

Sept 1936

The Snipe Class International Racing Association

Address all communications to W. F. Crosby, Executive Secretary, 9 Murray Street, New York, New York, U. S. A.

All boats should be registered with the Executive Secretary and have racing numbers assigned. If there is a fleet near, newly registered boat owners will be given the Fleet Captain's name and address. If no fleet exists, but if there are a number of other registered boats nearby, the owners will be put in touch in order to form a fleet. There is no charge for registration, but owners of such boats cannot become members of the Association until after their boats have been measured and dues of \$1.00 a year paid to the Association. Only registered, measured and paid-up boats are eligible to race. Owners of non-measured boats cannot pay dues or join Association. Upon receipt of dues, the Executive Secretary sends each owner a copy of the class rules and a membership card. Owners of non-measured boats may secure the rules book for twenty-five cents.

Total registered boats to date 1,985. Total chartered fleets to date 72.

FOLLOWING is the listing of point scores up to August 10. These are for boats that have been measured and whose owners have paid dues for 1936 to this Association. Unfortunately it is impossible to list the points below 1,500 as space does not permit. The list also includes only those boats that have completed five or more races. The standings are arranged in order:

1695	Armada	A. P. Deacon, West. L. I. Sound	11 races
1690	Mermaran	Martin Woodward, Port Jeff.	9 races
1661	Silver Hind	W. B. Parker, Wilmette Harbor	10 races
1647	Jane L.	Chet Miller, Nine Mile Pt.	7 races
1640	Schiffelien	C. A. Meyer, San Antonio	8 races
1634	Challenge	P. A. Benson, Jr., Sea Cliff Jr.	8 races
1634	Manulee	A. Hufsmith, Santa Monica	5 races
1634	Pantouffe	D. W. Scurlock, Fort Worth	3 races
1631	Oly	M. E. Reggio, Genoa, Italy	8 races
1623	Gloria	Plaskett, Hoosier Lakes	7 races
1618	Pwiff Wiff	Robt. Crane, Lake Mohawk	5 races
1618	Jack Snipe II	H. B. Schuette, Manitowoc	5 races
1611	Rubbing Over	C. Z. Crain, San Antonio	8 races
1611	Kristina	P. Hansen, Wilmette Har.	9 races
1607	Carmita	Gus Frias, Los Angeles	6 races
1603	Epins	C. E. Smith, Triangle S.C.	5 races
1582	Chasme	Chas. Gabor, Lake Mohawk	6 races
1582	Amnera	H. L. Steck, Los Angeles	6 races
1581	Charlene	Bill Dowd, West. L. I. Sound	13 races
1573	My	J. Hammeken, Onondaga	7 races
1572	Mary	I. R. Wilnot, Norwalk	6 races
1568	Gioen	Audisio-Croce, Genoa	6 races
1563	Lady	E. H. Warden, Nine Mile	10 races
1560	Curlew	A. Vandall, Port Jeff.	9 races
1548	XLNC	Minton, Lake Mohawk	9 races
1544	Clytie	M. Wrightson, Sparrows Pt.	9 races
1544	Pirate	D. Pallister, Port Jeff.	5 races
1543	Annie Laurie	L. E. Wagner, Edgewood, R. I.	5 races
1541	Sylph	Wm. Warner, Barnegat	5 races
1538	Huzy	W. L. Disney, Sparrows Pt.	7 races
1535	Jay Dee	J. Donaldson, Nine Mi. Pt.	9 races
1529	Moby Dick	P. Wilson, Wilmette	10 races
1528	Snipe	W. F. Crosby, West. L. I. Sd.	11 races
1528	Wave	Wm. Gatterman, Manitowoc	5 races
1526	Viento	Darbee Metcalf, Los Angeles	8 races
1515	Esther D.	R. J. Mays, San Antonio	8 races
1512	Muriel	P. Carlson, Sea Cliff Sr.	5 races
1510	Seyah	Ed. Hayes, Santa Monica	5 1/2 races
1507	Shirtless	H. L. Vincent, Jr., Onondaga	8 races
1506	Gypsy	N. Pries, Edgewood	6 races
1506	Alibi II	Wm. Fletcher, Triangle	6 races
1504	Mary Ann	C. F. Bush, Nine Mile Pt.	9 races
1503	Minkie	Chas. Vanderlaan, West. L. I. Sound	12 races
1500	Patsy	B. A. Himman, West. L. I. Sound	11 races

There are approximately 300 more boats in the point standings below this point and there are at least fifty above the 1,500 mark but they have not yet completed the necessary minimum

of five races. The Western Long Island Sound fleet is not only leading in points but also in the number of races held to date. This fleet has taken on a new lease of life and comprises a great many active boats. Most of the races are held by the fleet itself around a 3 1/2 mile triangle between New Rochelle and Larchmont where there is no interference from the shore and very little from other boats. The fleet offers its own prize flags which are paid for by the boats winning them!

