

August 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, 1,926. Total chartered fleets to date, 66.

THE race from Norwalk, Connecticut, to Port Jefferson, Long Island, on July 4, proved to be a big success. All kinds of safety precautions had been taken by the committee and the requirements were rather stiff for this first "long distance" Snipe race in eastern waters. The course was 18 miles across Long Island Sound and each boat was required to carry food and water, flares, compass, paddles, etc. A Coast Guard 75 foot cutter was assigned to the race and in addition each boat competing had its own motor boat convoy. This fleet, together with two airplanes, made quite a sight parading across the Sound.

The race started at 8:15 a.m., with 24 Snipes crossing the line off Green's Ledge Light. The breeze made it possible to lay a straight course for the finish, 18 miles away, on a reach, but some of the boats elected to run straight across the Sound to Eaton's thinking to pick up a favoring southerly and ebb tide to cross Smithtown Bay. These boats were out of luck, though, because the wind in the Bay flattened out and left them as the tail enders.

The winning boat, Epins, sailed by Fred Smith of Stamford, crossed the finish line at 12:45:15, 4 hours and 30 minutes after the start. The second boat, Peggy, sailed by Richard Huger, finished half a minute later. The third boat was 48 seconds later and the fourth boat only 13 seconds behind. In fact the entire fleet was fairly well bunched at the finish.

The day was perfect for the race and every boat finished. The night before the race a dinner was given by the Norwalk Yacht Club and the night of the finish a dinner dance was held by the Port Jefferson Yacht Club. Six divisional fleets had representatives. The summary follows:

START, 8:15 A.M. COURSE, 18 MILES	
Epins, Fred Smith.....	12:45:15
Peggy Joyce, Richard Huger.....	12:45:52
Malolo, William Gillies.....	12:46:17
Blue Shadow, E. Monroe Osborn.....	12:46:30
Imp, William Lane, Jr.....	12:51:40
McGillicuddy, George Rupprecht.....	12:54:43
Piff Wiff, Robert Cane.....	12:55:18
Catspaw, Perry C. Smith.....	12:55:46
Marita, Charles T. Taylor.....	12:58:15
Little Showboat, Douglas Knight.....	12:59:40
Lan Misha, James L. Nolan, Jr.....	1:03:37
Mary, Bill Leo.....	1:04:50
Pirate, David Pallister.....	1:05:48
Alias II, Fred Greenwood.....	1:08:00
Vector, J. L. Finch.....	1:10:28
Lee, Ed Tebbets.....	1:10:36
Curlew, M. S. Woodard.....	1:11:19
Bing, A. G. Hull.....	1:14:37
Tice, Edward Fitzgerald.....	1:26:50
Sigina, Coburn Campbell.....	1:29:10
Blue Boy, E. S. Moore.....	1:34:36
Tripa, Daniel Perry.....	1:38:05
Mermaram, Martin Woodard.....	1:40:52
Snipan, G. L. Junglof.....	1:48:35

Sail makers all over the country have been notified to keep Snipe sails within the measurements or else.—Briefly, there has been a lot of trouble with certain sail makers. The trick, of course, is to make the sails over size so that boats equipped with "Hoosis Sails" will win all the races then all the other Snipe owners in the fleet will have to buy Hoosis Sails also. It's a neat trick but it can't be done. In this letter to sail makers, the statement is made that sails up to, in excess of or within close limits under the measurements will not be acceptable. Sails must be made small enough to allow for stretch but not so large that when they stretch they are over size. A certain few sail makers have been making sails too big for a long time and headquarters has been informed of these facts through fleet measurers. In the letter, sent to sail makers, they are warned that if they continue to make sails which will not pass measurers the Association will instruct all measurers not to

even measure or recognize sails which are made by these "smart alec" sail makers. Thus, a sail maker who constantly violates the class rules will find himself in the position where he can sell no Snipe sails at all! Fleet measurers are requested to report to headquarters the make of all sails which are found to be up to the full measurements (when new), over the measurements or so close to the measurements that they will surely stretch over size after a little use. If the situation is allowed to go further many good sails will be made obsolete and it's up to every owner to see to it that his sails are correct in every dimension, or at least reasonably under the specified dimensions so that they will stretch out about right. The dimensions must be as shown in the plans or under and even though some areas are underrize sufficiently to make the total area correct, such sails must be correctly dimensioned or they will not be passed.

This same thing holds true with some professionally built hulls. As a general rule, homemade boats are closer to the correct dimensions than are some professional boats. The professional boat builders do it for the same reason—slight changes here and there in an attempt to chisel on the rules and make a faster boat. Two professionally built boats were turned down by the measurer of the Western Long Island Sound fleet this spring, but every homemade boat passed. If boat builders and sail makers continue their tactics, they will eventually kill the class which has made so much business for them and if violations continue, certain boat builders will have to be blacklisted by the Association.

