

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 790 registered boats in the class with thirty-one 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.

IF YOU want to see some of the best "action pictures" ever taken of a Snipe, look over the photographs on pages 24, 25 and 57 of this issue. The photos of Eloise were taken by Ernest Farrington of Pasadena, California, and we blush to think of the final outcome of some of those shots. At least you should give some of the "young bloods" a thrill and possibly catch the yen in them to emulate the daring of the skipper of Eloise.

There seems to be some misunderstanding relative to dues, measurement certificates, etc., briefly outlined the requirements as follows:

1. If you have a boat that has no measurement certificate and do not pay any dues until such a certificate has been issued.
2. If your boat received a measurement certificate last year no new one is necessary this year unless changes have been made in your boat or its sails. You pay \$1.00 dues only.
3. If you have a new boat and are located near enough to a fleet to be eligible, have the measurer measure your boat, pay him your dollar and he will send it, together with the duplicate certificate, to the secretary of the Association. You are a paid-up member for 1934-35 (April 1, 1935).
4. If you are not near a fleet and no measurer is available do not send any dues to the secretary. Anyone can purchase a copy of the class rules booklet for a quarter and this is given free to every measured boat when dues are paid.
5. According to the rules, dues must be paid within one month of the start of your fleet's racing season. New boats, launched late in the season will have a special arrangement made.

The boys are not losing any time starting in the racing season and the following point scores are of measured and paid-up boats to date. None of them have as yet completed the necessary five races.

Uno	A. J. Milhas, Buenos Aires	1600	1 race
Sar Dust	Bill Bracey, Dallas	1600	1 race
Bubbles	Walter Sjaaf, Los Angeles	1573 2/3	3 races
Azenath	A. P. Hall, Miami	1560 1/2	2 races
Rainbow	Ernest Coxhead, Berkeley, Cal.	1521 1/2	4 races
Don	Ernest Milhas, Buenos Aires	1521	1 race
Silver Spray	Don Maxwell, Dallas	1484 1/2	2 races
Barbara	H. S. Thompson, Miami	1482 1/2	2 races
Star Dust	Ed. Gibson, Miami	1445	2 races
Lois	H. Preston, Miami	1444	1 race
Betty II	Stuart Wallace, Dallas	1370	2 races
Naughty Lady	D. Laap, Miami	1369 1/2	4 races
Black Bird	Bill Bailey, Berkeley, Cal.	1369	1 race
Chip	Max S. Dorado, Buenos Aires	1369	1 race
No. 152	H. D. Hill, Dallas	1351 1/2	4 races
Keck-Up	Bill Walker, Berkeley, Cal.	1321 2/3	3 races
Sun Dot	A. Angus, Santa Monica	1277 2/3	3 races
Tuffy	Vernon Cotter, Los Angeles	1225	1 race
Georgia W.	Chas. Woodman, Dallas	1156	1 race
Baby	Dr. E. Ward, Dallas	1124 1/2	2 races
Eloise	F. Farrington, Los Angeles	889 2/3	3 races
Ripples	K. E. Walkey, Los Angeles	d.n.f.	1 race
Brat	Hank Goodwin, Dallas	d.n.f.	1 race
Why Not	Enrique Nagel, Buenos Aires	d.n.f.	1 race

Boats omitted from the scoring that have taken part in races are those that have not as yet paid dues. It is interesting to note that as the number of competitors in races increases, the tail enders get much lower scores than before. If there are five boats in a race and you finish last you will get 1296 points but if there are fifteen boats in a race and you finish last you get only 676. The answer is to stay up in front or you're "smk."

We have four new active divisional fleets to report this month. No. 28 is at Barrington, Rhode Island, and John J. Conway, Jr., 329 Main St., Warren, Rhode Island, is fleet captain. No. 29 is the Maryland Yacht Club and is headed by A. Preston Petre, Stewart Building, Baltimore, Maryland. No. 30 is on Onondaga Lake, A. F. Englert, 1435 Court Street, Syracuse, New York, is fleet captain. No. 31, the newest fleet, is at the Olcott Yacht Club at Olcott, New York. A. B. B. Harrison, Trestle Mig. Co. Lockport, New York, is fleet captain. Owners of Snipes within these areas should get in touch with fleet captains at once to be in on the summer's racing. Several other new fleets are being formed right now.



Three Canadian Snipes under construction

J. K. G. Hardy has been appointed measurer of the Western Long Island Sound fleet. Anyone wishing to have a boat measured should get in touch with him at 205 East 78th Street, New York, New York. By the time this gets into your hands racing will have already started on the Sound and UNLESS YOU HAVE A CERTIFICATE and UNLESS YOUR DUES ARE PAID UP you will not be able to race and will be disqualified. Don't say we didn't warn you.

Here is an extract from a recent letter: "We are going to have some real international Snipe racing here as the three boats are owned by a Portuguese (myself), a Frenchman and a German and I hope that at least one Englishman will soon enlarge the fleet." The letter is from E. Lebecat of the Azores. It is probably will not be long before the five necessary boats are forthcoming and then we will have another fleet for the association.

