

Jan 10

The Snipe Class International Racing Association

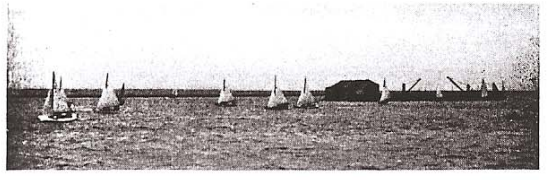
This bulletin contains the news of a class of small sailboats that was started in 1931. To date there are 1,502 registered boats in the class with fifty-four fully organized racing fleets. Address all communications to the Executive Secretary, William F. Crosby, 9 Murray Street, New York, New York, U.S.A. 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. There is no charge for registration.

ENTRY blanks have been sent to every Divisional Fleet Captain for the Midwinter race series to be held by the Clearwater Yacht Club of Clearwater, Florida. These races will be held in the Gulf of Mexico on February 28-29 and March 1. The blanks as sent out had the word "International" in the heading but these races will not be for the International Championship as were the ones held in Dallas in September. The races will be international in the sense that entries are expected from Havana, Nassau, Aruba and possibly Jamaica but fleets should clearly understand that these races are not in any way connected with the regular Snipe Internationals which will not be held again until next fall. The races at Clearwater will not represent any championship but are simply a series of races for boat owners who would like an excuse for a trip to Florida this winter. Any measured Snipe belonging to a regularly chartered fleet is eligible to compete and this Association can guarantee a good time to any of the boys who decide to make the trip. Local boats will not be available and you must bring your own Snipe or pick one up along the roadside on the way south. If you are interested and eligible, you can get full particulars and an entry blank from W. C. Brown, chairman of the Race Committee, Dunedin, Florida (right in Jack Hanna's backyard).

The newly organized fleet of the Fort Worth Boat Club at Fort Worth, Texas, has placed an order for eighteen Snipes to be built by the Skaneateles Boat & Canoe Company of Skaneateles, New York. An order for an equal number of sails has been placed with Prescott Wilson (formerly Burrows) of New York. It is expected before delivery is made on the boats and sails, that the total will go to at least twenty and possibly more as the club has gone in for Snipe in a big way under George Q. McGown who seems to be the leader of things nautical in "Cow Town." Among the owners of the new boats is Perry Bass of Wichita Falls, Texas, and Yale who, it may be remembered, won the Snipe Internationals at Dallas in September.

The rules for 1936 are going to allow owners to place the shroud anchorages four inches in from the edge of the deck (not to the outside of the sheer-molding) in order to permit shrouds to clear the Genoa jib. Placing the anchorages further inboard weakens the mast support too much and was thought to be inadvisable. As it is, great care must be taken to have the anchorages strong enough for if they should pull out, it will surely mean that the mast goes overboard and that means more money for a new one, not to mention possible damage to sails and rigging. Thus, the new rule will permit you to leave the anchorage where it is or move it anywhere you wish so long as it is in the same fore and aft place and not more than four inches from the deck edge.

The total number of registered boats is now 1,502 but a great many old numbers have been reassigned including eight which were assigned to the Miles River Yacht Club. These have been given to the fleet at Sparrows Point, Maryland. In a number of cases, owners of registered Snipes have moved and



Nine Snipes racing in the new Wexford Ireland fleet

left no forwarding address and when such a situation arises, the number is reassigned. Among the numbers still available are the following: No. 21, No. 44, No. 149, No. 153, No. 170, No. 524, No. 574, Nos. 583 to 592 inclusive, Nos. 1080 to 1088 inclusive. These are all the old numbers available at the present time. The new fleet at Fort Worth will take in from Nos. 1510 to 1529 inclusive.