There are literally hundreds of Snipe owners who are members of some fleet or who are located near enough to be a member of a fleet yet who will not come out and race. In many cases it is probably due to an inferiority complex or in other words just plain fright. Even though you come in last in races you will still get a great kick out of it and even though you don't know a thing about racing, it will not be long before you start to pick it up. The only way to learn to race is to get out there and race with the other boats. You'll never learn it from a book and you'll never learn it from just plain sailing. Of course, some of your competitors may be hot stuff, and hard to beat, but if you don't race, you'll never get anywhere and we've seen plenty of cases where a greenhorn one year, sailed the winning boat next year. What if you do come in down the list somewhere—get out and race, if you want to have the most fun out of your boat.



Racing at Sea Cliff, N. Y. Frank Campbell's No. 1500 in foreground
Lierheimer

Point scores have started to trickle in from various fleets and so far 127 boats have taken part in such races. Probably, by the time this gets into type, there will be twice as many. The scores printed herewith are of boats that have been measured, whose owners have paid their dues and of boats that have been in four or more races. Following this, only qualified boats that have been in five or more races will be listed. These point scores are complete up to July 10, which is the latest possible date for holding these pages:

1640	Mrs. Zilch	Harry Lund, Oshkosh	4	races
1634	Manulee	A. Huffsmith, Santa Monica	5	races
1634	Pantoufle	D. Scutlock, Ft. Worth	5	races
1607	Carmita	Gus Frias, Los Angeles	6	races
1601	Sunny	W. Schulte, Olcott	4	races
1582	Amscra	H. L. Steck, Los Angeles	6	races
1582	Snipe	W. F. Crosby, W.L.I.S.	4	races
1561 1/2	XLNC	Minton, Lake Mohawki	4	races
1561	Charlene	Bill Dowd, W.L.I.S.	4	races
1526	Viento	D. Metcalf, Los Angeles	8	races
1510	Seyah	Ed. Hayes, Santa Monica	5	races
1505	Chrysis	A. Harrison, Olcott	4	races
1503	Tik-Tok	S. Kuehl, Oshkosh	4	races
1485	Skippit	H. Young, Sparrows Pt.	4	races
1484	Ion	G. R. Thomas, Ft. Worth	6	races
1479	Mary Hall	Dr. J. Krantz, Sparrows Pt.	4	races
1468	Clytie	M. Wrightson, Sparrows Pt.	4	races
1449	Cynpat	L. VanMater, Olcott	4	races
1447	Yankee Doodle	T. Anger, Oshkosh	7	races
1444	Snippy	Dick Johnson, Los Angeles	5	races
1434	Olita	R. Spurrell, Los Angeles	5	races
1428	Martha Ann	R. F. Smith, Ft. Worth	4	races
1422	Clem	C. Lambie, Santa Monica	5	races
1415	Electa	R. Tompkins, Los Angeles	8	races
1406	Rockantip	T. K. Wilson, Santa Monica	5	races
1363	Jeep	T. Schultze, Santa Monica	5	races
1360	Mermaid	W. F. Campbell, Sparrows Pt.	4	races
1354	Fritz	R. Wright, Oshkosh	4	races
1319	Rhodick	Moyer & Palmer, Olcott	4	races
1318	Modex	Holmes, et al.	4	races
1318	Aeoleous	L. Bourgeois, Los Angeles	4	races
1302	Tam O'Shanter	W. Doran, Santa Monica	5	races
1278	Wild Honey	Fruitt & Stringfellow, Ft. Worth	4	races
1277	Havru	H. E. Gulick, Los Angeles	5	races
1266	Jimmie	R. Miller, Sparrows Pt.	4	races
1256	Thistle	T. McOvat, Los Angeles	7	races
1236	Mal de Mer	Mallard, et al.	4	races
1231	Emvic	Dr. Hoover, Sparrows Pt.	4	races
1216	Wings	F. Shaeffer, Olcott	4	races
1206	Dorothy	L. Schriber, Jr., Oshkosh	4	races
1202	Jimmie	J. Harper, Sparrows Pt.	4	races
1182	Wahoo	R. Sintzel, Santa Monica	5	races
1140	Red Ink	T. Hadley, Olcott	4	races
1121	Bounty	F. Cothran, Olcott	4	races
1085	Jaundis	F. Rushton, Sparrows Pt.	4	races
1067	Ursa	O. Roberts, Olcott	4	races
1063	Dolphin	O. Roberts, Olcott	4	races
946	Nemesis	Shaft & Morrill, Olcott	4	races

In the magazine *Irish Yachting* for June there appears an interesting item regarding the Strangford Lough Yacht Club. This club is an outgrowth of the Snipe Sailing Club which was started early in 1933 and which grew so fast that it ultimately became a full fledged yacht club with more than 25 Snipes and several other classes. The club at present is in prosperous condition with the Marquis of Londonderry as commodore, Lord Bangor, vice-commodore and J. M. Andrews, D.L., M.P., as rear-commodore. Numerous races are held with the hottest kind of competition and it is hoped that at least a skipper and crew can be sent to the Internationals to be held at Oshkosh the end of August.

