

May 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, 1,704. Total chartered fleets to date, 56.

LARRY HOLMES of Warren, Rhode Island, has just been assigned number 1,700 for his Snipe. He is quite proud of his new boat which apparently has the best of materials throughout, including a bronze plate center-board which was made from one of the plates of the Cup defender Resolute when she was broken up. In assigning this racing number the Association has reached a new high in something or other and certainly the total number of registered boats is by far the highest ever built in any class.

Incidentally for the month starting on March 6 and ending on April 5, exactly 97 new Snipes were registered, topping, by nearly twenty, the highest month ever recorded. This speaks volumes for the popularity of the little sailboats. Glancing down the list of 97 we find boats registered from Scotland, Trinidad, England, Vancouver, France and from the states of California, Rhode Island, Massachusetts, Maryland, Texas, New Jersey, New York, Virginia, Kansas, Illinois, Michigan, Ohio, Oklahoma and Connecticut. In the entire list, we believe that Snipes have been registered from every state in the Union except New Mexico. Two new fleets have been chartered this month, one from Rimini, Italy, and the other from Fairhaven, New Jersey. Owners of Snipes who desire to race their boats in Jersey waters should get in touch with the fleet captain of the latter fleet. Frank W. R. Toop, Lincroft, New Jersey, is the fleet captain. The boats will race on the Shrewsbury River.

Charles Gabor was recently presented with the Reichner Perpetual Trophy emblematic of the international high point championship. Mr. Gabor, of the Lake Mohawk fleet, will also receive the Minniford Trophy for the national high point championship.

The 1936 Rules Book of the Association is now ready and is being mailed out to members who pay their 1936 dues. The booklet is available to nonmembers at twenty-five cents a copy. It contains a complete list of fleets, their captains with addresses, the constitution and by-laws of the Association, restrictions, point scoring system and data on forming a divisional fleet, running races, etc.

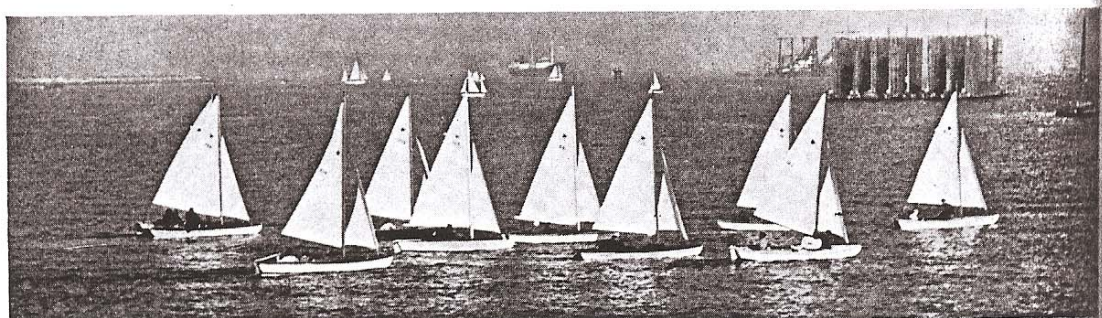
All fleet captains, secretaries or regatta officials should bear in mind that for the coming season each fleet must keep a record

of its own point score races. New forms are being printed at present and they will be sent to each fleet as soon as ready. The old form sheets should be destroyed as the new ones are entirely different.

The 1936 Internationals will be held at Oshkosh, Wisconsin, on Lake Winnebago, on August 29 and 30. All information will be printed with full instructions, etc., and mailed to each fleet. Only one skipper and crew from a fleet can compete. Lake Winnebago will offer fine racing water for the little boats and it is expected that a large fleet will be on hand. The Oshkosh fleet is one of the largest in existence and will be able to supply boats to skippers who have to come a long distance and cannot bring their boats. The race has nothing to do with the high point championship and is for the Commodore Isaacks Trophy which was won first by Bill Bracey at New Rochelle, New York, in 1934, and last year by Perry Bass at Dallas, Texas. Each fleet should designate a special date at which the boat having the high point standing shall be the one chosen to go to Oshkosh.

At a recent meeting of the Western Long Island Sound fleet and the Huguenot Yacht Club fleet, it was decided to get together and form one fleet for point score races. Since that time the boats which were to form a fleet at City Island have come back again, and the new combined fleet has one of the largest memberships in the Association. The parachute spinnaker is to be tried out in competition early in the season and if it proves successful it will be adopted by the fleet. Sentiment among most of the skippers was against the use of this sail but it will be given a trial anyway. The combined fleet will hold its own point score races and a bulletin has been sent to every member. Owners of unregistered and unmeasured boats located anywhere on the north shore of Long Island Sound between New York and Greenwich are requested to complete their affiliations as soon as possible in order to be eligible to attend the meetings and races.

