

SUMMARY FIRST INTERNATIONAL REGATTA OF THE
SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

No.	Name	Fleet	First Race		Second Race		Third Race	
			1st Round Time	2nd Round Time	Finish Time	1st Round Time	2nd Round Time	
290	Snipe	Dallas, Texas	11:42:20	12:29:58	2:22:48	5:31:26	8:18:27	
128	Tyro	New Rochelle	11:42:00	12:32:06	2:23:15	5:31:24	8:17:35	
202	Imp	Stamford, Conn.	11:46:38	12:35:39	2:22:54	5:26:15	8:13:30	
303	O.K.	S. Boston, Mass.	11:46:18	12:38:37	2:22:37	5:28:24	8:19:35	
550	Sylph	Toms River, N. J.	11:51:12	12:47:38	2:21:36	5:29:03	8:22:30	
101	Jeanette	Bridgeport, Conn.	11:51:02	12:37:28	2:23:18	5:32:22	8:26:24	
808	Mud Hen	Barrington, R. I.	11:42:57	12:32:19	2:31:44	5:33:27	8:26:25	
555	Mrs. Zilch	Oshkosh, Wis.	11:52:57	12:47:49	2:36:53	5:33:01	8:35:45	
334	Pogo	Lake Mohawk, N. J.	11:54:20	12:51:49	2:31:27	5:31:36	8:38:52	
395	Ursa	Baltimore, Md.	11:49:47	12:50:39	2:38:33	5:34:10	8:33:20	
16	Half Hitch	Bayside, L. I.	11:47:35	12:47:13	2:44:33	5:36:17	D.N.F.	
647	No Name	Northport, Mich.	12:00:19	1:03:14	2:25:53	5:31:59	D.N.F.	
581	Taeping	Cristobal, C. Z.	11:53:07	12:49:56	3:30:30	5:31:45	D.N.F.	

While on the subject of juniors, we have noticed a considerable amount of Snipe activity on the part of the Sea Scouts. A great number of Sea Scout "Ships" have taken to Snipe with the result that there are probably fifty boats of the class owned by these hardy young mariners. The newest addition to the ranks in this class is up in Connecticut, where the Sea Scouts of Hartford are going into the matter rather exhaustively. It is probable that a one hundred per cent Sea Scout divisional fleet may be formed on the Connecticut River. At any rate, it would be a fine thing if someone were to come along and organize a national Sea Scout championship for boats of the class.

The story of the first International regatta of this Association appears elsewhere on these pages and it is unfortunate that space does not permit more of a story. The same thing applies to the North Atlantic Coast Championships which were held at Lake Mohawk the week before. In the North Atlantic five fleets took part and in the Internationals thirteen fleets took part. Both of the races were "for blood" all the way through with the very keenest kind of competition, yet it speaks well for the sportsmanship of the various skippers and crews involved that there was not one foul, one protest or even an argument in connection with either regatta. Philip Benson, Jr., of Sea Cliff, who was unable to get to New Rochelle for the first two races in the Internationals but who turned up in time for the final race, accidentally struck a buoy on the first leg and promptly withdrew from the race. This record of "good behavior" on the part of the numerous competitors speaks mighty well of the competing skippers and crews and shows conclusively that most of the protests can be avoided so long as everyone has the proper sporting spirit.

It has been almost definitely decided that next year there will be a further modification in the point scoring system. The new system will be exactly like the one in force at present, but each boat completing a point scoring race will probably be given a bonus of ten points. This will give the man who has raced a great number of times but who has been unfortunate enough to drop down to second or third position to catch up with the man who has only raced a few times and then quit with a perfect score. The maximum point score, by this system would no longer be 1,600 but would go on up indefinitely, depending entirely on how many races a skipper competed in. The system has been worked out in respect to the present standings as published on these pages, with the following results for the first few boats: Mrs. Zilch, 1,668 points; Boreas, 1,660½ points; Woogi, 1,660¼ points; Ursa, 1,650; Imp, 1,640; Chrysis, 1,620. By looking back at the point scores you can easily see that this makes quite a lot of difference in the line-up and gives the boats that have been in more races proper credit for beating more boats. Certainly Boreas with eight races should rate higher than Ursa with only five races, because Boreas has risked much more by going in more races. It puts Mrs. Zilch at the head, for she certainly deserves more points for a high standing in ten races than does Ursa with a high score for only five races. The system is as simple as it is effective and will make it an incentive to get in just as many races as possible next year. Of course the one drawback to the system is in connection with the Florida races and also those held in Southern California, where it is possible to hold 100 point score races in a year if necessary. The fleets in these localities would have a great advantage over those up

No.	Name	Points 1st Race	Points 2nd Race	Points 3rd Race	Final Result	Pos.
290	Snipe	1600	1444	1444	1496	1
128	Tyro	1521	1296	1521	1446	2
202	Imp	1369	1369	1600	1446	2
303	O.K.	1225	1521	1369	1371	4
550	Sylph	1089	1600	1269	1328	5
101	Jeanette	1296	1225	1225	1248	6
808	Mud Hen	1444	1024	1156	1208	7
555	Mrs. Zilch	1024	961	1024	1003	8
334	Pogo	841	1089	961	963 2/3	9
395	Ursa	900	900	1089	963	10
16	Half Hitch	1156	841	665	11
647	No Name	784	1156	646	12
581	Taeping	961	784	581	13

north and what will probably be done will be to take off altogether the minimum number of races that must be held and then clap on a maximum number. Just what this number will be remains to be found out, but it will probably be not more than twenty.

Regularly rumors get around of "changes" in Snipe plans. These may have been made or are about to be made. Let us point out for the 99th time that there have never been any changes in the plans of Snipe and there never will be. To make changes would obviously be unfair to the hundreds of boats already built, and whenever you hear any rumors of this kind squelch them good and hard. Slight improvements have been made from time to time, but none of these will have the slightest effect upon the eligibility or performance of even old Snipe No. 1 herself. You may rest assured that no changes will be made at any time in the future, either.

The three races comprising the third annual southwestern Snipe championship series, held under the auspices of the Dallas Sailing Club, took place on White Rock Lake Sunday, September 2. In addition to the local fleet, represented by ten Snipes, Gale DeJarnette came from Waco to compete, Perry Bass, the undisputed winner of the series, arrived from Wichita Falls and the Denton fleet was well represented with five Snipes headed by Commodore Loveless' Number 46, the first boat of this class ever to be launched in Texas. At the last minute contestants from the Oklahoma City Yacht Club fleet were unable to be present, according to R. Gozzaldi, who reports on the event.

In the former championship series of races the wind, if any at all, was light and variable, but this year the day was blessed with a howling gale from the Southwest that kicked up a nasty chop which was a real pain in the neck to all Snipes having the open type of cockpit. No boats actually capsized during the competition but all boats without racing cockpits shipped copious quantities of water, which necessitated the crew bailing continuously while on the runs and all these boats finished every race with water well over the floor boards. The Snipes with the narrow type cockpit, of which the winner of the series was a fine example, were all able to sail the races without shipping much water.

Seventeen Snipes took part in the series. Perry Bass in Snipe Number 160 was the winner of all three races and he and his crew, Jimmie Maxwell, also of Wichita Falls, deserve a great deal of credit for the fine showing made. His Snipe, which he built himself, is a beautifully finished craft.



Skippers and crews in front of the Dallas Sailing Club

Texas Boat Wins Snipe Internationals

Photos by Gilbert and Valentine

ON AUGUST 31 and September 1, the Second Annual Snipe Class international races were held by the Dallas Sailing Club of Dallas, Texas, on White Rock Lake just outside the city limits. Fifteen entries were received but only twelve boats were on hand for the starting signals. Most of the skippers brought their own boats. Those that did not do this had their choice of boats owned by members of the Dallas Sailing Club.

White Rock Lake runs in a general north and south direction. It is about three miles long and ranges up to nearly a mile in width. The shores are low with few trees giving the breeze a chance to sweep almost the entire lake without undue interference. Of course in some spots, close to shore, there are places under the lee of trees where the wind may be spotty and shifting but generally speaking the waters are nearly ideal for racing small boats. The yacht club and starting line were at the northern end of the lake.

The entries were as follows:

One Grand, Bill Bracey and Hal Hardin, Dallas Sailing Club.

La Petite, Phil and Bill Benson, Sea Cliff Yacht Club.
Armada, A. P. and A. M. Deacon, Western Long Island Sound.

Barbara, Marvin Gunn and H. S. Thompson, Miami.
No. 681, Bob May, Jr., H. H. Blagg, Denton, Texas.
Mrs. Zilch II, Harry and Frances Lund, Oshkosh, Wisconsin.

Boreas, F. R. Gunn and R. D. Rumsey, Oklahoma City.

Osprey, C. A. and A. B. B. Harrison, Olcott, New York.

Schiffchen, C. A. Meyer and A. D. Gibson, San Antonio, Texas.

Silver Hind, W. B. Park and Jud Higgins, Wilmette, Illinois.

Damp Ann, Perry R. Bass and Jimmy Maxwell, Wichita Falls, Texas.

Typee, C. O. Cook, M. G. LaPorte, Shreveport, Louisiana.

Before the start of the first race a meeting of all skippers and crews was held in the clubhouse at which courses, rules and regulations were discussed in detail. Immediately following the meeting, J. M. Martin, the measurer of the Dallas Sailing Club, checked over every sail and stamped the ones which conformed to the class measurements.

The first race was started promptly on time off the clubhouse under the able direction of the regatta committee composed of Charles M. Woodman, Don Maxwell and Dude Williams. What breeze there was came from the south and a windward and leeward course was picked. Two laps gave a total length of about seven miles. The little boats got over the line in fine style with Charles Harrison in a good position but it was not long before he and Perry Bass were well out ahead on a long close reach to the mark, the wind having shifted just enough to allow them to work up. The other boats, astern, were not so fortunate and were headed several times. The two leaders continued to work out a commanding lead which only a miracle could overcome. The boat from Wichita Falls was first around the mark closely followed by Harrison but it was soon apparent that on the run down wind Wichita Falls had all the best of it. At the second mark the lead was at least a quarter mile but on the way back down the lake, Bass hit a flat spot for a short time and Harrison almost caught up. Bass got the breeze in time, though, and romped on around the mark and back to the finish. Some of the boats were more than a full leg behind the winning boat. The final finishes of this, the first race, were as follows:

Perry Bass, first; C. A. Harrison, second; Bill Bracey, third; Marvin Gunn, fourth; Phil Benson, fifth; Harry Lund, sixth; Arthur Deacon, seventh; C. A. Meyer, eighth; Frank Gunn, ninth; Bob May, tenth; W. B. Park, eleventh, and C. O. Cook, twelfth. The winner's time was two hours and sixteen minutes.

On the following morning the breeze was still southerly but considerably stronger than the day before. It was also steadier and held its direction as well as could be expected. At 10:40 a.m., the starting signal was made for the same course as the day before and for a time it looked bad for the favorite, Perry Bass. Most of the skippers had taken it upon themselves to see to it that Bass did not get away clean again, but he proved too smart for them and it was not long before he was again in the lead. He was having a terrific time, though, to keep ahead of the boat from Miami and on the wind there was little to choose between the two. On the run down wind, though, Perry broke through and got clear away. For a while, just after the start, the Sea Cliff boat took the lead, but the pace was too hot and she dropped back to fight a duel with Bill Bracey of Dallas. Once around the first mark there was little change in position throughout the race and when the finish gun was fired, Perry Bass was again at least a quarter-mile ahead. Marvin Gunn of Miami was second; Benson, third; Bracey, fourth; Deacon, fifth; Harry Lund, sixth; C. A. Harrison, seventh; Frank Gunn, eighth; W. B. Park, ninth; Bob May, tenth; C. A. Meyer, eleventh, and C. O. Cook, twelfth.

After a recess for lunch the boats were once more at the starting line for the final race. On the button as scheduled the race was started in an increasing southerly breeze which made quite lively going. A perfect start was made by the Miami boat and Perry Bass was being held down to around fifth or sixth place. All dur-

ing the windward leg Marvin Gunn in the Barbara from Miami continued to work out a lead being around the first mark by what appeared to be a safe margin. But Perry was not to be denied and on the run down wind it was not long before he was abeam of the Miami boat. The others were all strung out far astern. At the finish of the first round, Perry was in the lead again and when the long beat started down the lake, Gunn tried every trick to get by. His one chance was in splitting tacks with Bass but this didn't work and finally he contented himself with running a parallel course to Perry. Perry, though, continued to gain and by the time the finish line came within reach he was at least a quarter-mile ahead again.

