

The Snipe Class International Racing Association

NEWs comes from England that ten Snipe class boats are to be built at once for next season's racing. These will belong to members of the Royal Cinque Ports Yacht Club at Dover and group racing numbers from 221 to 230 have been reserved. The boats are now being built and by next summer will be in full competition for the class international high point championship.

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Another group of racing numbers, from 232 to 237 inclusive, has been assigned to the Southern Florida Boat Racing Association of Miami, Florida. Races will be held for these boats during the coming winter. The boats are being built by the Dade County Manual Training School on order from members of the association. Incidentally, Commodore Arthur H. Bosworth of the same racing association is now rear-commodore of the Snipe Class International Racing Association.

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Many minor changes have been made in the Snipe class year book and rules and the book is now being printed. The booklet will probably be ready for distribution about the time this comes out. The first several pages contain the names and addresses of officers and divisional fleets. Then comes constitution, by-laws, restrictions and racing rules and finally the deed of gift of the Minneford Perpetual Trophy. Although of only sixteen pages, not an inch of space is wasted and the booklet should take care of the class for at least another year.

The length of the racing season has been changed. Where before it ran from January 1 to December 31 of each year, the new season will start on April 1 of each year and end March 31. This has been done in order that boats in southern waters may have an equal chance for competition for high point honors and will give practically an even break on the season's length. It will also permit boats of the class in Australia, New Zealand and South Africa, a better chance to race for the international high point scores. The change will go into effect immediately, the present season ending March 31, 1933.

At present a special set of instructions to measurers is being worked up together with a uniform measurement certificate and uniform race result sheets. These will be available to divisional fleet captains and measurers only.

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Divisional fleets of the class actually formed and functioning are as follows: Dallas, Texas, 10 boats; Southern California, 18 boats; Long Island, North Shore, 3 boats (10 under way but not registered yet); Detroit, 5 boats; Western Long Island Sound, 9 boats; Boston, 7 boats; Haverhill, Massachusetts, 5 boats; Waco, Texas, 7 boats; Northern New York, 5 boats; Louisiana, 5 boats; The Northwest, 5 boats; Central Florida, 7 boats; Southern Florida, 6 boats; Chicago, 3 boats; Great Britain, 12 boats. Indian Harbor Yacht Club at Greenwich has enough boats but is not yet formed into a divisional fleet. The same thing applies to Bayside Yacht Club, Bayside, Long Island, where eight boats of the class have been racing all this past summer. At Cleveland, Ohio, there are five of the class but no move has as yet been made to form a fleet and there are sixteen

boats around San Francisco which have not yet been organized. There are many other scattered boats and an Oklahoma City fleet is now in process of formation.

According to J. W. Magann there will be at least ten Snipes in competition at Oklahoma City by next summer. Racing takes place on Lake Overholser, the Oklahoma City reservoir. This lake is about two miles long and slightly over a mile wide with sufficient water for boats up to five feet draft. There are thirteen boats on the lake at present of many different types, including Snipe number 188.

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The Boston Division Fleet, headed by R. Cutler Low, Jr., is going ahead all the time with one member covering 25 miles to attend the meetings that have been held. Mr. Low reports that if the owners of Snipe class boats in and around Boston show enough interest in racing, that he will take steps to have the class included in Marblehead Race Week next year. The fleet now numbers eleven boats counting a new one in Framingham which has not yet been registered.

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If you have a boat of the class or contemplate building one you should get in touch with the nearest Divisional Fleet for information on racing, etc. In cases where no Divisional Fleet exists as yet, your boat may be the start of one. All boats should be registered and have a racing number assigned. The secretary of the class is W. F. Crosby, 9 Murray Street, New York, New York, and information may be had from him relative to registration and joining the class or a Divisional Fleet.

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Detroit River News

Detroit river sailors were the guests of the Detroit Yacht Club on November 4, at the first of a series of monthly yachting dinners.

Dr. E. J. McKeeson has been elected commodore of the Toledo Yacht Club for the coming year. Dr. E. B. Gillette will be vice-commodore and A. C. Close, rear commodore.