Imitation is the sincerest flattery and it is rather amusing to see our Snipe class rules, point score system and other details of organization copied in full by other small classes which have sprung up in an attempt to follow in the footsteps of Snipe. Some of these classes have actually tried to make converts among Snipe fleets and owners but so far with no progress whatever. You'll have to look a long way to find a little boat that can be built for the price of Snipe and that still embodies good looks, plenty of speed and the big advantage of an international organization with plenty of racing all the year around.

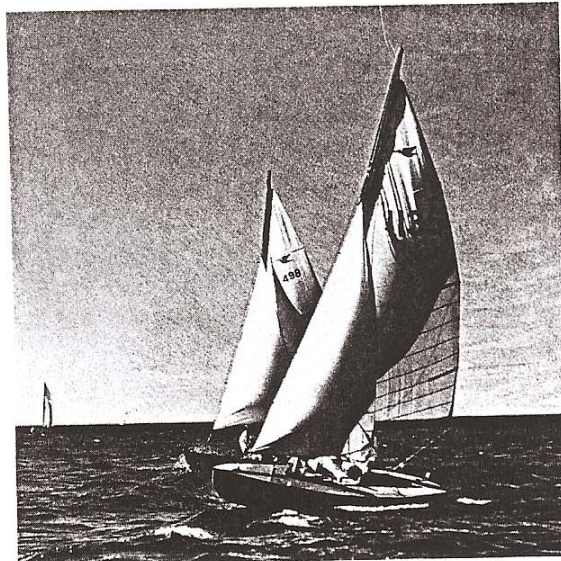
Don't forget the Snipe Internationals to be held at Oshkosh, Wisconsin, on August 29 and 30. These races are open only to accredited fleet champions or alternates. There can be only one boat from a fleet. In some cases, where the skipper may come from a considerable distance, it may be inconvenient to bring a boat along. In cases such as this the Oshkosh fleet can supply a limited number of boats. First come first served. Be sure to bring your own sails, however, as sails will not be furnished. Be sure also to bring credentials from your fleet captain certifying that you are fleet champion (or alternate). All boats and sails will be subject to remeasurement, sails before the races

and the hulls immediately after the races. The greatest possible care will be taken to see that everything is within the class rules. Circulars of instruction and entry blanks will be mailed to every fleet in plenty of time. There should be between 20 and 30 contestants in the series.

Five new fleets have been chartered this month and if you have a Snipe class boat in the vicinity of any of these fleets the name and address of the fleet captain may be had from the secretary on request. Fleet No. 62 is in the Charleston Yacht Club (South Carolina). Fleet No. 63 is known as the Lake Worth Sailing Club of Fort Worth, Texas. Fleet No. 64 is located at Watertown, New York. Fleet No. 65 is at Budd Lake, New Jersey, and fleet No. 66 is in the Youngstown (New York) Yacht Club. Several other fleets are about to be formed but have not yet secured the necessary five boats (minimum).

On June 20 and 21, the Nine Mile Point fleet at Rochester, New York, held its races for the championship of Lake Ontario. The Mayer Cup was the trophy. The Olcott Yacht Club was the only other lake fleet in the series. Total points at the end of the series showed Olcott ahead with 3,696 points to Nine Mile's 3,514 points. The Olcott boys were consistent and finished first and second in all three races except the last one when a Rochester boat managed to slip in, in second place. Bill Schulte's Sunny, from Olcott, was the big point winner but Arthur Harrison's Chrysis, also from Olcott, won the last race. In the races last year, Nine Mile wiped up the Olcott crew, but this year the tables were turned. The event will be held by the Olcott Yacht Club in 1937. Randall Houck, the hustling fleet captain of the Rochester contingent, could not seem to rally his men and although he and Jim Donaldson fought every inch of the way to hold the Olcott boats down, the best they could do was a third for Houck and a second for Donaldson. Six boats from each fleet raced.

The Western Long Island Sound fleet has at last a permanent headquarters. The Horseshoe Harbor Yacht Club, which has always done so much for the fleet, formally notified the fleet through Commodore Conrow, that from now on the clubhouse is at the disposal of the fleet. At a recent meeting, the fleet was completely reorganized and from now on meetings will be held the first Monday in each month. At these meetings it is proposed to discuss the fine points of previous races and to hold an open forum so that beginners may learn more about Snipe racing. An interesting item is the introduction of a prize for the boat which is first across the starting line in the majority of point score races.



Art Harrison's Chrysis racing on Lake Ontario
James D. Foley