Marvin Gunn was second; Bill Bracey was third; Art Deacon, fourth; Frank Gunn, fifth; Harry Lund, sixth; C. A. Harrison, seventh; Phil Benson, eighth; W. B. Park, ninth; C. A. Meyer, tenth; Bob May, eleventh, and C. O. Cook, twelfth.

The final standings of the various boats and fleets came out as follows:

- Perry Bass, Wichita Falls, 4,800 points, first.
- Marvin Gunn, Miami, 4,411 points, second.
- Bill Bracey, Dallas, 4,257 points, third.
- Chas. Harrison, Olcott, New York, 3,833 points, fourth.
- Phil Benson, Sea Cliff, 3,829 points, fifth.
- A. M. Deacon, Western Long Island Sound, 3,821 points, sixth.
- Harry Lund, Oshkosh, 3,675 points, seventh.
- Frank Gunn, Oklahoma City, 3,409 points, eighth.
- C. A. Meyer, San Antonio, 2,950 points, ninth.
- W. B. Park, Wilmette, Illinois, 2,948 points, tenth.
- Bob May, Jr., Denton, Texas, 2,822 points, eleventh.
- C. O. Cook, Shreveport, 2,523 points, twelfth.



Some of the boats at the yacht club dock



Hal Hardin and Bill Bracey present the Isaacks Trophy to Perry Bass and Jimmy Maxwell

It is interesting to note that under the class point scoring system there were no ties whatever. After the final race, the first, second and third boats were measured and passed upon and as usual in Snipe class championship races there were no protests, no arguments nor any fouls but don't get the idea that the competition was not as keen as it might have been. Each boat was the accredited fleet champion and each skipper knew his sailing and racing rules.

Thus the Commodore Isaacks trophy goes to Wichita Falls for the coming year where it will repose in the home of Perry R. Bass, Yale sophomore and sailor extra-



Damp Ann—Perry Bass' winning Snipe from Wichita Falls, Texas

ordinary. He also received the Dallas Sailing Club's championship trophy for his permanent possession and three individual prizes for being first in each race. Prizes were also given to the boats finishing second in each race as well as for third place in each race. Unquestionably, the "dry land" sailors of Texas are to be reckoned with and some of the experts who watched Perry Bass sail his Snipe have been heard to say that he is one of those "naturals"—a real sailor and a young man who is to be reckoned with in any kind of a race. He has only been sailing for a little over a year but he beat all other fleet champions in a decisive manner and in a way which showed his mastery of the subject.



Soon after the start of the first race with Damp Ann in the lead

boat withdrawing at once and so on down the list. The race was pronounced a big success despite the boisterous weather.

In light, fluky airs on September 6 and 7, the Southwestern championships were held by the Dallas Sailing Club the eventual winner being Frank Pemberton and Jimmy Maxwell sailing No. 1243 for the Wichita Falls club. They won by one point from Mr. and Mrs. Dexter Scurlock of Fort Worth. This makes the third time that the Southwesterns have been won by a boat from Wichita Falls. Three races in all were run off, scoring being made by the usual Association system.

At the time of going to press no reports have been received from the Long Island Sound Team championship races held by the Sea Cliff Yacht Club, nor the New Jersey State Championships which were held by the Lake Mohawk Yacht Club.

If you sell your Snipe be sure to notify the Executive Secretary of the change of ownership. Give the racing number of the boat together with the full name and address of the new owner. During the past year a number of boats have changed hands without this notification and as a result some of these numbers may be reassigned after the first of the year. If the boat has been measured, turn over the measurement certificate to the new owner and send in your membership card. A new card will then be sent to the new owner of the boat. A membership card can only be held by the owner of a measured boat.

Results of point score races have been received from close to fifty fleets so far and generally speaking they have been figured out correctly. There has, however, been one common mistake and fleet captains are requested to check their results carefully for this.

In a case where a boat does not finish (d.n.f.) a race there is no change whatever in her point score from the previous race.

She is counted just the same as a boat that did not start (d.n.s.). In other words, no points are given, the bonus is not added and the divisor is not increased. In most cases, the error occurred in increasing the divisor which obviously is a high penalty for a d.n.f. boat to pay. It's even worse than a disqualification and will practically ruin a point standing for an entire season. In order to prevent the possibility of someone saving a good point score, though, if a boat d.n.f. a race, the skipper must give a real excuse for so doing to his fleet captain. If a boat had a high standing and the owner found himself coming in eighth, ninth or somewhere else down the line, in a race, he might easily withdraw and thus save his score, but he cannot do this unless he has a legitimate reason and if he persists, he may receive a disqualification for his pains. In most fleets, an owner would only have to try this once, when the whole fleet would pile on him. On the other hand, there are legitimate reasons why a boat could not finish a race and if she has a bona fide accident there is no reason why she should be penalized too heavily.

Remember, a boat that d.n.f. receives no points, no bonus and the divisor is not increased.

There are many yacht clubs which have fleets of Snipes which hold regular races but which have never become affiliated with the Association. We request that they do so as soon as possible in order to get the most out of their boats. Individual Association dues are only \$1.00 a year and they include a copy of the class rules and the right to take part in many sectional, state and national championships. Membership also makes the boats eligible to compete for the international high point championship which will always add interest to local races. Information on forming a divisional fleet may be had for the asking from the Executive Secretary. During the winter is a good time to get things started right.

Challenge Wins Snipe Internationals Sea Cliff Boat takes Isaacks Trophy at Oshkosh Races

SINGING at the top of their lungs as they neared the finish line, Phil and Bob Benson of the Sea Cliff (New York) Yacht Club brought Challenge over the finish line in the last of three races at Oshkosh to win the Internationals from a fleet of thirteen other Snipes. Later on they received enough silverware, including the Commodore Isaacks Trophy, to sink an ordinary Snipe.

The races, held by the Oshkosh Yacht Club, were scheduled for August 29 and 30 to be sailed on the wide open waters of Lake Winnebago, but a hard, puffy northerly on the first day made it almost impossible to keep the little boats on their feet and the committee wisely decided to call the first day's race off after consulting with the skippers of the visiting boats. Consequently all three races were held on the following day.

Fourteen entries were on hand for the event and for the first time Pacific Coast boats took part. The entries were as follows: Challenge, Phil and Bob Benson, Sea Cliff, New York.

Viento, Darby Metcalf and Hugh Prifogle of Los Angeles, California. Osprey, C. A. Harrison and Bill Truesdale of Olcott, New York. Shady Lady, Ted Sawyer and Bill Bradley of the Oshkosh Junior fleet. Mrs. Zilch II, Harry Lund and Albert Leher of the Oshkosh Senior fleet. Armade, A. M. Deacon and A. P. Deacon, Western L. I. Sound. Jack Snipe II, H. R. Schuette and Francis Whitcomb of Manitowoc, Wisconsin. Silver Hind, Bill Park and S. A. Webber of Wilmette, Illinois. Gloria, Joe Plaskett and F. M. Osborn of Wawasee Yacht Club. Bubbling Over, C. Z. Crain and C. Z. Crain, Jr., San Antonio, Texas. Sugar, G. Q. McGown, Jr., and Perry Bass of Fort Worth, Texas. Ebar, A. A. Saville and Tom Anger of Washington Lake, California. J. C., Ed and Bill Carnegie of Detroit, Michigan, and Hangover, Amory S. Coffin and Albert Robinson of Charleston, South Carolina.

The first race was started at 9:10 on the morning of the 30th in a light northerly, with little or no sea. The course was



The winners! Phil and Bob Benson getting ready to start back to New York



Start of the first race won by Sugar, boat on extreme left



Sugar, runner-up. Sailed by G. Q. McGown and Perry Bass of Fort Worth



Some of the contestants inside the Oshkosh Yacht Club breakwater

triangular, twice around, for a total distance of about 4 miles. The first leg was a reach and Sugar got off to a perfect start, a couple of lengths ahead of anyone else. She was never headed for the entire distance and on the first round was 1.25 ahead of the second boat, Challenge. Viento was third and Hangover fourth on this round. On the second lap, there was a considerable change in position on the windward leg and at the finish Sugar was first by 1.45. Challenge was second, Armade third and Viento fourth. The others in order of finish were: Hangover, fifth; Jack Snipe II, sixth; Mrs. Zilch II, seventh; Shady Lady, eighth; Silver Hind, ninth; J. C., tenth; Ebar, eleventh; Osprey, twelfth; Bubbling Over, thirteenth, and Gloria came in fourteenth. All finished within about nine minutes. Incidentally, the winner's time was the fastest ever made for the Oshkosh course.

The second race was started at 11:30 and was around the same course with the wind and sea conditions about the same. This time Sugar was completely overcome right at the start. This was timed perfectly on the part of her skipper who was bringing her up to the line with full way on but was prevented from crossing as he anticipated by several boats which had sailed up to the line and lay there with luffed sails waiting for the gun. As a result several boats were over ahead among them being Challenge, from the other end of the line, which soon gained a commanding lead. Sugar broke through the fleet one after another and at one time ran off almost directly at right angles to the reaching course in order to get clear wind. She then came up and was around the first buoy in second place. At the end of the first round, Sugar was 1.29 behind Challenge and on the reach and run following made up more than a minute of this. Then came the beat to the finish line. Challenge went around the buoy, stood out half the distance of her lead in approved fashion and then came about prepared to cover Sugar. Sugar came around the buoy next and Challenge, for some strange reason, made no attempt to cover her. They split tacks all the way to the finish line with Sugar steadily gaining on the Sea Cliff boat. As they neared the line Challenge was on the starboard tack, practically becalmed between light puffs, while Sugar was boiling up on her on the port tack in the middle of a fine little breeze.

Luckily, Challenge picked up another puff and was carried over the finish line with less than 6 seconds to spare. Had she not picked up the puff when she did, Sugar would have taken the trophy back to Texas again. Challenge's tactics were incomprehensible to watchers and her skipper nearly threw away the race by not covering his nearest opponent.

In this race Challenge was first, Sugar second and Armade, third. The fourth boat was Shady Lady, the fifth Viento and the sixth was Mrs. Zilch II. J. C. was seventh, Hangover eighth, Jack Snipe II ninth and Silver Hind was tenth. Ebar was eleventh, Bubbling Over was twelfth, Osprey thirteenth and Gloria was fourteenth.

In the third and final race which was started at three in the afternoon, the wind remained in the same quarter but had kicked up more of a short, choppy sea and seemed to have strengthened somewhat. In order to give the skippers somewhat of a change, it was decided to start the race with a windward leg by using the southeast buoy of the triangle. The finish line, though,

was to be the same as in the previous races which meant two reaches, two runs and three windward legs. In the middle of the race, though, the wind shifted to the northeast and made what had been the previous reach a beat and the former beat turned into a reach. This shift made it particularly tough on the tail-enders on the first round as they found themselves confronted by an extra windward leg which practically put them out of the race. In fact one of them was so far back that the committee finally went out and told him not to complete the course.

The starting line was perfectly placed for the start of this race, the fleet being pretty well divided between the starboard and port tack boats. For a time Armade was in the lead but both Challenge and Sugar got ahead. Challenge worked farther and farther ahead and at the first round she was well ahead of any competition. The leading boats got around the northeast buoy before the wind shifted and opened up tremendously on the rest of the fleet.

At the finish Challenge was in the lead again by 2 minutes and 12 seconds with Sugar second. Jack Snipe II was third and Viento was fourth. The fifth boat was Shady Lady and the sixth to finish was Hangover. Armade was seventh, J. C. eighth, Mrs. Zilch II ninth and Ebar eleventh. Silver Hind was twelfth, Osprey thirteenth and Gloria was given points for fourteenth although she did not finish the course.