C. D. Miniger, of the Toledo Yacht Club, will serve as commodore of the Inter Lake Yachting Association for 1933. Dr. Stanley Gardner, of the Cleveland Yachting Club, will be vice-commodore, and Alger Shelden, of the Bayview of Detroit, will be rear commodore. W. X. B.

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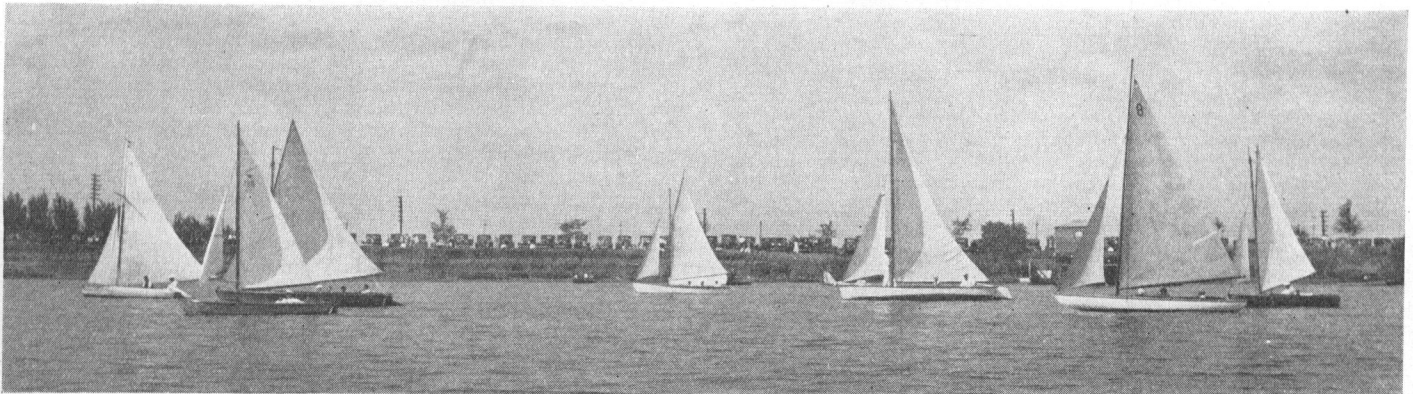
N.A.Y.R.U. Annual Meeting

The annual meeting of the North American Yacht Racing Union will be held at the Yale Club, Vanderbilt Avenue and 44th Street, New York City, at 4 p.m. on December 16.

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Officers of the Fort Worth Yacht Club

Recent elections in the Fort Worth Yacht Club, Fort Worth, Texas, saw Geo. P. Hill chosen commodore, E. P. Halton, vice commodore, Seth Barwise, rear commodore, D. Kuykendall, secretary-treasurer, Frank Schoonover, fleet surgeon and M. Ellis, fleet captain. The Executive Committee is composed of Geo. P. Hill, Dillard Kuykendall and Geo. Q. McGown.



Oklahoma City boats in the season's last race. Snipe No. 188 owned by J. W. Magann in left foreground

Discussion on Curved Spars at L.Y.R.A. Meeting

When the Yacht Racing Union of the Great Lakes meets at Chicago in February a motion will be made by the Lake Yacht Racing Association of Lake Ontario to modify its rule regarding curved spars in class R sloops competing for the Richardson or Yacht Racing Union cup, emblem of the class R championship of the Great Lakes.

The L.Y.R.A. wants the rule amended to let in those "twenties" which were equipped with curved masts prior to April 1, 1929. As the rule now stands no 20-rater so provided could compete after December 31, 1931, but it was necessary to suspend it this year. Otherwise the series sailed at Lake St. Clair early in September, when Gossoon, representing Lake Michigan under the pennant of the Chicago Yacht Club, won the cup from the Rochester Yacht Club sloop Shadow representing Lake Ontario and BobKat of the Buffalo Canoe Club for Lake Erie, could not have materialized.

This rule of the Y.R.U. also prohibits double-luffed sails and rotating masts after December 31, 1931, but no protest has been raised on that part of it.

After a most broad and friendly discussion of the subject of curved masts, the Lake Yacht Racing Association of Lake Ontario at its recent annual meeting held at Watertown, New York, voted to serve notice on the Y.R.U., of the Great Lakes, that a motion for modification would be made in February. Decision to do so was the result of a motion made by Tom K. Wade, of the Royal Canadian Yacht Club, Toronto, secretary of the Y.R.U. It was made on a seven to three vote.

