

July 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, 1,831. Total chartered fleets to date, 61.

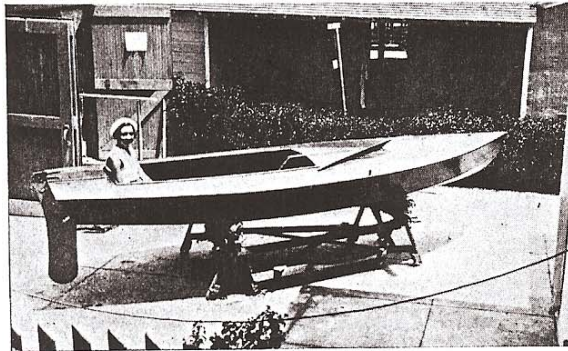
EFFECTIVE June 14 a new and important ruling goes into effect for all boats of the Snipe class. "A boat, once registered, must always retain its racing number. The number belongs to the boat and must be burned or carved into the keel in numbers at least 2 inches high, just abaft the center-board trunk, so that by lifting the floor boards, the number will be exposed for inspection. Racing or registration numbers cannot be changed or exchanged for any reason whatever and can be nullified only by positive proof that the boat has been destroyed or failed to pass the measurer."

This year headquarters has been swamped with requests for the retaining of old race numbers by owners who have sold their boats. This has made a great many misunderstandings and makes it necessary to change measurement certificates. As a result there are some mix-ups which have made untold trouble for all concerned. From now on the number goes with the boat—*always*—or until such time as she is destroyed. When you sell, loan or swap your boat, you cannot keep the number for the new boat and any requests for this will be turned down as a matter of necessity. Furthermore, you must, in order to pass measurement or to hold present measurement certificate, burn or carve the racing number inside the keel batten just abaft the center-board trunk where it may be easily inspected. Better get out the pocket knife and get busy at once.

With literally hundreds of boats changing hands, being measured, owners paying dues and with compiling the results of hundreds of race result sheets, headquarters finds this step necessary if the office help is going to remain sane. Your measurement certificate and your racing numbers belong to the boat—not to you—and must go with it no matter what happens.

Fleet captains, measurers, owners—please bear in mind that boats without measurement certificates *cannot pay dues* to the Association. We have repeated this month after month, but there are still plenty of boat owners who insist on paying dues when the boat is registered or before it is measured. *Don't pay dues until the boat is measured.* It only makes a lot of trouble at headquarters.

The Western Long Island Sound fleet, which now comprises around 42 boats, held its first point score races on June 6 and 7.



Don Patterson's Windon ready for launching. The boat under sail will be seen on opposite page

It being still early in the season for this fleet only 8 boats turned out for the first race and 6 for the second. The fleet held its own races without the usual handicap of having a dozen or more other classes starting and resulting interference. A. M. Deacon's auxiliary catboat acted as the committee boat with a distinguished committee aboard headed by Commodore Conover of the Horseshoe Harbor Yacht Club. Both races were won by Snipe No. 3.

The parachute spinnaker has come in for some more testing on Long Island Sound and so far has not proven its superiority over a good Genoa jib properly poled out. In several "scrub races" against other Snipes, No. 3 was outdistanced before the spinnaker could be set, and with it set, the operation of overtaking the others was very slow. When coming back on the wind again, the competing Snipes were again able to get clear away due to the difference in time needed for handling sail. The sail is good for just one thing—to train people in the art of setting and handling spinnakers and perhaps a technique can be worked out whereby the handling process may be speeded up, but moving around kills the speed of a little boat like Snipe and there's plenty of this moving when the spinnaker is set and also when it is taken in. The general opinion seemed to be that a spinnaker could be made optional equipment as apparently there is little difference in overall speed unless the course has an unusually long down wind run. Most fleets are not going to use the sail.

The present registrations total 1,831 and since last going to press 77 new boats have been registered, which, we believe, is another new high for a month. Fleet No. 60 has been formed



Racing at San Pedro. Gus Frias in 345 having it out on Forest Farrington in Eloise
W. C. Sawyer

at West Palm Beach, Florida, with W. J. vonBehéren, Box 68, West Palm Beach, Florida, as fleet captain. Frank W. R. Toop, Lincoln, New Jersey, is the fleet captain of Fleet No. 61. This fleet is located at Fairhaven, New Jersey, on the Shrewsbury River. Boat owners in the vicinity of either of these fleets are requested to get in touch. Two more fleets will probably be chartered before this gets into type. One will be at Christiansted, St. Croix, Virgin Islands, and the other will be at Menominee, Michigan.