The standings were as follows:

Final Pos.	Boat	Fleet	First race Pts.	Second race Pos.	Final race Pts.
1	Challenge	Sea Cliff	1,521—2nd	1st	4,721—1st
2	Sugar	Fort Worth	1,600—1st	2nd	4,642—2nd
3	Armade	W. L. I. Sd.	1,444—3rd	3rd	4,044—7th
4	Viento	Los Angeles	1,369—4th	5th	4,034—4th
5	Shady Lady	Oshkosh, Jr.	1,089—8th	4th	3,754—5th
6	Jack Snipe II	Manitowoc	1,225—6th	9th	3,693—3rd
7	Hangover	Charleston	1,296—5th	8th	3,610—6th
8	Mrs. Zilch II	Oshkosh, Sr.	1,156—7th	6th	3,405—9th
9	J. C.	Detroit	961—10th	7th	3,206—8th
10	Silver Hind	Wilmette	1,024—9th	10th	2,826—12th
11	Ebar	Wash. Lake	900—11th	11th	2,761—10th
12	Bubbling Over	San Antonio	784—13th	12th	2,525—11th
13	Osprey	Olcott	841—12th	13th	2,409—13th
14	Gloria	Wawasee	729—14th	14th	2,187—14th

The races were handled to perfection by the regatta committee of the Oshkosh Yacht Club composed of C. E. Wittmack, chairman, Roy B. Meredith, Ben H. Lampert and Robert Wright. Adequate patrol of the course was furnished by the U. S. Coast Guard and local yachts. A large spectator fleet was on hand but at no time was there any interference with the racers. The Oshkosh Yacht Club was host at several affairs including a dance on Friday night, entertainment on Saturday night and a dinner for the presentation of prizes on the last night. Every fleet but one brought its own boat, all sails were measured before the first race and the first three boats at the finish were measured also. An elaborate array of trophies was awarded to first, second and third in each race and of course for the final winners. The entire arrangements including a boat launching committee functioned to perfection throughout the meet and, according to tradition, there were no protests or arguments.



Coast to coast. Challenge from Sea Cliff, New York, on the left and Viento from Los Angeles, California, as they arrived on their trailers



Start of the Junior National Championship for the Valspar Trophy

The Rudder Oct
1937

Armade II Cleans Up Snipe Week

Photos by Rozenfeld

SNIPE RACE WEEK on Long Island Sound brought forth a variety of weather ranging from sunny days and eight mile breezes to a rip-snortin' forty mile blow followed by a deluge of rain. Luck, however, was with the committee headed by Joseph Bister of Orienta Boat Club, and most of the races were run in good wind and weather. For once the Sound did not do its usual flat calm act and except for one day, the wind remained fairly constant in strength and direction.

The first series was for the Long Island Sound Team Championships. A race was scheduled for the morning of Saturday, August 21. It was started on time with teams from Sea Cliff Senior fleet, Sea Cliff Juniors, Norwalk, Milford, Western Long Island Sound, Port Jefferson, and Stamford. There were two boats from each fleet. The course was windward and leeward about six miles. Ralph Golden of the Sea Cliff Senior fleet was first to finish in Scraps with a second place going to Helen Carlson of the same fleet in Cygnet II. Wallace

Sigler of Milford was third in Restless. Mary Too of Norwalk was fourth; Khaki John of Sea Cliff Juniors fifth and Weary Spirit of Milford sixth.

On Saturday afternoon, most of the visiting boats and a great many of the local boats went into the regular Saturday regatta.

Sunday morning saw the second race of this series. It was run in a light easterly, a triangular course about six miles around. Special markers had been set out by Embet II owned by E. O. Heyworth. In this race Helen Carlson's Cygnet II came in first and the Mary Too of Norwalk, sailed by Bill Leo, was second. Scraps came in third. With two firsts, a second, and a third, it would be almost impossible for any other fleet to win.

The third race, Sunday afternoon, will not soon be forgotten by either the participants or the committee. The committee boat Alga remained anchored in the same spot and the same turning marks were used as in the morning race. At the preparatory signal the breeze from the east had piped up to about fifteen miles. Three minutes later it was close to twenty miles and a sea was making up as the breeze had the entire length of Long Island Sound to come. At the starting signal the velocity could be conservatively estimated at thirty miles an hour and it looked like more to come. The first leg, a windward one, gave the boys plenty to do on the Snipes, for as the breeze increased the waves increased in size and started to break dangerously. In remarkably short order, Mary Too, Mary, and Alias II came over the finish line only to discover later that they had turned the wrong weather mark which had been set out by Horseshoe



Armade II, above, and her crew. Arthur M. Deacon, Miss Marian Reich (junior crew) and A. P. Deacon





Start of the last race for the Internationals

Harbor Yacht Club for an afternoon race. By this time the breeze had increased to almost forty miles an hour and it looked bad all around. Finally, the leading boat, Southern Cross, Bernard Becker of Sea Cliff Juniors, came tearing across the line, coasting down the backs of the big greybacks that were running by this time. She was followed closely by Charlie Vanderlaan in Minkie of Western Long Island Sound. The third boat was Vector, sailed by J. L. Finch of Port Jefferson. Cygnet II and Scraps finished seventh and eighth respectively, but this was enough to give them the trophy on points.

The remarkable part of the race was that all the boats but one finished. This one shipped a heavy sea and her skipper deemed it advisable to run for shore and a bailing bucket. None of the little boats turned over and all sailed back to port, a matter of a mile or so. The sixty foot committee boat, however, was in difficulty and it was not until nearly dark that she made her mooring at Larchmont.

Immediately after this race, it started to rain and it rained hard all night and all day Monday. Tuesday still looked bad but it was decided to start the first race for the Lake Mohawk Trophy for the championship of the

North Atlantic States. Fourteen boats started, competition being open to only one boat from a fleet. Armade II, sailed by Arthur M. Deacon, was first to cross the finish line. His boat was from the Western Long Island Sound Junior Fleet. Fan Tan, sailed by Mr. and Mrs. L. S. Wright of Sparrows Point, Maryland, was second. Charles Harrison's Caviar from Olcott, New York, was third. E. M. Osborne, sailing Blue Shadow, from East Hampton, was fourth. This being the boat and crew that won the International High Point Championship for 1936.

Wednesday's race was sailed in the still prevailing easterly which, fortunately, had lost a lot of its pep. In this race Caviar came in first, closely followed by Armade II. Murph, sailed by Gordon Hurley of Sea Cliff Senior fleet, was third. Fan Tan came in sixth.

Almost the same conditions prevailed on the next day (Thursday) and once more Armade II was first just to close all arguments. Mary Too, Bill Leo of Norwalk, was second, and Fleetwood, August von Eisenbarth, Western Long Island Sound, was third. Fan Tan was knocked down to eighth, Murph came in seventh and Caviar was fifth.

Friday morning saw the first race of the National Junior Championship for the Valspar Trophy, fourteen boats starting. Moon Glow, Warren Roll of Sea Cliff, came in first but Armade II was not far behind. Mary Too was third. The second race for this trophy was run on Saturday morning and the two leaders reversed position making a tie. Murph was third and Mary Too fourth. The winner of the Valspar Trophy was decided on fastest total elapsed time and the trophy went to Art Deacon of Armade II who had made the two courses in 43 seconds less than Moon Glow.

Saturday morning brought forth the first race for the Women's National Championship for the trophy presented by the Snipe Association. Six boats started and Helen Carlson of Sea Cliff Senior fleet was an easy winner with Kiltie II, Isabel Robb, also of Sea Cliff, in second place. The second race of the series brought Cygnet II in again away ahead of the others with Antidote, sailed by Mrs. Howard McMichael, in second place. In both races Lucky K, Katherine Becker of Sea Cliff was third.

The real serious business of the race week was of course the running of the Internationals for the Commodore Hub E. Isaacks Trophy. Twenty-four entries had been received, each boat being his fleet champion or alternate. Each brought his own boat regardless of distance.

(Continued on page 57)



Cygnet II, owned and sailed by Helen Carlson, Sea Cliff, winner Women's Championship

She was built to shame a cruiser. Ribs of two-inch oak. Long leaf planking an even inch in heft. But it was not until we tried to slide her into the drainage ditch that I found out her weight. We made it on the tide and sailed around the island, the little vessel slippery and altogether able.

She was rigged a little like a sharpie, or an old Block Island boat with two mainsails and no jib, the "foresail" being in the "eyes"; the "main" two-thirds aft. Both are jib-headed, laced onto their masts; are stretched out with a sprit, the original "wishbone" gaff. To furl the sails they are wrapped around the masts. There is not a stay or halliard. Just one sheet for each. In heavy weather one sail is used. But, in lighter airs, when both are up, she is a windward going "fool."

We bought the boat at once, and in buying it acquired for a modest sum a wealth of sailing joy. Throughout our trip, though tired and worn at night, we never failed to step the "skippy's" masts and set out sailing for an hour or two, exploring shores and creeks and bays that no other boats will see.

George Clark, the builder, still makes these boats to the original "Raym Tom" model—his price, brand new, a trifle over sixty dollars. Mine towed to my surprise more steadily and with no more drag than a canvas dink. They are not "yachty"; are very heavy (must be, I am told—their very weight acting as their ballast) but for hard use, for fishing, for sailing in rough waters they have no superior.

At Norfolk, later, after many challenges, I raced a fleet of yachty little boats. Beat them all but one. She was lightly built, a sleek and handsome thing with wishbone gaff and all the speed there is. She beat me in the lightest air but as she capsized promptly afterwards with a gust that didn't even make the "skippy" heel, I felt that we were winners!

Fishing at Tangier is excellent. Everyone indulges; no one, though, more ardently than the minister who even sets out gill nets. The Island salts its fish for winter. We caught that fever, too; salting down uneaten fish which we continued eating as far south as the Carolinas. The recipe is simple; clean; scale and cover fish with ordinary salt. Soak overnight before using. Any fish responds! The oysters here are better than any except those from Chincoteague—salt oysters having, as the natives say, "relish."

(To be continued)

SNIPER WEEK (Continued from page 17)

The first race was held Friday afternoon around a nine-mile triangle which turned out to be a reach, beat, and a run. There was a good northeasterly at the start which increased in volume as the fleet, well bunched, neared the first mark. A thunder squall made up in the southwest but passed off over Long Island with only the tail end of it drenching the fleet. The breeze was quite strong for a time but gradually worked around to almost due north making the second leg a beat. It petered out and then started up again and on the windward leg across the Sound, the boys had all kinds of conditions, rain, calm, strong breezes, and shifting breezes. Positions changed rapidly. Cort Ames in Bluenose of Western Long Island Sound Senior fleet was first around the first mark but when it came to the second mark he had been caught in the doldrums and rounded about sixth. The first boat around was Mary Too of Norwalk, with Gost, sailed by F. M. Ellsworth, Triangle Sailing Club, second. Howard Chilton's Breakaway, Dallas Sailing Club, was third to round but Armade II passed him on the run home.



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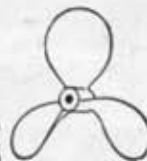


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break. No. 2 size, capacity one quart! Strainer specially built for marine use—very fine mesh, the highest quality durable Dutch Weave Brass Screen. Stops the dirt—removes it from the gasoline. Does NOT plug up, but simply deposits dirt in bottom of settling chamber, which is easily drained and cleaned. The W-C Strainer will pay you back many times in trouble saved and danger avoided.

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Saturday morning, August 28, saw the second race which was started just ahead of the Women's Championship Race. The course was leeward and windward about five miles. Blue Nose, C. F. Ames, Western Long Island Sound Seniors, led all the way around. Phil Benson's Challenge, last year's winner, beat the starting gun and was finally recalled after losing about seven minutes. Incidentally, even with this handicap, Challenge came in twelfth and made the fastest elapsed time of any boat, after her starting time loss had been deducted. Armade II was second in this race and third place went to Fan Tan of Sparrows Point. Bill Horton of Awosting, New Jersey, was fourth in Te Be.

Saturday afternoon the whole fleet, plus a lot of local Snipes, took part in the regular Yacht Racing Association regatta. Charles Harrison's Caviar won in light, shifty airs.

Sunday afternoon, with fine weather conditions and an easterly breeze, brought the final race. The course was given as twice around a triangular course, total distance about six miles. The start was to windward, then a run and the last leg a reach. As in most races, the entire fleet was crossing the line, going places at gun fire. Some of the contestants elected to stay inshore on the starboard tack while others went out in the Sound looking for more air. When they came together at the mark there was little to choose. Challenge was way out ahead and opening up the distance. Armade II was second.

The last time they rounded the weather mark, the order was still unchanged but Mary Too began to press Armade on the run. Mary Too went into second place just before the final mark and on the way home, they fought every inch of the way for second place. Mary Too finally nosed Armade II out and Armade was third. Fourth place went to Blue Shadow. Thus Armade II with two thirds and a second had amassed enough points to win the Isaacks Trophy.

