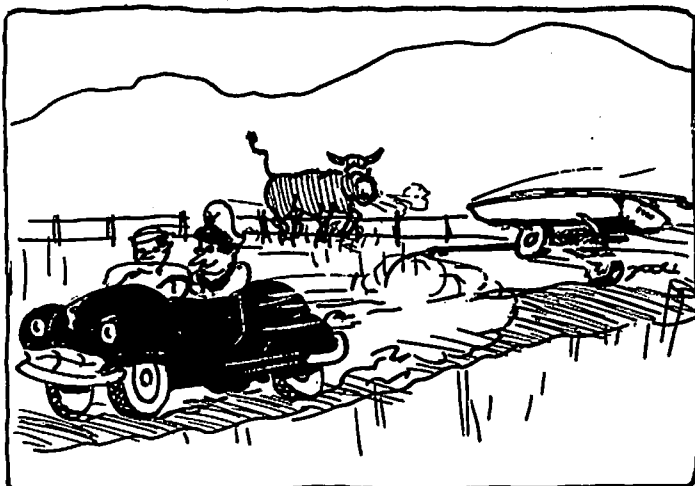
No. 9000 to Midwest Fleet

"Number 9,000" will go into competition this month as the latest addition to the expanding Iowa Nebraska fleet at Lake Manawa, Iowa.

Co-owners of the new boat are Floyd Hughes of Council Bluffs, Iowa, and Steve Wilson of Omaha. Hughes and Wilson have the combined experience to make plenty of trouble for other skippers in the fleet. Hughes bought his first Snipe in 1939 and has owned several in the years since then. Wilson is a top-rating "C-boat" skipper. He will retain his slick "C", but likes the close competition of the Snipe class for his racing.

"Number 9,000" is a new custom racing job made by Gerber of N.Y.--but to refrain from showing any regional favoritism, the boys will start off with sails by a west coast maker.

FERRY FUNNNY DEPT NO. 3



And that "cow" behind the fence, ain't a cow at all - but the cow's husband. This is one reason why you want to be sure of your trailer hitch.

'Morrie' Whitney Wins Top Junior Award. Pram Skipper With Two Years Experience

Young Morris Whitney and his crew Rocky Carriek from Clearwater Yacht Club down on the west coast of Florida won the Junior National Championship on Barnegat Bay August 19 and 20. Morris had a fourth in the first race, a first in the second and a second in the concluding chapter. He had fourteen skippers competing against him and brought along some perfect weather for the affair.

Morrie started sailing and racing two years ago in the little prams sponsored by Optimist's Club, and organization of Clearwater businessmen. He soon became interested in Snipes.

Chautauqua Lake's J. Welshover came in second, with a second, fifth and a first. Cedar Point's up and coming J. Watson took third over all. He had a fifth, second and a fourth.

A number of Junior entries dropped out at the last minute to save themselves and their boats for the Nationals and it is quite possible that a new ruling will go into effect next year that a junior skipper cannot enter both events. In fact there is some talk of separating them by holding the races in two widely separated places.

Here are the summaries for the Junior National Championships for the Valspar Trophy;

Skipper - Crew - Fleet	Races			
	1st	2nd	3rd	Final
Whitney-Carriek-Clearwater	4	1	2	1
Welshover-Ecklund-Chautauqua	2	5	1	2
Watson-Rueckel, Cedar Pt.	5	2	4	3
Lundquist-Burley, Chautauqua	1	3	7	4
Tillman-Tillman, Wawasee	3	7	3	5
Nicholson-Deming, Pine Beach	6	3	10	6
Whitman-Bradley, Pine Beach	7	8	6	7
Wurster-Wurster, Diamond, Lake	10	6	8	8
Weiss-Jenke, Pine Beach	11	9	9	9
Bottomley-Essick, Island Hts	9	10	11	10
Lichtenhahn-Afflerbach, Isd. Hts	13	12	13	11
Long-Cook, Winchester	8	Dns	5	12
Torpey-Sangmeister, Money Is.	15	11	14	13
Nelson-Flinn, Island Hts.	12	13	15	14
Andrews-Whitlock, Potomac R.	14	Dns	12	15

