News of Snipe—THE RUDDER Restricted Class

M R. H. S. SAYERS of the City Island Yacht Club, City Island, New York, has offered, for competition in the Snipe class, a handsome plaque to be presented to the high point winner in the national championship. This will be known as the Minnepford Perpetual Trophy and it will be awarded each year to the Snipe class boat that finishes the season with the highest point standing. It can only be awarded to boats racing in the United States and owned by residents of this country. The trophy itself will be a picture of Snipe, worked in silver suitably mounted on a plaque and it will be awarded each year to the high point winner. At the end of the year the trophy must be returned and a smaller duplicate will be given which will become the permanent property of the winner. We hope to be able to publish a picture of the Minnepford Trophy on these pages next month.

As already stated the point score racing season starts on January 1 of each year and ends on December 31. This is necessary in order to give boats in southern climes a chance to compete. Consequently the Minnepford Trophy will be presented each year after the seasonal point scores are completed. Minnepford, as most Snipe owners know, has been responsible for no small part in the development of the class. This yard, of which Mr. Sayers is the head, has probably helped a large percentage of the owners through the manufacture of knockdown parts for the boats. A great many completed Snipe class boats have also been built by Minnepford including such boats as numbers 3, 38, 127, 110, 111, 112, 113, 114, 115, 45, 132 and several that were shipped south. The Minnepford Trophy will go into immediate competition and will be awarded at the end of the present season.

Organization plans are rapidly taking form and the country has been divided into fifteen sections where fleets of five or more Snipe class boats are located. In each of these fleets a divisional fleet captain should be elected or appointed. The duties of this individual will be to act as the contact between headquarters and the boat owners, to call meetings for discussion or proposed rule changes, to keep records of races which should be forwarded to headquarters for compilation and publication each month, to arrange races, to interest new owners and in general act as official representative of the class. So far only a few divisional fleet captains have been appointed but we hope later on to publish the names and addresses of all these men in order that new owners and unattached boats may get in touch with them.

The fleets have been divided into the following divisions: Texas, 24 boats; Southern California, 13 boats; Northern California, 16 boats; Northwest, 9 boats; Louisiana, 5 boats; Florida, 11 boats; Hayside Yacht Club, 8 boats; Indian Harbor Yacht Club, 6 boats; Western Long Island Sound, 11 boats; Central Sound, 5 boats; Boston, 8 boats; Cleveland, 8 boats; Detroit, 5 boats; Chicago, 5 boats; Northern New York, 5 boats.

As fleets get too large or as additional fleets are formed new divisions will be made. The Western Long Island Sound fleet will probably be divided into two sections by next summer as the new yacht club at Sea Cliff is planning to build at least ten Snipes and possibly more. These divisions do not take into consideration the great number of isolated boats but should fleets of five or more be built at these places, they will be eligible to become a fleet.

The point now is to secure men who will be willing to become fleet captains and who will really work at the job. There will be no room for “deadwood” at this stage of the game. We would therefore request men who are interested in the class to offer their services as divisional fleet captains except in localities where Snipe class owners are already acquainted and can hold a meeting at which such a man could be appointed or elected. These steps are highly essential at the present time as it is necessary to keep the class within the one-design idea and the only way this can be accomplished is through organization. There is always some tendency to “change” and “improve” Snipe and as a one-design class this cannot be permitted.

Therefore, if you are willing to do your part and work toward better organization write to W. F. Crosby, 9 Murray Street, New York City, and offer your services to get other owners together for organization purposes. Undoubtedly there are many owners and even non-owners who would be only too glad to act in the capacity as divisional fleet captain, but there is no way of knowing this unless you will let us know of your willingness. Where owners are well acquainted, a meeting should be called and a divisional fleet captain placed in office.

Every Snipe owner should be interested in this organization movement. You have invested your money in a Snipe usually in the hope of racing her. The racing organization will

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Uper left: Snipe number 202 owned by F. M. Ellisworth of Stamford, Connecticut. Lower left: Snipe number 77 owned by H. Davies of Hyannis, Massachusetts. Snipe number 83 is owned by Gus Ljungof of Bridgeport. She was built by her owner, who has been appointed Divisional Fleet Captain for Central Long Island Sound. Inset: Snipe number 157 owned by Harvey Steinbrecher of Detroit, Michigan. Number 138 is a new one in Dallas owned by L. B. Jones
Gulf Coast Yachting

The Southern Yacht Club’s race schedule, completed with the exception of the Gulf-Lipton Star class series this month, has been one of the most successful in the eighty-three years’ history of the New Orleans club. More races were staged this season than in any other year in the past decade; more members were actively engaged in competition and more new skippers were developed, especially among the lady members. The number of boats that raced was also on the increase.

James B. Heaslip, a veteran, though still young in years, won the 1932 championship of the club in the club-owned Fish class, winning eight out of eleven races sailed in the Expert division. On the strength of his showing, Heaslip won two trophies, one the McClure Trophy for the highest percentage of points, and the Tesseris Cup for the highest total of points, 881.

The first junior regatta in the history of the Southern Yacht Club, August 26, was a huge success. Approximately fifty sailors under twenty-six years of age entered the twenty-eight craft which started in the four races, and the excellent manner in which they handled the boats speaks well for their ability. The skippers who were acclaimed winners included M. H. Hogan, sailing the Circe in the 21 foot cabin sloop class; Alfred Tharp, sailing Tempe III in the International Star class; Don Chamberlain in the Fish class and Quelley Walker in the Snipe class. This regatta was organized and sponsored by the junior department of the S.Y.C., of which John G. Curren is the commodore.

A new gulf coast yachting organization, the Windjammer Yacht Club, staged its first regatta on Bay St. Louis, Mississippi, Sunday, August 29, with an entry of eleven craft. In the catboat class, Finesse of Gulfport, Mississippi, skippered by Davis Stokes, was an easy winner. Flirt II of Pass Christian, Mississippi, with Jimmy Terrell at the helm, was the first boat to finish in the sloop race.

Winning three races in one-weekend, the Marconi-rigged Quakeress III, owned and sailed by Fleet Captain J. Monroe Kinabrew, won the Heaslip Trophy for 21 foot cabin sloops on the Lake Ponchartrain course of the Southern Yacht Club. It is the second straight year that the Quakeress has won this event.

Champions for 1932 of the Gulf Yachting Association circuit regattas were crowned officially following the annual regatta of the Southern Yacht Club in middle August. Victory of the sleek, red-hulled Circe in the 21 foot cabin sloop class gave her the championship of that class, she having won one other race, at Pass Christian, and finished second in a third, at Biloxi, Mississippi. The Dixie, owned and sailed by Davis S. Wuecher, took the International Star class championship by finishing third to Stella, skippered by Robert J. Kahn. Dixie had won two previous races. The other title decided was that in the 25 foot cabin cruiser class, won by Captain A. S. Spor, Jr., adding another victory to one already scored at Biloxi.