

# Dallas Wins Snipe Class Internationals

## Fleet Champions from Many Sections Compete

Photos by Rosenfeld



Bill Bracey, sailing Snipe, won the series with a first and two third places

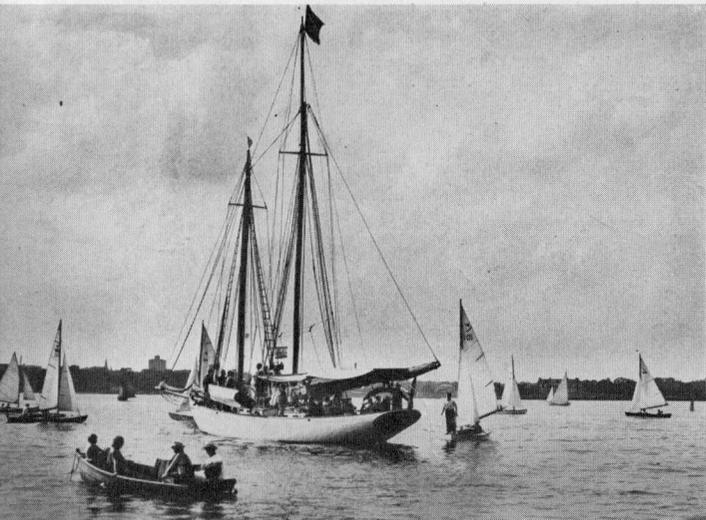
THE first annual running of an international Snipe class race was held on September 8 and 9 by the New Rochelle Yacht Club, working in conjunction with the Snipe Class International Racing Association. A heavy easterly gale prevented holding any races at all on the first day, but the hard working committee ran off the three scheduled races on the following day. Some of the skippers and crews were just about all in when it was over.

The entries were as follows: Ursa, Stanley B. Trott of the Maryland Yacht Club, Baltimore, Maryland. No. 647, Joseph C. Hazen, Northport Point Yacht Club, Michigan. No. 550, William Warner, Toms River, New Jersey. Half Hitch, Henry Roe, Bayside Yacht Club, New York. La Petite, P. A. Benson, Jr., Sea Cliff, Jeanette, Ellis A. Tarlton, Fairfield, Connecticut. Imp, F. M. Ellsworth, Triangle Sailing Club, Stamford, Connecticut. Mud Hen, Lloyd S. MacGann, Barrington Yacht Club, Rhode Island. Taeping, Christian W. Wirtz, Canal Zone. Snipe, W. E. Bracey, Dallas Sailing Club, Texas. Tyro, Karl Haimerl, Western Long Island Sound. Mrs. Zilch, Harry Lund, Oshkosh, Wisconsin. OK, William F. Aicardi, South Boston Yacht Club.

Pogo, Robert T. Crane, Lake Mohawk, New Jersey.

The morning of the ninth dawned clear with a westerly breeze of just about the right velocity, which, being offshore, made the best possible sailing conditions as there was practically no sea. The committee boat, the schooner Hobby, owned by Commodore H. O. von Wedel of the New Rochelle Yacht Club, left the club early for the course, closely followed by Commodore Isaacks of Dallas in the motor boat Tut. The Lake Mohawk contingent had chartered a couple of motor boats and anchored near the committee to witness the races. There were a considerable number of other spectator boats.