By the time this reaches your eyes the Internationals will be on at Oshkosh, Wisconsin (August 29 and 30), and it is confidently expected that there will be more than thirty starters. Two boats are definitely entered from the West Coast and all of the prominent Eastern fleets will be on hand with, of course, Dallas, Fort Worth and the Southern contingent. From advance indications it looks as though it would be one of the largest Snipe regattas ever held.

On August 30 the Milford (Connecticut) Yacht Club will hold an open regatta for all duly measured Snipe class boats. The race will start at 10 a.m. off Milford and will consist of two laps around a triangular course roughly 6 miles in length, making a 12 mile race. Entry blanks may be had from Earl T. Lyon, 43 Wilbar Avenue, Milford, Connecticut. The race is for the Harrison Trophy and will become an annual affair. Any measured Snipe can enter.

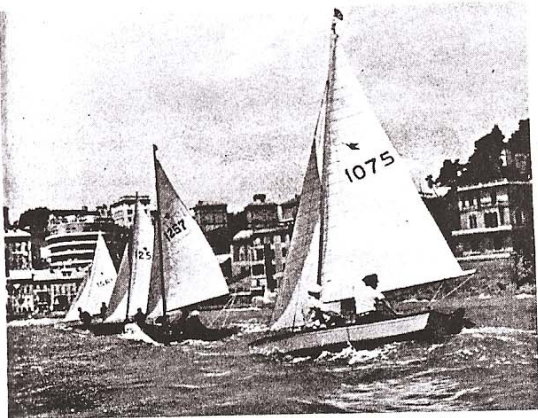
Two boats from each Snipe fleet on Long Island Sound will be eligible to take part in the Long Island Sound Team Championship races to be held off Hempstead Harbor early in September. Entry blanks and full information may be had from A. J. Smith, secretary of the Race Committee, 187 Franklin Avenue, Sea Cliff, Long Island, New York. The race will be under the auspices of the Sea Cliff Yacht Club.

The New Jersey State Championship races will be held on Lake Mohawk on September 12 and are open to any fleets in the



Snipes in the yacht harbor at Oshkosh, Wisconsin. On the right are some of the same boats racing on Lake Winnebago





Four Snipes of the Genoa, Italy, fleet racing in a seaway

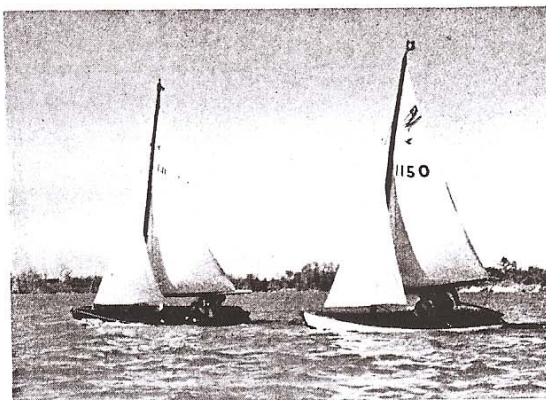
state. Full particulars and entry blanks may be had from Robert T. Crane, Lake Mohawk, Sparta, New Jersey.

Inquiries continue to come in relative to the parachute spinaker for Snipe and for the information of owners let it be known right now that the sail was tried out rather exhaustively and was proven to be less efficient than the regular Genoa jib poled out properly. Therefore, in order to keep the price of sails down and in order to avoid dissatisfaction, the sail has been dropped altogether and is not recommended for any Snipes. A boat carrying the regular rig was able to trim a parachute-equipped boat quite badly on account of the delays caused in setting and taking in the parachute. It would therefore appear useless to ask Snipe owners to spend more money for this sail.

Regarding Association dues. These cannot be paid by anyone except the owner of a measured boat. Do not send in your dollar dues when asking for registration and do not send in your dollar dues unless your boat has been measured and the duplicate measurement certificate is on file at headquarters in New York. There is no charge for registration and no obligations except that you are interested in racing. In cases where the required five or more boats are registered near each other, owners are put in touch so that a fleet may be formed but just because a boat has a registration number does not necessarily imply that she is eligible to race or pay dues. In cases where measured and paid-up boats change hands, notice should be sent to headquarters and the Association membership card returned, in which case a new card will be sent to the new owner. Unmeasured boats and owners who have not paid their dues are not eligible to take part in any official Snipe races.