Protest against any restriction on the contour of spars was raised by the Rochester Yacht Club and the Buffalo Canoe Club. These two clubs have the largest and principal R fleets on Lake Ontario and are now negotiating to add several more from the Atlantic coast for 1933.

Among their arguments for removing the restriction were that it is unjust to allow craft equipped with curved spars prior to April, 1929, to compete for the Richardson cup and not allow new sloops so equipped; that there is practically no speed advantage in a curved mast over a straight one and that it costs from \$800 to \$1,000 to replace a curved stick with one that is straight. These clubs declared they might want to build new R's with curved masts and did not want to be headed off by a rule. For that reason they were opposed not only to the regulation as it stands today, but to the proposed amendment which would allow competition of crooked-masted craft so equipped prior to April 1, 1929, but not craft similarly equipped after that date.

On the other side of the argument were arrayed T. K. Wade and the well-known Toronto naval architect, T. B. F. Benson, both of the Royal Canadian Yacht Club, who pointed out that the rules of the North American Yacht Racing Union eliminated curved spars after April, 1927, and that no more craft have been so equipped on the Atlantic coast since that year. They felt that the sailing rules on the Lakes should be kept as near in harmony with those of the N.A.Y.R.U. as possible and that by allowing 20's equipped with curved spars prior to April 1929, and not afterward, would end in the ultimate elimination of curved masts without hardship to anyone, bringing the Lakes situation on a par with that on the Atlantic coast.

Another outstanding feature of the L.Y.R.A. meeting was the objection raised by the Rochester Yacht Club to the system used on Lake Ontario during the past four years in selection of the lake's representative in the Richardson cup series for determination of the Great Lakes R champion, which is made biennially. The Rochester Yacht Club favored a system similar to the old Silas L. George cup series, which consisted of each club selecting its best R from its season's fleet performance, and then racing all of these club champions in a final series for the lake championship. Under the present system, based on picking the winner of the Lipton cup, each club may enter all of its A-division R's at the annual L.Y.R.A. regatta and the one emerging with the most points at the end of three days' racing is chosen.

Emissaries of the Crescent Yacht Club, which holds the George cup, now out of competition through lack of challenge since 1928, suggested that the George cup series be restored, and the matter will be considered by the L.Y.R.A. council along with the whole question at the spring meeting in May. If the George cup is not so restored to the R class, there is a likelihood that its deed of gift will be changed by the Crescent Yacht Club to make it the lake championship emblem of the 6-meter class, which bids fair to be greatly developed next year.

Still another question discussed at some length was that of adopting a permanent L.Y.R.A. regatta rendezvous. For more than a year the association has had a committee consisting of

Major W. F. N. Windeyer, R.C.Y.C., Walter L. Farley, R.Y.C., and Commodore T. A. E. World, Queen City Yacht Club, working on this proposition. Major Windeyer reported that the committee favored a permanent rendezvous, or perhaps two, one on either side of the lake. This would insure a location with good anchorage, good racing water and satisfactory environment away from thickly populated centers. The debate that followed showed the Kingston Yacht Club, Crescent Yacht Club and several other clubs agreeing that interest in yachting is kept up by changing the rendezvous from year to year. By changing from year to year but making the regatta financing a purely association expense rather than adding a heavy assessment to the host club as at present, it was felt that the old plan would be ideal.

It was decided on recommendation of the Rochester and Royal Canadian yacht clubs to make the 1933 regatta four days instead of three as in the past. Fairhaven, New York, 13 miles from Oswego, on the south shore of the lake, a place of good racing waters close to the shore, good anchorage, plentiful supplies and no large community near by, was selected. The regatta will begin with the week of August 7. The international long distance handicap cruising race for the Freeman cup, which always precedes the regatta, will start from Cobourg, Ontario, Saturday, August 5, and will cover a distance of 101 statute miles, ending at Fairhaven. The course will be from Cobourg across the lake to the port of Rochester and thence down the lake to Fairhaven. A change in the rule, to give the cruisers the benefit of a better handicap so that they may have a chance to win, is likely to be considered by the spring council.

