

**CONSTITUTION
MEASUREMENT RULES
and
SAILING REGULATIONS
Governing
BERMUDA FITTED
DINGHIES**



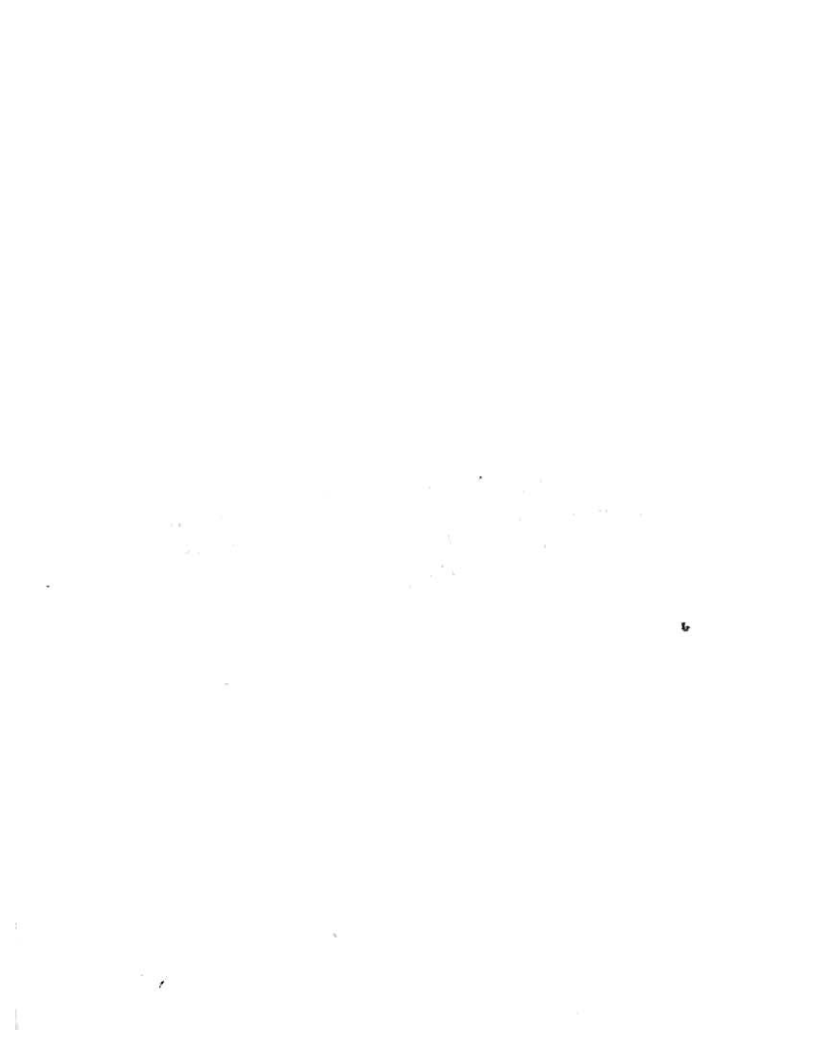
1984



CONSTITUTION
MEASUREMENT RULES
and
SAILING REGULATIONS
governing
BERMUDA FITTED DINGHIES
1984

CONTENTS

History.....	5
Constitution.....	13
Byelaws	
a. Measurement	17
b. Sailing	20
c. Scoring.....	26
List of Dinghies	28



A SHORT HISTORY OF DINGHY RACING

by J.C. Arnell, Secretary, R.H.A.D.C.

The first recorded dingy* race in Bermuda was held during the July 1853 regatta on St. George's harbour under the patronage of Col. Phillpotts, R.E., the Governor. It was restricted to one-masted open boats not over 12 feet keel. The number of boats competing was not recorded, but they were "uncommonly well got up (and) were all well fitted and without any exception most cleverly managed." The winner was John Minors' *Early Riser*, closely followed by Capt. Bull's *Coquette*. Five years later, similar races were organized on Hamilton harbour by members of the Bermuda Native Yacht Club.

