

Jaw

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 690 registered boats in the class with forty-five fully organized racing fleets. The year booklet of the class, containing names and addresses of these fleets, all rules and restrictions, is now ready. The price is twenty-five cents. 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.

COPIES of the rule changes for 1934 have gone out to all active divisional fleets and at this writing a number have replied including the Miami fleet, Detroit, Boston, Oshkosh, Oklahoma City and a few others. All other fleets having these rules will assist things greatly by discussing them at a meeting at the earliest moment. The rule relative to haul-outs seemed to create the greatest amount of discussion. This originally limited haul-outs to 24 hours but it would now appear that the majority of fleets desire a longer period. For this reason the rule will probably be changed to permit 60 hours haul-out. The use of either a Genoa jib or working jib at the option of the skipper seems to have met with approval from the majority although the Miami fleet does not approve. Using a whisker pole for the jib when running has met with approval from all fleets so far heard from. The rules are not a great deal different from those in force for 1933, but are designed to tighten up restrictions and make the boats more uniform.

The newest divisional fleet is to be known as the Richmond Yacht Club Fleet of Richmond, California. Six Snipes form this fleet to date and more are expected. The boats include No. 57, owned by A. J. Walker; No. 338 owned by Allen Clark; No. 433 owned by David Piedmont; No. 125 owned by J. Eberling; No. 598 owned by Ernest B. Coxhead and No. 514 owned by W. Williams. Mr. Williams is divisional fleet captain and Snipe owners in the vicinity are requested to get in touch with him at the yacht club or at his home, No. 1314 Talbot Avenue, Berkeley, California.



Shadow, one of the British Snipes at Dover. Her class number is 230 and she is owned by J. Mannerling. The Dover fleet are numbered separately for convenience, hence the "10" on the sail. Note Genoa jib

Four Snipes are being built at Trenton, Ontario, by Fred L. Lyons. If sufficient interest can be aroused, a divisional fleet will be formed and races held for point scores.

Some interesting figures have been compiled from the Snipe fleets racing this season. These figures are only to the date of writing as the official season does not end until the last day of March. Ten divisional fleets have been actively engaged in point scoring races. In all ten fleets there have been 92 point scoring races in which five or more boats took part. Adding together all the boats starting in all these races, we have 654. This figure is arrived at by adding all the boats together and of course the figure does not represent 654 different boats. The Sea Cliff fleet started 171 Snipes in the season's races. England started 121 Snipes, Los Angeles, 108 and Miami, 97. This figure is arrived at in the same way i.e., if there are five boats in a fleet and these five race ten times, we have a total of 50 boats starting.

England leads with 20 point score races. Miami is second with 16, so far, while Los Angeles has had 15 point races to date. Both Miami and Los Angeles are still racing so the total is not complete.

An interesting team score was figured up. By taking the five highest standing boats in a fleet, adding their average scores together and dividing by the number of races. In other words here are team point scores for the five leading boats in each fleet. Miami, 1,495 points; England, 1,460 points; Dallas, Texas, 1,455 points; Sea Cliff, 1,417 points; Western Long Island Sound, 1,416 points; Los Angeles, 1,388 points and Oklahoma City, 1,384 points.

Harry Lund, foot of Nebraska Street, Oshkosh, Wisconsin, is anxious to have all Snipe owners in the vicinity get in touch with him. A Divisional Fleet has already been formed and Mr. Lund is fleet captain. The fleet has five boats already and is desirous of other Snipe owners to join them.

A mighty interesting resumé of the season's racing has been compiled by Morgan S. A. Reichner, Divisional Fleet Captain of the Lake Mohawk, New Jersey, Divisional Fleet. The booklet is done on a typewriter and is nicely bound. It contains enlarged pictures of each boat in the fleet, under sail. The reading matter tells how the fleet was started and gives the names of the various owners, officers, etc. There is also some interesting data on what the future holds for the fleet which has created a lot of interest in a section of New Jersey where there ordinarily was little boating. Mr. Reichner gives a detailed summary of every race including the championship of the North Atlantic Coast at Larchmont, which the Lake Mohawk fleet won. The booklet is most complete history of the fleet and was distributed to the various members.

Vancouver, British Columbia, is looking up in the matter of a fleet and it looks now as if Canada would become a very definite factor in point score races next season.