As for the spinnaker, *don't* try to make it yourself. It is practically an impossibility for an amateur sail maker. For the benefit of professional sail makers and measurers the dimensions are given as follows: Luff and leech, each 13 feet 2 inches



Ten boats of the Los Angeles Harbor fleet taking part in a "tuning-up" race preliminary to the Mid-Winter championship regatta
Paul Farrington

being from underside of swivel to centers of grommets. The sail is 88 inches across the foot and has about 9 inches of roach in the bottom. It may be made of any material except silk, rayon or similar cloths. It is set so that it passes around in front of the jib stay. The jib is removed and the two spinnaker sheets are hauled in and belayed. The pole should be attached to the mast and should be carried on the side opposite to that on which the boom is carried. The pole may be any length up to 72 inches. Boats using it for racing in Yacht Racing Association of Long Island Sound events must have their racing numbers attached. The cost of the sail must not exceed \$20 exclusive of the racing numbers for which there is a slight extra charge in most cases.

Sam Handley, the Snipe builder of Nyack, New York, had a gentleman from France walk into his shop recently, buy a complete boat for spot cash, ship it to New York and thence back to France with him on the French Line steamer Champlain.

Commodore William Clinton Brown, who officiated so efficiently at the Snipe races at Clearwater, Florida, writes in to inform us that the races for next year have been set for February 26, 27 and 28. Write these dates in on your calendar right now (if you have one for 1937) and if you want to assure yourself of a good time and good racing, make every effort to be on hand.—A letter from George Irwin of Belfast, Ireland, includes full information on a little sailboat 15 feet 6 inches long, called the Snipe and tells how popular these little boats have become on Strangford Lough, County Down. Thanks, Mr. Irwin, for telling us about the Snipes. We suspected that there was a fleet of them on Strangford because for the past two years we have been receiving the results of their point score races.—Henry Thompson, Fleet Captain of the Miami Snipe fleet, District Secretary of the Snipe Association for Florida, owner of Barbara, Snipe No. 232, has been elected commodore of the Miami Yacht Club and next year, in addition to his many duties racing with Barbara everywhere between Miami, Larchmont and Oshkosh, will find himself running the Miami to Nassau ocean race. Commodore Thompson deserves every bit of credit in the world for his untiring efforts in behalf of yacht racing and we feel sure that his hundreds of friends in the Snipe Class International Racing Association will join with us in extending our hearty congratulations! Incidentally, the officers and board of governors of the Miami Yacht Club are nearly all actively engaged in racing Snipes in their spare moments.—The race across Long Island Sound starting on July 4 from the Norwalk Yacht Club and ending at the Port Jefferson Yacht Club is entering its final preparatory stages. Commodore Morgan Reichner of the S.C.I.R.A., has been actively working on the event in conjunction with the members of both yacht clubs and possibly by the time you see this in type, the circulars of instructions will be in the mail. Every precaution is being taken to make this 18-mile event as safe as possible and there will be plenty of convoys including a couple of small Coast Guard cutters.—The San Pedro-Catalina Island race will be run on the



Commodore Henry S. Thompson and "Admiral" Haskell Coffin at the recent Snipe regatta at Clearwater, Florida



Two boats of the Barrington, Rhode Island, fleet indulge in a little brush to windward

same date, July 4, and West Coast Snipe owners are urged to enter their boats in this "ocean race." It has been run every year starting in 1933.

Each year at this time it is necessary to caution the owners of new Snipe class boats in regard to racing. In order to be eligible to race with any fleet or in any recognized or open regattas, it is necessary that you first, register your boat and have the assigned numbers attached to your sails together with the class insignia; second, that you have your boat measured and see that the duplicate measurement certificate, together with the \$1.00 association dues, are sent to the executive secretary and that you receive from him a copy of the 1936 rules book and your membership card. Please remember that you do not pay dues when registering your new boat and that the assignment of racing numbers does not constitute a measurement certificate. Anyone owning a Snipe can register it and receive racing numbers but only the owners of measured boats can pay dues to the Association. If there is no fleet near you you cannot have the boat measured, but if there are a number of other registered owners nearby, you will be put in touch with them to form a fleet. From then on it's up to you. If there is a fleet near you and you register your new boat, you will be given the name and address of the fleet captain who will put you in touch with the measurer. Briefly, here is how to go about it with a new boat:

1. Register with the executive secretary.
2. You receive a letter from him informing you of the numbers assigned.
3. Have this number, with the class insignia, sewed to your sail.
4. Get in touch with the nearest measurer and have boat measured.
5. On completion, hand him your \$1.00 dues in the Association and he will give you original copy of the measurement certificate.
6. You will receive from executive secretary a copy of the 1936 rules book and a membership card in the Association. You are now eligible to race your boat.

Owners of boats that have already been registered and which have been previously measured should do as follows:

1. If you have new sails have your measurer check them and mark with ink or indelible pencil his OK in the tack of the sails. He may note it on the back of your measurement certificate also.
2. Send in your dues to the executive secretary and receive from him your membership card and rules book. You are now eligible to race the rest of the season. (Membership cards are good until March 31, 1937.)

If you have made any changes in your boat, outside of paint and varnish, it is safer to have the measurer look things over just to make sure.