**The first use of the word "dingy", referring to a small boat, appears in the Royal Gazette in 1843. It went through several spellings in Bermuda during the next fifty years or so, viz. "dingey", "dinghey" and "dinghy". The spelling appropriate to the period being discussed in the text has been used.*

The appeal of this form of competitive racing to ordinary Bermudians was reflected in the support it received over the years and spawned the first St. George's Boat Club in 1862 and its successors at St. George's; the Paget Union Club in Paget, an apparent successor to the Bermuda Native Yacht Club (1844), about 1874; and finally the start of amateur dingey racing at Hamilton in 1880. While the sloops racing under Royal Bermuda Yacht Club sponsor-

ship required professional crews and expert maintenance, the dingeyys were for the most part family boats that would be "fitted" by their crews on race days with larger sails, moveable ballast and, in time, iron fans bolted to the cedar keels.

The participation by amateurs led to the formation of the Hamilton Amateur Dingey Association in 1882, which became the Royal Hamilton Amateur Dingey Club a year later. Within another year or two, there were the Sandys Amateur Dingey Club at Mangrove Bay, the Hamilton Parish Amateur Dingey Club at Flatts, and a newly-formed St. George's Amateur Boating Club to provide the focal points for these part-time sailors in all parts of Bermuda.

Hereafter, the annual club regattas normally included two dingey races - one for a Club Cup, open to members, and a purse race open to all amateur comers. Competition among boats from different parts of the Island spawned inter-club rivalries, which led in 1887 to the establishment of the Championship Cup by the Hamilton and St. George's clubs to commemorate Queen Victoria's Golden Jubilee (hence its usual designation as the "Jubilee Cup"). The cup is awarded to the winner of a match race between the top boats selected by each of the two clubs, which is sailed as the last race of the annual racing schedule. With only four gaps, the annual Cup race was held in the years 1887-1912, 1920-27, and

1944 to the present. On two of the missing years, one or other of the two clubs was unable to find a crew for its dinghy (St. George's in 1893 and Hamilton in 1926).

The absence of a race in 1913 was due to the refusal of the St. George's Yacht Club to compete against a dinghy with a gaff rig; the Hamilton Dinghy Club having equipped its new dinghy *HDC* with such a mainsail instead of the traditional leg-of-mutton design. There was no rule regarding the design of sails, and the Hamilton club had adopted the gaff rig as an economy measure to eliminate the need for three suits of sails and masts of different sizes, as the gaff mainsail could be reefed. The sail did not prove to have any real advantage and the *HDC* was subsequently fitted with a leg-of-mutton mainsail.

The outbreak of World War I at the beginning of August 1914 led to the postponement of the Hamilton Dinghy Club regatta, which was to have included the Championship Cup race. While there were dinghy races at both St. George's and Hamilton during the war years, no challenge for the Cup was issued by St. George's (Hamilton having won the 1912 race) until 1919. However, this race did not take place, as the St. Georgians were unable to get to the Hamilton regatta on 25 September "owing to pressure of business".

Even in 1920, when the Hamilton Dinghy Club scheduled a series of races to re-establish the sport, the first race had to be postponed because "clubs and owners of boats have found it impossible to secure skilled men to aid them in preparing the boats for competitive purposes in the time available." When the races were sailed a week later, only the new *War Baby* and the *Shamrock* participated. During that summer, the situation improved and on 18 September, the *Victory* challenged the *War Baby* for the Championship Cup and lost by 56 seconds, so the Hamilton club retained the trophy it had won in 1912, when the new *HDC*, sailing with the *Contest's* leg-of-mutton rig, defeated the *Victory*.

In 1921, the *Victory* took the Cup to St. George's, only to have the *War Baby* win it back the following year and retain it in 1923, when the *Killdee*, a year-old St. George's boat, designed by Nathaniel G. Herreshoff, capsized just after the start of the race. However, the *Killdee* came into her own the following year by defeating the new *HDC II* by 15 seconds to take the Cup back to St. George's. While 1925 had seemed to be a promising year for the resurgence of dinghy racing with four boats, three of which were virtually new, competing regularly - *HDC/HDC II*, *Killdee*, *Shamrock* and *War Baby*, the shape of things to come could be seen in the fact that the *Victory* was not raced once because of the lack of a crew.

Tradition has it that because the *Killdee* had had such a successful season in 1925, the older dinghy skippers did not want to face her the following year, and hence there was no racing in 1926. The problem was more than this and was reflected in a 5 August 1926 Royal Gazette story under the heading "Dinghy Racing at Low Ebb". Reporting on the Bermuda Athletic Association's plans to hold a dinghy race day at Hamilton, it was noted that the Association had learned it was very, very doubtful that the East End could turn out a boat and there was apathy in Hamilton, "with everyone being seemingly indifferent as to whether there was any racing this season or not, though there has been some talk of holding the Jubilee Cup race on the 19th at St. George's." In the face of this, the B.A.A. race day was abandoned and there was no Cup race at St. George's; in fact, there was not a boat out for a sail during the season.

