

June 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, 1,754. Total chartered fleets to date, 57.

STATISTICS are generally a deadly thing but some of you may be interested in a large map that has just been made showing the location of every registered Snipe in the United States and Canada. The area between Barnegat Bay, New Jersey, and Boston, Massachusetts, had to be drawn on a separate map of larger scale to accommodate all the numbers. It is all very impressive and will serve to show the localities where there are enough boats to form a fleet. After all the registration numbers were on the map, a few totals were taken. New York State has exactly 250 registered boats. California comes second with 102, Texas third with 105 and Connecticut fourth with 94. New Jersey has 91, Michigan, 83; Massachusetts, 72; Wisconsin, 65; Illinois, 50; Maryland, 47; Florida, 46; Ohio, 41; Rhode Island, 3; Indiana, 35; Pennsylvania, 20; Washington State, 18; Oklahoma, 17; Louisiana, 15; Virginia, 15; Oregon, 14; Missouri, 13; South Carolina, 7; Iowa, 3; Mississippi, 3; Washington, D. C., 2; Wyoming, 2; Utah, 2; Delaware, 2, and one each for Kentucky, Colorado, New Mexico, Arizona and North Carolina. There are 75 registered boats in Canada and 122 of them in England and Ireland. Dutch West Indies has 9; Trinidad, 12; Virgin Islands, 6; France, 19; Scotland, 9; Italy, 37 and so on. Other countries where boats have been registered are China, Fiji Islands, Spain, Argentina (32 boats), Japan, Australia, Belgium, Philippine Islands, Hawaii, New Zealand, Panama, Canal Zone, Mexico, Bermuda, Cuba and Switzerland. In all there are 361 registered foreign boats, leaving just under 1,400 in the United States.

At present there are 1,754 registered Snipes all told, a gain of exactly 50 boats since last month. Fleet No. 57 has been organized by the Missouri Yacht Club of Kansas City. Frank E. Reinhardt is fleet captain. Fleet No. 58 has been formed at Newport Harbor, California. The fleet captain has not yet been elected. Fleet No. 59 is located at San Fernando, Trinidad, British West Indies. W. V. Tothill, 120 High Street, is fleet captain. Several others are being formed as this is written.

Sanctions have been granted by the Association for a series of Snipe races to be held at Washington, D. C., on September 25 and 26, at the time of the President's Cup regatta. This will be open to any registered Snipes and entry data may be had from J. W. Marsh, Chairman Sail Racing, 401 23rd Street, N.W., Washington, D. C. Owners of Snipes in the vicinity which have not been registered or measured are requested to get in touch as soon as possible. Another sanction has been given for a midwestern meet to be held at Chicago on June 28. Information, entry data, etc., may be had from Jack Waring, Jr., Yachting Editor, the Chicago Tribune, Chicago, Illinois. This regatta will be open to every Snipe but all boats must be registered and will be measured by a special committee at Chicago. There are more than 150 boats eligible to go in this race and it should be quite some affair. The prizes will be in proportion to the number of entries and will be something to shoot at. A sanction has also been granted for the Norwalk to Port Jefferson race on July 4 and circulars will be mailed out to all fleets within a short time. The requirements for this deep water Snipe race are quite strict but it will be well worth while as both the Norwalk and Port Jefferson Yacht Clubs are putting forth every effort to give everyone a big time. The San Pedro to Catalina race will be held at the same time. As announced last month the Internationals will be held at Oshkosh, Wisconsin, on August 29 and 30. A big turnout is expected for this. No announcements have been made of other races to date and we would advise fleets holding important races to let the secretary know their dates so that the news may be carried here. The North Atlantic Coast Championships for the 1936 Mahawk Trophy will be held at Sea Cliff early in August

and since Sea Cliff has two legs on this trophy, there is going to be a hard scrap this year. This is open to one boat from every fleet in the North Atlantic states.



Lester Reel pushes Mr. and Mrs. Spurrell out to sea in their Snipe Farrington

New instructions to measurers will be sent out at about the time you read this. The old system of measuring angles has not been as successful as it might have been and a new and simpler system has been worked out. This simply is a series of full size templates of the various frames (to the outside of planking) which, when held up against the outside of the hull, will give an accurate and quick check on the shape. The other dimensions and restrictions have not been changed in the slightest except that where a sliding gooseneck is used on the mast, a quarter inch band must be painted around the mast at a point 12 inches off the deck. None of the restrictions or requirements have been changed in the slightest.

N. N. Songer, *The Miami Herald*, South Miami Avenue, Miami, Florida, has taken over the job of District Secretary of the Association since the election of Henry S. Thompson as commodore of the Miami Yacht Club. Mr. Songer is an active Snipe man and has done much to assist the class in Florida waters. He owns Snipe 236, *Naughty Lady*, which has done some fine racing with the Miami fleet.