There has been considerable discussion among the various divisional fleets over the possibility of running off a real series of championship races next summer in addition to the usual point score races. The trouble with such a series would be the expense involved in trailing boats to different sections of the country. In many instances, too, it would be impossible for an owner to get away for the time required. It would certainly add great interest, though, and would bring the fleets into closer relations with each other. If it is desired to run off sectional championships and then have the champions of each meet in a

final series, it is entirely up to the various fleets. It might be possible to have the boats in California, Washington and Oregon, meet in a series; the boats in the Southwest have another series, the Midwest territory to have a series and those along the Eastern Seaboard to have yet another series of races. The final winners of these events could then meet in a grand championship series at some point as nearly as possible midway between them all. Such a scheme would take time and money, though and it might be better to have the best boat in each fleet shipped to some scene where the final championships could be held, without the preliminary races. After all, Snipe can be put on a trailer and certainly a series of races between the various fleets would be of real interest. It might also be possible to have the championship race at some centrally located place where there were a sufficient number of boats so that the various fleet champions could each draw a boat for the final races, thus doing away with the necessity of trailing the boats themselves. The whole idea is up to the fleets and if any of you have ideas on the subject, here is the place to air them.

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The Logge of the Oklahoma City Yacht Club, the *Spinaker* of the Dallas Sailing Club and the *Scupper* of the California skippers are all monthly publications of various localities used to boost enthusiasm in Snipe racing and in which the editors make more or less personal remarks about the various skippers. Some of these remarks would make amusing reading on this page—but there are certain libel laws that must be observed.

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Point scores up to and including the 11th of December are as follows:

No. 90	1586 5/6	G. I. Pout, England.....	12	races
No. 273	1556 10/11	J. Conklin, Sea Cliff.....	11	races
No. 232	1550 1/17	H. S. Thompson, Miami.....	17	races
No. 230	1544 6/17	J. Mannering, England.....	17	races
No. 327	1535 1/6	C. E. Smith, W. Long Island S.	6	races
No. 163	1526 9/16	W. D. Stauf, Los Angeles.....	6	races
No. 136	1509 1/4	H. R. Preston, Miami.....	6	races
No. 6	1509 1/4	Bill Bracey, Dallas.....	6	races
No. 138	1509 1/6	L. B. Jones, Dallas.....	6	races
No. 372	1505 9/11	Nelson North, Sea Cliff.....	11	races
No. 9	1483 5/6	H. E. Isaacks, Dallas.....	6	races
No. 359	1453 1/10	E. S. Thibault, Miami.....	10	races
No. 3	1447 2/3	W. F. Crosby, W. Long Island S.	6	races
No. 202	1446 1/3	F. M. Ellsworth, W. Long Is. S.	6	races
No. 141	1446 1/4	R. Spurrell, Los Angeles.....	16	races
No. 233	1428 6/11	F. Downs, Miami.....	11	races
No. 236	1423 1/6	D. Lapp, Miami.....	16	races
No. 221	1410 2/17	A. C. Rusack, England.....	17	races
No. 195	1387 5/7	Dr. Ivie, Los Angeles.....	7	races
No. 225	1382 3/14	Dr. C. H. Adamson, England.....	14	races
No. 347	1377 1/11	W. R. Williamson, England.....	11	races
No. 381	1371 4/7	A. O. Lohrke, Sea Cliff.....	7	races
No. 223	1347 5/9	Dr. J. R. W. Richardson, England	9	races
No. 237	1341 4/5	J. E. Brickell, Miami.....	5	races
No. 228	1341 5/12	S. H. Leigh, England.....	12	races
No. 132	1340 3/5	W. A. Tomlinson, W. Long Is. S.	5	races
No. 234	1332 6/13	R. E. Collins, Miami.....	13	races
No. 81	1331 2/3	F. W. Campbell, Sea Cliff.....	9	races
No. 313	1330 8/9	Vernon Cotter, Los Angeles.....	9	races
No. 291	1323	G. S. Kelley, Jr., Sea Cliff.....	11	races
No. 23	1321 1/3	J. M. Martin, Dallas.....	6	races
No. 376	1320 9/11	T. H. Young, Sea Cliff.....	11	races
No. 128	1315 4/5	Karl Kohler, W. Long Island S.	5	races
No. 227	1301	J. Delahay, England.....	9	races
No. 272	1271	W. S. Bell, Sea Cliff.....	10	races
No. 235	1269	John Bullen, Miami.....	10	races
No. 494	1256	W. Nordland, W. Long Island S.	5	races
No. 391	1240	Don Williams, Jr., Los Angeles.	14	races
No. 300	1239 1/10	A. A. Young, Sea Cliff.....	11	races
No. 373	1181 6/11	Francis Edmunds, Sea Cliff.....	7	races
No. 439	1160 4/7	J. R. G. Hardy, W. Long Island S.	5	races
No. 290	1107 3/5			