Divisional fleets are eligible, for a very small sum, to join the North American Yacht Racing Union and already many such fleets have done so as it gives the fleet some standing and shows that the owners are willing to support the body which makes and maintains all our yacht racing rules. Particulars may be had from the North American Yacht Racing Union, 11 Broadway, New York City, New York. Individual members may join for \$5.00 a year and with each membership goes a copy of the Union's year book which contains all the racing rules and much other useful information.

The San Pedro-Catalina Race started on time on the morning of July 4 in very light weather but about nine miles off shore they ran into a southeasterly squall that kicked up a nasty sea. According to Forrest Farrington, who skipped Olita in the race, "the Olita took a course quite a few miles to the west of the other boats and about an hour after running into the lee of the islands we ran into a thirty-mile westerly that took us roaring down on a broad reach to Avalon. The seas behind us were so big that I was afraid of gybing and took down the main until we approached the finish line when we put it up again and crossed at 5.17 (7 hours and 37 minutes

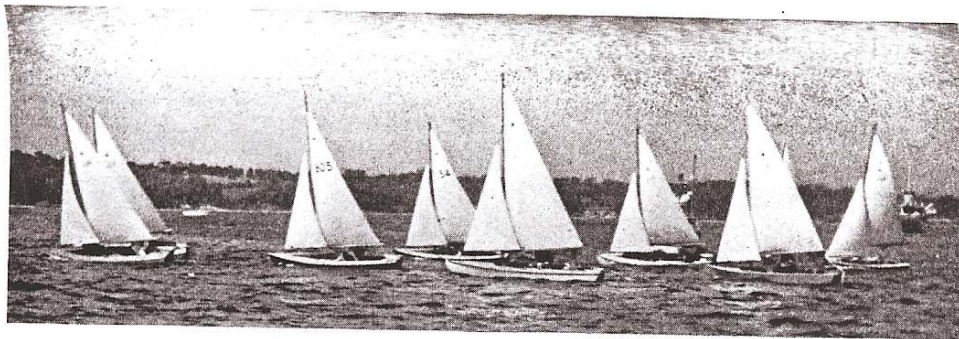


San Antonio, Texas, Four Pals and Bubbling Over having it out

for the run). We were a bit embarrassed at bringing the Olita in so late in the day, having assumed that the others had all finished hours earlier. The southeasterly had forced us to reach off in a westerly direction and we assumed that the other boats had taken a course miles to the east. We had not sighted the island until about 4 o'clock and I imagine that the other boats, not being able to sight the island and not trusting to their compasses, held on toward the east and must have come pretty close to missing the island altogether. However, as we crossed the finish line we were very much surprised to have the committee ask us where the other boats were. Except for the first half hour out of San Pedro we saw absolutely none of our boats or any of the other classes that started. The second boat to finish from San Pedro was a 26 foot Interclub which came in about 45 minutes later. The second Snipe, Erin Isle, sailed by Lester Reel, came in an hour and a half after Olita to be followed in third place by Merrily with Mr. and Mrs. Harold Axe aboard. The wind dropped and after dark the rest of the boats started to come in every half hour or so until the last Snipe checked in at 10:45. In previous races to Catalina the boats finished in the early afternoon, but a combination of fog, squalls, rain and calms and a tendency on the part of some of the skippers to mistrust their compasses made the boats so late that the usual dinner for the award of trophies had to be postponed until some later date." This year constituted the fourth running of this real ocean race for Snipes.

A new divisional fleet has just been formed in the Jamaica Bay section of South Brooklyn known as the Marine Park Snipe Club. Owners of Snipes in the area can have the name and address of the fleet captain by applying at headquarters. Six new fleets in all have been formed during the past month. Fleet No. 67 is the Cedar Point Yacht Club at Westport, Connecticut. The Canandaigua Fleet is located near Rochester and has received charter No. 69. No. 70 is located at Awosting, New Jersey, on Greenwood Lake. Cadillac, Michigan, has received charter No. 71 and No. 72 went to the new fleet which has been formed at Washington, District of Columbia. Owners of Snipes in any of these regions will be given the fleet captain's name and address upon application. At the present writing there are 1,985 registered Snipes making an increase of 54 boats since last month. By the time next month rolls around it will be very surprising if we have not passed the 2,000 mark. No. 2,000 by the way, has been assigned to George Becker of Sea Cliff on request and to partly repay the splendid work that he has been doing for the class.

On September 25 and 26 all measured and paid-up Snipes are invited to attend the President's Cup Regatta on the Potomac River at Washington, District of Columbia. Every facility will be offered and a great many Snipes are expected to be present. Entry blanks and full information may be had from J. W. Marsh, Chairman, Sailing Committee, 115 Overlook Place, Alexandria, Virginia.



Start of the first race. Eleven boats in all started

Armade Wins Coast Champs.

