

March 1936

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 1,580 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.

EIGHT fleets were represented at the Snipe Association dinner held at the Hotel Shelton in New York on the evening of January 24, the total attendance being exactly fifty persons. After an excellent dinner Mr. Crosby introduced Commodore Reichner who spoke briefly on the distance race to be held next summer between Norwalk, Connecticut, and Port Jefferson, Long Island. The race will be run jointly by the two yacht clubs and will be open to any measured Snipe. Following this, C. C. Koss, of the Aruba, Dutch West Indies fleet, spoke briefly to the crowd and this was followed by a motion picture film loaned by Charles Harrison of Lockport, New York. This film showed the Snipes being built and racing on Lake Ontario, then the Internationals last fall at Dallas, then the Southwestern Championships also at Dallas and finally the end of the season on Lake Ontario. Following this a proposed parachute spinnaker for the class was shown. This sail contained about fifty square feet and was of the latest design as suggested by George Ratsey. It is made of extremely light material and is arranged to set out ahead of the jib stay, sheeting in somewhere along about the shroud anchorages on both sides. It may be used either with or without a spinnaker pole, but a pole would undoubtedly help in holding it out. The sail is so designed that when in use the Genoa jib is completely removed and it may also be used on a broad reach. The top price for a single sail of this type would be not more than \$20 and in many cases it would be much less. At the present writing the matter has been turned over to the International Rules Committee of the Association for final decision. It has not yet been adopted by the Association and if it is taken up, for the first year, at least, it will have the status that the Genoa jib had two years ago, being optional fleet equipment and not mandatory. If the majority of fleet members vote against the sail, no one in the fleet can carry it. The new sail will be taken to Florida and thoroughly tried out and more detailed reports will be made in the next issue of *THE RUNNER*. The spinnaker was received by those present at the dinner with great enthusiasm as it would undoubtedly add a great deal to the interest of the class not to mention greatly increasing the speed of the boats. It is not a hard sail to set and handle.

Word comes from Natale Galeppini, secretary of the Italian Snipe fleets, that the class has been definitely approved by the Royal Italian Sailing Federation, the ruling yacht racing body of Italy. This means that the class will be given starts in all important racing events and also that great numbers of the little boats will be built to take part in these races. The class rules booklet is going to be reprinted in Italian.

Sometime during the latter part of March there will be a meeting of the combined fleets of the Huguenot Yacht Club and the Western Long Island Sound fleet to formulate racing dates (for point score races) and to decide once and for all the status of the junior sailors. At present these are two separate fleets but the Huguenot fleet will take over the junior members of the Western Long Island Sound fleet and the Western L. I. Sound fleet will take in any senior members from the Huguenot Yacht Club fleet. It is planned to run point score races every Sunday for the two fleets, an interval of five or ten minutes separating the junior and senior members. This arrangement should do much to augment the growth of both fleets. Builders of new boats which will race in waters anywhere between the east side of City Island and Greenwich, Connecticut, are requested to register their boats at once so that they may be informed of the meeting in time.

Association dues are in order at any time now. They must be paid within thirty days of the start of your fleet's racing season or you will lose your entire standing for the season. Upon

receipt of the dues by the Executive Secretary a copy of the 1936 rules book will be shipped to you and also a membership card in the Association. Dues are \$1.00 a year and can be paid only by the owners of measured boats. Each year any number of owners send in a dollar for registration of their boats but this is returned each time unless the boat has a measurement certificate. There is no charge for registration. Registration of your boat means that you have a racing number assigned to you and if there is a fleet near by you will be put in touch with the fleet captain. If there is no fleet but other boats registered near you, you will be put in touch with the other owners and may hold a meeting for the formation of a fleet.

As this is the fitting-out season, a few remarks on your boat will not be amiss. The mast and boom should be sanded down, lightly, and given two coats of the best grade of spar varnish. If the wood in mast and boom is discolored and dark they should be scraped down first, then sanded and then varnished. Each coat of varnish should be lightly sanded, when dry, before applying the next coat. Do not use shellac in painting the deck, if it is canvased, do not put the paint on too thick. Sand the old paint and if it is a light color, wash it with soap and warm water. Use the paint thin because if you put it on thick, it will crack and in time will mean a new deck. Paint the entire inside of the boat to preserve it. Remember that fresh water, and this includes rain water, is what makes dry rot, and unless wood is properly preserved by paint, dry rot will start quite quickly, particularly up under the forward deck of Snipe.