Central N.Y.Y.R.A. Snipe Division Trophy
Won by Sammie Toth, Newport Fleet

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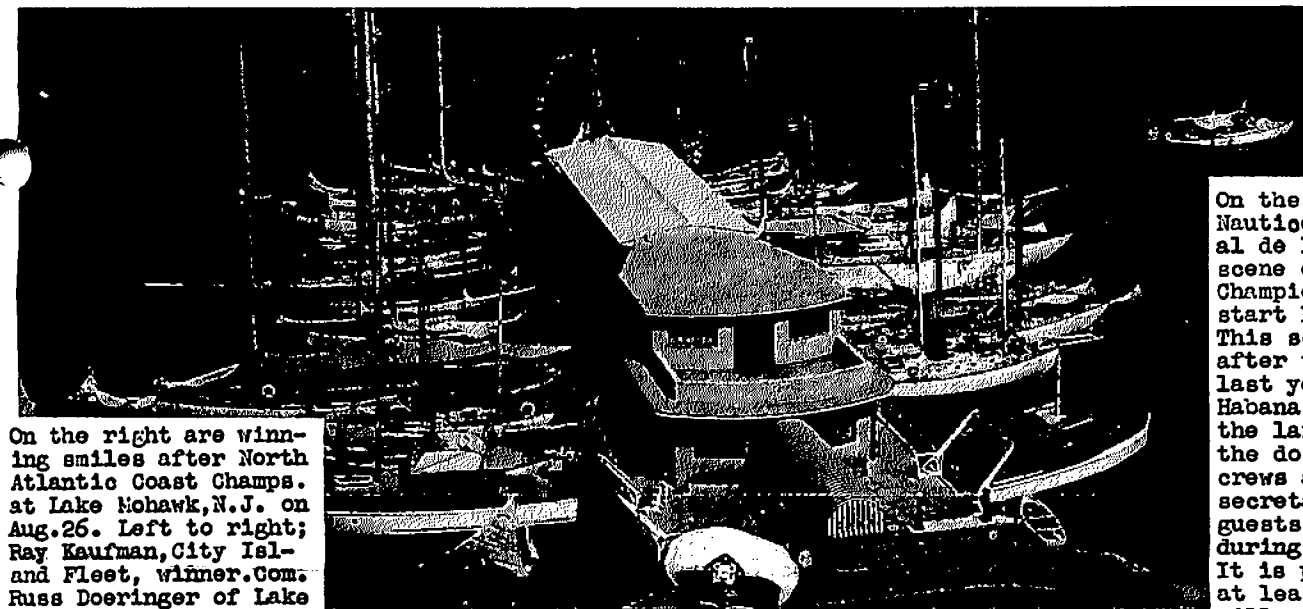
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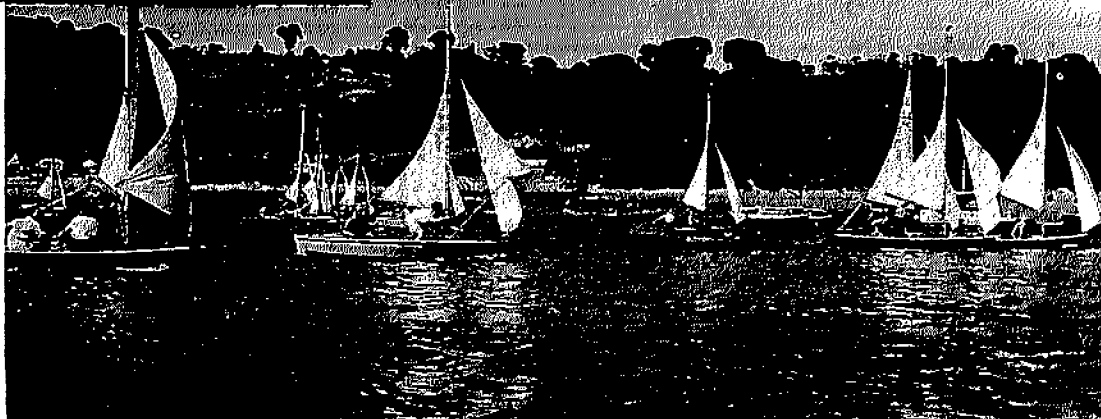


On the left is Club Nautico Internacional de la Habana the scene of the World's Championships which start November 29th. This scene was just after the finish of last years St. Pete-Habana Race and has the large yachts at the dock. Skippers, crews and national secretaries will be guests of this club during the regatta. It is probable that at least 10 nations will compete. Photo by Barcino-Habana.

On the right are winning smiles after North Atlantic Coast Champs. at Lake Mohawk, N.J. on Aug. 26. Left to right; Ray Kaufman, City Island Fleet, winner. Com. Russ Doeringer of Lake Mohawk Y.C. Beth Olson of Beachwood Y.C. who was second and winner of third place Bud Stillman of Money Island C.C. Engelbrecht, photo. Complete story will be here next month.