The Lake Mohawk fleet, one of the liveliest in the organization, has recently placed an order for several Snipes and the four of last season begin to look sick. It is confidently believed that there will be at least fourteen Snipes on Lake Mohawk before the summer is over and when the North Atlantic Championships are held there late in the season, there will be enough boats to go around.

Plans are rapidly forming for the first international regatta of the Snipe class. This will be held on Long Island Sound, September 8 and 9, near Execution Rock. One of the large yacht clubs will sponsor these races. The races will be held before the start of school and college and just before the America's Cup races so visitors at the regatta may easily get to Newport in time to see the big yachts race. Special rates have been offered by the Hotel Lexington in New York for anyone desiring to stay there a few days and see the sights. The Minneford Yacht Yard at City Island has offered free facilities

of the yard and boats shipped from a distance may be consigned directly there. Anchorage facilities have been arranged and accommodations at very low rates have been arranged at yacht clubs having such quarters and also at several small hotels in Larchmont and New Rochelle. Boats arriving by trailer have been taken care of.

The night before the races a general meeting will be held at which final instructions will be given, questions answered, etc. After the races are over, a dinner will be held on September 8, the prizes will be given out. Two races will be held on September 8, one in the morning and one in the afternoon. Each will be about three and a half miles in length. On the second day, the final race will be held and a consolation race for skippers who have not placed first, second or third in any of the regular races. Prizes for first, second and third place will be given in all events as well as the final grand championship. Points will be awarded according to the regular class system in the championship series and the high point man for the series will be the championship winner.

Committees are at present working on the races. The committee on accommodations and anchorages is headed by Dr. Hub E. Isaacks. Committee on Entries, W. F. Crosby. Committee on Prizes, Morgan Reichner. Prizes have already been given by the Crane Company of Lake Mohawk, The Rudder Publishing Co., William Fuller, Minneford Yacht Yard, Morgan A. S. Reichner and Dr. Isaacks. Anyone wishing to put up a prize should get in touch with Mr. Reichner, whose address is 383 Madison Avenue, New York City.

Each fleet will pick its champion skipper and boat either in the regular point score races or by a special series of races. This outfit will then become eligible to race in the class championships. Entry blanks will be available soon and full directions will be sent to every divisional fleet as to the running of races, time, place and all data necessary. Some fleets are going to charge skippers a small entry fee for every race this summer, all of which money will be pooled to help defray expenses of the boat sent to Long Island Sound.

And now a few pointers for the fellows who are just starting to race this year. Have your sails in good condition. In setting them try to get them as smooth as possible. Each wrinkle will help defeat you in a race. Keep the bottom of the boat clean. A little slime on it may put you in the tail enders. Try to keep all running rigging neatly coiled and out of the way. Races have been lost by having the crew or skipper get tangled up in an extra length of jib sheet. Set up your shrouds tight so that the jib stay does not sag off when you go to windward. Try placing your weight and that of the crew in different positions in the boat until you determine the best balance for sailing. Sometimes it will differ, depending on whether the boat is close hauled or running free. If you use a Genoa, arrange two sets of sheets, two on each side so that one set will trim it inside



No. 395, owned by S. B. Trott of Baltimore, Maryland



No. 268, one of the many Snipes at Vancouver, B. C. She is owned by A. O. Dill



G. H. Woodall owns this one at Phoenix, Arizona



John S. Sheppard's Snipe at Rib Lake, Wis.

the shrouds for close windward work and the other set will be outside the shrouds for running and reaching. Determine, by experiment, the proper location for the fair-lead on deck for the Genoa jib sheets. Unless they are placed correctly, the Genoa may form a hook along its leech which will materially reduce the efficiency of the sail and slow you up badly. Don't make the common mistake of beginners in sailing always close hauled. Nearly all do this and we have seen new skippers actually sail fairly close hauled even when running before it. Don't make the main sheet fast unless it is very calm. One sure way of capsizing a Snipe is to make the main sheet fast to a cleat.

Remember that many a race is won or lost right at the starting gun. Practice starts until you can time yourself to get over the line as the gun goes off, but don't get there too soon or you'll have to come back and restart and in the meanwhile the whole fleet will sail away from you. Remember also that a disqualification is expensive in the Snipe scoring system. It will dog you all season and put you right out of the running. Disqualifications are counted as a race against you all season for which you received no points. See rule booklet, page 15. Study the racing rules so you won't be caught napping. Remember these few simple rules: A boat on the starboard tack (that is with the boom off to port) always has the right of way. Boats close hauled have the right of way over those running free. An overtaking boat must look out for the boat being overtaken. The outside boat at a turning buoy must give way for a boat on the inside if requested to do so. He must provide room for the inside boat. If you touch a buoy or mark of the course you should withdraw from the race. If you foul another boat and are obviously in the wrong, you must withdraw (or be disqualified later). Avoid making protests against other boats. Race for the sport of it. If you can't do that—don't race at all but go back to automobilizing.