These scores do not include the five measured and eligible boats of the Detroit fleet because there has been a mix-up on race results. The above listing comprises only measured boats and only such boats as have completed five or more races. There are shifts throughout the lineup because races are still being held at Los Angeles and Miami. If the Detroit and Oklahoma City fleet's point scores can be straightened out there will be an entirely new line up throughout.

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There seems to be some inquiry on the part of boat builders as to the advisability of refining Snipe by using a stream-lined mast, "faired-off" stays and shrouds and in other ways greatly adding to the expense and up-keep of the boat. In a small boat of this type, it would seem that such refinements are entirely unnecessary as actually they would make but little difference. The amount of grey matter in the skull of the skipper is far more important and the judgment and skill of the skipper will have more to do with the winning of races than will a lot of ultra stream-lined fittings. A smooth bottom and a stream-lined rudder will be found to be of far more importance and a perfect suit of sails will help more than anything. Keep these things in mind and learn how to handle her best and you won't have to worry about stream-lined shrouds.

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For about the fiftieth time we are going to reintroduce Snipe to new readers. Every once in a while someone writes in to know where the design originated and where the plans can be secured. The plans of Snipe originally were published in *RUNOZA* in July, 1931. Within a few months every available copy was sold. The plans were then incorporated in booklet form with a greatly augmented set of directions and about forty photographs showing practically every stage of construction. The plans have not been changed and are still available in booklet form through *THE RUNOZA*. Snipe is 15 feet 6 inches long, 5 feet beam and carries about 100 square feet of sail in a jib and mainsail. A Genoa jib has been added as optional equipment giving a total sail area of about 116 square feet. The hull is a vee-bottom with a cockpit 2 feet wide and 6 feet long. Either a center- or a dagger-board may be used, both being shown in the plans. Great numbers of these boats have been built by amateurs at prices ranging from \$50 to \$300. \$150 should build a good one complete. A number of firms are supplying parts, knock down, and in the shape of complete boats. Divisional fleets, comprising five or more boats, have sprung up all over the country and abroad and some keen racing has been enjoyed as may be seen from the point scores on this page. By next summer there should be twice as many fleets and considerably more racing. The boats are fast for their sail area, handle easily and in many cases are used by yacht clubs to instruct junior sailors in the art of sailing.

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The Kanagio Yacht Club of Port Stanley, Ontario, is planning on the formation of another Canadian fleet for next season. Ten boats have recently been registered from the club and Snipe owners in the vicinity should get in touch.

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The 600th Snipe is an accomplished fact at this time. Last month we gave you the new registrations up to No. 581. No. 582 is from Chicago, Illinois; No. 583 to No. 592 are assigned to Kanagio Yacht Club, Port Stanley, Ontario. No. 593 to Green Bay, Wisconsin; No. 594 to Fort Lauderdale, Florida; No. 595 to Michigan City, Indiana; No. 596 to Larchmont, New York; No. 597 to Bradenton, Florida; No. 598 to Richmond, California; No. 599 to New York, New York, and No. 600 to Los Angeles, California.

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To give some idea of the popularity of Snipe, the following figures have been compiled. There are 83 Snipes in New York state, 66 in California, 32 in Wisconsin, 31 in Michigan, 11 in Illinois, 26 in Canada, 24 in Florida, 17 in Oklahoma, 25 in Texas, 21 in New Jersey, 36 in England and Scotland, 30 in Massachusetts, 23 in Connecticut, 16 in the state of Washington, 30 in the Argentine, 4 in Canal Zone and 24 in Maryland. These are only actually registered boats and takes no account of the hundreds that have never been registered. In addition it only gives a part of the list for Snipes are in nearly every state in the Union and in countries all over the world. Why not register your boat and have it "on the record?"