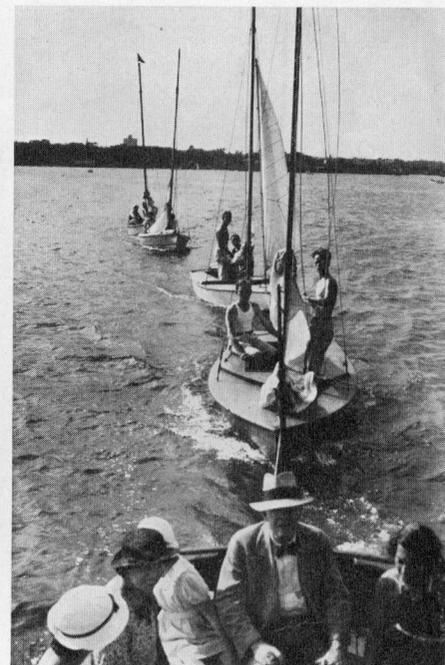
Due to the wind direction, the committee, composed of William N. Bavier, chairman, Robert Titus and George Wallace, decided to make the first race a leeward and windward course, twice around, making a total distance of about six nautical miles. All of the boats were decidedly gun shy at the start and almost immediately they broke up into two divisions on the run before it. The Stamford boat was leading the second division, but the little select first division developed into a battle which might mean that any one of four or five boats might win. The Barrington boat, Mud Hen, was around first, followed by the Dallas boat, which was being pressed by Tyro of Western Long Island Sound. Barrington took a long hitch off toward shore while Tyro and the Dallas boat were having a dog fight in the direction of Execution Rock. It was apparent that both boats were getting more wind than Mud Hen, and when she finally tacked they both crossed her bow by a considerable margin. Positions were changing through the fleet all the time but the boats were so spread out by this time that it was almost impossible to keep track of them. They rounded the second mark with Tyro in the lead, Dallas second and Barrington a close third.



The committee boat anchored off  
Echo Bay, New Rochelle



*Finish of the first race with Dallas (290) leading Western Long Island Sound (128) by a slim margin. Right: Towing out to the start*



The positions changed materially on the second lap and in the beat to the finish many short hitches were made by some of the boats in an attempt to close up on the leaders in the tricky tide which had some of them befuddled. Finally the first boat came over the line, the Dallas Sailing Club entry skippered by Bill Bracey and crewed by Hal Hardin. The second boat was the Western Long Island Sound entry, then came Barrington, Stamford, Fairfield, South Boston, Bayside, Barnegat, Oshkosh, Canal Zone, Baltimore, Lake Mohawk and Northport Point.

The committee decided on a triangular course for the second race which followed closely on the heels of the first one. This course was about three and a half nautical miles and consisted of a run, a reach and a beat back to the finish. At the start the fleet split again, some of the skippers holding well up to windward and jumping into the lead. This proved to be a mistake, however, for the tide was still flooding out in the Sound and some of them found themselves far to the west of the mark. Bill Aicardi, handling the South Boston boat, OK, kept rather to the eastward of the entire fleet and rounded the leeward mark well ahead of the pack. He maintained his lead on the reach to the second mark, but on the windward leg the story began to shift again.

As the boats neared the committee boat it was seen that Tyro was leading and covering the Dallas boat at every move. They were heading for the line on the port

tack with the Boston entry Barnegat and Stamford coming up rapidly on the starboard tack. The wind lightened, then shifted a little to the north, and Dallas and Western Long Island Sound found themselves too far to leeward with the others driving for the finish. The wind came back to its original direction then, but too late to do them any good. Barnegat crossed first with the Boston boat close astern. The Dallas boat then managed to get across by pinching, and before Western Long Island Sound could make it the Stamford boat came across. Tyro was fifth, the Fairfield boat was sixth, Northport Point was seventh, Lake Mohawk eighth, Barrington ninth, Oshkosh tenth, Baltimore eleventh, Bayside twelfth and the Canal Zone boat a very bad last.

The Snipes were then towed and sailed back to the yacht club for lunch and at four-thirty the final race was started. By this time the breeze had lightened considerably and the committee decided to send the boats twice around the leeward and windward course as used in the first race. The tide setting strongly across the starting line made all the boats hold back in the light air and as the five minute gun went off the breeze shifted again into the northwest, making the first leg a reach instead of a run. Stamford got away to a fine start and maintained its lead throughout the race, and when the crews went around the "leeward" mark they found themselves confronted by a run back to the next mark instead of the expected windward leg. Stamford was around first with a good, safe margin and started the beat back to the outer mark again, keeping well to the westward to allow for the tide. The Boston boat, which had been around second, split tacks with him and went off toward Larch-

*How the fleet split up on the first run down wind. Barrington got a good jump on them at this mark, but lost it later*



mont with Western Long Island Sound and a few others. It was anybody's race and any one of six boats might be the winner according to the point standing of the first two races. The wind was failing all the time and was now a light easterly and the boats began the long drift back to the finish. Hours seemed to elapse and the committee discussed calling it off, but wanting to give each crew a chance, the race was continued. As the sun went down, the boats were drifting more than half a mile from the finish line. Lights went on on the committee boat and a searchlight was brought into play on the marker at the other side of the line. One of the Lake Mohawk boats went out and towed in the outer mark boat after all had been around and three of the boats gave up and were towed in also.