The prizes were presented at the New Rochelle Yacht Club during the evening with cups for first, second, and third in each individual race, medals for skippers and crews and suitable flags as awards to go with the cups. In addition each visiting skipper and crew received a medal to show that he participated in the series.

The summary follows:

BLUEBIRD SETS NEW RECORD (Continued from page 27)

nouncing his plans for regaining the world's speed record. It is believed that he will attempt to answer Sir Malcolm Campbell's challenge when it is confirmed.

As far as Harmsworth Trophy competition is concerned, Bluebird's owner and driver is non-committal. If he were to challenge Gar Wood's supremacy, which has

SUMMARIES OF SNIPE RACE WEEK

NATIONAL WOMEN'S CHAMPIONSHIP					
Boat and Owner	Fleet	First race	Second race	Third race	
Cyznet II—Helen Carlson	Sea Cliff	1st	1st	none	
Kiltie II—Isabel Robb	Sea Cliff	2nd	4th	none	
Lucky K.—Katherine Becker	Sea Cliff	3rd	2nd	none	
Mr. & Mrs.—Ruth Becker	Sea Cliff	4th	5th	none	
Antidote—Mrs. H. McMichael	W.L.I.S.	5th	2nd	none	
Waterwagon—Lucy DeVilla	W.L.I.S.	6th	3rd	none	
Final standings: Cyznet II, first; Kiltie II, second; Lucky K, third.					

JUNIOR NATIONAL CHAMPIONSHIPS (Valspar Trophy)					
Boat and Owner	Fleet	First race	Second race	Third race	
Moon Glow—Warren Roll	Sea Cliff	1st	2nd	none	
Armade II—A. M. Deacon	W.L.I.S.	2nd	1st	none	
Mary Too—Bill Leo	Norwalk	3rd	4th	none	
Restless—Wallace Sigler	Milford	4th	7th	none	
Woary Spirit—H. Lindley	Milford	5th	5th	none	
Khaki John—Robt. MacCrate	Sea Cliff	6th	6th	none	
Murph—Gordon Hurley	Sea Cliff	7th	3rd	none	
Mary—N. J. Maguire	Stamford	8th	10th	none	
Alias II—E. Greenwood	Stamford	9th	9th	none	
Ozan—Edw. Wansor	Sea Cliff	10th	d.n.s.	none	
Te Be—Bill Horton	Awosting	11th	11th	none	
Betty—E. O. Heyworth, Jr.	W.L.I.S.	12th	12th	none	
Southern Cross—B. Becker	Sea Cliff	13th	13th	none	
Final standings: Armade II, first; Moon Glow, second; Mary Too, third.					

LONG ISLAND SOUND TEAM CHAMPIONSHIPS					
Boat and Owner	Fleet	First race	Second race	Third race	
Mary Too—Bill Leo	Norwalk	4th	2nd	disc.	
Mary—John Leo	Norwalk	7th	5th	disc.	
Cyznet II—Helen Carlson	Sea Cliff, Sr.	2nd	1st	7th	
Scraps—B. Golden	Sea Cliff, Sr.	1st	2nd	8th	
Woary Spirit—H. Lindley	Milford	6th	10th	5th	
Restless—W. Sigler	Milford	3rd	4th	4th	
Minkie—C. H. Vanderaan	W.L.I.S., Sr.	9th	8th	2nd	
Marita II—C. H. Taylor	W.L.I.S., Sr.	10th	10th	d.n.f.	
Khaki John—Robt. MacCrate	Sea Cliff, Jr.	5th	13th	9th	
Southern Cross—B. Becker	Sea Cliff, Jr.	11th	9th	1st	
Victor—J. L. Finch	Port Jefferson	10th	11th	3rd	
Mermaid—R. Woodard	Port Jefferson	8th	7th	10th	
Cythera—F. Hubbard	W.L.I.S., Jr.	12th	14th	d.n.f.	
Betty—E. O. Heyworth, Jr.	W.L.I.S., Jr.	16th	10th	d.n.f.	
Alias II—E. Greenwood	Stamford	14th	11th	disc.	
Eglns—C. E. Smith	Stamford	15th	15th	6th	
Final standings: Sea Cliff Seniors, first; Milford, second; Sea Cliff Juniors, third.					

NORTH ATLANTIC COAST CHAMPIONSHIPS (Lake Mohawk Trophy)					
Boat and Owner	Fleet	First race	Second race	Third race	
Armade II—A. M. Deacon	W.L.I.S., Jr.	1st	2nd	1st	
Muriel—P. Carlson	Sea Cliff, Sr.	5th	7th	4th	
Mary Too—Bill Leo	Norwalk	9th	5th	2nd	
Murph—Gordon Hurley	Sea Cliff, Jr.	10th	2nd	7th	
Fleetwood—A. von Eisenbarth	W.L.I.S., Sr.	7th	8th	3rd	
Restless—W. Sigler	Milford	10th	4th	11th	
Fan Tan—L. S. Wright	Sparrows Pt.	2nd	6th	8th	
Caviar—C. Harrison	Ocott, N. Y.	3rd	1st	5th	
Blue Shadow—E. M. Osborne	Three Mt. Har.	4th	12th	6th	
Stinker II—F. Gunion	Westport	8th	12th	14th	
Youngster—J. Young	L. Mohawk	6th	9th	9th	
Te Be—Bill Horton	Awosting, N. J.	d.n.f.	11th	12th	
Alias II—E. Greenwood	Stamford	13th	10th	12th	
Lan Misha—J. L. Nolan	Huguenot	12th	14th	10th	
Final standings: Armade II, first; Caviar, second; Mary Too, third.					

INTERNATIONAL CHAMPIONSHIPS (Commodore Hub E. Isaacks Trophy)					
Boat and Owner	Fleet	First race	Second race	Third race	
Armade II—A. M. Deacon	W.L.I.S., Jr.	2nd	2nd	2nd	
Blue Nose—C. F. Ames	W.L.I.S., Sr.	7th	1st	6th	
Jacksnipe II—H. R. Schuette	Mantolowoc, Wis.	6th	4th	5th	
Mary Too—Bill Leo	Norwalk	1st	6th	2nd	
Moon Glow—W. Roll	Sea Cliff, Jr.	13th	9th	7th	
Coat—P. M. Ellsworth	Triangle	2nd	10th	8th	
Restless—W. Sigler	Milford	9th	7th	11th	
Challenge—P. A. Benson	Sea Cliff, Sr.	5th	12th	1st	
Fan Tan—L. S. Wright	Sparrows Pt., Md.	14th	3rd	9th	
Caviar—C. A. Harrison	Ocott, N. Y.	15th	13th	14th	
Blue Shadow—E. M. Osborne	Three Mt. Har.	12th	10th	4th	
Jack Snipe—Guy Roberts	Clearwater, Fla.	11th	5th	13th	
Youngster—J. Young	L. Mohawk	18th	10th	20th	
Te Be—Bill Horton	Awosting, N. J.	16th	4th	10th	
Ripside—F. F. Seammell	Barnegat Bay	8th	16th	18th	
Lan Misha—J. L. Nolan	Huguenot	17th	19th	15th	
Naughty Lady—D. Lapp	Miami, Fla.	10th	18th	10th	
Texas Ranger—J. Loveless	Denton, Texas	20th	15th	17th	
Silver Hind—Bill Park	Wilmette, Ill.	19th	20th	19th	
Hum Row—John Call	Wenawee, Ind.	22nd	22nd	22nd	
Catalog—C. B. Mordock	Cumberland, Md.	21st	21st	21st	
Breakaway—H. Chilton	Dallas, Texas	4th	8th	12th	
Final standings: Armade II, first; Mary Too, second; Blue Nose, third.					

been unquestioned for seventeen years, he would not, of course, use his present boat Bluebird. She is only suitable for smooth water and a straight course. An entirely different type of boat is required for speed in competition around the elliptical courses encountered in motor boat racing.

A comparison of the leading high speed boats, both single-engined and unlimited, follows:

PRESENT AND PAST RECORD HOLDERS

Boat	Country	L.O.A.	Breadth	Construction	Weight	Motors	Total hp.	Boat lbs. per hp.	Speed	Where and When
Bluebird	England	23'-0"	9'-6"	Wood	4,950	1—12-cyl. Rolls-Royce Buzzard	2,350	2.14	129.416*	Lake Maggiore, Locarno, Switzerland, 1937.
Miss America X	U. S.	38'-0"	10'-6"	Wood	16,000	4—12-cyl. Packard aero-type (2 shafts)	6,400	2.6	124.91	Lake St. Clair, Detroit, Michigan, 1932.
Miss England III	England	35'-0"	9'-6"	All-metal	10,500	2—12-cyl. Rolls-Royce aero-type	3,950	2.6	119.81	Loch Lomond, Scotland, 1932.
Miss Britain III	England	24'-6"	8'-0"	All-metal	3,360	1—Napier-Schneider Cup engine	1,375	2.3	110.102	Venice, Italy, 1934.

* Unlimited, and single-engine record (unofficial).



Just before the starting gun in the final race

Eastern Snipe Wins Class Championship

Florida Wins Valspar Junior Championship. National One-Design Championships Won by Lake Wawasee Boat. Upper Great Lakes Trophy to Wisconsin Snipe

The Rudder Oct
1938

Photos by B. W. George

TWENTY-ONE Snipes from fourteen states took part in the fifth annual running of the Snipe class internationals. The races took place on Lake Wawasee, Indiana, under ideal conditions on August 26, 27 and 28. The regatta was held under the able direction of the Wawasee Yacht Club with the start and finish line directly in front of the Spink-Wawasee Hotel, which rapidly became headquarters for visiting skippers and crews.

All three races were held around triangular courses, two laps, with a total length of about six miles. On each day wind conditions were just about perfect for the little boats. The first race saw a reaching start and with so many "dark horses" and recognized champions no one could foretell what was going to happen. Positions changed constantly and on the first round Les Wright, of Baltimore, was slightly ahead. At the finish, however, Cleo Payne, of Wichita Falls, Texas, had the edge and his white boat received the winning gun. Wright in Fan Tan was second and Charles Gabor, of Lake Mohawk, New Jersey, was third. Jack Wirt, winner of the midwinter championships at Clearwater, Florida, came in fourth with Henry Thompson's ancient and honorable Barbara. Guy Roberts, of Clearwater, was fifth and Bill Leo, Sailing Mary Too from Norwalk, Connecticut, was sixth.

In Saturday's race, Henry (Hank) Schuette, of Manitowoc, brought his Jack Snipe IV in first after a constant struggle to maintain his place. Cleo Payne was second and Guy Roberts, of Clearwater, was third. Charles Gabor was fifth and Hub Isaacks with Commodore George Q. McGown, Jr., of Dallas, came in sixth. Les Wright had been whittled down to eighth place and Mary Too was sixteenth. Jack Wirt in the Miami boat finished ninth. Darby Metcalf, of San Marino, California, who

had been regarded as a real threat, finished seventh and fifth in the two races so far.

With a first and second to his credit Cleo Payne had a good lead in points. Gabor was second in the standing and Guy Roberts was running third. The competition was such that almost anything might happen in the final race and many skippers spent most of the evening figuring points for possible positions in the final race.

A slight shift of wind just after the start of the final race turned the course into a reach, a run and a reach and there was nothing to be done about it. Like the other races, a beautiful start was made and the parade twice around the triangle was made. Even without the windward work there was constant shifting of position but at the finish Charles Gabor was in the lead, thus giving himself enough points to beat out both Payne and Schuette. Gabor had a third, fourth and first to his credit, while Payne with his first and second came in sixth in the last race. Schuette finished second in the last race, but his first in the second race was not sufficient to do the trick, as he finished ninth in the first of the series. Young Bob Hedley, of Olcott, New York, considered a serious threat, made his best showing in the last race when he finished third. Darby Metcalf was fourth and John Call, of Wawasee, was fifth.

The final positions were Chasme, Charles Gabor, first; Cleo Payne, second; H. R. Schuette, third; Darby Metcalf, fourth; Guy Roberts, fifth, and Les Wright, of Baltimore, sixth. The winner received the Commodore Isaacks Trophy and the special trophy given by the Wawasee Yacht Club.