Then tragedy struck the St. George's dinghy community. The *Killdee* and *Shamrock* had been stored in Burch Castle Stores and a fire on the night of 15 April 1927 destroyed the premises including the two boats. However, that season, there were two race days. The Hamilton Dinghy Club held one in August, which saw three fitted dinghies and five unfitted dinghies compete in separate races, and, following a challenge from the Hamilton club, there was a St. George's regatta a week later, at which the *Victory* successfully defended the Championship Cup against the *HDC II*, while the *War Baby* won the

B.A.A. Cup and a purse over *HDC II*, *Victory* and *Shadow*, a vintage boat that had been built in Tucker's Town in 1891, six years before the *Victory*.

It has been argued that the 1927 racing was the direct result of the destruction of the *Killdee*, but it appears more to have been a last attempt to keep the sport alive. During the next decade, with the exception of the *Victory* and the *HDC II*, the other dinghies were converted for pleasure sailing or allowed to deteriorate. The *Victory* remained in the safe custody of the East Enders, while the *HDC II*, after being stored at the Hamilton club, was sold in early 1937 to Granville Spurling, who was the caretaker of the Longbird Island property of Mr. Crane, an American. He changed her name to *Lurline*, after an American-built dingey of the 1880's belonging to the Smith family.

A couple of other old boats were rehabilitated and local racing begun again on St. George's harbour. Four of these dinghies staged an impromptu race on Hamilton harbour as part of the celebrations marking the Coronation of King George VI in May 1937. With the takeover of Longbird Island as part of the development of Kindley Field during World War II, Granville Spurling had to move and advertised the sale of the *Lurline* by public auction in Hamilton. Concerned over the potential loss of one of the last Bermuda fitted dinghies, the late Laurie Brangman bought the *Lurline* before the auction on

behalf of a St. George's syndicate, who continued to race her.

On becoming the Commodore of the Hamilton Dinghy Club in 1944, Martin Godet formed a syndicate to return dinghy sailing to Hamilton. On behalf of the syndicate, Leon Barnes negotiated the re-purchase of the *HDC II (Lurline)* through Laurie Brangman, with a gentleman's agreement that she be preserved as a Bermuda Fitted Dinghy. This has been honoured, for after years of storage at the Royal Hamilton Amateur Dinghy Club, she was presented to the Bermuda Maritime Museum, where she is on display along with the *Victory* and *Victory II*. On 28 September 1944, a Championship Cup race was sailed on St. George's harbour, with the *HDC II* as the challenger against the *Victory*. The challenger won by fifteen seconds and inter-club competition returned to the Island and continues after forty years. A rejuvenated Sandys Boat Club soon appeared on the scene and brought dinghy racing to the West End, while the Bermuda Sailboat Club at White's Island added a second Hamilton boat.

Following the end of World War II, a new fleet of dinghies was built by individuals, syndicates and clubs. These were: *Victory II* (StG), *Port Royal* (Southampton), *Strebor* (StG), *Galatea* (SBC), and were followed in the early 1950s by: *Venture* (StG), *Elizabeth* (RHADC), *Shamrock II* (StG), *Contest II* (BSC), and *Challenger II* (SBC). Of these boats,

Challenger II, Contest II, Elizabeth, Venture, and Victory have raced for the past thirty years.

The Bermuda Sailboat Club, finding that it could no longer support a fitted dinghy, let the *Contest II* under charter to the Royal Hamilton Amateur Dinghy Club in 1971, under whose burgee she was raced for the next few seasons. In 1977, almost a century after the start of amateur dinghy racing, the Royal Bermuda Yacht Club joined the Affiliated Clubs and adopted the *Contest II* as its own.

In 1982, with the five remaining dinghies showing their age, and appreciating that the traditional plank-on-frame hull design was too costly, particularly in maintenance, the Affiliated Clubs agreed at the 25 October 1982 meeting to accept the WEST (wood-epoxy saturation technique) system of laminated wood construction for future dinghy hulls, after examining the plans of such a dinghy. As a result, two new dinghies came on the scene during the 1984 season - *Victory III* replacing *Victory II* at St. George's, and the *Spirit of Bermuda*, flying the colours of the Bermuda Maritime Museum.

