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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 1,037 registered boats in the class with thirty-five 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.

APPARENTLY winter time does not dull the interest of Snipe sailors even where the weather gets cold enough to prohibit racing. New fleets are in process of formation in many localities and the newest one to apply for information on a charter is located at Manitowoc, Wisconsin. Now, also, is the season for new Snipes and no one knows exactly how many new Snipes are being started by amateur builders at the present time. From Spain comes news that more than twenty Snipes are building for another new fleet there and still another British fleet will be formed at Topsham, Devon. Several boats have already been registered for this fleet. Two boats were recently registered from Kearney, Wyoming, and more are to follow. These boats, together with two from Salt Lake City and another in Arizona, show the tendency that Snipe has to promote racing and sailing in places where one would least expect to find a sailboat. From the standpoint of the professional builder, the Thompson Boat Company has built and sold more than 275 Snipes this year. Other builders have not sold so many, but have certainly done well. In the knockdown field the number of builders seems to be increasing and it is now possible to buy knockdown parts in almost every section of the country. A full fledged fleet has been formed at the Squantum Yacht Club in Massachusetts with five boats to start with and more to follow before spring. The Manitowoc Fleet mentioned above has ten boats to start with and has been racing unofficially most of the past summer.

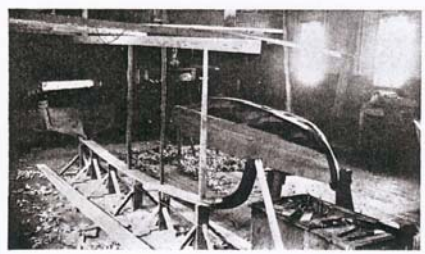
Within a radius of twenty-five miles of New York City there are 93 registered Snipes, not counting Connecticut. On Long Island Sound alone, including the Connecticut shore, there are 109 Snipes. The Los Angeles section comes second with a registry of 75 boats with about 110 in the entire state. There are 67 registered in Great Britain. Total registrations to date are 1,037, a slight falling off compared with previous months, but still better than a new boat every day and in the "off" season at that.

Trophies are growing with the growth of the class and not counting the many purely local seasonal prizes, we have the Minniford Trophy for the National High Point Championship, the Commodore Hub E. Isaacks Perpetual Trophy for the National Competitive Championship and the Lake Mohawk Trophy for the Competitive Championship of the North Atlantic Coast. There is also a trophy for the annual Fourth of July race from San Pedro to Santa Catalina Island which is open to competi-

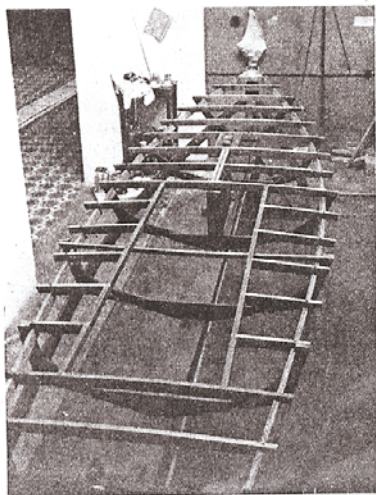
tion to any measured Snipe. In addition there is the Texas State Championship Trophy and innumerable fleet championship trophies. The only trophy lacking is for the International High Point Championship which should have gone to England last spring. Possibly someone will give such a trophy during the coming year.

Point scores to date have changed a little since last month with several new fleets qualifying. Those given below are for measured boats which have completed five or more races and otherwise have fulfilled the class requirements:

Points	Name-Owner	Fleet	Races
1669	Uraz, Stanley B. Trott	Baltimore	5
1585	Gippy, G. J. Post	Dover, England	11
1276	Boreas, Frank R. Gunn	Oklahoma City	10
1560 1/2	Gyrs, Haimet & Kohler	West. L. I. Sound	6
1573	Wong, W. Carnegie	Detroit	9
1568	Mrs. Zlich, Harry Lund	Oshkosh	10
1560 1/2	Wing, F. M. Ellsworth	Stamford	6
1560 1/2	Chrysis, A. B. B. Harrison	Olcott, N. Y.	6
1556	Pogo, R. T. Crane	Lake Mohawk	11
1554	Diablo, A. Clark	Richmond, Cal.	7
1542	Olita, R. Sparrell	Los Angeles	19
1537	Snipan, G. Ljungdoff	Cent. L. I. Sound	5
1532 6/7	Asenath, A. P. Hall	Miami	7
1532 3/4	Star Dust, Bill Bracey	Dallas	8
1522 1/3	Clem, C. Lambier	Santa Monica	6
1522 3/4	Snip, C. Harrison	Olcott, N. Y.	6
1512	Khaki John, Geo. Becker	Sea Cliff	8
1509	Naught Lady, B. Laupp	Miami	6
1508	Barbara, H. S. Thompson	Miami	6
1506	Lurline, J. K. Steele	Oklahoma City	10
1502	Mud Hen, L. McCann	Barrington, R. I.	5
1499 4/7	Snipe, W. F. Crosby	West. L. I. Sound	7
1499 3/10	Isle of View, S. Scharff	Lake Mohawk	10
1497	Glen, C. E. Smith	Stamford	6
1496	Rikki-Tikki, W. R. Williamson	Dover, England	6
1490	Goss, W. H. Rubin	Detroit	7
1488 3/16	Bubbles, Walter Staf	Los Angeles	16
1488 1/9	Patricia, Don Maxwell	Dallas	9
1485	Wanderer, J. Morrow	Belfast, Ireland	8
1483 1/4	Y-D, Harry Olsen	Stamford	8
1483 1/2	Betty H. Stuart Wallace	Dallas	8
1482	Armada, A. P. Deacon	West. L. I. Sound	6
1478	No. 751, A. F. Englert	Onondaga Lake	7
1476	Cangreso, P. Loret	Buenos Aires	5
1475	Dart, Art, Williams	Cent. L. I. Sound	5
1468	Shadow, W. Gabele	S. Boston Y. C.	12
1464 11/12	Wasp, F. Fleming	S. Boston Y. C.	12
1464 1/2	Sis, H. W. Powers	Barrington, R. I.	12
1463	Tik-Tok, S. Kuehl	Oshkosh	13
1452	Butt Knife, F. J. Reilfern	Lake Mohawk	12
1445	Ublan, F. L. Hoyt	Oklahoma City	15
1438	Rum Float, J. C. Powers, Jr.	Barrington	12
1429	Dos, Jorge Mitias	Buenos Aires	5
1420	Eastwind, R. Paddon	Olcott, N. Y.	6
1417	Tom Tit, W. A. B. Hill	N. Ireland	8
1407 2/3	OK, J. Nelles	Lake Mohawk, N. J.	6
1407 1/6	No. 770, P. G. Franklin	Onondaga Lake	6
1404	Emie E., O. F. Freeman	Barrington, R. I.	5
1391	Melody, Bill Williams	Richmond, Cal.	7
1384	Lois, H. R. Preston	Miami, Fla.	5
1382 1/2	Foam, F. Balducci	Stamford	8
1382 2/7	No. 407, F. B. Henderson	Onondaga Lake	7
1382 1/6	Tradewind, Levi & McGee	Olcott, N. Y.	6
1375	Shady Lady II, E. P. Sawyer II	Oshkosh	9
1371	Satellite, K. Rupprecht	Barrington, R. I.	6
1370	Dolphin, C. S. Adamson	Dover, England	10
1360	Lil, Wm. Nordland	Stamford	8
1357	Will-o-the-Wisp, Mrs. R. Green	N. Ireland	8
1346	Mary Vee, J. M. Martin	Dallas	6
1345	Hot Oil, M. H. Champion	Oklahoma City	9
1343	Shoop II, Lerch & Roberts	Olcott, N. Y.	6
1341 5/6	Wavelength, F. Gotto	N. Ireland	6
1341 7/13	Chiseler, Don Williams	Los Angeles	13
1340	Chip, M. S. Darado	Buenos Aires	5
1328	Jitters, M. A. S. Reichner	Lake Mohawk	11
1326 6/7	Kathleen, E. W. Allen	Lake Mohawk	14
1326 4/7	Hoyden, P. Serrill	Los Angeles	7
1325	Lucky, Tom Boyne	Cent. L. I. Sound	5
1322	Jane, H. Corcen	Detroit	6
1320	Sea Nymph, H. P. Merrow	N. Ireland	8