E. Austin Barnes, of the Crescent Yacht Club, was unanimously re-elected for a second term as president of the association. Likewise the other officers were re-elected, T. A. E. World, Q.C.Y.C., being the honorary president; Major L. F. Grant, Kingston Yacht Club, vice-president; Blake Van Winckle, Q.C.Y.C., secretary and F. A. Moore, R.C.Y.C., assistant secretary.

Upon resolution of Commodore World an honorary life membership was voted to Colonel John T. Mott, of the Oswego Yacht Club, member of the L.Y.R.A. council, and president of the association in 1885 and 1905, oldest living yachtsman on Lake Ontario.

D. F. Lane.



(How to Plank a Boat continued from page 34)

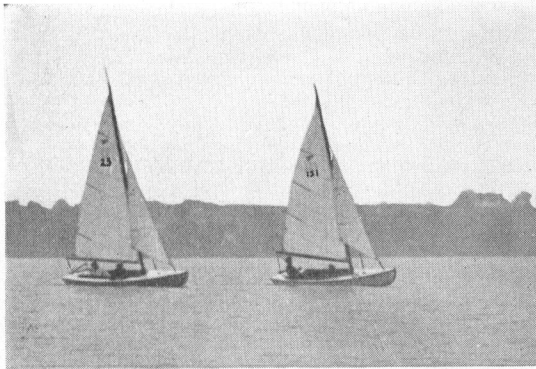
It is not always possible to get planks long enough to go in one piece from bow to stern and in such cases butts must be made. One plank is carried back as far as possible and the other plank permitted to come up and overlap it a few inches. The two are clamped together securely and a saw run down through them so that when the excess material drops away, the two ends will come together in a perfect fit. In back of this butt comes the butt block, which should fit from frame to frame and have an overlap on the next plank above and the next one below. The butt block is screw-fastened to the planks so that they are drawn securely in place and held there.

In seam batten boats, the butt block will simply run from frame to frame and will not extend up over the planks above and below. It will be a snug fit from the under side of the top batten to the upper side of the lower batten.

Try to avoid having any two butt blocks within the same frame space. This is not considered good practice and if possible the butts should be staggered about the boat so that no one place is weakened, although a good butt, properly made, should be actually stronger than the planking. Usually butt blocks are the same thickness as the planking.

On seam batten jobs, the planks are fastened to the frames and to seam battens as well. Usually brass screws are used throughout and in some cases the fastenings between battens and planking are driven from the inside of the hull rather than outside. This does away with a lot of trouble due to smoothing off and should be just as strong.

An interesting thing in connection with fastenings is used in the construction of flying boat hulls and might easily be applied to small, light power boats, particularly outboards. Ordinary black iron brads are used for fastenings and these are placed in a frying pan in which a little resin has been melted. When thoroughly coated with the resin, the nails are driven home, even when cold, and they will hold through thick and thin. After once being set up it is practically impossible to pull one of these fastenings loose and pretty generally the nail will break in two before it can be pulled out. The same thing might be done with galvanized iron nails in boat construction, but a galvanized iron nail that has been properly driven into oak frames will in time be impossible to remove with breakage.



Dallas and Fort Worth having it out



Starting the run home, Fort Worth leading (No. 23)

Fort Worth Wins Texas Snipe Championship

By JIM TOOMEY

RAIN and a light cold wind did their best to literally dampen the enthusiasm of the entrants in the First Annual Regatta of the Dallas Sailing Club at White Rock Lake on October 2.

The elements were in some wise successful in that no out of town contestants for the Woman's State Snipe Championship appeared. Miss Helen Harris, entry for Dallas, was ready to take anyone on whether officially entered or no, but no one could be found. The championship was hers without competition.

Though faint heart had befallen the fairer sex, the men found the prospect of wet clothes and chattering teeth not in the least discouraging.

At ten o'clock the siren announced that the first race would start in fifteen minutes. The entrants were as follows, the skipper's name first: Gail De Garnett and Dr. Toms, Waco; J. M. Loveless and Henry Blagg, Denton; Merida Ellis and Skidds Haltman, Ft. Worth; J. M. Martin and J. C. Mouth, Dallas. The skippers drew for boats, and the first race saw them allotted like this: Waco, 151; Denton, 23; Ft. Worth, 137; Dallas, 138.

