

July

# The Snipe Class International Racing Association

This bulletin contains the news of a class of small sailboats that was started in 1931. To date there are 823 registered boats in the class with thirty-two fully organized racing fleets. Address all communications to the Executive Secretary, William F. Crosby, 9 Murray Street, New York, New York, U.S.A. All boats of the class should be registered so that owners may be put in touch with their nearest Divisional Fleets and take part in racing. Racing numbers are assigned to boats that are registered. After registration boats may join Divisional Fleets and receive measurement certificate from the measurer.

A NUMBER of divisional fleets are holding races regularly and the point scores that follow are for boats that have completed two or more races, hold measurement certificates and have paid dues. To be really eligible for national and international championships, boats must take part in at least five races in which there are five other boats. The point scores follow:

1600	Mrs. Zilch	Harry Lund, Oshkosh	2 races
1600	Boreas	Frank Gunn, Oklahoma City	2 races
1600	Ursa	Stanley Trott, Baltimore	2 races
1580 1/4	Diablo	Allen Clark, Berkeley, Cal.	4 races
1560 1/2	Barbara	H. S. Thompson, Miami	2 races
1548	Star Dust	Bill Bracey, Dallas	3 races
1521 1/2	Rainbow	E. Coxhead, Berkeley, Cal.	4 races
1521	No. 342	O. T. Thomas, Baltimore	2 races
1513 1/8	Oliha	Ralph Spurrell, Los Angeles	8 races
1513 1/9	Bubbles	W. Staaf, Los Angeles	9 races
1496 2/3	Asenath	A. P. Hall, Miami	3 races
1495 1/3	Betty III	Stuart Wallace, Dallas	3 races
1482 1/2	Tik-Tok	S. Kuehl, Oshkosh	2 races
1482 1/2	Fritz	Robert Wright, Oshkosh	2 races
1448	Naughty Lady	Fred. L. Hoyt, Okla. City	2 races
1445	Isobel	D. Lapp, Miami	2 races
1445	Lois	J. R. Steele, Oklahoma City	2 races
1440 8/11	Chiseler	H. Preston, Miami	11 races
1420 1/3	Star Dust	Don Williams, Miami	3 races
1407 1/2	Melody	Ed. Gibson, Berkeley, Cal.	4 races
1406 1/2	Evangeline	Bill Williams, Berkeley, Cal.	4 races
1395 1/3	Patricia	Pat Tohms, Dallas	2 races
1378	Mary Vee	Don Maxwell, Dallas	3 races
1370	Hot Oil	J. M. Martin, Dallas	2 races
1369 1/2	Black Bird	M. H. Champion, Okla. City	2 races
1351 1/4	Ketch-Up	Bill Bailey, Berkeley, Cal.	4 races
1334 1/3	Callas	Bill Walker, Berkeley, Cal.	4 races
1332 1/2	Fanny Soaker	R. E. Collins, Miami	2 races
1297	Pinky	C. B. Toney, Oklahoma City	2 races
1296	Burp	Joe Meyer, Oshkosh	2 races
1281 1/4	Tuffy	W. Wittmark, Oshkosh	2 races
1260 1/2	Sun Dot	Vernon Cotter, Los Angeles	8 races
1226	Dot	A. Angus, Los Angeles	10 races
1206	No. 152	Ed. Royce, Dallas	2 races
1203 1/3	Georgia W.	H. D. Hill, Dallas	3 races
1165 7/8	Eloise	Chas. Woodman, Dallas	3 races
1165 6/7	Ripples	F. Farrington, Los Angeles	8 races
1157	Brat	K. E. Walkey, Los Angeles	7 races
1156	Green Bugge	Hank Godwin, Dallas	2 races
1047	Baby	E. G. Green, Oklahoma City	2 races
		Dr. Emmitt Ward, Dallas	3 races

There are a great many others that have raced, many of them only one time and hence not included in this listing. Later on, only the boats in five or more races will be counted. The numerous ties in the above scoring will be broken up as soon as the contestants have raced more.

