

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 759 registered boats in the class with twenty-nine 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.

GEOFFREY I. POUT sailing with the Royal Cinque Ports Yacht Club of Dover, England, has made an enviable record in the international high point score. His boat, Gipsy (No. 90), out of twelve starts only finished second twice. Every other finish was a win. He is therefore the winner of the international class championship for the year just ended. Mr. Pout is the European secretary of the class and has been directly responsible for the formation of a number of fleets and only recently registered his fiftieth Snipe for Great Britain. His average number of competitors for the twelve races in which he took part were seven. Out of a possible 1,600 he has hung up the record of 1,586 5/6 points.

William Carnegie of Detroit is first in the national high point score and wins the Minnetonka Trophy for the ensuing year. Carnegie's boat, Woogii (No. 495) has competed in the newly formed Detroit fleet against from five to six other boats of the class. His score was the same as Gipsy's but he only took part in half the number of races credited to the British boat. Frank Gunn of Oklahoma City Yacht Club is third and I. Conklin of the Sea Cliff fleet is fourth. Barbara, owned by H. S. Thompson of Miami, is fifth. This same outfit was second last year. Last year's winner, Silver Spray, finished thirty-fourth this year. In all, fifty-seven boats qualified. Strangely enough fifty-seven boats also failed to qualify. Qualification consists of having a measurement certificate and taking part in at least five races in which five boats of the class have started. The most active fleets were located at Miami and at Dover, England. The Miami fleet held twenty-six races for point scores and the Royal Cinque Ports Yacht Club at Dover, held twenty races. Los Angeles held approximately seventeen races, Dallas fourteen races and Sea Cliff about eleven races. A great number of boats in various fleets received measurement certificates but did not race. They will be eligible for 1934 racing if Association dues of \$1.00 are paid.

The Dallas Sailing Club, as usual, is right up front when it comes to organization, and Fat Tohms, chairman of the regatta committee and about a dozen other things, sends us a list of twenty-two races for the local fleet. The first races started on April 8 and will run right through to September 2 when the Third Annual Southwest Snipe Regatta will wind things up. This particular regatta is open to any Snipes in the Southwest and is emblematic of the championship for that district. In addition there are team races arranged between Dallas and Denton, Dallas and Houston and Dallas and Oklahoma City with return engagements in each case.

Two new fleet charters have been given out this past month. The new divisional fleets are: No. 26, Eastbourne Yacht Club, Leslie Bruton, fleet captain, Holly Grange, Upperton Road, Eastbourne, England and No. 27, the Triangle Sailing Club, F. M. Ellsworth, fleet captain, 69 Puritan Lane, Stamford, Connecticut. The Triangle Sailing Club is an outgrowth of the Western Long Island Sound fleet.

Boats in Western Long Island Sound including the Sea Cliff fleet, Western Long Island Sound fleet and the Triangle Sailing Club fleet must have measurement certificates before taking part in any of the open Saturday races of the Yacht Racing Association of Long Island Sound. New boats anywhere within this territory should be registered at once and arrangements made for measurement with the local measurer of each fleet. Boats without certificates will be disqualified every race and cannot take part in any open or point score races unless such a certificate has been made out and duly filed with the secretary of this association. Last year an unfortunate misunderstanding on the subject made a great deal of trouble during Larchmont Race Week as a number of boats from various fleets tried to race there without certificates. All were disqualified and will be disqualified again this year unless the class rules are lived up to.

We urge every owner of a Snipe in the territory to have his boat registered at once. Simply write to the secretary and a number will be issued. When this is done, the boat is eligible for measurement and the secretary will tell owners who will do the necessary work. In view of the fact that the Yacht Racing Association of Long Island Sound has given this association recognition by including the class in every race, each owner should enter the Sound championship for the class and pay the entrance fee of \$2.50. All the properly registered and measured boats have been listed with the Y.R.A. of L.I.S. and the owners will receive entrance blanks from Ernest Stavey the secretary. In order for new owners to get in on this, we request early registration and measurement.