Photos by S. Wolpert

ON AUGUST 15 and 16 the Sea Cliff Yacht Club (Long Island) held the Snipe Class North Atlantic Coast Championships for the Lake Mohawk Trophy. This is the fourth time that this trophy has been raced for and all the advance dope looked as if it would be the last time, for Sea Cliff had two legs on it and one more win would have retired the cup. However, despite the expectations, a combination of bad luck took the trophy away from Sea Cliff and brought it back to the north side of the Sound where it now reposes as the temporary property of the Western Long Island Sound fleet.

The first race was held on the afternoon of the 15th in perfect sailing weather. Twelve entries had been received but only eleven turned up. These were as follows: Pif Wif, sailed by R. T. Crane from Lake Mohawk; Ginny-Bet, sailed by P. A. Freeman of Barnegat Bay; Epins, sailed by C. E. Smith of Stamford; Armade, sailed by A. P. Deacon of Western Long Island Sound; Huzzy, sailed by W. L. Disney of Sparrows Point, Maryland; Mermeran, sailed by M. Woodward of Port Jefferson; Mary, Bill Leo of Norwalk; Blue Shadow, E. M. Osborne, East Hampton; Southern Cross, sailed by B. Becker of Sea Cliff Juniors; Norjoh, sailed by J. Pfaem of Bridgeport and Muriel, sailed by P. Carlson of the Sea Cliff Senior fleet.

For the three races, a triangle of about 3 miles was used, twice around. The same course was used in each race due to wind conditions. At the start of the first race, Muriel went out in front and stayed there throughout. The other Sea Cliff boat, Southern Cross, struck a buoy on the second round and was subsequently disqualified. Muriel won the first race, with the Norwalk boat second and the Western Long Island Sound boat third.

A dinner and dance was held at the Sea Cliff Yacht Club that night and the next day, bright and early, the boats were on hand for the second race. They were off to a perfect start and soon afterwards it was seen that Muriel was in difficulties. Her rudder gudgeons had pulled out and the entire fleet was

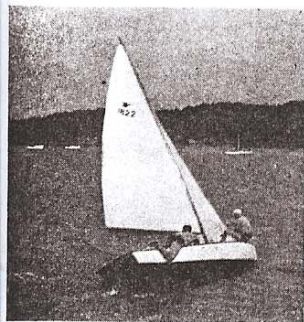
well ahead by the time she got going again only to break down several more times before coming in a poor last. Armade, from Western Long Island Sound, was the winner, closely pressed by the boat from Port Jefferson. Pif Wif, from Lake Mohawk was third. At the end of this race any one of six boats had a chance to win the trophy. The Bridgeport boat did not enter this race and so automatically eliminated herself from the series.

The third race on Sunday afternoon saw Carlson in Muriel take the lead almost immediately with the point leader, Armade, running in sixth or seventh position. For a time the Lake Mohawk boat closely pressed the Sea Cliff boat but it was not long before Carlson was far ahead, although even had he won, he could not have had enough points to take the trophy. In the meanwhile Armade had been slowly but surely knocking them off one at a time and finally passed Pif Wif to go in second position. At the last mark, Muriel was considerably ahead of Armade but on the reach back to the finish, Muriel's skipper seemed to lose his lead little by little until Armade was up even with him and to windward. It was then only a question of time and when they reached the finish line Armade was thirty or forty feet ahead and again a winner. This gave her the series easily on points.

The summaries follow:

Fleet	1st Race	2nd Race	3rd Race
Lake Mohawk	6	3	7
Barnegat Bay	9	9	10
Stamford	4	5	5
Western Long Island Sound	3	1	1
Sparrows Point	7	8	9
Port Jefferson	8	2	4
Norwalk	2	7	8
E. Hampton	5	6	3
Sea Cliff, Jr.	11	4	6
Central Long Island Sound	10	dns	11
Sea Cliff, Sr.	1	10	2

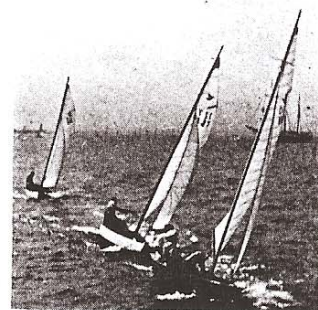
The final point standings were: Western Long Island Sound, 4,644; Sea Cliff Sr., 4,082; Norwalk, 4,046; E. Hampton, 3,965; Stamford, 3,961; Lake Mohawk, 3,825; Port Jefferson, 3,699; Sea Cliff Jr., 3,494; Sparrows Point, 3,269; Barnegat Bay, 3,009; Bridgeport (did not qualify).



"Pete" Carlson in Muriel, finished second



A. M. Deacon in Armade, the winner



Mary, of Norwalk, in the first race