CONSTITUTION
of
The Bermuda Fitted Dinghy Association

Article 1. Management

The general management of the yachting affairs of the Bermuda Fitted Dinghies and the framing and administration of the Rules and Regulations shall be entrusted to the Bermuda Fitted Dinghy Association.

Article 2. Purpose

The purpose of the Association is to promote racing of the Bermuda Fitted Dinghies; to maintain principles in hull construction and sail plan; to adopt and enforce rules and regulations to ensure equality in racing competition; and to assist each other in the proper sailing and maintaining of all Bermuda Fitted Dinghies.

Article 3. Membership and Duties

The membership of the Association shall consist of the Commodore and Secretary of the Royal Hamilton Amateur Dinghy Club, who shall be the ex officio chairman and secretary of the Association, the skipper of each dinghy (or alternative), and two members named by each club or association. Each club or association shall nominate its representatives annually prior to May 24th and forward their names, addresses and telephone numbers to the Secretary.

The Association shall meet whenever summoned by the Secretary with reasonable notice being not less than 7 days. The Secretary shall summon a meeting of the Association whenever required to do so by any two members of the Association.

The Secretary shall keep a record of all meetings of the Association and shall keep a Register of Dinghies in which shall be recorded the measurement, tonnage and other particulars of all dinghies which shall be available upon request.

Article 4. Quorums

The Chairman and Secretary and five members of the Association shall form a quorum. One member of each of the affiliated clubs or associations should be present for a meeting. Four clubs or associations *must* be represented for a properly constituted meeting. The Chairman and Secretary shall be non-voting members of the Association.

Article 5. Race Committee

It shall be the responsibility of the Host club or Host association for a dinghy regatta to provide a Race Committee and two stake boats. The Race Committee shall have the power to postpone or abandon a race, or order it to be resailed subject to the provisions of the Schedule of Races.

Article 6. Protest Committee

A Protest Panel consisting of three members of each affiliated club or association shall be nominated annually and the names forwarded to the Secretary prior to May 24th. A Protest Committee shall be selected by the Race Committee from the Protest Panel, consisting of 3 panel members of which none shall represent the interests of dinghies involved in the protest.

Article 7. Measurement Committee

Three persons shall be appointed annually for the purpose of measuring dinghies in accordance with the Measurement Rules.

Article 8. Changes to Constitution and Byelaws

Changes to the Constitution and Byelaws shall be made at the Annual General Meeting or a Special General Meeting called for that purpose, at which an Association member from each affiliated club or association shall be present.

Any changes to the Constitution and Byelaws shall be ratified at a subsequent general meeting held within sixty (60) days with each club or association and each skipper casting one vote. Any proposed change to the Constitution and Byelaws must be

received in writing by the Secretary at least thirty (30) days before a general meeting.

Article 9. Annual General Meeting

The Annual General Meeting of the Bermuda Fitted Dinghy Association shall be held during the month of October each year.

Article 10. Scedule of Races

The schedule of races shall be determined at the A.G.M. including arrangements for postponing and re-scheduling races.

BYELAWS

A. Measurement Rules

The following measurement rules shall apply to all Bermuda Fitted Dinghies.

1. A dinghy shall not measure more than 14 ft 1 inch from woodends forward to woodends aft, outside measurement, not more than 14 ft 5 inches overall, with an additional 1 inch allowed for backing. The waterline shall be reckoned as 14 feet irrespective of actual measurement.

2. A dinghy shall be measured by tonnage, which shall be ascertained and computed on outside measurement, as follows:-

Length of water line multiplied by the mean of five breadths taken at points one-sixth, one-third, one-half, two-thirds and five-sixths of the length from woodends forward to woodends aft, the product to be multiplied by the mean of five depths taken on the outside of the same points at which the breadths are taken. The breadths shall be measured from the outside of the planking. The depths of a straight keel dinghy shall be measured from the top of the gunwale to the garboard seam. The depths of a curved keel dinghy shall be measured

from the top of the gunwale to points on the outside of and one inch from the centre of the keel.