As darkness fell, not a thing could be seen of the boats except for an occasional light from a match. From the committee boat the drifting crews could be heard singing and "kidding" each other. Finally, the searchlight picked up a white sail and anxious watchers on the Hobby made out Imp, of Stamford, closest to the line. A cheer went up as she finally crossed in a light westerly which had come in. Western Long Island Sound was second, with Dallas a minute behind her. Boston was fourth, Barnegat fifth, Fairfield sixth, Barrington seventh, Baltimore eighth, Oshkosh ninth and Lake Mohawk tenth. Bayside, Northport Point and Canal Zone had been towed in.

The final point standings were then figured up and it was found that the Dallas Sailing Club's entry was the champion. The final points follow. They are figured on the average system as used by the Snipe Association:

- First, Dallas Sailing Club, 1496 points.
- Second, Triangle Sailing Club, 1446 points.
- Third, Western L. I. Sound, 1446 points.
- Fourth, South Boston Yacht Club, 1371 points.
- Fifth, Barnegat Bay, 1328 points.
- Sixth, Central Long Island Sound, 1248 points.
- Seventh, Barrington Yacht Club, 1208 points.
- Eighth, Oshkosh, Wisconsin, 1003 points.
- Ninth, Lake Mohawk, 963 2/3 points.
- Tenth, Baltimore, 963 points.
- Eleventh, Bayside Yacht Club, 665 points.



## Sea Cliff Scores in Atlantic Championships

### Lake Mohawk Fleet Plays Host to Coast Skippers

Photos by Englebrect

ON SEPTEMBER 1 and 2, Lake Mohawk, New Jersey, was the scene of some of the keenest Snipe class racing ever witnessed. The occasion was the running of the North Atlantic Coast Championships for the Lake Mohawk Trophy, a handsome bowl presented by the Crane Company. Five fleets competed for the championship and when the smoke of battle cleared away, Philip Benson, Jr., of the Sea Cliff fleet, was declared the winner.

Early Saturday morning the skippers and crews began to arrive and by eleven o'clock all were present. Each skipper then drew a number from the hat, which decided



Another view of the leeward mark during the first race. Barrington headed back, Dallas (290) standing on, Bayside just rounding the stake boat

Twelfth, Northport Point Yacht Club, 646 points.

Thirteenth, Canal Zone, 581 points.

The last three boats did not finish the last race.

As a result, when all the crews finally were towed ashore, the following prizes were distributed at the dinner which followed immediately:

The Commodore Hub Isaacks Perpetual Trophy to the Dallas Sailing Club. THE RUDDER Trophy to W. E. Bracey, skipper of the winning boat. New Rochelle Yacht Club Trophy also went to Bracey. The second and third boats were tied on points and after considerable joking Commodore von Wedel had Ellsworth and Haimerl match coins two out of three times to decide who would be second and who third. Ellsworth won the toss, and was presented with a new suit of sails given by William Fuller. He also received a special trophy from the yacht club. Haimerl, skipper of the third boat, won a waterproof and shock proof wrist watch given by Morgan Reichner of the Lake Mohawk fleet. He, too, received a prize from the yacht club. Prizes were then given out for each individual race, each first place skipper receiving a sheath knife and marlin spike kit, presented by THE RUDDER. The winners of these were Dallas, Barnegat and Stamford. Second prizes, little match boxes decorated with a silver yacht, were presented by Morgan Reichner to the skippers from Western Long Island Sound and South Boston. The former skipper being eligible for two of them. In addition the yacht club presented each skipper with a memento of the regatta.

his boat for the series. Once the boats were chosen, the skippers and crews put on their own sails and went out for practice spins on the lake. Light air prevailed and it took a good sailor to get wise to the most favorable slants.

A little problem in right of way presented itself during one of the contests

