

Nov 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.

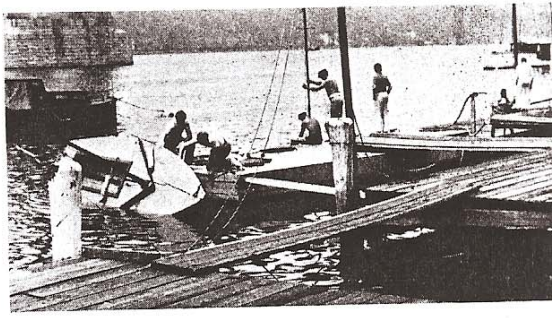
Total registered boats to date 2,030. Total chartered fleets to date 74.

HOT competition has developed during the past month for first place in the point scores. For a while Mermerman was in first place, then Armade caught up and tied the score. The owners were just about to get together to toss a coin for first place when along came Carl Hunt of Canandaigua with a score that was unbeatable. Fifteen firsts out of fifteen races. It apparently was "in the bag" when, just before closing, E. Monroe Osborne, in Blue Shadow, of the Three Mile Harbor fleet (East Hampton, New York), turned up with a duplicate score but with sixteen races to his credit. He even started in a seventeenth race but broke his rudder in a very strong wind and so could not finish. The only way that Blue Shadow can be beaten is to have some one knock off seventeen first places, which at this time of year is extremely doubtful.

The scores follow, in order. Only boats having scores above 1,500 points are listed. The first column is the score, the second the name of boat; next, name and fleet of owner, and last column the number of races taken part in. Where necessary to decide a tie, the fractions are given, otherwise they are omitted.

1750	Blue Shadow	E. M. Osborne, 3 Mi. Har.	16	16
1750	Popeye	Carl Hunt, Canandaigua	15	15
1739	Armade	A. M. Deason, West L. I. Sd.	15	15
1739	Mermerman	W. Woodward, Port Jefferson	15	15
1739	Osprey	W. Mercer, Money Island	15	15
1708	Silver Hind	W. Park, Wilmette	14	14
1706	Sunny	W. Schulte, Olcott	11	11
1695 9/11	Challenge	P. H. Benson, Sea Cliff, Jr.	11	11
1695 7/11	Jane L.	Chet Miller, 9 Mi. Pt.	12	12
1693 2/3	Oly	M. Emilio Reggio, Genoa	15	15
1693	Mary	R. Wilmot, Norwalk	14	14
1691	No. 1544	E. Loveless, Denton, Tex.	9	9
1681	Carlita	Gus Frias, Los Angeles	16	16
1676	Boreas	F. R. Gunn, Oklahoma City	9	9
1663	XLNC	Minton, Lake Mohawk	15	15
1661	Jack Snipe II	H. R. Schuette, Manitowoc	11	11
1660	Ebar	A. A. Saville, Sacramento	5	5
1650	Patricia	Don Maxwell, Dallas	9	9
1646	Kristina	Paul Hansen, Wilmette	13	13
1645	Schiffschien	C. A. Meyer, San Antonio	8	8
1640 1/2	Gioen	Audisio Groce, Genoa	15	15
1640 1/5	Muriel	P. Carlson, Sea Cliff, Sr.	15	15
1636	Mrs. Zilch II	L. Nolan, Jr., Huguenot	7	7
1635	Lan Misha	Harry Lund, Oshkosh, Sr.	12	12
1634 8/13	Jay Dee	J. Donaldson, 9 Mi. Pt.	13	13
1634 1/5	Pantoufle	D. W. Scurlock, Ft. Worth	5	5
1635 1/5	Manulee	A. Huffsmith, Santa Monica	5	5
1627	Annie Laurie	E. Wagner, Edgewood	14	14
1626	Driftwood	F. Barns, 3 Mi. Harbor	17	17
1625 8/11	Wave	W. Gaterman, Manitowoc	11	11
1625 3/7	Gloria	J. Plaskett, Hoosier Lakes	7	7
1625	Ludu	H. T. Corson, Detroit	7	7
1623	Clytie	M. Wrightson, Sparrows Pt.	13	13
1620	Shady Lady II	Ted Sawyer, Oshkosh, Jr.	6	6
1618	Duster	L. VanGemert, Squantum	5	5
1615	Curley	A. Vandall, Port Jeff.	15	15
1614 1/10	Got-Damp	Hamp Cottar, Lake Worth	10	10
1614	Amscra	H. L. Steck, Los Angeles	10	10
1613	Alias II	F. Greenwood, Triangle	7	7
1612	Puffin	P. Gustafson, Barrington	9	9
1611 5/8	Bubbling	C. Z. Crain, San Antonio	8	8
1611 5/12	Yankee Over	Tom Anger, Oshkosh, Sr.	12	12
1609	Groucho	W. Thomas, Money Island	15	15
1608	Viento	D. Metcalf, Los Angeles	14	14
1605	Timola	Bud Kimberly, Oshkosh, Jr.	11	11
1604	Fancy Pants	Ted Gunz, Oshkosh, Jr.	11	11
1602	Wet Sue	R. K. Pond, Wichita Falls	8	8
1600	Charlene	W. Dowd, West L. I. Sound	17	17
1599 1/4	Malolo	W. Gillies, Norwalk	12	12
1599	Southern Cross	B. Becker, Sea Cliff, Jr.	13	13
1597	Gypsy	N. Price, Edgewood	14	14
1594	Sylph	W. Warner, Barnegat	9	9
1592 10/11	Pwiff Wiff	Bob Crane, Lake Mohawk	11	11
1592 5/18	Julie Toots	E. Willis, Canandaigua	18	18
1592 5/24	King Cole	H. Costich, Canandaigua	24	24
1589	Gull	F. Campbell, Sea Cliff, Sr.	15	15
1587	Moon Glow	W. Roll, Sea Cliff, Jr.	5	5
1587	Irene	S. Smith, Marine Park	5	5
1585	Patsy	B. A. Hinman, W. L. I. Sd.	15	15
1584	Mahv Dick	P. Wilson, Wilmette	14	14