The outside of the hull should be thoroughly sandpapered. Use coarse paper for the first rub down and then finish off with fine stuff. Rub out all the unevenness and give it a coat of paint. If it is white or any other light colored paint, wash it first with soap and water. The bottom is most important, of course, and you can't give it too much care. It must be thoroughly smooth and you may find that it has opened up some. If it has, use any one of the seam fillers available or some putty, painting the seam first to make the putty stick. Sand the entire surface as smooth as you can get it and between coats two coats sand it again, using fine sand paper. The "wet and dry" type is particularly good. Some owners use an anti-fouling bottom while others use the "hard" bottom which is more of an enamel finish and is not anti-fouling. This type bottom should be wiped off every time before you race. You can't put too much work on a bottom.

If your rigging is at all worn, replace it. Look particularly where the halliards pass through the sheaves and blocks as this is where you get the most wear. Sometimes you can turn the main halliard end for end. Watch the sheets also to see if they are not worn where they chafe in the blocks or fair leads. If your turnbuckles are galvanized iron they may be rusted and if such is the case, better get new ones. The rust in time, weakens them and they may break off in the throat which will usually result in a broken mast. The shroud and jib stay should be inspected for rust also, particularly in ways a splice where the galvanizing may have been broken. If you use a galvanized iron center-board, sand it lightly and give several coats of good enamel, sanding between each two coats.

If you race in a "hot" fleet, the chances are that last year's sails may be stretched out of shape and of little use. It may pay you to get the best possible, if you expect to win races. Also to have your boat in the best possible condition. For galvanized iron rigging, turnbuckles and other galvanized items, use a paint composed of the best grade of spar varnish that you can get, mixed up with aluminum dust. This makes a good looking and lasting mixture which is far superior to average commercial aluminum paint.

The list of point scores presented herewith contains a few changes since last month. The Havana fleet has held several races and Joe Katés has gone up to third position. The list also includes, for the first time, the results of point scores held by the Denton Sailing Club, of Denton, Texas. The scores given only include boats down to 1,500 points as space does not permit printing them all. In the April issue we hope to be able to publish the final standing of every measured Snipe class engaged in point score races during 1935-'36. The season usually closes on March 31.

