

Aug

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 877 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.

FOLLOWING is the point standing of the various boats up to July 10. There have been considerable changes in these standings since going to press as most of the fleets are holding point scoring races every week. This list includes only the names of boats that are registered and have paid their 1934 dues. It also only includes boats that have been in two or more races.

899	Ursa	Stanley Trott, Baltimore	5	races
899	Mrs. Zilch	Harry Lund, Oshkosh	5	races
8994	Diablo	Allen Clark, Berkeley, Cal.	4	races
872 1/2	Imp	F. M. Ellsworth, Stamford, Ct.	3	races
884 1/2	Boreas	F. R. Gunn, Oklahoma City	3	races
881	Star Dust	Bill Bracey, Dallas	2	races
8976	Snipe	W. F. Crosby, W. L. S.	2	races
8976	Barbara	H. S. Thompson, Miami	2	races
8994	Pogo	R. T. Crane, Lake Mohawk	10	races
827 1/2	Ohia	M. A. S. Reichner, Lake Mohawk	4	races
8274	Hitters	Geo. Becker, Sea Cliff	2	races
82	Khaki	Harry Olson, Stamford	1	races
821 1/2	Y-D	W. Staaf, Los Angeles	11	races
821 1/2	Bubbles	E. Goshard, Berkeley	4	races
821 1/2	Rainbow	S. Kuchl, Oshkosh	5	races
887 1/2	Tik-Tok	W. F. Crosby, W. L. S.	2	races
8924	No. 330	A. C. Smith, Baltimore	3	races
892 1/2	Asenath	Stuart Wallace, Dallas	3	races
892 1/2	Betty II	Fred L. Hoyt, Oklahoma City	4	races
891	Isobel	J. R. Steele, Oklahoma City	5	races
892 1/2	Ulian	O. T. Thomas, Baltimore	4	races
892 1/2	Butter Knife	J. J. Reddy, Miami	2	races
892 1/2	Naughty Lady	D. Lapp, Miami	2	races
892 1/2	No. 807	J. B. Henneken, Onondaga	4	races
892 1/2	No. 751	Geo. S. Kelly, Jr., Sea Cliff	2	races
892 1/2	Imp	H. R. Preston, Miami	2	races
892 1/2	Leis	H. Wright, Oshkosh	5	races
892 1/2	Fritz	P. G. Franklin, Onondaga	4	races
892 1/2	No. 770	Don Maxwell, Dallas	3	races
892 1/2	Patricia	C. E. Smith, Stamford	3	races
892 1/2	Epina	Ed Gibson, Miami	3	races
892 1/2	Star Dust	Bill Williams, Berkeley	4	races
892 1/2	Melody	J. M. Martin, Dallas	3	races
892 1/2	Mary Vee	C. Bell, Sea Cliff	2	races
892 1/2	Mrs. Joe	Pat Tobus, Dallas	3	races
894	Evangeline	W. Callies, Los Angeles	5	races
894	Paulito	Bill Bailey, Berkeley	4	races
8994	Black Bird	Wm. Woodard, Stamford	3	races
899	Lil	Billy Breeden, Baltimore	3	races
899	No. 815	Wm. Walker, Berkeley	4	races
8994	Ketch-Up	Bill Williams, Los Angeles	13	races
894 1/2	Chinler	Don Williams, Oklahoma City	5	races
894 1/2	Hot Oil	M. H. Champion, Oklahoma City	2	races
894 1/2	Callas	E. Collins, Miami	2	races
894 1/2	Foam	F. Balducci, Stamford	3	races
894 1/2	Stormy Weather	S. Francisco, Lake Mohawk	4	races
894 1/2	No. 546	E. Meredith, Oshkosh	2	races
894 1/2	Gutter Snipe	I. North, Sea Cliff	2	races
897	Osprey	M. Jouner, Oklahoma City	2	races
897	Quicksilver	J. McDonough, Lake Mohawk	2	races
897	Laughing	R. G. Hardy, W. L. S.	2	races
897	No. 350	Eugene Schmidt, W. L. S.	2	races
892 1/2	Pinky	Joe Meyer, Oshkosh	8	races
892 1/2	Tuffy	V. Cotter, Los Angeles	3	races
892 1/2	Fanny Skaker	C. B. Toney, Oklahoma City	3	races
892 1/2	Sun Dot	A. Angus, Los Angeles	10	races
892 1/2	Lavely Lady	C. Marsh, Jr., Stamford	2	races
892 1/2	Dot	F. Rovce, Dallas	3	races
892 1/2	Burp	W. Wittmack, Oshkosh	10	races
892 1/2	Eloise	H. D. Hill, Dallas	3	races
892 1/2	No. 152	Chas. Woodman, Dallas	2	races
892 1/2	Georgia W.	A. Young, Sea Cliff	2	races
892 1/2	Gnat	Hank Godwin, Dallas	3	races
892 1/2	Brat	C. Green, Oklahoma City	4	races
892 1/2	Green Bugge	R. D. Rumsey, Oklahoma City	4	races
892 1/2	Zlyr	E. H. Price, Jr., Oklahoma City	4	races
892 1/2	Lady Luck	E. Walker, Los Angeles	7	races
892 1/2	Ripples	N. Edmonds, Sea Cliff	2	races
892 1/2	L'Aliglon	C. E. Brown, Onondaga	4	races
892 1/2	No. 294	K. S. Graves, Onondaga	4	races
892 1/2	No. 146	Dr. C. von Weled, Oklahoma City	4	races
892 1/2	Tame	Dr. E. Ward, Dallas	3	races
892 1/2	Baby	Dr. E. Ward, Dallas	2	races
892 1/2	Sandpiper	H. Hendrickson, Jr., Sea Cliff	2	races
892 1/2	Bottom Up	H. Lambert, Jr., Oshkosh	2	races
892 1/2	Black Diamond	Ralph Golden, Sea Cliff	2	races