Five registration numbers have recently been assigned to Havana, Cuba. The fleet will be racing before summer is over. They're still talking about the fine racing afforded by the Snipes at the Los Angeles Mid-Winter Regatta. The team races between Santa Monica and the Los Angeles Harbor boats were most hotly contested, the latter team finally winning out. Toronto, Ontario, Canada, is the latest applicant for a divisional fleet. As soon as the requirements are met, the first eastern Canadian

Final Point Scores for 1934

Gipsy	G. I. Pout, Dover, England	1586 5/6	12	races	Donee	C. C. Ellis, Detroit	1385 1/5	5	races
Woogii	Wm. Carnegie, Detroit	1586 5/6	6	races	Rikki-Tikki	W. R. Williamson, England	1377 1/11	11	races
Boreas	F. Gunn, Oklahoma	1574	11	races	Skippy	A. O. Lohrke, Sea Cliff	1371 4/7	7	races
No. 273	I. Conklin, Sea Cliff	1556 10/11	26	races	Boss	W. A. Tomlinson, W. L. I. S.	1356	5	races
Barbara	H. S. Thompson, Miami	1555 7/26	6	races	Blue Devil	T. Calvert, Miami	1355 8/9	9	races
No. 327	C. E. Smith, W. L. I. S.	1547 2/3	17	races	Silver Spray	J. M. Martin, Dallas	1352	9	races
Shadow	I. Manninger, England	1544 6/17	14	races	Garnet	Dr. J. Richardson, England	1347 5/6	12	races
No. 163	W. Staal, Los Angeles	1520 14/19	14	races	No. 313	V. Cotter, Los Angeles	1341 11/12	12	races
Gutterance	N. North, Sea Cliff	1489 3/7	14	races	Fanella II	S. H. Leigh, England	1341 5/12	12	races
Pole Star	B. Jones, Dallas	1485	8	races	Callas	R. E. Collins, Miami	1332 12/17	17	races
Mary Vee	E. S. Thibault, Miami	1462 3/7	14	races	Spray	F. W. Campbell, Sea Cliff	1331 2/3	9	races
Evangeline	W. F. Crosby, W. L. I. S.	1459 1/6	6	races	No. 128	Karl Kohler, W. L. I. S.	1330	5	races
Min Snipa	I. R. Steele, Oklahoma	1457 5/6	6	races	Uthan	W. Ribble, Oklahoma	1326 4/5	5	races
Snipe	E. S. Baker, Detroit	1455 3/5	5	races	Imp	D. Kelley, Jr., Sea Cliff	1320 9/11	11	races
Isobel	R. Spurrell, Los Angeles	1451 17/19	10	races	Black Arrow	T. H. Young, Sea Cliff	1301	9	races
Rednose	F. M. Ellsworth, W. L. I. S.	1446 1/3	6	races	Buta	J. Delahay, England	1298 6/7	14	races
Ohita	H. R. Preston, Detroit	1420 1/3	6	races	Spiffy	S. Towns, Miami	1395 7/18	18	races
Imp	H. Steinbrecher, Detroit	1418 7/13	13	races	No. 358	G. Frias, Los Angeles	1388 4/13	13	races
Lois	D. Lapo, Miami	1415 1/12	24	races	Sun Dot	A. Angus, Los Angeles	1280 2/3	9	races
Naughty Lady	A. C. Rusack, England	1410 2/17	17	races	Georgia W.	W. Woodman, Dallas	1271	10	races
Monk	H. Goff, Oklahoma	1401	5	races	Mrs. Joe W.	W. S. Bell, Sea Cliff	1269	10	races
Jane	I. B. Brickell	1395 1/3	12	races	Gay B.	John Bullen, Miami	1268 2/5	5	races
Silver Heels	H. T. Corson, Detroit	1394 2/3	6	races	No. 391	W. Nordland, W. L. I. S.	1262 1/2	8	races
Jane	H. B. Houston, Dallas	1390 5/7	7	races	Star Dust	E. I. Gibson, Miami	1249 5/17	17	races
Narcia Neith	Dr. Irvie, Los Angeles	1387 5/7	7	races	No. 300	D. Williams, Los Angeles	1181 6/11	11	races
Native	Dr. C. H. Adamson, England	1387 3/14	14	races	Gnat	F. Edmonds, Sea Cliff	1160 4/7	7	races
Dolphin					No. 439	C. Terry, Dallas	1147 2/7	7	races
					Star Dust	J. R. G. Hardy, W. L. I. S.	1145 4/9	9	races
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fleet will be duly chartered. Merle J. Davis, commodore of this Association, has once more won the championship of his class in the Mid-winter Regatta at Los Angeles Harbor. Lake Mohawk, New Jersey, has reserved five additional numbers which will be taken up this summer. Geoffrey I. Pout, the very busy European secretary of this class, has recently registered his fiftieth Snipe in Great Britain. R. Cutler Low, Jr., has tendered his resignation as New England district secretary. It will be a long time before the association can get another to fill his place. Snipe No. 672 launched on the West Coast made a gala event. Had a band, confetti, complete sound equipment, champagne and what have you. It's great to be in "the movies." Rochester, New York, after two years of lassitude, is coming to the front. A fleet will be chartered there this summer. Oshkosh wants to hold the mid-western championships. How about it Chicago, Detroit and the rest of you? Jeff Davis, demon yachting editor of the *Providence Journal*, gave Snipe a nice write-up in his column. He speaks specifically of the new divisional fleet forming at Barrington, Rhode Island. This association needs some nice shiny trophies and if any of the fleets or members feel like presenting such trophies for competition this year, we would like to hear about them right now. For one thing, we need an international high point trophy. This should be something particularly good as it represents the championship of the world. We will also need prizes for the international races to be held on Long Island Sound.