3. The maximum tonnage allowed shall be 118 cubic feet. Tonnage shall be computed to the nearest unit. One-half of a unit shall be reckoned as one unit.

4. Time allowance shall be calculated at the rate of 4 seconds per cubic foot.

5. The gunwale shall not exceed 4 inches in width, and shall be measured from the outside of the planking to the inside edge of the gunwale.

6. The rubbing streak shall be rounded, and shall not exceed 1 inch in depth and $\frac{3}{4}$ inch in width.

7. Tumble home shall not be allowed.

8. The area of breast hook, stretcher, stretcher knees and quarter knees shall include a net hole a minimum of 180 sq. inches or proportionately 40% of the foredeck area except in boats already built. The after ends of stretcher knees shall not extend more than 6 feet 6 $\frac{1}{2}$ inches from woodends forward. Each horn shall not exceed 48 square inches in area.

9. The fan shall be fitted to the exterior of the keel, and shall be only a flat solid metal plate a maximum of $\frac{3}{4}$ inches thickness. Fairing of the leading edge and tapering of the trailing edge shall be allowed.

10. All spars shall be made of wood.

11. Sails shall be made of cotton dacron or woven synthetic material. Mylar sails shall not be allowed.

12. A dinghy shall be constructed of wood using planked construction with a hull of $\frac{1}{2}$ inches minimum thickness of wood, with the exception of dinghies already built.

13. No self-bailing mechanisms shall be allowed.

14. A dinghy shall not be eligible to compete in any race unless it complies with these rules.

15. All dinghies shall be measured by the Measurement Committee of the Association and allocated a number to be carried on their mainsails.

16. A Register of Dinghies shall be kept by the Secretary of the Association in which shall be recorded the measurements, tonnage and other particulars of dinghies.

17. Mainsails shall be loose footed on the boom. The hoist dimension of a mainsail shall not exceed double the length of the foot dimension measured at right angles perpendicular to the luff. The tack of the mainsail shall be no less than 24 inches below the gooseneck fitting.

18. All dinghies shall carry distinguishing numbers not less than 12 inches in height on their mainsails.

19. Genoa jibs shall not be allowed.

B. Sailing Regulations

1. All races shall be on the Bermuda principle of twice to windward and once to leeward. Stake boats shall be placed one and one-half statute miles apart. Provided that the Sailing Committee of the Host club or association may

- (a) order a race to be sailed three times or more to windward and twice or more to leeward, in which case the total course shall be four and one-half miles, or
- (b) reduce the length of the course to be sailed if in any special circumstances they shall deem it expedient so to do, in which case the time allowance shall be reduced proportionately.

2. Should any member of the crew of a dinghy object to any member of the crew of another dinghy sailing in the same race on the grounds that he is not an amateur, an objection must be made by him to the Sailing Committee of the Host club or association before the start of the race, and the Sailing Committee of the Host club or association shall give their ruling forthwith.

3. Starting positions shall be drawn for by the Sailing Committee of the Host club or association prior to the start of the race. Where two dinghies are of the same tonnage, they shall start from opposite sides of the stake boat, and the dinghy first drawn shall have choice of sides. Smaller dinghies shall take positions ahead of larger dinghies.

4. Starting times shall be called not later than half an hour after scheduled time for starting, except with the permission of the competing skippers ready to start. A dinghy, which is late for a race, may join it by coming alongside the stake boat and starting in the usual manner.

Morning starts shall be scheduled for 11:00 a.m. unless otherwise scheduled.

Afternoon starts shall be scheduled for 2:00 p.m. and 4:00 p.m. unless otherwise scheduled.

5. A dinghy shall not haul around the bow of the stake boat, but, must fill away on the tack on which she leaves the stake boat.

The Race Committee may recall a start if in their opinion a dinghy's start is prejudiced through no fault of the skipper or crew of the prejudiced dinghy.

6. A dinghy having started shall not willingly come into contact with any object for any purpose whatsoever.

7. When two dinghies, close-hauled on the same tack, are converging by reason of the leeward boat holding a better wind, and neither can claim the right of a dinghy being overtaken, the dinghy to windward, on being hailed by the dinghy to leeward when the risk of a foul seems imminent, shall keep out of the way.