All got off to a slow start, running on the port tack with the wind almost over the stern. Ft. Worth started at the lee end of the line and worked to windward to get the inside berth at the buoy. The rest of the race all chose the same course, scattering out a bit and finishing in the order they rounded the first mark. The times for twice around a mile and three-quarters course were: Ft. Worth, 1:15:30; Dallas, 1:17:43; Denton, 1:24:29; Waco, 1:29:42.

Across the finish line the skippers made for the pier. A general rush was on to the clubhouse for dry clothes, hot food and all that goes with it. Vice-commodore Montgomery did his stuff in a chef's cap and a waiter's jacket.

With their appeased hunger dulling the memory of the first affray, the sailors trooped back to the pier at one o'clock for the second. The drawing resulted: Ft. Worth, 23; Waco, 137; Denton, 138; Dallas, 151. The sky was now more heavily overcast. The wind was rising, and the rain was cold mist. A southerly course was decided on to make the first leg a beat, but two of the skippers sailed it as a reach. Number 23 got across the line first, just inside the weather mark. He was followed by 151. Numbers 137 and 138 crossed together near the lee end of the line. The boats held their positions until 151 eased by 23 to windward. Ellis of Ft. Worth regained his distance on Dallas, getting an overlap at the buoy. Both rounded together. Waco and Denton failed to fetch the mark, Waco rounding in good time to blanket Dallas. Ellis elected to sail this leg with the wind more on the quarter and tack, the others preferring to run with the wind over the stern. Waco passed Dallas, rounding the next mark close behind Ft. Worth. Denton fell far behind. Their positions remained unchanged until the last leg when Martin of Dallas began to overtake Waco rapidly, and succeeded in luffing him out on the finish line to take second place. Waco had to come about to cross the finish and lost a minute of precious time, barely getting across ahead of Denton. The times were: Ft. Worth, 1:00:43; Dallas, 1:04:09; Waco, 1:05:48; Denton, 1:06:15.

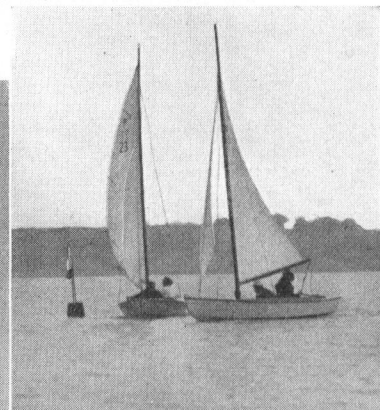
It was evident now that the regatta would go to Ft. Worth or to Dallas, Dallas' only hope being that Ft. Worth would come in last and themselves first.

Soon after the finish of the second race they were off again, Denton in 151, Dallas in 23, Waco in 137, and Ft. Worth in 138. Number 151 got the fastest start but was in a bad position, being blanketed by 23 almost immediately. Dallas came second in the windward position, 138 and 137 following. The first leg was a battle between these three, 137 and 138 forcing 23 far off his course by trying to work to windward and get the best position for rounding the next mark. They were unsuccessful, Martin rounding ahead of them with a burst of speed that gave him a commanding lead. From here the boats scattered out, all seeming to be lost in the fog and mist. Martin increased his lead, finishing far ahead of Ellis. De Garnett followed Ellis and Loveless did not finish.

The scores for the three races are:

City	First Race	Second Race	Third Race	Total
Waco	1	2	2	5
Ft. Worth	4	4	3	11
Denton	2	1	0	3
Dallas	3	3	4	10

In the absence of Commodore Isaacks the trophies for the season were presented by Vice-commodore Montgomery. To Miss Helen Harris went the J. W. Bender Trophy for the Woman's Lake Championship, and the Lloyd Jones Trophy for the Woman's State Snipe Championship. J. M. Martin received the Commodore's Trophy for the Lake Snipe Championship, the Cullum and Boren Trophy for the mixed class. Commodore Walter McGowan of the Ft. Worth Sailing Club accepted the Commodore Isaacks' Trophy, for the Annual State Snipe Championship, and in turn presented it to Skipper Merida Ellis.



Fort Worth cuts inside Dallas at the buoy. Trophies offered for State and Lake championships for both men and women