Do not forget the important rule of passing on the channel side of all government markers and DON'T forget the starboard tack has the right of way. If you are on the port tack and damage his boat, you will have to pay for the repairs. This rule is all too frequently disregarded. Also do not tack in front of another boat unless you can do so and get going full speed before he catches up. To do so is an infringement of the rules. In other words, say you are on the port tack, approaching another boat on the starboard tack; you get very close—too close for comfort—so in order to save your face, you decide to go about on the starboard tack also. You do so, but find that your boat loses so much way that the other fellow is right on top of you. He has a perfect right to ram you, protest you and have you disqualified. Furthermore if in ramming you his boat is damaged, you will pay the bill. You should avoid getting into such a position in the first place and should have gone about before you were in such a spot or, better yet, have slacked off a little and gone under his stern. This rule is broken all the time by inexperienced sailors and also by some sailors that are not so inexperienced.

Remember that these rules apply not only to boats racing in your own class but also govern your actions when coming into contact with boats of other classes even though they are not racing against you as a class. The rules are based on safety first and common courtesy and you ought to know at least these basic ones before you start racing. Once you know these, the others will soon sink in also.

800 Boats (Continued from page 25)

al fleet may be formed and through a system of point ring, it is possible for boats in Oshkosh to compete h the boats in England without actually coming into petition or ever seeing the other fellow.

Last year more than 100 boats of the class took part these point scoring races and this year there will prob- y be more than three times that number. There are rly 800 duly registered boats in the association of ich many belong to regularly organized divisional fleets. mbership is \$1.00 a year and this includes the right to e in point score races. Accredited members receive copy of the class rule booklet and each fleet has its asurer who checks over each boat and sees that she ets the requirements of the class. Upon completion of s ritual a measurement certificate is issued and strict les prohibit any boat without such a certificate from ing part in any open or closed races for other boats the class. This is done to protect the class against ing sharps who would do everything possible to build le beaters."

For the first time, the association is planning to hold international race on Long Island Sound next sum- er. Each divisional fleet will hold elimination races to termine its best boat and skipper and at the conclusion e such races, these boats will be brought together on e Sound for the grand final world's championship. resent indications are that boats will be shipped in from l over this country, from Canada, England, Ireland, aba and many other localities. A fleet in Buenos Aires still to be heard from in the matter but it is more than ely that at least one boat will be on hand from there. ew fleets are projected from such far off places as ddis Ababa, Abyssinia; Japan, Manila, Honolulu, Ber- nda, Genoa, Gibraltar, Canal Zone, Jamaica, Trinidad, australia and in many other localities. One of the most teresting new fleets is located in the north of Ireland here the Marquis of Londonderry has been made divi- onal fleet captain. This fleet will number more than irty boats and will race in two divisions. A special lub called the Snipe Sailing Club has been formed. umerous fleets are located in England, the most promi- ent one being that of the Royal Cinque Ports Yacht lub at Dover.

The class has received full recognition from the Yacht racing Association of Long Island Sound, the Civic Regatta Association of Los Angeles, the Lake Michigan Yachting Association and many other similar organiza- tions.

The class rules are of sufficient flexibility to allow for somemade boats and as a result probably sixty per cent of the boats in the entire class are made by amateurs. For many of them, Snipe is the first boat and for many of them also, it will be the forerunner of larger boats. Already this tendency is quite apparent as numbers of owners have purchased larger boats both of the cruising and racing type.

Careful records are kept of all registered boats and when a sufficient number are located adjacent to each other, the owners are put in touch, with the result that usually a fleet is formed. Inactive fleets are quickly dropped, thus keeping the organization alive at all times. In many localities fleets within a reasonable territory hold interfleet or intercity races. This has been done exten- sively in Texas and Oklahoma and last fall six fleets took part in the North Atlantic Championships off Larchmont. Many other such races are planned for this coming sum-



There are twelve Snipes racing at Miami

mer including a California championship, a midwestern championship and state championships in many localities.

The boats, themselves, range in price from about \$75 to \$350, the latter being the class limit. Most amateur boats cost about \$150 but dozens have been built for a lot less. They have been built for as little as \$30 by amateurs. Several manufacturers are supplying the parts, knockdown, and numerous others are ready to send you a completed Snipe on a moment's notice. Sails and hardware are more or less standardized and all one has to do is to call up the sailmaker, give him your racing number and call an hour or so later for the complete sail.

There are 68 registered Snipes on the Sound west of Guilford, Connecticut. In the vicinity of Los Angeles there are 56 duly registered boats of the class. Around San Francisco there are 24, in the Northwest there are 31, Buenos Aires boasts of 30 and the fiftieth boat was recently registered from Great Britain. Texas and Oklahoma have 50 boats and so has Michigan. Wisconsin and Virginia have 34 all within easy striking distance of Baltimore where the Maryland Yacht Club is planning a big celebration this summer. At present the class is gaining on an average of two and a half new boats every day. Mind you, these are only the registered boats and there are probably at least as many again which have never been heard from at all. Interest is on the increase all the time and the day is not far distant when the Snipe class will be the largest one-design class of sailboats in the world.



Thirteen of the little racers at Watchorn Basin, Los Angeles