Once more we warn owners about Larchmont Race Week. This will be from July 18 to 25 and if you are going to bring your boat to Larchmont for the week, be sure to write to W. F. Crosby, 9 Murray Street, New York City, so that it may be registered with the race committee. This does not apply to boats of the Western Long Island Sound fleet, Sea Cliff fleet, Stamford or Norwalk fleets but to those owners who come from outside that territory. There is a possibility of boats from Charleston, Miami and Rochester but such boats must be formally entered or they will not be counted as starters or finishers. Incidentally, the Snipes will be started ahead of all the other small classes this year due to the fact that in former years, the Snipes have caught up with the other classes making a great deal of interclass interference.

In the future, all important Snipe championship races (except regular point score events) must be sanctioned by the Association. This is done for several reasons, the most important being to avoid the possibility of a race being staged by irresponsible persons. Another reason is to prevent interference in race dates and, if possible, to cut down on the great number of special interfleet, state, interstate and other types of championship races. Too many races of this type will react unfavorably on local fleet point score races, and while we appreciate all that has been done to foster important races, we feel that it can be carried too far. A new blank form has been prepared which must be filled out in full before a sanction can even be considered. This form will be sent to interested parties upon application.

The North Atlantic Coast Championships will be held by the Sea Cliff Yacht Club of Sea Cliff, Long Island, New York, on the week-end of August 15 and 16. One competitor from any fleet in the states of Maryland, Delaware, Pennsylvania, New Jersey, New York and all the New England states is eligible. There can be only one entry from any fleet in any of these states. The trophy was originally won in 1933 by the Lake Mohawk fleet, in 1934 Sea Cliff won it and it was won again last year by Sea Cliff. The trophy, known as the Lake Mohawk Trophy, if won three times becomes the permanent property of the winning fleet. If Sea Cliff wins again this year, a new trophy will be put up for competition next year. Circulars with entry blanks will be sent to all chartered fleets within the states specified.

According to information received from Oshkosh, preparations for the Internationals are well under way. These races will be held on August 28 and 29 under the auspices of the Oshkosh (Wisconsin) Yacht Club on Lake Winnebago. One competitor from any fleet in the world is permitted and this man should be the fleet champion if possible, but may be his alternate. Circulars and entry blanks will be sent to every chartered fleet.

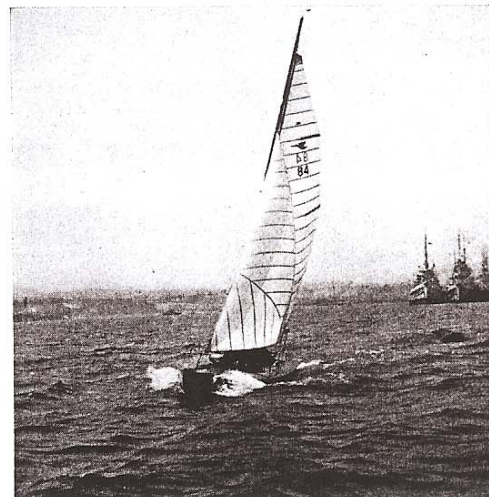
The "long distance" race for Snipes from Norwalk, Connecticut, to Port Jefferson, Long Island, will be run as scheduled, on July 4. Race circulars have been sent to all fleets within a reasonable range but if you want one, it will be sent on request. The requirements are quite strict and each competing boat must provide a good sized motor boat as convoy. Entry blanks and circulars may be had from Perry Coke Smith, James Street, Norwalk, Connecticut, or George W. Johnston, Port Jefferson Yacht Club. To quote in part from the circular: "This race will be over approximately 18 miles of open water in a part of Long Island Sound where it sometimes blows heavily and makes up quite a sea. Also there is danger of fog. The race will be adequately convoyed, but we want to stress most strongly that this race is not for beginners nor inexperienced Snipe sailors. The Association and the yacht clubs sponsoring the race take no responsibility for loss or damage to property or person of any one taking part in the race. Every entry blank must be approved by the commodore of the club of which the entrant is a member. If entrant is not a member of a yacht club, his Snipe fleet captain must approve the entry blank. We urge on



*Snipe and Charlene scrapping for first place on
 Long Island Sound
 Rosenfeld*

all flag officers and fleet captains who approve entries to withhold approval if, in their minds, the entrant is not fully able to complete the course of this race, fair weather or foul." The race is open to any registered and measured Snipe whose owner is a member of a fleet in good standing.

So far this season the results of point score races have been slow in coming in. This is probably due to the fact that the new race result sheets are to be sent in only once a month and so far few fleets have held more than two races. However, results have been received from San Pedro, California, Oklahoma City, Miami and the Western Long Island Sound fleet. Results will not be published, however, until the boats have qualified by being in the minimum of five races. The new race result sheets should be sent in only once a month or even less frequently if the fleet holds only two or three races a month. These sheets cost the Association quite a lot of money to print and should not be wasted but if your fleet needs more of them, they will be sent on request.



Dow Patterson's West coast Snipe has five sails