There are seventy-seven boats listed from twelve different fleets. There are almost as many boats again that are not listed because they have taken part in only one point score race. Before they have finished the season, each boat to be eligible



The first Snipe takes the water at Vigo, Spain

must take part in at least five races in which there are five starters.

Last month there were three boats tied for first place, each with two races. Boreas dropped to third in her fourth race and spoiled a perfect score but Ursa and Mrs. Zilch are still leading with a perfect score for each and each with five races. The rules say that the boat with the highest score in the greater number of races shall be awarded preference so it's up to the owners of these two boats to win more races, if they are to retain their standings. In the rest of the score there are few ties and as more races are run, the ties will probably be broken up.

Plans are going ahead rapidly for the Internationals on Long Island Sound September 8 and 9. The prize committee, headed by Morgan A. S. Reichner, is functioning perfectly and has collected nearly the required number of prizes. One definite entry has been received, that of Boreas from Oklahoma City. Many other fleets promise entries as soon as the fleet champions are determined. These may be found from the regular point scoring races, the boat having the highest standing in each fleet at the end of August, being eligible to race for the international championship. Accommodations are being taken care of for both crews and boats and recently a large printed sheet was sent to every fleet setting forth exact directions as to how to get to New Rochelle and what to do when you get there. It is to be hoped that every fleet will find means to get a contestant in these races and in cases where boats have to be sent over long distances, the committee has made arrangements to supply boats from the Long Island Sound fleets. Such contestants should make it a point to bring their own sails and should notify the class secretary at the earliest possible moment so that there will be sufficient time to arrange for the boat. Definite promises of contestants have been received from Oklahoma City, Dallas, San Pedro, Santa Monica, Newport-Balboa, Sea Cliff, Lake Mohawk, Central Long Island Sound, Triangle Sailing Club, Western Long Island Sound and the Royal Gineque Ports Yacht Club at Dover, England. Miami is expected to have a boat present and without doubt the South Boston Yacht Club and Barrington, Rhode Island, will also be present. The circular of instructions may be had by anyone interested and may be secured from the secretary. If there are any divisional fleets now forming and not yet in the class such fleets should get in touch immediately in order that the necessary instructions may be forwarded.

At this writing there are 877 registered boats and it will certainly not be long before No. 1,000 is an accomplished fact. The plans of Snipe were first published in THE RUBBER in July, 1931, and it was the following summer before the association came into being. Thus in three years the fleet has nearly as

many boats as the international Star class has had in twenty-five years of existence and at the present time the Snipe class is the second largest racing class in the world. By fall we will be able to say that Snipe is the largest class ever to exist and probably more boats will have been built from the plans than any other boat ever designed. This tremendous growth is due to several quite simple facts. In the first place a great many Snipes have been amateur built. In the second place Snipe is cheap to build, have built or buy complete. Third, the boats are real little race boats and are not revamped dinghies. They are fast enough to give a good account of themselves even against boats having considerably more sail area.

By next month we hope to be able to announce that Snipe owners can buy, for a small sum, a bronze and enamel insignia for yachting caps or coat lapels. These little buttons will be five-eighths of an inch in diameter and will be of solid bronze. On them will appear a Snipe under full sail with Genoa jib and over this the initials of the class S.C.I.R.A. The lettering and the hull of the boat will be in blue enamel and the sails in white enamel. The border will be made to look like rope with a little blue star just ahead and astern of the Snipe. We are securing figures on these at present from the manufacturer and if they can be purchased at the right price, members may purchase them through the class secretary at cost. Thus it will be possible to recognize a Snipe owner anywhere, even if his boat is not with him! Announcement as to price, etc., will be made as soon as possible.