8. When two dinghies, close-hauled, meet on opposite tacks, either can hail the other to go about. Each dinghy should at once tack. If either refuse to do so and contact occurs, the dinghy refusing to tack shall be disqualified. Should neither tack and contact occur, the leeward dinghy shall be disqualified. Close-hauled dinghies hailing to tack shall be afforded room to tack by other dinghies.

9. When two dinghies are sailing close-hauled on a lee shore, rock or other obstacle so that the leeward dinghy cannot keep away or go about, the weather dinghy on being hailed shall go about, and the leeward dinghy shall go into stays at the same time. For the purposes of this rule, stake boats shall be deemed not to be an obstacle.

10. In rounding the windward stake boat, a dinghy on port tack shall not hail a dinghy on the starboard tack to go about unless she herself has room to tack.

11. Dinghies rounding the windward or leeward stake boat shall round on the port hand. Dinghies fouling stake boats (except under circumstances provided for in Reg. B-13) shall be disqualified.

12. Dinghies on a wind shall give way to dinghies running to leeward.

13. In rounding the windward or leeward stake boat the dinghy inside shall be considered the leading dinghy. Should any dinghy cause another to foul by refusing to give sufficient room, the dinghy refusing shall be disqualified.

14. In running to leeward, but past the windward stake boat, a dinghy being overtaken on her port hand side may alter her course to prevent the

other or overtaking dinghy from passing on her port hand. A dinghy shall not alter her course to prevent another from passing to starboard. After passing another, a dinghy shall not alter her course until she has established sufficient lead to enable her to draw in line ahead without compelling the other dinghy to alter her course. Line ahead means a line drawn between the overtaken dinghy and the leeward stake boat.

15. The finishing line shall be an imaginary line between a distinguishing mark or flag on the stern of the windward stake boat and a buoy or other mark placed at a right angle to a line between the two stake boats and approximately 100 feet from the windward stake boat on the starboard side. A dinghy shall be deemed to have crossed the finishing line when the end of her bowsprit shall cross such line.

16. A protest can be made by any boat against another or against the Race Committee, or by the Race Committee against any boat. A protest must be made in writing to the Sailing Committee of the Host club or association, under the auspices of which the particular race involving the protest was held.

17. Protests shall be lodged in duplicate with the Sailing Committee of the Host club or association not later than 5:00 p.m. of the day next succeeding the day of the race (Sundays and public holidays excepted) stating briefly the grounds of the protest and

the rule under which the protest is made. A diagram of the incident shall accompany the protest. The skipper of the protested boat shall be informed in writing of the protest and the rule under which it is made by the protesting skipper.

18. A Protest Committee shall determine the result of a protest within ten days of the protest being lodged. There shall be no right of appeal.

19. A dinghy which in the opinion of the Race Committee of the Host club or association has caused a breach of any of the rules, may not be disqualified from a race without a protest being lodged and a ruling being given by the Protest Committee.

20. The Race Committee of the Host club or association shall have the power to postpone, abandon or order a race resailed subject to the provisions of Article 5 of the Constitution.

21. Should a dinghy entered for a race not start in that race, or having started, give up or be disabled during the race, such dinghy, in the event of the race being postponed or abandoned and ordered to be resailed, shall be entitled to start, but no new entry shall be accepted under any circumstances.

22. In races for challenge cups or other trophies, a dinghy shall be steered by a member of the club or association under whose flag she sails.

C. Scoring System

1. Races shall be scored as follows:

a. A dinghy hauling from the stake boat shall be awarded one point for starting.

b. A dinghy finishing shall be awarded one point for each dinghy that she finishes ahead of, including dinghies that are disqualified or are unable to finish.

c. The dinghy finishing first shall be awarded an extra one quarter point.

d. A dinghy retiring after an infringement of the rules shall be awarded one point for starting.

e. A dinghy that is unable to finish shall be awarded one point for starting.

f. A dinghy that is disqualified for whatever reason shall be awarded zero points.

The foregoing Measurement Rules and Racing Regulations under the provisions of the Constitution have been agreed in writing to the Secretary of the Bermuda Fitted Dinghy Association and must be adopted thereby by the Sailing Committee of the club or association entering a dinghy, before a dinghy representing this club or association is allowed to compete in races held under the auspices of the Bermuda Fitted Dinghy Association.