July 18 to 25 will be Larchmont Race Week. Last year literally dozens of Snipes took part in this series. Each year sees boats coming from different sections of the country to take part and unless such boats are formally entered in advance, their owners may find things embarrassing. During race week, the committee is hard pressed to keep track of all the boats in the dozens of different classes and a card index is kept of each boat, class, owner, etc. Unless you are on this list, even though you come in first, your boat will not be recognized. It is advisable, therefore, if you are going to enter your boat in race week, to check with the Executive Secretary of this Association to make sure that she is entered properly. This is particularly necessary for boats that normally do not sail or

race on the western end of Long Island Sound. Also, it is highly necessary for every boat to have a measurement certificate and for the owner to have paid his 1936 dues to the Snipe Association. Don't neglect these points or you will most certainly be protested and disqualified. This Association will send to the race committee of the Larchmont Yacht Club a complete list of qualified boats just before race week and unless you are on that list, you'll be simply out of luck if you try to race there. If your boat is coming from a distance to take part, let the Executive Secretary know so that you may be included in the list. Don't wait until the last minute, either.

Two new divisional fleets will probably be formed before this gets into type. According to a letter from W. J. vonBeheren of West Palm Beach, Florida, the necessary number of boats (5) is now available and the fleet is ready to go ahead. The second fleet may be a little longer in forming and will be located at Acapulco, Mexico. Acapulco is the seaside resort of Mexico on the Pacific side and a number of Snipes will be purchased at one time from an American boat builder. Just how many is not stated but it is expected that there will be a considerable number of them. American boat builders are requested to get in touch at once with W. Schoenborn, Desp. 408 Edificio Cook, Acapulco, S. A., Mexico, D. F. The difficult point will be the shipment of boats from the United States because there are no shipping lines from the East coast which stop at Acapulco but there are lines from Los Angeles and San Francisco. This fact will probably exclude Eastern boat builders but California builders should get in touch at once.



*Dave Pallister's Snipe has perfect sails*  
 Rosenfeld

Each year there are a number of cases which crop up of unmeasured boats trying to "crash" various open race meets. In some cases the owners of these boats have, when questioned, stated that their boats have been measured, only to be disqualified and discredited later on when the truth came out. The owner of every measured boat who has paid his dues, receives from the Association a little blue card which is proof positive that both he and the boat have complied with class requirements. If such a card cannot be shown, even though he may have a measurement certificate, he is not eligible to race according to the class rules. When you pay your dues be sure that you receive one of these cards from the Executive Secretary.

Last year at the time the Internationals were announced there were several Snipe owners who tried to "crash the gate" but who were ineligible to take part. In order to save a lot of trouble and grief, we would like to point out right here and now that the Internationals are open to only *one* boat from a fleet, either the 1936 fleet champion or someone who has been



*"Ready About"—one of the San Pedro fleet*  
 Farrington

designated by him to act as his alternate. Boats not affiliated with any fleets cannot take part and each competing boat must have taken part in at least 5 point score races during the season of 1936. It is usual in most fleets to pick the boat by designating it as the one which is the leader in fleet points on such and such a date. For instance, the Internationals will be held on August 29 and 30 this year. Therefore the fleet representative should be the man who is leading in points in his fleet on August 17 or, if the fleet is near the scene of the Internationals, a week later. The owner having the high point score at that time may, if he is unable to attend the Internationals, designate someone else who can make the trip, but whoever the alternate is, he must have taken part in at least five point score races during the 1936 season.

Every year some individual non-fleet member tries to break into the Internationals and we hope that this will avoid the difficulty for this year. Exactly the same rule applies to the North Atlantic Coast Championships and to many of the other championship races. The reason is quite obvious for this rule because if an unattached boat should win the race, the owner would have no facilities next year to run off the race all by himself. Such races are a real job for a whole fleet or yacht club—sometimes both.

If you want to race your new boat this year, be sure she is registered. Simply write to the Executive Secretary giving your full name and address, the name of the boat and the water on which the boat is to be used. A number will be assigned at once and you will be informed of the nearest fleet so that you may have the boat measured and race if you desire. If your boat is sold or changes hands, keep the Executive Secretary informed, giving the new owner's name and address so that the records may be kept straight. There are a number of registrations which will be declared open in the fall for the same reason that the owners have moved and left no address. The numbers will be held until November 1 when they will be assigned. If your assigned number is given below, write once to the Executive Secretary giving your full name and address, otherwise you will lose the number: 105, 125, 188, 195, 208, 211, 214, 217, 220, 289, 299, 330, 393, 394, 398, 457, 722, 997, 998, 1081 to 1088 inclusive and 1498.