Owners of measured Snipes who have paid their 1934 dues belonging to the Western Long Island Sound fleet, the Sea Cliff fleet, the Triangle Sailing Club fleet and the Central Long Island Sound fleet are eligible to take part in any of the regattas held by member clubs of the Yacht Racing Association of Long Island Sound. These races take place every Saturday afternoon and on a few Sundays and owners are urged to have their boats out on time. The starts are usually about three o'clock in the afternoon and the course is generally a three mile triangle. Many of the races are held with the starting line off Execution

Rock or within a short distance of this point. Folders describing the course, time, signals, etc., may generally be had from the committee boat flying a large blue flag with the letters "R.C." on it. In approaching the committee boat, however, be sure to keep out of the way of larger craft which may be starting.

E. G. Green, divisional fleet captain of the Oklahoma City Yacht Club fleet, has offered three cups for first, second and third places for the highest average point scores made in the club's first ten races. To be eligible, all boats must take part in at least five of these races.

The total registered Snipes at the present writing are 823. The rate of increase of about 50 boats every thirty days continues unabated. New fleets are forming in various localities but only one has been duly chartered since the last writing. This one is known as the Pine Lake Divisional Fleet (No. 32) and is headed by Frank W. Stowell, 108 J Street, LaPorte, Indiana. Snipe owners in the vicinity should get in touch with Mr. Stowell.

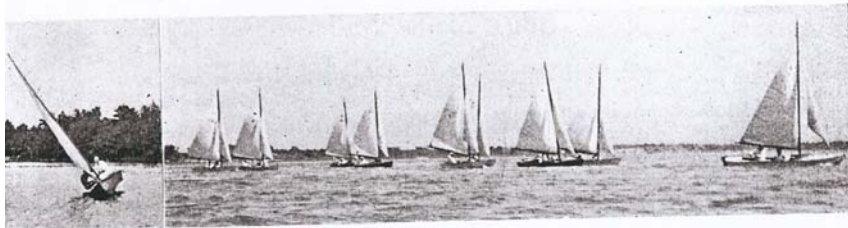
So far the regular Saturday races on Long Island Sound have been thinly attended by Snipe owners. Three boats turned out Decoration Day, three on the following Saturday and only three on June 8. These are not point scoring races but are for the regular prize pennants offered by the Y.R.A. of L.I.S. The weather has been against the little boats as it has been blowing great guns every time and the hardy Snipe sailors have had their hands filled.

From Brisbane, Australia, comes a clipping from *The Telegraph* in which a two column story depicts the snappy racing between the first two Snipe class boats to be raced there. They are the Swift and Orion and belong to the local Sea Scouts. It is expected that these two boats will be the first of a large fleet of Snipes. Dr. Gifford Croll, Sea Scout Commissioner for Queensland, is backing the movement.

Snipe No. 717 was launched June 9 at Nyack-on-Hudson for Seward Scharff. She will be one of the Lake Mohawk fleet and was built by Samuel Handley. It is whispered that a considerable amount of champagne was spilled at the launching.



Part of the Detroit fleet preparing for a race



Snipe owned by W. L. Morgan of New Jersey

Snipes racing at Dallas, Texas. This is one of the most active fleets

The regatta at Baltimore commemorating the Tercentenary of the state of Maryland and the Silver Jubilee of the Maryland Yacht Club is going to be a very big affair. Snipe races will form part of the program with races for the class scheduled for August 10 and 11. Snipes that are properly measured are eligible from anywhere. For information write to George W. Appleyea, 10th floor, Candler Building, Baltimore, Maryland.

Henry S. Thompson of Miami informs us that his Snipe Barbara, No. 232, will positively be on hand to race on Long Island Sound for Larchmont Race Week. Barbara has finished well up in the point standings for the past two seasons and is a competitor well worthy of considerable consideration. The Long Island Sound skippers will have to look to their laurels when No. 232 gets going. Mr. Thompson says he wants plenty of competition and it's up to the local fleets to see that he gets it.

Every once in so often the subject of Snipes unable to get measurement certificates comes up. Usually the ensuing argument makes hard feelings and trouble for all concerned and the officers of the Association, measurers and the rules committee have probably been "cussed out" plenty. Last summer one little boat, built outside the class requirements, made all kinds of trouble for a certain fleet but ultimately the offending boat was withdrawn. This year there have been several cases. One boat was protested because she had no clamps or gussets and because the fastenings were not put in exactly according to practice. There was nothing in the rules to bar her and she was admitted finally, but certainly she has made a lot of trouble. The fact that she was deficient in some of her essential construction could not be taken as sufficient grounds for not issuing a certificate for the shape of the hull was within the class limits as were the sails, spar, etc.