THE POINT SCORES TO DATE

14	Chasme	Chas. Gabor, Lake Mohawk, N. J.	15	races	
15	Epins	C. E. Smith, Stamford, Conn.	15	races	
16	Cairoa	C. Katés, Havana, Cuba	14	races	
17	Olita	F. Farrington, Los Angeles, Cal.	22	races	
18	12/15	Woogi	Wm. Carnegie, Detroit, Mich.	15	races
19	8/15	Manulee	A. Huffsmith, Santa Monica, Cal.	15	races
20	13/16	Undertaker	R. Houck, Rochester, N. Y.	16	races
21	8/16	One Grand	Wm. Bracey, Dallas, Texas	10	races
22		Sea Sharp	C. Endriss, Money Island, N. J.	14	races
23		Khaki John	G. Becker, Jr., Sea Cliff Jrs.	14	races
24		Naughty Lady	N. N. Songer, Miami	11	races
25		Barbara	H. S. Thompson, Miami, Florida	13	races
26		Patricia	Don Maxwell, Dallas	14	races
27		Mary	I. R. Wilmot, Norwalk, Conn.	7	races
28		Ski	H. Powers, Barrington, R. I.	15	races
29		Silver Hind	Wm. Parker, Wilmette Harbor, Ill.	8	races
30		Mrs. Zilch	Harry Lund, Oshkosh, Wis.	14	races
31	5/8	Blackbird	Wm. Bailey, Richmond, Cal.	8	races
32	5/8	No. 1131	C. O. Cook, Shreveport, La.	8	races
33	3/7	Gipsy	G. I. Pout, Dover, England	7	races
34	3/7	LaPetite	P. A. Benson, Jr., Sea Cliff Jrs.	7	races
35	11/23	Jay Dee	J. Donaldson, Rochester	23	races
36	5/14	Tik-Tok	Strep Kuehl, Oshkosh	14	races
37		Midget	J. Sinclair, North Ireland	19	races
38		Boreas	Frank Gunn, Oklahoma City	8	races
39		Alea	Carlos De Zerbi, Naples, Italy	8	races
40		Jeanette	E. Tarlton, Bridgeport, Conn.	6	races
41		No. 1171	E. M. Osborne, East Hampton, N.Y.	7	races
42		Pirate	D. Pallister, Port Jefferson, N. Y.	16	races
43	1/5	Wave	W. Gaterman, Manitowoc, Wis.	5	races
44		Armada	A. P. Deacon, West L. I. Sound	6	races
45		Damp Ann	Perry Bass, Wichita Falls, Tex.	5	races
46		Clytie	F. Wrightson, Sparrows Pt., Md.	9	races
47		Asenath	A. P. Hall, Miami	13	races
48		Youngster	G. U. Young, Lake Mohawk	15	races
49		No. 681	R. May, Denton, Texas	8	races
50	11/13	Jane	H. Corson, Detroit	13	races
51	3/5	Imp	F. M. Ellsworth, Stamford	10	races
52		Doug	D. Knight, New Rochelle	8	races
53		Mickey	J. A. Vincent, Jr., Richmond, Cal.	15	races
54		Ska-Ram	L. Varalyay, Los Angeles	28	races
55		Schiffschien	C. A. Meyer, San Antonio, Tex.	6	races
56		Halcon	A. Moya, Havana	13	races
57		Osprey	C. Harrison, Olcott, N. Y.	12	races
58		Bubblin Over	C. Z. Crain, San Antonio	5	races
59	3/4	Ria III	G. Bizzano, Naples, Italy	8	races
60	3/4	Curlew	D. Brooke, Vancouver, B. C.	8	races
61	11/16	Taurus	K. Wood, Barrington	16	races
62		Natural	W. F. Schult, Sparrows Point	11	races
63		No. 1177	E. FitzGerald, East Hampton	9	races
64	5/6	No. 844	D. S. Moore, New Rochelle	6	races
65		Westwind	R. Slade, Vancouver	7	races
66		Chrysis	A. B. Harrison, Olcott, N. Y.	14	races
67		Mermaid	W. F. Campbell, Sparrows Pt.	15	races
68		I-O-U	S. Scharff, Lake Mohawk	15	races
69	5/11	Butterknife	F. J. Redfern, Lake Mohawk	11	races
70	7/23	Jane L.	C. Miller, Rochester, N. Y.	23	races
71		No. 1113	H. Metcalf, Shreveport, La.	8	races
72		Jaundis II	J. R. Steele, Oklahoma City	15	races
73		Lurline	J. R. Steele, Oklahoma City	7	races
74		Dusty Joe	J. Becker, Sea Cliff Seniors	10	races
75	1/2	Wavelength	F. Gotto, Northern Ireland	12	races
76		Hey-Hey	G. H. Hey, Squantum, Mass.	5	races
77		Wanderer	J. Morrow, Northern Ireland	19	races
78		Dark Night	F. Pemberton, Wichita Falls	5	races
79	7/19	Swan	F. Smith, Port Jefferson, N. Y.	19	races
80		Cynpat	L. Van Mater, Olcott, N. Y.	15	races
81		Ripple	A. Poulsen, Santa Monica, Cal.	13	races
82		Croccolone	Luigi Santocroce, Naples, Italy	8	races
83		Vector	J. L. Finch, Port Jefferson	20	races
84		Jola	H. Williamson, Rochester, N. Y.	10	races
85		Carmita	Gus Frias, Los Angeles, Cal.	20	races
86		Alias	F. Greenwood, Stamford, Conn.	16	races
87		Bottomsup	B. Teal, Rochester, N. Y.	21	races
88	8/15	Puck	J. Power, Jr., Barrington, R. I.	15	races
89	1/5	Zeppo	S. Rowbotham, Money Island, N.J.	10	races
90		Poco-Poco	B. Mallenkrodt, Los Angeles	22	races
91	7/17	Jack	H. F. Livesey, Edgewood, R. I.	17	races
92	7/17	Sigi-Na	L. J. McKesson, Port Jefferson	17	races
93		Skip-It	A. R. Atkinson, Port Jefferson	19	races
94		No. 441	D. Nooe, Denton, Texas	8	races
95		Charlene	W. J. Dowd, West L. I. Sound	6	races
96		Bottoms-up	Geo. Schult, Richmond, Cal.	13	races
97		Adelaide	M. G. LaPorte, Shreveport	8	races