This shows clearly how the keel, stem and transom are set up. These are two of a fleet of Canadian Snipes



Ready for deck and planking. A Cuban Snipe in frame

This listing includes all boats down to 1300 points. There are nearly as many again all told but space forbids printing all of them. Ursa, Stanley B. Trott's champion, has been in five more races and has won five more firsts, but unfortunately these races were with the new fleet at Dundalk, Maryland, and not with the Maryland Yacht Club fleet and consequently cannot be counted as no boat can race for point scores in two different fleets. Although only five firsts are shown in the score, Ursa has actually won ten races during the season. The Miami fleet is just getting started on racing—so many of the owners having been away most of the summer that it has been almost impossible to get the necessary five boats together. The regular winter schedule has started now, though, and races will be held regularly.

Many builders of Snipe have had difficulty with the transom and because of the angle at which it is placed, the measurements are of necessity somewhat mixed up. However, the article starting on page 33 of this issue will do a lot to help clear up the situation and we would advise all amateur boat builders to read it.

Here are a few pointers of interest to all Snipe owners:

1. A spinnaker is not a practical sail for a small boat such as Snipe. It is not permitted according to the rules and is actually more of a hindrance than aid.
2. The Genoa jib will supplant the smaller working jib in all future plans of Snipe and is recommended to all owners.



Snipes at Oshkosh, Wisconsin, getting ready for a race

While the small sail is a good one, the new sail is so much better that we see no need for the older sail any more. Of course in fleets where all the boats use the working jib, they may continue to use it, but if up against interfleet racing, the Genoa is the only sail to use.

3. When requesting a registration and racing number, do not send any money. Racing numbers are assigned free of charge, but when the boat is measured, then a dollar should be sent in to the secretary together with the measurement certificate. Do not send money unless you send the measurement certificate with it or unless your boat was measured last year; when this is the case, you will owe one dollar dues for the coming year (after the first of April).

4. Any size cockpit may be used in Snipe, but remember, if the measurer thinks your boat is unseaworthy, he can withhold a certificate. Boats with wide cockpits are not as seaworthy, and the wider the cockpit the less seaworthy she is. Trying to race a boat with a wide cockpit in rough water can only result in one thing—filling up with water.

5. A successful method of measuring the shape of the bottom has been worked out by the Rules Committee and next year all boats will have to submit to this measurement. This new measurement means that the amount of vee in the bottom will be checked which will also give a check on the rocker of the keel. This new system of measuring will be extremely accurate, yet may be made without hauling the boat out.



No. 818 is owned by A. Crawford Smith, Jr., of Baltimore

Commodore Merle Davis informs us that the Los Angeles Snipes are planning on a busy winter season. There will be the winter series for the Commodore's Trophy and big regattas at Thanksgiving and at Christmas. Myron Lehman, who crewed the winning Star boat at the San Francisco Internationals, has secured a Snipe for the Midwinter Series. Competition is said to be very hot and at the regatta held October 6 and 7 the Snipe class was the largest numerically of all. Commodore Davis' new Snipe No. 600 is all rigged up ready for whatever may come. She has Stainless Steel rigging, Merriman blocks, etc., and the best of everything.

If you are either building or going to build a Snipe, register her as soon as she is planked. A racing number will be assigned and you will be told of the nearest divisional fleet.

The Buenos Aires fleet, headed by Max S. Dorado, is planning on an elaborate schedule of races for their coming season. According to a printed schedule recently received two races were held in October and others will be held on November 10, December 1, 2, 16, 23, 29 and 30. January 1, February 3 and 17 and on March 2. Cups have been presented for all of these races by members of the fleet, such as the Cangrejo Cup, the Chip Cup, the Sapito Cup, the Grand Snipe Cup, the Huergo Cup and the Dorado Cup. The fleet comprises at least fifteen boats and a number of point score races have already been held.