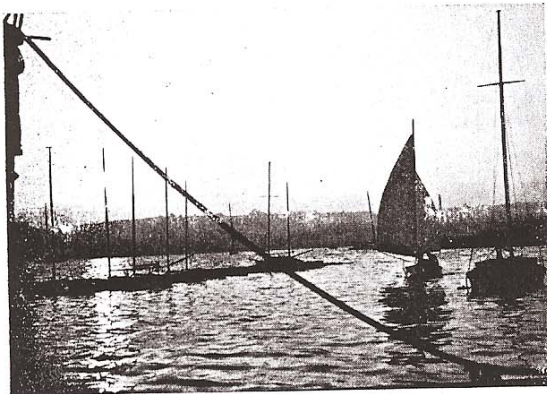
Two new boats have been registered from Switzerland and according to information received from Wilhelm Zapf, a fleet will be organized at Zurich before next summer. Announcement was made recently that three fleets were going to be dropped for inactivity by the Association, but each fleet has requested reinstatement and consequently no fleets will be dropped for 1936. The suggestion has been made by Vice-Commodore Harry Lund that the number of point score races be changed with a minimum of five and a maximum of ten for 1936. In other words, after you have raced in ten point score races, you cannot take part in any more and can collect the bonus on only the first ten races. What do you think of the idea? It would certainly give some fleets which can hold only a few races a better chance than the present arrangement where the maximum is fifteen races on the bonus score. It has not yet been definitely adopted by the Association.

THE POINT SCORES TO DATE

1744	Chasme	Chas. Gabor, Lake Mohawk, N. J.	15	aces	
1735	Epius	C. E. Smith, Stamford, Conn.	15	aces	
1721	Olita	F. Farrington, Los Angeles, Cal.	22	aces	
1718	12/15	Woogi	Wm. Carnegie, Detroit, Mich.	15	aces
1718	8/15	Manulee	A. Huffsmith, Santa Monica, Cal.	15	aces
1711		Cairoa	C. Katés, Havana, Cuba	13	aces
1696	13/16	Undertaker	R. Houck, Rochester, N. Y.	16	aces
1696	1/16	One Grand	Wm. Bracey, Dallas, Texas	16	aces
1692		Sea Sharp	C. Endriss, Money Island, N. J.	10	aces
1689		Khaki John	G. Becker, Jr., Sea Cliff Jrs.	14	aces
1673		Patricia	Don Maxwell, Dallas	14	aces
1670		Mary	I. R. Wilmot, Norwalk, Conn.	7	aces
1664		Ski	H. Powers, Barrington, R. I.	15	aces
1660		Barbara	H. S. Thompson, Miami, Florida	10	aces
1658		Silver Hind	Wm. Park, Wilmette Harbor, Ill.	7	aces
1651		Mrs. Zileh	Harry Lund, Oshkosh, Wis.	14	aces
1650	5/8	Blackbird	Wm. Bailey, Richmond, Cal.	8	aces
1650	5/8	No. 1131	C. O. Cook, Shreveport, La.	8	aces
1647	3/7	Gipsy	G. I. Pout, Dover, England	7	aces
1647	3/7	LaPetite	P. A. Benson, Jr., Sea Cliff Jrs.	7	aces
1647	11/23	Jay Dee	J. Donaldson, Rochester	23	aces
1647	5/14	Tik-Tok	Strep Kuehl, Oshkosh	14	aces
1645		Midget	J. Sinclair, North Ireland	19	aces
1641		Boreas	Frank Gunn, Oklahoma City	8	aces
1640		Alea	Carlos De Zerbi, Naples, Italy	8	aces
1637		Jeanette	E. Tarlton, Bridgeport, Conn.	6	aces
1636		No. 1171	E. M. Osborne, East Hampton, N. Y.	7	aces
1635		Pirate	D. Pallister, Port Jefferson, N. Y.	16	aces
1634	1/5	Wave	W. Gaterman, Manitowoc, Wis.	5	aces
1634		Armada	A. P. Deacon, West L. I. Sound	6	aces
1634		Damp Ann	Perry Bass, Wichita Falls, Tex.	5	aces
1631		Naughty Lady	N. N. Songer, Miami	9	aces
1629		Clytie	F. Wrightson, Sparrows Pt., Md.	9	aces
1625		Youngster	G. U. Young, Lake Mohawk	15	aces
1621	11/13	Jane	H. Corson, Detroit	13	aces
1621	3/5	Imp	F. M. Ellsworth, Stamford	10	aces
1621		Doug	D. Knight, New Rochelle	8	aces
1616		Mickey	J. A. Vincent, Jr., Richmond, Cal.	15	aces
1608		Ska-Ram	L. Varalyay, Los Angeles	27	aces
1607		Schiffschien	C. A. Meyer, San Antonio, Tex.	6	aces
1604		Osprey	C. Harrison, Olcott, N. Y.	12	aces
1603		Bubblin Over	C. Z. Crain, San Antonio	5	aces
1601	3/4	Ria III	G. Bizzano, Naples, Italy	8	aces
1601	3/4	Curlwe	D. Brooke, Vancouver, B. C.	8	aces
1601	11/16	Taurus	K. Wood, Barrington	16	aces
1598	3/10	Asenath	A. P. Hall, Miami	10	aces
1598		Natural	W. F. Schult, Sparrows Point	11	aces
1596		No. 1177	E. FitzGerald, East Hampton	9	aces
1564	5/6	No. 844	D. S. Moore, New Rochelle	6	aces