Above is "Furious" sailed by Ray Kaufman, skipper, and Max Sokoler as crew, just after winning the Crane Bowl at L. Mohawk. On the right is a start in the British Isles Championship won by Dr. Frank V.F. Penman of Northwich Fleet. Nineteen Snipes raced and the "champ" will go to Cuba in November for the world championships. Race conditions were said to be almost perfect. The picture is copyright by Eileen Ramsay of London, England.



WELLS' WANDERINGS

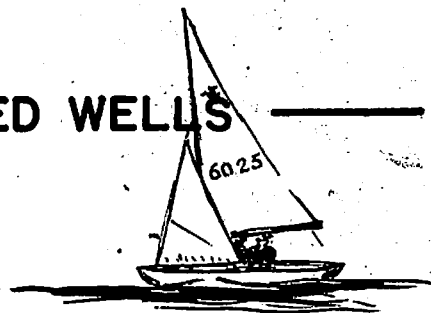
By TED WELLS

Some Thoughts on the Nationals

As Chairman of the Rules Committee, I shudder to think about the nasty letters that I am going to get from builders and owners of Snipes when the news comes out that both the junior and senior National Championships were won by boats on which the absolute maximum on tolerances has been taken. There were quite a few squawks last year from the West Coast when the first boat of this type showed up out there, the complaint being that this type of boat certainly violated the spirit of the restrictions if not the actual letter of the law.

This same idea of using the maximum tolerance on the location of the intersection of the chine and the stem in order to get as long a waterline as possible occurred to a boat builder in Switzerland last year. He apparently went a little too far at the start and while the boats were measured and approved by the local measurer they were later measured by other measurers and thrown out. Some of these boats were rebuilt to conform to the restrictions. In one case, however, the rebuilding was apparently not done quite completely enough and after the boat won the Swiss National Championship it was measured and found to be slightly out on overall length. The boat was therefore disqualified and the skipper lost his title as National Champion.

The owner of this boat was naturally very irate claiming that the eighth of an inch or so that his boat was over the limits certainly would not make the difference between winning and not winning a championship. He is undoubtedly correct in this statement and I am not at all convinced that even the two or three inches of waterline length that can be picked up by taking all tolerances will make any important difference; however, that is not the point. The tolerances on Snipe measurements are put there to permit a home builder to build a Snipe that will measure in with a minimum of difficulty and also to take care of the fact that all boats change somewhat in size and shape over a period of years. It is an accepted principal of hydrodynamics that a boat with a longer waterline is faster than one with a short waterline, and it is of course for this reason that some builders have elected to try to use the maximum tolerances. In addition to this some have tried to make the keel as flat as possible both to increase the waterline length and because they think that this will make the boat plane better. A builder who attempts to



secure these advantages must take the consequences if he misses being legal by even the slightest amount.

It is my personal opinion that Francis Seavy and Morris Whitney won their championships by doing a better job of sailing than the rest of the skippers rather than because of the boats that they used, but I know from experience that there will be lots of people that I can't convince of that. It is inevitable that lots of builders and owners are going to claim that their Snipes which were built to the middle of the tolerances are now proven to be obsolete and immediately there are going to be a great many demands to tighten up on tolerances, particularly on the shape of the stem. One thing that is surely going to happen is that measurers in the future are going to be extremely critical of boats which are built to the maximum tolerances to begin with. Some of these boats are bound to go out of shape in time and go over the tolerances some place. When this happens I am afraid that measurers are going to take great glee in throwing out these boats particularly in some parts of the country where the feeling is rather bitter on the subject. As I said in the beginning, I shudder to think of the mail I'm going to get.

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Helpful Hints on How to Lose Regattas

When you cannot find the next mark after rounding the windward mark don't stay ahead of the boat immediately behind you, go wandering off in the direction in which you think the mark ought to be and pay no attention to him. By doing a good job of this you can lose as many as two places. An even better way is to assume that because you are on about the middle of the starting line you don't need to look down to leeward oftener than every ten seconds or so. Just go jogging along complacently forgetting that a boat can tack ahead and to leeward of you, head up very quickly and smack you without hailing if he wants to. When that happens a DSQ is like death and taxes - it is both inevitable and permanent.

Moral: You can't do dumb things in tough competition and win.

★ NEXT MONTH'S BULLETIN ★

More photos of the Nationals by Bob Vreeland - Several Regatta Stories and pix omitted this month - Preview of Havana's Worlds Championships

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