Three races were held for the Valspar Trophy emblematic of the Junior National Championship. Eight boats competed with young Jimmy Cochran, of Clearwater, Florida, sailing Guy Roberts' Jack Snipe, winning

two races and finishing second in the third race. He had things pretty much his own way throughout. Bob Hedley, of Olcott, New York, with a second and two thirds, annexed second position and R. Leiss, of Evanston, Illinois, had two fourths and a first to secure third overall position. Bob McCrate, of Sea Cliff, Long Island, finished fifth on total points and Emerson Heyworth of the western Long Island Sound fleet was sixth. F. Levinson, of Wawasee, was seventh and F. Schanck, of Long Beach, California, in a borrowed boat, came in eighth.

The Upper Great Lakes Championship for the new Dunphy Trophy brought out ten representative boats hailing from Illinois, Indiana, Michigan and Wisconsin. The Wisconsin (both built by Dunphy) boats had things entirely their own way in all three races, Hank Schuette, of Manitowoc, winning all three races, with Bill Gaterman, also of Manitowoc, finishing second in each race. John Call, of Wawasee, finished third in each of the three. This was the first time that this trophy had been raced for and by next year it is hoped that many more Snipes will take part. It is open to any three boats from any fleet within the territory specified.

The national championships for the National One-design Class was also held earlier in the week, racing for a special perpetual trophy placed in competition by the Wawasee Yacht Club. This was the first race for this class open on a national basis and eight boats turned up. Three races in all were held, with Joe Plaskett, of Wawasee, winning the first two and placing fourth in the last race. F. Ernst, of Michigan City, Indiana, came in second, third and fifth to win third place, while E. Lilly, of Wawasee, with a fourth, seventh and first annexed second overall place. The only calm of the entire series occurred during the last of these races with the Nationals drifting around for an hour or more until a light southerly came in and pushed them all across the finish line.

The summaries of the entire series follow:

SNIPES INTERNATIONAL CHAMPIONSHIPS FOR THE COMMODORE ISAACKS TROPHY

Skipper and Fleet	First Race	Second Race	Third Race	Final
Charles Gabor, L. Mohawk, N. J.	3	4	1	1
Cleo Payne, Wichita Falls	1	2	6	2
Henry Schuette, Manitowoc, Wis.	9	1	2	3
Darby Metcalf, Los Angeles, Cal.	7	5	4	4
Guy Roberts, Clearwater, Fla.	5	3	9	5
Leslie Wright, Baltimore, Md.	2	8	8	6
R. Leiss, Evanston, Ill.	8	10	5	7
Jack Wirt, Miami, Fla.	4	9	12	8
Robert Hedley, Olcott, N. Y.	10	12	3	9
William Leo, Norwalk, Conn.	6	16	7	10
Hub Isaacks, Fort Worth, Tex.	11	6	14	11
Don Kemeny, Detroit, Mich.	12	7	16	12
Peter Carlson, Sea Cliff, N. Y.	13	14	10	13
William Greene, Tulsa, Okla.	15	13	11	14
E. Heyworth, West. L. I. Sound	16	11	13	15
F. Schanck, Los Angeles Har.	14	15	17	16
John Call, Wawasee, Indiana	17	22*	15	17
R. McCrate, Sea Cliff, Jr.	18	17	19	18
J. Garstamp, Davenport, Iowa	19	18	18	19
R. Johnson, Chicago, Ill.	21	19	DNF	20
H. Elwell, Wichita, Kansas	20	20	DNF	21

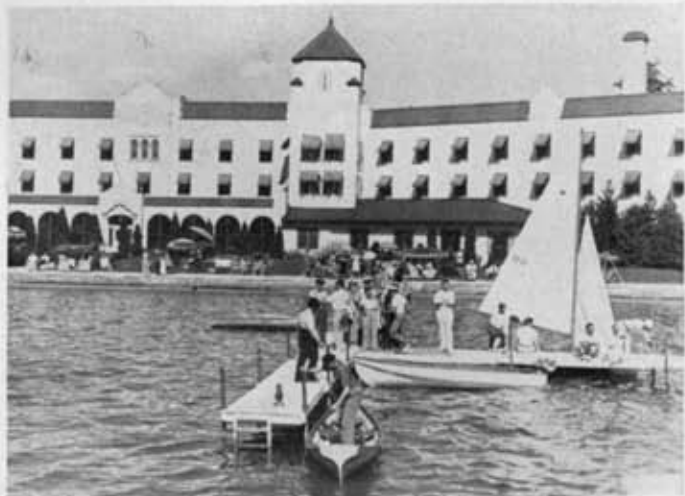
*Fouled buoy and withdrew.

UPPER GREAT LAKES CHAMPIONSHIPS FOR THE DUNPHY TROPHY

Skipper and Fleet	First Race	Second Race	Third Race	Final
H. R. Schuette, Manitowoc, Wis.	1	1	1	1
W. Gaterman, Manitowoc, Wis.	2	2	2	2
John Call, Wawasee, Ind.	3	3	3	3
R. Leiss, Evanston, Ill.	4	5	4	4
Don Kemeny, Detroit, Mich.	6	4	7	5
F. Levinson, Wawasee, Indiana	5	8	5	6
H. Andrews, Wilmette, Ill.	7	7	6	7
K. Eastman, Wilmette, Ill.	9	6	8	8
R. Johnson, Chicago, Ill.	8	9	DNF	9
J. Mohr, Chicago, Ill.	DNF	10	DNF	10

NATIONAL JUNIOR CHAMPIONSHIP FOR THE VALSPAR TROPHY

Skipper and Fleet	First Race	Second Race	Third Race	Final
Jimmy Cochran, Clearwater, Fla.	1	1	2	1
Robert Hedley, Olcott, N. Y.	2	3	3	2
R. Leiss, Evanston, Ill.	4	4	1	3
Darby Metcalf, Los Angeles, Cal.	3	2	5	4
Robert McCrate, Sea Cliff, Jr.	5	7	6	5



Headquarters—the Spink-Wawasee Hotel



Charles Gabor, the Commodore Isaacks Trophy and Chairman Stroud



Jockeying before a start

Emerson Heyworth, West. L. I. Sound	6	5	8	6
F. Levinson, Wawasee, Indiana	7	9*	4	7
F. Schanck, Los Angeles Harbor	8	6	7	8

*Disqualified.

NATIONAL ONE-DESIGN CHAMPIONSHIP FOR THE LAKE WAWASEE YACHT CLUB TROPHY

Skipper and Location	First Race	Second Race	Third Race	Final
Joseph Plaskett, Wawasee	1	1	4	1
E. Lilly, Wawasee, Indiana	4	2	1	2
F. Ernst, Michigan City, Ind.	2	3	5	3
L. Johnson, Michigan City	3	6	2	4
Byron McCammon, Wawasee	7	5	3	5
Jean Grumme, Wawasee	Disq.	4	6	6
L. Neizer, Wawasee	5	8	DNF	7*
H. Landon, Chicago, Ill.	6	7	DNF	7*

*Tied on points.



The Snipe Class Championships

Photos by James Coss

THE seventh annual running of the Snipe class international championships took place at Canandaigua, New York, on August 29, 30 and 31 under sponsorship of the Canandaigua Yacht Club. Three races for the Commodore Hub E. Isaacks Trophy were held in weather that ran the gamut from gale to calm. Commodore Lewis F. Leonard was chairman of the race committee, ably assisted by members of the sponsoring club, Joseph Bister of Orienta Yacht Club, Mamaroneck, New York, and Dr. Adelbert C. Abbott of the Onondaga Yacht Club at Liverpool, New York. The measurement committee comprised Walter Rochville, New York State measurer, and Joseph Bister.

Visiting boats were registered in at the yacht club and checked against the entry list. In all, 29 were entered, each the champion of his fleet. First to arrive was Darby Metcalf and his crew who came in a whole week before the first race and after driving from Cheyenne without stop except for fuel and food, the first thing they wanted to know was "are you going to have a race today?" When told that there would be a race, they borrowed a boat from the club anchorage, not such a hot boat either, and went out to win by several minutes. Their luck (or sailing ability) held throughout the regatta.

The first race was scheduled for Thursday afternoon at 2 p.m., but the anemometer of the committee showed 18 miles an hour and so it was decided to postpone for an hour to see what would happen. At the end of that hour another postponement was made and when at 4 o'clock the wind had dropped to a mere 14 miles an hour, it was decided to start.

A triangular course was selected with the first leg to windward, then a run and finally a reach. Two laps were ordered making the total race about six miles. Most of the boats carried three for ballast. Don Cochran from Clearwater, Florida, sailed Blue Nose II to round the first mark right on Darby Metcalf's stern, then popped up his whisker pole and walked by Darb as if the Los Angeles Yacht Club entry were anchored. Don held the lead right back to the home stake and rounded well ahead of Darby, strapping her in for the tough windward leg again. By now the wind force had officially risen to 33 miles an hour and if you've ever seen one of those fresh water lakes lashed by a breeze of that strength, you know it was really nasty going.

All the way down this beat, Darby and Don fought it out. Then Don got a bad knockdown and while he floundered around to get straightened out again, Darby went by, never to be headed again.

In the meantime, the rest of the fleet was having a tough time of it. Final results showed out of 23 starters that 11 finished, 11 did not finish and one boat was disqualified. Pete Carlson of Sea Cliff pulled a stay and came into port. Elkeits of Lake Mohawk split her rudder. Norman Nash of Cedar Point did the same as Pete Carlson, as did a great many others. In fact this business of pulling splices out of stays is something that should be looked into. Nearly all the trouble the boys had was in faulty

*Insert: Commodore H. R. Schuette of S.C.I.R.A.
Left: Top to bottom: No. 11 is W.P.A., Ruth
Becker's Snipe. Darby Metcalf and Fred Schenck
holding the Comm. Isaacks Trophy. The Junior
Champ. Kenneth Heitman (center), his crew
Don Hargraves and the Valspar Trophy*



OCTOBER—1940

stay fastening. Carl Hunt, commodore of Canandaigua Yacht Club, straightened out a chain plate and all but lost his mast. Later he stated that he knew the chain plates were weak. In some of the boats disabled, the chain plates were found to be just screwed into the wood. The screws worked loose under the strain and in one case at least a mast was broken all because the owner or builder failed to use machine screws. One skipper had the doubtful pleasure of seeing a young member of his crew disappear overboard. He put about to pick him up when a Lake Canandaigua comber broke across the stern and filled his boat. Later on they were all picked up by a power boat and arrived back at the club dock with the boat upright and the skipper sitting there steering. Only the skipper, mast and tiller were visible, as the boat itself was floating just under water. Billy Kastor of Western Long Island Sound was one of the few to turn over. Even three lightweight youngsters aboard could not keep his boat rightside up.

When the smoke began to clear away, Darby Metcalf's Ghost was first across the line. Freddie Schenck of Los Angeles acted as crew with Eddie Mason of the Newport (New York) Yacht Club acting as bilge boy. They had had a lively time of it. Don Cochran of Clearwater was second and Veloz, skippered by Don Shawver of Redondo Beach, California, was third. All the boys, even those who failed to finish, knew they had been in a race.

Things dried out a little over night and next day the wind abated to around 14 miles an hour. Again there were two one-hour postponements and the crowd ashore began to wonder if the committee had gone soft. Surely a mere 14-mile breeze was nothing compared to the previous day. Then at four o'clock the start was ordered. Course and wind direction were the same. Only 22 boats started this time and one of these was promptly disqualified for a technical infraction. The other seven remained tied up at the club dock or on their trailers.

The fleet broke up into two divisions soon after the windward start and the only eastern representative in the "first division" was Bob Hedley's entry from Olcott, New York. Don Shawver's Redondo Beach entry, Veloz, held the lead for a while but it was not long before Darby Metcalf's Ghost again took the lead with Ted and Lou Varalyay in Kitten running third. On the second round, the Varalyays passed Veloz and then toward the finish line, they squeezed past Ghost to win by 6 seconds. Ghost was second and Veloz third—first, second and third all California boats.

Gail DeJarnette of Dallas, Texas, in Wee Willie, was fourth and Don Cochran from Clearwater was knocked down to fifth place. Only a little over 19 minutes separated the winning boat from the last to finish and in the meantime the breeze had dropped to about 4 miles an hour.

The last race of the series was a drifting match in every sense of the word. The committee started them off on time with wind velocity of zero or even less. Very slowly they drifted across the line with Commodore Carl Hunt's Tell Tale in a good position which was maintained for some time. The California boats looked as though they were out of it completely. Ghost was well back in the fleet and Kitten was near the tail end. The first leg was to windward at the start but vagrant puffs from all points of the compass soon turned it into a guessing match



Ruth Becker (left) skipper of W.P.A. and winner Women's National Championship with her crew Helen Jarvis

with some boats beating, others reaching and still others running. There was no speed in any of them, however.