Members of the Western Long Island Sound fleet have already had two point score races. The following are the dates for the others. Please make a note of them:

July 29, Horseshoe Harbor Yacht Club
 August 11, Huguenot Yacht Club
 August 18, New York Athletic Club
 August 19, Horseshoe Harbor Yacht Club
 August 25, Port Washington Yacht Club
 September 3, Larchmont Yacht Club
 September 16, Horseshoe Harbor Yacht Club
 September 22, Manhasset Bay Yacht Club

Whatever boat in this fleet is leading at the close of the race on September 3 will be chosen to take part in the Internationals the following week.

The second annual Snipe race from San Pedro to Catalina Island turned out to be a huge success thanks to the tireless efforts of our commodore, Merle J. Davis, Ralph Spurrell and the rest of that gang of workers. The press gave more than enough publicity to the event and the Catalina Island Y. C. was turned over to the visiting Snipers. Fourteen Snipes started and fourteen finished. Ralph Spurrell finished one minute ahead of Walter Staaf to win. Staaf was the winner last year. Allan Clark and Bill Williams came all the way from San Francisco to take part. The winner took five and a half hours for the twenty-five nautical mile jaunt across the Pacific. The Dallas fleet intended to have a boat present but could not make it in time. The main trophy was presented by Don Williams' father and according to Commodore Davis, was a "beat." While at Catalina, races were held for the Snipes with prizes put up by the resort company. The fleet returned on July 4 in squadron formation. Beautiful weather was had for the entire series of events.

Lake Mohawk, New Jersey, will be the scene of the North Atlantic Championships in September after the Internationals. The Arthur D. Crane Company has given a beautiful gold punch bowl twenty-four inches in diameter as first prize to be known as the Lake Mohawk Trophy. There will probably be a series

of three races over two days at which fleet champions from any of the north Atlantic seaboard fleets are eligible to compete. The series was held by Horseshoe Harbor Yacht Club at Larchmont last year and was won by Lake Mohawk. About fourteen boats will be available at Lake Mohawk but contestants should bring their own sails. According to the deed of gift the competition is open only to boats from Maryland, Delaware, Pennsylvania, New Jersey, New York and the New England states. Each boat must possess a measurement certificate. The trophy shall be awarded to the fleet or club of which the winning crew are members and shall remain in possession of the fleet or club until the following September 1, when it shall be returned to the executive secretary of the class. Each year a medal commemorating the winning of the trophy shall be presented to and be the permanent property of each of the members of the winning crew. The series will be run each year in waters chosen by the winner of the previous year and the regular class point scoring system used to determine the winner of the series. Particulars may be had from Morgan A. S. Reichner, Lake Mohawk, Sparta, New Jersey.

A dozen of the Eastbourne Snipes were used for the inter-club match against Dover in the middle of June. Two races were sailed and boats were drawn for, those sailed by the home team in the morning being handed over to the visitors in the afternoon. The breeze was on the light side but boats were able to cover one round of a fairly long course which gave them a turn to windward over a foul tide. Geoffrey Pout, the European Snipe secretary, and Leslie Bruford, secretary of the Eastbourne Club, had a little race all to themselves, and indulged in a fine bout of short tacking, which resulted in the Dover boat retaining its advantage, though losing first place to John Mannering of the same team. Both teams finished level on points on the morning race, Dover taking 1, 2, 6, 7 and the last two places, with Eastbourne packing well 3, 4, 5, 8, 9 and 10.

After lunch there was a better breeze but less windward work and two fairly fast rounds were covered. The closeness of the morning race was the cause of a little over-anxiety, especially on the part of the Dover team, who sailed very well but forgot to pay sufficient attention to the racing rules. There was a fine finish between Pout and Mannering and the former, who had led almost throughout, was beaten by a length on the run to the line. R. R. Allison of Dover was third, but both the first and third boats were subsequently disqualified, leaving Eastbourne winner of a closely contested and keenly enjoyed match.

Dover sailors are looking forward to their revenge in home waters, for the clubs are due to meet again at the end of July, when the first British Snipe championships will be held in Dover harbor. It is proposed to have three days' racing, at least one race per day to count for points for the national championship. In addition to these races, there will be team events and a ladies' race. Probably at least six of the Eastbourne boats will be taken to Dover on trailers or by rail, and it is hoped that additional entrants will bring their Snipes from Birmingham and Leigh-on-Sea, while there is every chance that the North of Ireland fleet will send a crew across. There is every prospect of at least twenty Snipes competing in the first British championship, which is a good beginning for an event which will almost certainly claim a place on the calendar of events every year.

The snappy craft to the right is owned by J. R. G. Hardy of the Western Long Island Sound fleet



Start of the second annual 25 mile "ocean" race from San Pedro to Catalina. Fourteen Snipes completed the run
 W. C. Sawyer