1592	Westwind	R. Slade, Vancouver	7 races
1591	Halcon	A. Moya, Havana	12 races
1590	Chrysis	A. B. B. Harrison, Olcott, N. Y.	14 races
1587	Mermaid	W. F. Campbell, Sparrows Pt.	15 races
1586	I-O-U	S. Scharff, Lake Mohawk	15 races
1583 5/11	Butterknife	F. J. Redfern, Lake Mohawk	11 races
1583 7/23	Jane L.	C. Miller, Rochester, N. Y.	23 races
1582	No. 1113	H. Metcalf, Shreveport, La.	8 races
1581	Jaundis II	D. Cochran, Olcott, N. Y.	15 races
1580	Lurline	J. R. Steele, Oklahoma City	7 races
1576	Dusty Joe	J. Becker, Sea Cliff Seniors	10 races
1575 1/2	Wavelength	F. Gotto, Northern Ireland	12 races
1575	Hey-Hey	G. H. Hey, Squantum, Mass.	5 races
1574	Wanderer	J. Morrow, Northern Ireland	19 races
1571	Dark Night	F. Pemberton, Wichita Falls	5 races
1568 7/19	Swan	F. Smith, Port Jefferson, N. Y.	19 races
1566	Cynpat	L. Van Mater, Olcott, N. Y.	15 races
1563	Ripple	A. Poulsen, Santa Monica, Cal.	13 races
1562	Croccolone	Luigi Santocroce, Naples, Italy	8 races
1560	Vector	J. L. Finch, Port Jefferson	20 races
1553	Jola	H. Williamson, Rochester, N. Y.	10 races
1550	Carmita	Gus Frias, Los Angeles, Cal.	20 races
1548	Alias	F. Greenwood, Stamford, Conn.	16 races
1547	Bottomsup	B. Teal, Rochester, N. Y.	21 races
1546 8/15	Puck	J. Rowbotham, Money Island, N.J.	15 races
1546 1/5	Zeppo	H. F. Livesey, Edgewood, R. I.	10 races
1545 7/17	Jack	L. J. McKesson, Port Jefferson	17 races
1545 7/17	Sigi-Na	A. R. Atkinson, Port Jefferson	19 races
1544	Skip-It	W. J. Dowd, West. I. Sound	6 races
1543	Charlene	Geo. Schulz, Richmond, Cal.	13 races
1536	Bottoms-up	M. G. LaPorte, Shreveport	8 races
1534	Adelaide	E. Royce, Dallas, Texas	12 races
1533	Dorothy	J. L. Nolan, New Rochelle, N. Y.	8 races
1532	Lan Misha	E. B. Tiffany, Edgewood, R. I.	18 races
1530 5/9	Olita	B. Mallenkrodt, Los Angeles	9 races
1530	Poco-Poco	R. Cameron, Barrington, R. I.	13 races
1528 1/3	No. 1185	F. Parsons, East Hampton, N. Y.	12 races
1528 2/13	Celador	S. G. Cady, Edgewood, R. I.	8 races
1526	Pal	P. Serrell, Los Angeles	8 races
1525 3/4	Hoyden	E. Chambers, Oklahoma City	8 races
1525	Kathleen	F. Campbell, Sea Cliff Seniors	9 races
1521	Spray	W. F. Crosby, West. I. Sound	6 races
1518	Snipe	G. Ljunglof, Bridgeport, Conn.	8 races
1517 7/8	Snipan	K. Hutchins, Richmond, Cal.	14 races
1517 4/5	Kenso	T. Hadley, Olcott, N. Y.	10 races
1517 11/14	Eastwind	S. Makas, Detroit	6 races
1517 1/2	Sea Jack	J. M. Martin, Dallas, Texas	6 races
1517 1/6	Silver Spray	Alan Clark, Richmond, Cal.	12 races
1515	Diablo	G. Mounteer, Detroit	7 races
1514	Rowdy II	F. Edmonds III, Sea Cliff Jrs.	9 races
1512	L'Aiglon	T. Thompson, Vancouver, B. C.	7 races
1505	Nymph	J. C. Moore, Los Angeles	13 races
1501 11/13	Bubbles	M. Rodriguez, Havana	10 races
1501 4/5	Gibarito	W. Thomas, Money Island, N. J.	10 races
1500	Groucho		