Up to now everyone thought that the California boats were heavy weather jobs and it looked for a long time as if this was a fact. Even Blue Nose from Florida was way back in the ruck. Then, somehow or other, Ghost started to ghost along. One by one she picked up her competitors and after taking two hours to complete the first leg of the race she was first boat around the mark. Bob Hedley of Olcott was second. Then came a broad reach down the lake with Ghost opening up her lead every second. They rounded the home marker on the first round with Ghost first, Hedley second and Kitten third. Slowly the whole fleet rounded strung out all over the lake. The windward leg had now resolved itself into a close reach, momentarily and before the spectators' eyes, Kitten worked past Hedley's Yankee with the greatest of ease.

The committee then decided that the race had gone on long enough. Judging by the first round it would be 10:30 at night before the race was finished. As a result the committee boat

(Continued on page 51)



The yacht club dock, launching platform and part of the spectator crowd



A "bilge boy" on the job. John Hart sponges out Alvary Hool's boat in that tough first race

A sea-siren wholl LEAD YOU ASTRAY

Heads will turn your way as you stand at the jaunty wheel of your new 1941 Owens and thrum your way along past lesser craft.

YOU have a sea-goin', two-room home afloat . . . YOU can sail right on up to the cold months while other owners are forced to lay-up.

Yes . . . she's like a sinewy savage slipping into Indian Summer.

This year, as never before . . . Owens is the unchallenged leader in the ideal 30-foot class. And you can own this trim, compact smoothie in mahogany and chrome for as low as \$3080 to \$3480!

If you want to enjoy next year's fun THIS year, drop a postcard into the mail to the Owens Yacht Company, Dundalk, Baltimore, Md. They'll send you Catalog R-4 by return mail, without obligation of any sort!



And you can't beat an OWENS for STRENGTH!

The Gray "Fireball"

The boating industry has commented upon the name used by the Buick division of General Motors for their 1941 car, recognizing it as the name that was first popularized by Gray for high speed marine work. The marine application of the word goes back to 1935 when Gray needed a term for the 225 cubic inch racing motor they developed at that time. The first Fireball operated at speeds of 5,000 r.p.m. and higher, and later a Fireball line was introduced. Builders using these engines included Gar Wood, Hacker, Hunter, Forest E. Johnson, Pine Castle, Prigg, Sawyer and Ventnor Boat Company.

The Fireball Series motors under several ratings carry the standard Gray guarantee, and have demonstrated all the dependability of their other engines that turn up 500-1000 r.p.m. less.

The Racing Fireball shown in the illustration has three down-draft carburetors and a specially developed "ramming type" manifold. Buick's "Fireball Eight" has two carburetors and utilizes a new principle known as "compound carburetion."

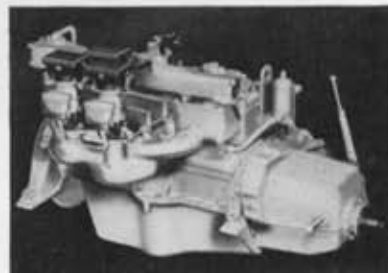
* * *

Columbian Rudders

The Columbian Bronze Corporation of Freeport, Long Island, features an extensive line of stock rudders developed and modified from long experience, extending back to the time when the fastest boat in the world took the Harmsworth Trophy with a speed of 35 m.p.h. An example of the changes which have taken place in design is indicated by the fact that in 1912 the smallest speed boat rudders contained 126 square inches, whereas now they are made as small as 49 square inches.

A large stock of rudders is maintained at the Freeport plant, and Columbian supplies hundreds of custom-built rudders to Elco, Dawn, Annapolis, Julius Petersen and many others.

During the first World War the federal government used Columbian bronze rudders, and since that time the company has furnished manganese bronze rudders and auxiliary equipment to the Navy, Coast Guard and other branches of the service. Catalogues showing the Columbian line are available from the manufacturer upon request.



The Gray Fireball

COMING EVENTS

POWER
November 9-10—Wilmington to Balboa (Cal.) cruiser race.

SAIL
October 11—Stratford Shoal race, New Rochelle (N. Y.) Y. C.



SNIPER INTERNATIONALS (Continued from page 35)

moved down to the next marker and clocked Darby Metcalf in Ghost over the line at 6:01, four hours and one minute after the start. Kitten was second nearly three and a half minutes behind, then came Yankee and fourth was Don Cochran in Blue Nose II.

With two firsts and a second, there was no doubt as to the winner and there was no doubt that Darby Metcalf, Freddie Schenck and Ghost must be really something to think about. Their races were won by superior sailing. They were just too good for the others, there can be no other answer. The Varalyay brothers did almost as well. Hard sailing and expert handling put them in second place without any question at any point. All credit is due to the Californians for their splendid showing.

On the morning of the last day, one race was held for the Women's National Championship, the trophy a new one put in circulation this year by the Canandaigua Yacht Club. Only three

(Continued on page 69)

RACE NEWS (Continued from page 48)

There was also some nipping of our regional pride when the presence of Charles Francis Adams aboard Nyala failed to prevent Mike Vanderbilt from repeating his particular brand of magic in our waters.

Local prestige went up a peg when Eastern boats squeezed a 40-35 win over Seawanhaka-Corinthian in a three-day series of mixed class team races. Mike Vanderbilt sailed Vim for Eastern and took two out of three from Van S. Merle-Smith in Northern Light, in the 12-meters.

Cynthia Haskell upheld Eastern in the 8-meters, taking two races in Navigo II to Arthur Page's one in Venture. Commodore B. Devereux Barker of Eastern, in his sloop Good Hope, led the cruising class series by one point over Philip J. Roosevelt's Persophone from Seawanhaka. Gordon Abbott's Gentian was next for Eastern, and John Page's Rampage II trailed for Seawanhaka.

Commodore Barker was also winner of the Guy Lowell Memorial Trophy for Marblehead boats in a Sunday race sailed by handicapping at the start. Good Hope was scratch boat. All 38 entering boats rounded Lighthouse Point in a bunch heading for the Corinthian Y.C. finish line and handed a few more white hairs to the race committee.

Several classes staged series for trophies during August. In the Adams interclubs, competing for the Quincy Y. C. Challenge Cup, Clint Ferguson in Breezin' Thru repeated his Quincy Bay Week performance and took the cup for Squantum Y.C. in three straight wins. After the final race he became an out-board driver again and rushed off to Red Bank to seek further honors there.

The Winnie Karshick Memorial Trophy series for Manchester 18's turned out to be an elimination affair in fact. The first day after the race Brendan Keenan's Flicker gybed over in front of a Coast Guard boat and was all but cut in two. Leslie Rawding's Nipper, the first day's winner, was dismasted the second day. Howard Haskins' Oriental, sailed by Hank O'Brien, copped the trophy from the remaining five boats.

Only two 8-meters showed up for the Eastern Y.C. Challenge Cup, but they put on a spirited series. Alden Haskell in George Haskell's Navigo II was winner by a point over Nancy Leiter's Venture.

Nearly all of the 30-squares at Marblehead turned out for the Ladies' Plate series. John Lawrence's Moose came from behind to take the trophy after Link Davis' Roulette II had piled up the initial lead. E. Sohler Welch's Evanthia finished second.

Sandy Bay Y.C. at Rockport held its annual fiesta, but the fact that it was in conjunction with the town's centennial celebration did not prevent the weather from messing up the plans in the annual fashion.

In fact it was the centennial that defeated the committee. There were the regular races which the weather always tries to disrupt, but there were also centennial prizes for the winner in each of the two sailing divisions which were handicapped by staggering the starts of the classes. The big boats went around once and finished all right with Henry Brown's Indian class Frolic, from Manchester, the centennial winner.

The smaller fry were handicapped for twice around a shorter course and had only finished once around when a one-bolt-a-minute thunder storm got the range of the fleet and drove it home. On a resail the following week Damon Carter's 110 class Big Dipper was first to finish.

Eastern's juniors by winning the Sears Bowl, sailed at Eastern Point, Gloucester, only proved what people had suspected, that Marblehead was staging a renaissance in yachting. Bobbie Coulson, Dan Pinkham, Clint McKim and Dave Loring had already indicated as much by taking the North Shore bid away from Dick Mechem of Annisquam, last year's national champion, and it may not have come as much of a surprise to Marblehead junior instructor Eric Olsen who has been pounding sailing sense into the youngsters on the Neck for two seasons.

Eric was a little concerned after Eastern had taken the first couple of races and begged the newspaper lads not to make heroes of the Coulson crew as he did not want to have any swelled heads to handle the remainder of the season. He need not have worried. Bobbie and his confreres took everything in their stride from first to last. In fact their coolness was their winning virtue. Then, too, they made just enough errors—principally at starts—to temper the victory.

Among the scribes at the Sears Bowl was ageless Bill Swan, wearing the regalia of commodore of the Copley Square Yacht Club, the landlocked organization in the heart of Boston, which Bill says is the only yacht club in the country with a ladies' auxiliary. The Copley Square One-designs, the fleet of Checker

Taxis which moor off its front steps, is also considered to be the world's largest class to have come off the same mould.

One of the Triangles used in the Sears Bowl series was an Eastern Point craft called Friwaftt, which the spectators found almost as difficult to pronounce and spell as Kollegewidgwok, the yacht club represented by the Maine crew. Attempts to read it backward for meaning were unavailing and the mystery of why a boat should bear such a jaw-breaker was only solved when it was found that the letters spell "Fools rush in where angels fear to tread."

Gulf Coast Happenings

By VAL J. FLANAGAN

Those Texas skippers figure they're a cinch to win the Sir Thomas Lipton Cup in the 1941 interclub Fish Class championship series. They've been building up to it now for two years. Last year they were third in the final tabulation. This year they got second place. And, with the next races scheduled to be held over the Houston Yacht Club's course on Galveston Bay, they feel they can't miss.

The Houston Y.C. finished second to the Southern Yacht Club of New Orleans, in the 1940 series on Lake Pontchartrain, scoring 32 points to the winner's 40. They were awarded next year's series by virtue of a Gulf Yachting Association rule that states no club may hold the series on its home course more than two years. The S.Y.C. has been host to the visiting skippers of ten clubs for the past two seasons.

In winning the huge \$5,000 trophy for the third straight year, the Southern Yacht Club equaled the record of the Sarasota, Florida, Yacht Club, which won the mug in 1930-31-32.

The New Orleans organization put together first places by Earl Blouin and Gilbert T. Gray, a second place by Robert G. Hughes and a fourth place by Carlos deArmas for its 40 points. The S.Y.C. led the series from start to finish.

The final point standing for the four race series follows: Southern Yacht Club, 40; Houston Yacht Club, 32; St. Petersburg, Florida, Yacht Club, 29; Buccaneer Yacht Club of Mobile, Alabama, 27; Biloxi, Mississippi, Yacht Club, 24; Gulfport, Mississippi, Yacht Club; Pensacola, Florida, Yacht Club and St. Andrews Bay Yacht Club of Panama City, Florida, 23 points each; U. S. Naval Air Station of Pensacola, Florida, 16; Pass Christian, Mississippi, Yacht Club, 14; Mobile, Alabama, Yacht Club, 11.

This guy really knows his boat, what it can do and he's capable of steering a true course. He said that Wendy, doing 8.5 m.p.h., would negotiate the 30 miles of the U. S. Coast Guard's 150th Anniversary motor yacht performance run in 4 hours and 5 minutes. He did it in 4 hours, 4 minutes and 17.2 seconds—a deficiency of 42.8 seconds! His name—J. M. Porter of New Orleans. Eleven boats competed in the event.

The Gulf One-design Sloop Association is trying mighty hard to have its class spread to other yachting centers in the Gulf section. Of the ten boats registered so far, nine are harbored at the Southern Yacht Club in New Orleans. Four new boats are reported under construction at Mobile, Alabama, and Houston, Texas.

The group's latest promotion was an invitation race in which Gulf Coast clubs were asked to send skippers to sail these boats in a race on Lake Pontchartrain. Five complied. The winner was G. Eddie Moore of the Biloxi Yacht Club, who beat out Irvin Jackson of the Buccaneer Yacht Club of Mobile, Alabama, by 1 minute and 29 seconds. Cary Spence of Pass Christian, Mississippi, finished third; James S. Huet of Mobile, Alabama, Yacht Club, was fourth, and Sidney L. Menge, Jr., of the Southern Yacht Club was fifth.