A number of people have tried to get in Snipe races with boats that did not even resemble Snipes except that they happened to be the same length overall. One man was most insistent that he be permitted to race. His boat was the right length only. She was one foot too wide, carried 120 square feet of sail and was round bottom. Apparently any small sailboat is beginning to be considered a Snipe.

Boats that cannot come up to class requirements will positively be refused measurement certificates. The owners may get peevish about it and all that, but with some 800 odd boats in existence, most of which are built in strict accordance with the restrictions, it is not possible to open up the class to trick boats that do not rightfully belong therein. The rules are made for this very purpose—to protect you and your boat and make it possible for you to go out and race, and win, this year, next year, and so on indefinitely. Just as soon as odd-shaped Snipes are permitted to race with the others, the entire class is in danger and it would not be very long before we would have light racing craft that would cost more, carry more sail and not be as seaworthy. Of course it is possible to build a faster boat than Snipe but where can you find a little boat as seaworthy and as fast for the little money required? Furthermore, you always have a chance to race against any of the other yachts, and where uniform restrictions are in use you have just as fair a chance at Los Angeles as you do at Dallas or on Long Island Sound.

The rules committee now has the problem of deciding the fate of an entire fleet on its hands. These eight boats were all

built at one time by a professional builder. He admits that he changed the plans somewhat. The frames are spaced differently and the boats are much finer on deck forward and wider below the chine than the usual Snipe. Eight of these boats were built in the spring of 1932. Now they want to have measurement certificates. The boats are out anywhere from one to two and a half inches at various points. No two are exactly alike. Obviously they are not Snipes, yet the owners will be mightily peeved if they are unable to get into the Association. They may form a fleet and race for points in both the national and international championships. They can get limited measurement certificates and join the Association on the basis that they race among themselves only. They cannot, however, take part in any open regattas against Snipes holding regular measurement certificates. It will make hard feeling. The owners are going to be sore about it. The builder is going to be sore, but it's no fault of the Association's that the boats were not right. The fact that the boats were built before the present restrictions went into effect has no bearing on the case; they are not Snipes and never were. Giving them certificates would immediately open the class to almost anything and inside of a year your regulation Snipe would not have a chance in a race. By withholding certificates, all regulation Snipes are protected and retain their value as class boats. If certificates were given more than 800 Snipes would be made obsolete in time and 800 owners would be peeved. By withholding certificates, 8 owners get sore and the rest remain satisfied. That is the chief reason why we have a Snipe Class International Racing Association—to protect the boats that conform to the class rules.

The New Rochelle Yacht Club is going to run off the Snipe Internationals on Long Island Sound September 8 and 9. Each divisional fleet is requested to send its champion boat and skipper. Special elimination races may be held to determine this or the high point winner over a given length of time may be chosen. All fleets are requested to make preparations for sending a representative. In some cases boats may be secured on the Sound for the races, but owners should bring their own sails. Probably at least three boats will be brought around by steamer from the West Coast and according to the Dallas Sailing Club "you might tell the world that we will have a representative at the Snipe Internationals this fall if we have to push the skipper up there in a baby carriage." Of course all the eastern fleets will be represented and according to present indications there should be at least twenty fleets on hand.

A few of our fleets seem to be slow in getting started and this is just by way of warning that unless there is some action started pretty quick, they will be dropped from the Association. Among these are the San Francisco fleets, the Pacific Northwest, Chicago and Waco, Texas. In the Pacific Northwest there are any number of possibilities for a good fleet. Portland has six boats, Seattle has the required number, and Vancouver, British Columbia, has at least nine Snipes. All any of them need is someone to organize a fleet and start things going. The Portland fleet was organized two years ago but has never been active and there seems to be no real reason why regular races for point scores could not be held there. Chicago has a considerable number of Snipes with new ones being registered all the time. Unless some action is forthcoming by this fall, the Association will take steps to see that a fleet is formed to adequately take care of the racing needs of the owners.