Next to the Star class, the Snipe class now is the largest one-design class in the world. At this writing there are 759 registered boats in the association. Actual registrations only are considered and such boats will be found in twenty-eight states and sixteen different countries. Unfortunately a lot of these boats are isolated and cannot enjoy fleet racing but on the other hand, many registered boats are located where they could be raced, but the owners apparently would rather see the boats tied up than out racing with the fleet. Every active Snipe owner ought to make it his business to get every other owner out for racing. The only way to learn to race is to get out and race.

The 1934 class rule booklets have been thoroughly approved by all association members who have received them. They are given to every member when his dues are paid up and to every new boat owner when his boat receives her measurement certificate and it is paid for. On the other hand, anybody can buy one of these booklets for twenty-five cents. They contain the names and addresses of all officers, district secretaries, all

active divisional fleets to date of publication, a list of inactive fleets and the names and addresses of the international rules committee. Then comes the association constitution, the by-laws and then the official restrictions in full. (These have been tightened up somewhat over those in use last year.) Then comes a full explanation of the point scoring system; the insignia to be used by various class champion boats, the deed of gift for the Minneford Perpetual Trophy and finally a comprehensive article on exactly how a divisional fleet should be formed and run. The booklet contains twenty-four pages including the covers.

Some of the new rules in force this year are as follows: The use of a Genoa jib is optional. Boats may use either type of jib in any race. Dues must be paid within one month of the start of any divisional fleet's active racing season. A light pole may be used to hold out the foot of the jib but must not exceed 50 inches in length overall. No ballast may be carried. Double jib stays not permitted. No boat can cost more than \$350. All boats must carry at least two life preservers or suitable buoyant cushions.

How to Race Your Boat This Summer

If she is a new job or has not already received a measurement certificate, write to the Executive Secretary of the Association and find out who your local measurer is.

Get him to measure the boat. Have him give you a certificate. Pay him his fee (usually \$1.00). This he will forward to the Executive Secretary who will immediately send you a copy of the class rules booklet. You are now a full fledged member until March 31, 1935.

If your boat was measured last year, you do not have to have her remeasured except for new sails that you may have secured. Have your local measurer check these over if there is any question at all. The only thing you have to do is to pay the association, through the executive secretary, \$1.00 for your year's dues. This takes up through until March 31, 1935. You will receive a copy of the new rule booklet by return mail and become a full fledged member of the association and eligible to race for point scores when you have done this. It must be done within one month of the start of your fleet's racing season or you will not again be eligible until next year.

The 1934-1935 racing season started on April 1. Races already have been held by the Los Angeles fleet, the Miami fleet and the fleet of the Dallas Sailing Club. All three races were held on April 15.



Snipes and other small boats at the Crescent S.Y.C., Detroit



Left: Oski, owned by B. A. McLean of Englewood, N. J. Above: "Snipe Row" at Watchorn Basin, Los Angeles Harbor



C. F. de Velasco and Paul Warner are building a whole fleet of Snipes in Havana



Top: One of the many Snipes being built at Trenton, Ontario