The Gulf One-design sloops were designed by John O. Prados of New Orleans in 1934. They were adopted by the S.Y.C. as a class in 1936. This year they added spinnakers to their equipment.

Those skipperettes of the Gulfport, Mississippi, Yacht Club are still tops in the Gulf section. Taking two of the three races sailed in heavy weather at Pass Christian, Mississippi, the Misses Yvonne Patrick, Marjorie Dee Hopkins and Gene Hopkins won the Bernard L. Knost Trophy for the second straight year. This trophy is emblematical of the skipperette Fish Class championship of the Gulf.

(Continued on page 54)



Part of the fleet starting the second race

Metcalf Again Wins Snipe Championship

Photos by Ft. Worth Star-Telegram

THE Fort Worth (Texas) Boat Club was host early in September to a nation-wide congress of Snipe skippers for the eighth running of the International Championships of the class. Some of the boats arrived two weeks before the event and Eagle Mountain Lake was the scene of dozens of tune-up and practice races before the "main event." For the first time in Snipe history, a winner repeated and Darby Metcalf of the Los Angeles Yacht Club, who won in 1940, came in again in first place and thereby is entitled to have his name engraved twice on the Commodore Hub E. Isaacks Trophy.

The three races were scheduled for three p.m., one each day, September 5, 6 and 7, and each was run off exactly on time despite boisterous wind and water, all of which was very much to the liking of the winning skipper. Each race saw more wind until in the last one the velocity reached about 25 miles an hour and considerably more in the puffs.

In the first race the fleet split up into two distinct divisions with a total of 26 starters from 11 states. John Hayward of

Tulsa, Oklahoma, eventually crossed the line first with Bill Jackson of Alameda, California, right on his heels. Don Cochran of Clearwater, Florida, and Ted Varalyay of Los Angeles Harbor fleet were close astern and Steve Bechtel, Jr., San Francisco, practically overlapping them. Darby Metcalf came in sixth. All the prophets were saying that John Hayward was only living up to their expectations. It was taken for granted that Darby was outclassed just as he had outclassed everyone else in 1940. The race among the first five or six boats was close but the rest of the fleet was strung out all around the triangular course. At the start, a port tacker, Bill Dowd of Western Long Island Sound, ran into John Hayward on the starboard tack. Both boats were damaged. John came in first and Bill came in last.

The second race, the following, was chiefly unusual because of the upsets (not capsizes) that occurred near the finish line. This time a windward-leeward course was picked, total distance about nine miles. Almost from the start there was no doubt about the winner because Darby Metcalf pulled out ahead and continued to gain on every leg. At the first buoy he was forty-five seconds ahead, at the second it was more than two minutes and from then on he was so far ahead that nothing much mattered. John Hayward had dropped back, far out of the running, after making a few minor adjustments previous to the race. Don Cochran from Clearwater capsized his boat, climbed overboard with his crew and righted Bluenose, but exerted a little too much weight so that Bluenose turned clear over the other way. Then they swam around to the other side and turned her rightside up, clambered aboard, took out two cans of water and were on their way again. George McGown and Perry Bass sailing Sugar rounded the last mark in thirteenth place and when all the fleet went off on the port tack, they reversed the procedure and went far over toward the yacht club on the starboard tack. When they came about, they were able to lay the finish line and finally crossed her a split second to get third place. The local cheering section went wild.

The third race, next day, was back to the triangular course again, distance about nine miles. The race took place in a breeze that whistled through the rigging and which caused a rough, short chop as it whipped the length of the fresh water lake. Everyone was thoroughly drenched before reaching the starting line and crews had an afternoon of unusually hard work. It was California's weather and Darby never hesitated but walked through the fleet to build up a commanding lead. No one ever got near enough to bother him and before the first mark was reached, he was so far ahead that real interest centered on the fight for second place. On the reach where the course was fairly close inshore and consequently not so rough, boat after boat took off and planed in regular outboard style. Distances varied from 100 feet to several hundred yards. Gordon Miller's boat from Oakland, California, put on the most spectacular planing act when skipper and crew got her up on the surface and started going places in a hurry.



Satan—Darby Metcalf's winning entry

The boat was practically riding on only its flat keel as most of the bottom on both sides could be seen. From under the bows a stream of white water hissed out on both sides about fifteen feet from the hull. Skipper and crew were crouching in the cockpit balancing this way and that to keep her on even keel. For more than 300 yards she flashed through the fleet at somewhere between fifteen and twenty miles an hour—planing like an outboard. The wind, a good thirty mile breeze, acted on her sails like gasoline in a racing motor and she passed at least three or four boats during her wild ride.

All through this leg boats would get up and plane for considerable distances and positions were changing constantly. Old-timers watching this stated that never before had anything like it been seen in such small boats. Nearly every boat in the fleet planed at one time or another and some owners experienced the thrill for the first time. At the finish line Darb, of course, crossed first by at least half a mile. Then came Steve Bechtel of San Francisco; then Ted Varalyay of Los Angeles Harbor. Phil Greene of Balboa Island was fourth and John T. Hayward of Tulsa was fifth. The local lads, McGown and Bass, came in tenth. Harry Lund of Oshkosh snapped his mast on Shucks (see pictures in September issue). Max Lauderback of Detroit had a similar experience in the second race when a spreader collapsed.

Some of the high spots of the regatta are worth recording. There were two John Haywards—John T. from Tulsa, Oklahoma, and John V. from Davenport, Iowa. This was a great help to the local newspaper proofreaders as they continually mixed them up or left one out altogether. A number of wives were scheduled to crew with their husbands but only Mrs. Lauderback of Detroit and Dee Hayward of Davenport could stand the gaff. The weather was really tough on crews. Darby Metcalf had 215 pound George Lounsberry to act as ballast. George did as fine a job of crewing as Darby did of skippering. Gordon S. Miller, Oakland, California, had his boat side-swiped by a truck 90 miles from Fort Worth. The boat was demolished. Harry Lund's mast broke because a five and dime turnbuckle on a diamond shroud straightened out an eye and let go. The mast was borrowed from Hank Schuette of Manitowoc who flew down to see the races. Bill Green, Tulsa, bought one of the California boats. C. L. Renaud of Fort Worth Boat Club was official photographer and reeled off thousands of feet of film which will be edited, titled and then turned over to the Association for the annual dinner in New York. Later the film will be available to other fleets. More than 400 people had dinner at the clubhouse on Saturday night—"on" the Club. Commodore Perry Bass handed out the handsome prizes to the winners in front of the clubhouse after the regatta was over. Darby Metcalf's winning boat was not the same one that he used in 1940. Every boat that was entered turned up for the first race—which in itself is an unusual occurrence.

The Junior Championships for the Valspar Trophy were scheduled for two races on September 4 and one on September 5. The morning race on the fourth had to be postponed on account of high wind but when it moderated after lunch, both races were run off in the afternoon. Steve Bechtel of the Lake Merritt (California) fleet won handily with a first and two seconds. His hottest competition was Bill Jackson of Alameda. Bill had two firsts but a fifth in the first race reduced his points to put him second in the final standings. Ten boats started and the only breakdown was experienced by Billy Kastor of Western Long Island Sound who tore a sail, split a rudder and did other sundry things that kept him from finishing the first race.

The summaries follow:

SUMMARIES JUNIOR CHAMPIONSHIP

Skipper	Fleet	1st Race	2nd Race	3rd Race	Final
S. Bechtel	L. Merritt	1	2	2	1
P. Greene	Balboa I.	2	3	3	3
J. Kamensky	Clearwater	3	4	5	4
C. Heinzerling	L. Lackawanna	4	7	9	6
W. Jackson	Alameda	5	1	0	2
F. Risenecker	San Antonio	6	5	4	5
G. Gill	Dallas	7	9	6	7
R. Halton	Fort Worth	8	6	10	8
H. Jamieson	Dallas	9	8	8	9
W. Kastor	West. L. I. S.	10	d.n.f.	7	10

SUMMARIES INTERNATIONAL CHAMPIONSHIP RACES

Skipper	Fleet	1st Race	2nd Race	3rd Race	Final
John T. Hayward	Tulsa	1	7	12	5
Bill Jackson	Alameda	2	12	d.n.s.	16
Don Cochran	Clearwater	3	16	6	6
Ted Varalyay	L. A. Harbor	4	2	2	3
Steve Bechtel, Jr.	L. Merritt	5	2	3	2
Darby Metcalf	L. A. Y. C.	6	1	1	1
G. Miller	Oakland	7	10	11	9
G. deJarnette	Dallas	8	8	9	8
Phil Greene	Balboa I.	9	5	4	4
I. Shaffer	San Antonio	10	9	5	7
T. A. Wells	Wichita	11	12	8	11

Harry Lund	Oshkosh	12	18	d.n.f.	15
Dr. F. Moyer	Lockport	13	13	d.n.s.	18
Geo. McGown	Fort Worth	14	3	14	10
R. Heinzerling	Lackawanna	15	22	15	17
Cleo Payne	Wichita F.	16	6	10	12
Ray Hopkins	Santa Monica	17	11	d.n.s.	20
R. Rodgers	Chicago	18	15	7	13
Bill Bracey	Denton	19	14	13	14
M. Lauderback	Detroit	20	d.n.f.	d.n.s.	25
V. L. Beakey	Lake Worth	21	18	16	19
L. Adelman	San Antonio	22	23	18	22
G. B. Richardson	Houston	23	disq.	d.n.s.	26
Frank Gunn	Oklahoma City	24	20	17	21
Bill Dowd	West. L. I. S.	disq.	17	20	23
John V. Hayward	Davenport	d.n.f.	21	d.n.f.	24



Steve Bechtel, winner of the Valspar Junior Trophy, is congratulated by Commodore Perry Bass



George Lounsberry and Darby Metcalf, crew and skipper of Satan



Dr. Frank J. Moyer and Harry Shaeffer from Olcott, New York

Snipe News

The Snipe Class International Racing Association. Address all communications to W. F. Crosby, 1822 River Road, Jacksonville 7, Florida. Make checks payable to the association.

THE North Atlantic Coast Championships for the Lake Mohawk trophy were held at Canandaigua, N. Y., on August 25 and 26. This turned out to be quite an affair, as even the weather man attended and turned loose everything he had including wind, rain and cold. Boats from eight fleets took part, and Vic Larson of Chautauqua Lake sailed Slalom to first place by taking a third, second and first in each of the three races.

In the first race Ed McHenry of Loon Lake won, sailing Ghost, Hauschild of Lake Mohawk was second in Dodger, Slalom third; and Kitten sailed by George and Mrs. Bridgman of Canandaigua was fourth. By George, sailed by Swanson of Winchester, Mass., was fifth, Kiddo of Newport sixth, Four Aces of Nine Mile Point seventh, and Durez of Youngstown eighth.

In the second race George Glenn sailed Four Aces into first place, with Slalom close behind. Then came Kitten, Ghost, Dodger and Kiddo in that order. By George and Durez both capsized in the high wind.

The final race saw Slalom really going, winning from Kitten by 25 seconds. George Glenn was third, McHenry fourth, Hauschild fifth, Durez sixth, and Dodger seventh. By George did not start. The final point standings were: Larson 1,521, McHenry 1,446, Bridgman 1,444, Glenn 1,400, Hauschild 1,371, Curtis 1,203, Cassidy 1,134, and Swanson 795. Thus the Lake Mohawk trophy, which dates back to 1933 when Charlie Gabor won it for the first time, spends another year in northern New York State. According to Chet Miller of Nine Mile Point, it was the best series of races he had ever witnessed—and the toughest weather. Chet, incidentally, modeled a handsome plaque which he had cast in bronze and presented to each contestant.

The City Island fleet gave a good account of itself at Larchmont Race Week, two of its boats winning first and second respectively. These were Milt Taffet's Taffy and Ray Kaufman's Jinx. Snipes from Cedar Point, Larchmont, Sea Cliff and Douglaston competed.

Owen Duffy of Chattanooga fleet sends out a postal card every month to members showing the seasonal point standings of the entire fleet. Diamond Lake (Mich.) does much the same thing with a mimeographed series of sheets showing standings, races to come, gossip, etc. In the seasonal standings at the Diamond Lake club Paul Borough was first, Dr. Bowyer was second, and Dick Brotherson third. Seventeen Snipes start in most of these races.