SELECTED LIST OF DINGHIES

Name	Cu.Ft.	Designer
Aline	—	Lloyd Williams
Alta (ex Magic)	113.	John V. Lightbourn
BAA	—	—
Challenger	116.3	—
Challenger II	105	E.H. Trimmingham
Contest	—	Henry Masters
Contest II	107	E.H. Trimmingham
Crest	—	—
Daring	93/82	John S. Minors
Dauntless/Early Riser	106.8	J. Minors
Elizabeth	103	Albert F. Trimmingham
Eugenie	97.7	—
Flora	106	M.J.B. Davis
Foam	105.8	—
Galatea	—	R.E. Nash
Germania	99.6	J.T. Smith, N.Y.
Green Pepper (ex BAA)	—	—
Glimpse	119	John V. Lightbourn
Harrington	—	—
HDC	100	Masters/Trimingham
HDC II (cf. Lurline II)	—	E.H. Trimmingham
Helion	—	Richard Place
Killdee	—	Nathaniel Herreshoff
Louise	121	Whitehall dinghy
Lurline	106	U.S.-built
Lurline II (cf. HDC II)	—	—
Magic	113	John V. Lightbourn
Mosquito	107	—
Oscar	—	—

Owner	Club	Racing Years
Horace Ward	HADC	1896-8 (Decked 1900-1)
Stanley Paschal	HDC	1909-14
B.A.A.	BAA	1916-23
E.W. Cooper	HADC	1881-3
S.B.C.	SBC	1954-
Henry Masters	HADC	1897-1916
Syndicate	RBVC	1953-
—	BAA	1913-16
John S. Minors	—	1858-84
Various	PUC	1853-82
R.H.A.D.C.	RHADC	1953-
S. Doe/N. King	Harr.ADC	1884-90
Ernest Darrell	StGABC	1896-1914
Various	StG/HADC	1880-5
S.B.C.	SBC	1946-54
G. Luckenbach	StGABC	1883-9
—	StGDSC	1937-45
John Lightbourn	StGABC	1890-1912
—	Harr.DC	1914-18
H.D.C.	HDC	1912-24
H.D.C.	HDC	1924-7, 1944-53
Henry Masters	HADC	1894-1904
Syndicate	StGYC	1922-5
J.L. Trimmingham	HADC	1883-95
S.A./J.F. Smith	StG/RHADC	1880-90
Granville Spurling	StGDSC	1937-44
J.V. Lightbourn	StGABC	1889-1906
Ambrose Gosling	RHADC	1883-94 (Decked 1896-9)
—	StG/HDC	1894-1907

Name	Cu.Ft.	Designer
Reckless	118.7	—
Red Pepper (ex Shadow)	—	—
Royal Alfred	123.2	Joseph Minors
Sappho	111	Richard Place
Secret	133.8	—
Shadow	—	—
Shamrock	107	—
Shamrock II	—	Nathaniel Herreshoff
Siren	86	—
Spirit of Bermuda	107	B.W. Walker
Strebor	107	Harry Roberts
Sunbeam	122	—
Teal	—	M.J.B. Davis
Thistle	—	—
Venture	106	Uffa Fox
Victor	—	—
Victory	—	M.J.B. Davis
Victory II	107.4	E.H. Trimmingham
Victory III	105	M. Kauffman
Vixen	110	U.S.-built
Wabun	114	J.T. Smith, N.Y.
War Baby	—	—
Wedge	—	—

Owner	Club	Racing Years
W.A./Henry Masters	HADC	1881-3
—	StG/SBC	1937-49
Joseph Minors	—	1867-86
Henry Masters	RHADC	1884-6
E.W. Cooper	—	1880-2
—	—	1891-6
—	StGYC	1909-25
Raymond Hayward	StGDSC	1946-51
Henry Masters	RHADC	1882-5
Syndicate	BMMA	1983-
Harry Roberts	StGDSC	1945-52
Ambrose Gosling	HADC	1890-1916
Various	StG/HarrADC	1887-1910
—	RHADC	1888 (Decked 1894-1900)
Norman Roberts	StGDSC	1953-
Hunter Hayward	StGABC	1885-94
Syndicate	Harr/StGABC	1897-1950
Syndicate	StGDSC	1950-82
Syndicate	StGDSC	1983-
Henry Masters	RHADC	1885-94 (then decked)
Robert Swainson	StGABC	1884-94
—	HDC	1919-?
—	SADC	1884-96

THANK
YOU FOR A

WONDERFUL

SUNDAY

I'll see you