1533	Dorothy	E. Royce, Dallas, Texas	12	races
1533	No. 46	W. M. Loveless, Denton, Texas	8	races
1532	Lan Misha	J. L. Nolan, New Rochelle, N. Y.	8	races
1530 5/9	Olita	E. B. Tiffany, Edgewood, R. I.	18	races
1528 1/3	No. 1185	F. Parsons, East Hampton, N. Y.	9	races
1528 2/13	Celador	R. Cameron, Barrington, R. I.	13	races
1527	Bubbles	J. G. Moore, Los Angeles	14	races
1526	Pal	S. G. Cady, Edgewood, R. I.	12	races
1525 3/4	Hoyden	P. Serrell, Los Angeles	8	races
1525	Kathleen Ann	E. Chambers, Oklahoma City	9	races
1521	Spray	F. Campbell, Sea Cliff Seniors	9	races
1518	Snipe	W. F. Crosby, West L. I. Sound	6	races
1517 7/8	Snipan	G. Ljunglof, Bridgeport, Conn.	8	races
1517 4/5	Kenso	K. Hutchins, Richmond, Cal.	10	races
1517 11/14	Eastwind	T. Hadley, Olcott, N. Y.	14	races
1517 1/2	Sea Jack	S. Makas, Detroit	6	races
1517 1/6	Silver Spray	J. M. Martin, Dallas, Texas	6	races
1515	Diablo	Alan Clark, Richmond, Cal.	12	races
1514	Rowdy II	G. Mounteer, Detroit	7	races
1512	Moby Dick	P. & E. Wilson, Wilmette	9	races
1512	L'Aiglon	F. Edmonds III, Sea Cliff Jrs.	9	races
1508	Gibarito	R. Rodriguez, Havana	11	races
1505	Nymph	T. Thompson, Vancouver, B. C.	7	races
1500	Groucho	W. Thomas, Money Island	10	races

The measurement of sails has, in almost every class, caused difficulty and misunderstanding. The term as used "handtaut" is not a satisfactory way to measure sails because it all depends on what someone's idea of just what "handtaut" means. Two huskies on a sail can stretch it really taut while two other fellows may get a dimension a full inch less, all due to the amount of tension on the side of the sail being measured. The suggestion has been made by one of the prominent sail makers that Snipe mainsails be limited only by the hoist and length of the boom. Thus the length of the boom is eight feet seven inches and the foot of the sail should not exceed eight feet three inches. The measurer should therefore measure out from the tack fitting on the gooseneck the distance eight feet three inches and put a band of black or white paint on the boom at the required dimension. The hoist of the mainsail is sixteen feet seven inches and the minimum dimension for the boom off the deck is twelve inches. The measurer would therefore measure this height—if a fixed gooseneck is used—paint a stripe around the mast and then go up sixteen feet seven inches and paint another stripe. This would give an exact dimension for the sail on the hoist and boom and if a sail were over it would be at once apparent to everyone. In the case where a sliding gooseneck was used, the measurer would place four stripes around the mast, two representing the lower limit and two representing the upper limit.

A mainsail following these dimensions could not be far off for the third dimension would have to be right or close to it. After all, with the batten lengths strictly limited as they are at present, it is not practical to put excessive roach in a sail and if it is done anyway, the sail will never fit properly. In other words, so long as your battens were the right length and the hoist and foot of the sail clearly marked on mast and boom, your sail would be pretty close to the right size. The jib would, of course, have to be measured in the usual way, but in a smaller sail of this kind, the measurement could not be so far off even with more or less tension on it.

The question sometimes comes up about the racing of boats which have no measurement certificates or whose owners have not paid dues in the Association. During Larchmont Race Week, last summer, the International Star Class Racing Association protested to the Race Committee that there were Star class boats present whose owners had not paid their Association dues and the Race Committee replied that it was not a "collection agency" and that the boats could race so far as they were concerned. The protest was carried on up to the North American Yacht Racing Union and a ruling handed down by the Executive Committee after its meeting of November 15. This ruling says:

"It is the unanimous opinion of the Executive Committee of the North American Yacht Racing Union that registration and membership requirements, in a one-design class, such as the International Star Class, are necessary and logical class rules and, therefore, unless a yacht conforms to such rules, it is not eligible to race in the International Star Class, under Rule IV, Section 3, of the Racing Rules."

In this case, all you have to do is to substitute the words Snipe Class International Racing Association and the same ruling applies. A valuable precedent has been set and a definite ruling on the eligibility of boats is made. Therefore, if your boat is not registered or has no measurement certificate or you have not paid your Association dues, you cannot take part in races and if you do, you can be promptly protested and disqualified.