Dick Shearman of Lake Chautauqua fleet has asked for a copy of the "confidential instructions to measurers". Sorry we "no have". The regular measurement data sheet is all that is available and anyone may have a copy for the asking. Snipe measurements are not confidential, but have been given the widest possible publicity so that everyone may know just what's what.

Lake Lotowana fleet, near Kansas City, Mo., now boasts fourteen Snipes and more to come.

Curtis Gerber of Eagle Lake Yacht Club (Ind.) won the annual Michiana Championship. Boats from five nearby lakes competed.

Fine point for the rules committee: During a recent race one of the contestants had a rudder split. Fond parent, seeing son's predicament, rushed home and brought back a new rudder, which was duly delivered, and son finished the race. Question: Should this boat be disqualified for taking outside aid?

The Avalon Yachting Club of St. John's, Newfoundland, has become the newest chartered fleet, with number 189. A Newfoundland National Snipe Association is also being formed.

Pathe News recently took a series of movies showing the Privateer Snipe fleet (Chattanooga) in action. It probably will appear as a quick flash in a new film entitled This Is America. Watch for it.

THE SNIPE INTERNATIONAL CHAMPIONSHIPS

Sixteen fleet champions took part in the Snipe Internationals on September 7, 8 and 9 at Chicago. The series of three races was run off without hitch by the Chicago Corinthian Yacht Club, and the series developed into a fight between Florida and California. Bob White of the Balboa Island fleet with his twin sister Betty were the ultimate winners, but it was nip and tuck throughout the series and they didn't really have the coveted championship until the end of the last race. Bob won the first race, with Don Cochran from Clearwater, Fla., coming in fifth; but in the second race Don was first and Bob was fifth, thereby evening up the score. In the final race after a terrific battle Bob trimmed Don by a small margin, the two boats coming in first and second

respectively. So the Commodore Hub E. Isaacks trophy goes back to California.

The first race was sailed on the afternoon of September 7 in a nice southeaster and, with the exception of a starboard and port tack foul right at the start, everything went off in fine shape. Bob White came in first, and John V. Hayward of Davenport, Iowa, was second. Ken Schmid of Chicago finished third, with the others in the following order: Curtis Gerber, Eagle Lake, Ind., fourth; Don Cochran, Clearwater, fifth; Paul Borough, Diamond Lake, Mich., sixth; Victor Larson, Lake Chautauqua, seventh; William Johnson, Peoria, eighth; Vic Schneider, Detroit River, ninth; John Hanna, Nine Mile Point, tenth; Roy Biebel, Oshkosh, eleventh; Jack Curtis, Newport, N. Y., twelfth; S. Lyle Johnson, Topeka, Kansas, thirteenth; E. W. Williams of Missouri Yacht Club, fourteenth. Ted Wells of Wichita, Kan., and Pierre Havre of Lake Merritt, Cal., were both disqualified.

The second race, sailed on Saturday, was a windward-leeward affair, and after a postponement on account of rain squalls the fleet was off in a strong gusty wind. Vic Larson was forced out soon after the start by a broken rudder, and Ted Wells, still pursued by hard luck, broke his mast on the first windward leg. The squalls had plenty of steam in them and the Snipes had quite a battle of it.

Don Cochran from Clearwater, with young Ted Kemensky as crew, ate this kind of weather up and, of course, won hands down. Don allowed as how he liked a fresh breeze. Vic Schneider got a second in this spasm, and Paul Borough came in third. The Chicago entry, Ken Schmid, was fourth, with Bob and Betty White, the California twins, fifth. John Hanna was sixth, Pierre Havre seventh, John Hayward eighth, William Johnson ninth, Roy Biebel tenth, S. Lyle Johnson eleventh, Jack Curtis twelfth, E. W. Williams thirteenth. Curtis Gerber was disqualified and Victor Larson did not start. Ted Wells broke his mast. As a result of this race Don Cochran and Bob White were tied for first place, with Ken Schmid of Chicago close enough so that he still had a chance if he could beat the other two.

The third race was triangular like the first, and was again sailed in a moderate southeaster. The White twins led for virtually the entire race and finally won with more than a minute to spare. Don Cochran was second, well ahead of Vic Schneider who was third. Paul Borough was in fourth place, John Hayward fifth, Pierre Havre sixth, Ken Schmid seventh, Curtis Gerber eighth, Jack Curtis ninth, Ted Wells tenth, John Hanna eleventh, S. Lyle Johnson twelfth, Victor Larson thirteenth, William Johnson fourteenth, and E. W. Williams fifteenth. Roy Biebel of Oshkosh did not start. It was generally conceded that the Whites had done a swell job and deserved to win the championship.

Eight boats took part in a series of two races for the Valspar trophy, emblematic of the Junior National Championship. Pierre Havre, as skipper, and Billy Nesbit of the Lake Merritt Sailing Club (Cal.) were the winners, with the White twins only four points behind them. Fred Joyce of Chicago was third and Graham Hine of Chautauqua Lake fourth; Albert Jones of the Newport (N. Y.) Yacht Club was fifth and John Hanna of Nine Mile Point Yacht Club sixth, Roy Biebel of Oshkosh seventh, Nancy Shanahan of Chautauqua Lake eighth. She unfortunately broke her rudder in the last race.

The entire series was handled in expert manner by members of the various committees. Boats as furnished by the Chicago fleet were far better than average, and Jim Finch and his worthy committeemen did a splendid job of the entire affair. Excellent trophies were furnished by the host fleet to all place winners in each race, and every contestant received an aerial photograph of the Chicago Corinthian Yacht Club as a memento of the regatta.



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Snipe News

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YOUNG Bob Davis as skipper and his dad, Ken Davis, as crew showed the way to the other Snipes at the eleventh running of the Snipe International Championships at Lake Chautauqua late in August. The Davis team came from Balboa, Cal., and their boat, a relatively old one (3518), was built by an amateur back in 1939. In the three races Bob managed to win two first places and one fourth, which gave him ample points to win the Commodore Hub E. Isaacks Trophy and be crowned the International Champion for 1946.

There were thirty-seven entries and thirty-seven boats crossed the starting line in each race, which in itself was rather remarkable. Four foreign countries were represented, with skippers and crews from Brazil, Newfoundland, Portugal and Switzerland. All sailed in borrowed boats, and as a result their showings were not too good in the face of the hot California competition.

Lake Chautauqua Yacht Club outdid itself in arrangements and handling, with a race committee composed of prominent Snipers from all parts of the country. The first and last races were triangular courses, and the other a windward-leeward affair. Weather conditions were about perfect, with light airs in the first race which gradually increased each day until the final race was sailed in something like a fourteen mile breeze.

Second place in the series went to Vic Larson of Lake Chautauqua, and third to Bob Carrick of the Lake Merritt, Cal., fleet. Each entry was of course his fleet champion, and only one entry per fleet was permitted. Boats came from fourteen states; in one case a new boat was flown by T.W.A. air express for more than half the journey from California.

The Junior National Championships for the Valspar Trophy were run each morning of the meet, with young Bob Carrick of Lake Merritt winning all three races. Pierre Havre of the same fleet was second on points, and third place went to George J.

Michel, Jr., of Lake Mohawk, N. J. In all, sixteen juniors competed.

Plans are already being laid for the 1947 regatta which will be held at Geneva, Switzerland. Each country competing will be eligible to have only one entry, which means that each will hold a national championship to determine who the lucky skipper will be. National championships for the American entry will be open to one boat only from each fleet, and their location has not as yet been determined. So far the Marblehead Yacht Club and Norwalk, Conn., Yacht Club have evinced interest in running the Nationals. Announcement will be made later on as to final location and dates.

During the course of the Lake Chautauqua regatta the Snipe Association Board of Governors and International Rules Committee held a series of meetings in order to bring Snipe up to date. No changes in restrictions were made which will in any way affect existing boats, and what few changes have been made will do a great deal to simplify construction and reduce costs.

The most important changes were in the introduction of waterproof plywood for various parts. You may now use quarter inch plywood for decking. If fir is used it should be canvas covered. Bright finished plywood decks should be made of harder material such as mahogany plywood. Three-quarter inch plywood may be used for the rudder, thus eliminating the bugbear of having the rudder split at the most inopportune time. Frames may be made of three-quarter inch plywood if desired, in one piece from gunwale to gunwale. This means that gussets may be eliminated with this type of frame. You may also use plywood for built-up frames or you may choose the regular type of frame. Chine gussets may be made of plywood if desired. If single gussets are used, the gusset must be of 1/2 inch plywood. If double gussets, 3/4 inch plywood may be used for each. A further change was the complete elimination of restrictions on nylon and similar materials for sails, and you may now use almost anything you wish. All price limits were eliminated on both sails and hulls. No change was made in the present weight limit of 450 pounds.

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centerboards. Hereafter no centerboard may weigh more than eighty pounds. Restrictions on thickness were eliminated, thus making it possible for an owner of a pivot board boat to have a thicker centerboard (up to eighty pounds) and to be able to compete with the dagger board boats. There shall be no more cast centerboards; existing ones may still be used, but no new ones will be permitted. In the past some owners have had special alloy boards made in order to gain the maximum weight down low where it does the most good. In one case a board was bored full of small holes in a fore and aft direction, and the owner had these holes filled with mercury and then plugged in order to get better weight well below the waterline. Elimination of the thickness on boards means that you may now make up a board to the full weight limit by simply increasing thickness, and ordinary cold rolled steel will do it as well as anything else.

At the present writing there are 5,964 registered Snipes and 211 fleets, with most of the boats in the United States of course. But there are almost 800 Snipes actively racing in Spain, close to 200 in Norway, and in little Switzerland there are nearly 100. Newest country to organize a fleet is Rumania. In this case the Swiss champion, who is in the diplomatic corps, was transferred to Bucarest, and about the first thing he did on arrival was to organize a Snipe fleet, which at present runs to about fifteen boats. Four new boats recently have been numbered from England, the first since the end of the war, and it is expected that before next spring there will be twice that many, making a new fleet and forming the starter for the rejuvenation of the many others that were in England before the war. A great many of the war-defunct American fleets have come back again and more are being heard from constantly, with the result that 1947 will undoubtedly be the largest Snipe year in history.

Plans for Snipe have been redrawn and the booklet of directions rewritten, and the book and a large blueprint are now available through THE RUDDER for \$5.00. These new plans are based on the recent changes in restrictions.

TORQUE TALK (Continued from page 56)

considered. It is very nice indeed to see to their comfort, and supply them with seats, stands, places to buy a hotdog or a coke, and a good public address system which informs them of what is happening, but unless there are boats and drivers out on the course putting on nip and tuck battles for the beautiful prizes, all the accommodations in the world will not keep the public happy, or bring them back the next year to spend their money and see the town.

This year there burst on the horizon a new driver in the class F outboard ranks. Burst correctly describes Emil Mayer's appearance with his behemoth outboard at the first regatta this season. Out of nowhere Mayer conjured up a big 4-60 or two, and with great consistency he has kept his power plant running, and almost always out in front. Mayer, along with Carl Emig and his wife Dottie Kuhn Mayer, has been traveling all season, running a Midget, a B, a C and the aforementioned F, and it has been rare that all four of the outfits were not in the money.

In the first heat of the F hydroplane race at Washington throttle-happy Emil was in his usual position out in front, with Harper Chance and Harry Nicodemus hot on his tail, when a small bit of driftwood or an outsized wave tossed Mayer and his outfit into a terrific wing-ding. Emil was thrown from his boat and came up under one of the outfits right behind him. When he was picked up moments later Mayer's right hand was badly torn and other injuries were apparent. He was rushed off to the emergency hospital for treatment, and it was then learned that he had lost three fingers from his hand, and had some pretty severe bruises on other parts of his lanky frame. After spending considerable time on the operating table Mayer eventually regained consciousness, and when informed of the extent of his injuries inquired as to the condition of the blocks on his F motor which had been flipped while wide open. After being reassured that the engine was all right Mayer then shrugged off his injuries and began worrying as to how he was going to be able to keep on racing. At the time of writing we don't know just what Emil plans to do, but according to the grapevine he has refused all offers for his equipment and is coming along in fine shape.

This was the only serious accident all season, which speaks well for the sport. That it should happen to such a nice guy is most unfortunate, but it will serve as a good example for some of the newer drivers who have only one speed and that wide open. You can still win a lot of races by backing off in the right places and staying right side up across the finish line.

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