Every few months someone writes in for information on spinners for Snipe and the answer is always the same—that it is not a practical sail on a small boat. One of the secrets of successfully racing a boat like Snipe is for the crew and skipper to keep as quiet as possible. Every time you move around, you slow up the boat some and if you have a spinnaker to set on the run down wind and then take it in again at the end of the run, it stands to reason that the movement necessary for these operations is going to more than offset any gain in speed that might be secured. Of course if we had a long run of several miles, it might be another thing, but it is seldom that the down



Paulito Too, Merle Davis' Snipe coming into Fairhaven (San Pedro)



Two Snipes racing at Cape Breton, Canada

wind course is more than a mile in length and with the Genoa jib properly "wung out," you can get all the effect of a spinnaker with only half the moving about necessary. A spinnaker furthermore means more gear aloft and aloft and while such sails have been tried from time to time, in every case, they have been given up by the Snipe owners who tried them.

Another thing which seems to cause a lot of trouble in some localities is the rudder. We have had some fleets claim that it is impossible to keep a rudder in Snipe—that they will split the first time the boat is out in a breeze of wind and that generally speaking the design is not right. The answer lies in the hundreds of boats that have used the same rudder year in and year out without difficulty. Snipe No. 3 has the same rudder and tiller that she had when built by Minneford Yacht Yard in 1932 and there has never been the slightest tendency to crack or break. The trouble lies in that the rudders are not made properly. In the first place the grain should run diagonally across from the top after edge of the rudder stock to the lower after corner of the rounded part. If this is done with a good piece of mahogany or oak, there will never be any trouble, but the rudder must have dowels or rods running fore and aft through it. One of these (at least one-quarter inch in diameter) should run across the widest part of the blade and another, preferably a bolt with a nut and washer, should go fore and aft through the rudder about four inches below the underside of the tiller. If this is set up tightly and the end riveted over the nut, the rudder will never split or part company. There is quite a strain on the rudder when the wind blows hard and no wooden rudder without dowels can be trusted for any length of time. Usually, when the rudder parts company, the boat goes out of control which means a quick ducking for the skipper and crew, not to mention a good suit of racing sails.

While on the subject of rules, recently an owner wrote that the restrictions and rules were so tough that "many owners were getting discouraged." The answer here is that some few owners have been trying to chisel on the restrictions and to build boats which would be on the border line of eligibility and have found

(Continued on page 55)



No. 1108 belongs to L. M. Overfield, Springfield, Illinois