1583	Stormyweather	Ed. Meredith, Oshkosh, Sr.	10	10
1582	Snipe	W. F. Crosby, W. L. I. Sd.	17	17
1582	Lady of the Lake	Bus Warden, 9 Mi. Pt.	14	14
1582	Tugain II	G. Basevi, Genoa	6	6
1580	Restless	J. English, Money Island	15	15
1579	Out-Bound	Whiteside-McGruder, L. Worth	11	11
1578	Ginny Bet	E. Dickerman, Barnegat	9	9
1574	Chasme	Chas. Gabor, Lake Mohawk	7	7
1573	My	J. Hammeken, Onondaga	5	5
1572	Lee	E. Treiber, Marine Park	5	5
1572	Stardust	W. Bailey, Marine Park	5	5
1571 5/7	Epins	C. E. Smith, Triangle	7	7
1571 2/5	One Grand	Bill Bracey, Denton, Tex.	11	11
1571 2/9	Pee Wee	S. D. Crump, Canandaigua	18	18
1570 3/7	Scrap	J. E. Tebbetts, Barrington	7	7
1566	Huzzy	R. Golden, Sea Cliff, Sr.	15	15
1562	No. 1605	Roy Disney, Sparrows Pt.	11	11
1561 7/11	Pee Gee	K. P. Littauer, Cedar Pt.	11	11
1561 2/13	Youngster	A. B. Coleman, Canandaigua	22	22
1559	Porgy	Young, Lake Mohawk	13	13
1556 4/5	Saga	Haskell Coffin, Charleston	11	11
1556	Dubelo II	Doug. Knight, Huguenot	7	7
1556	J. C.	J. B. Smith, Barrington	5	5
1556	Sugar	E. Carnegie, Detroit	6	6
1555	Kenso	G. Q. McGowan, Jr., Ft. Worth	3	3
1552	Sea Jack	Ken Hutchins, Richmond, Cal.	8	8
1548	Chrysis	Steve Takas, Detroit	9	9
1547	Minkie	A. B. B. Harrison, Olcott	11	11
1545	Star Dust	C. Vanderlaan, West L. I. Sd.	12	12
1544	Dubelo I	H. G. Chilton, Dallas	8	8
1542	LaGrilla	A. W. Smith, Barrington	9	9
1538	Rondine	N. Galeppi, Genoa	14	14
1537 2/7	Pirate	C. Buzzeli, Genoa	7	7
1537 1/7	No. 1469	D. Pallister, Port Jeff.	7	7
1535	No. 1645	C. P. Warman, Wichita Falls	7	7
1534	No. 1022	E. Rice, Jr., Cedar Point	12	12
1532	Witcraft	A. Rankin, Manitowoc	9	9
1530 8/13	Mary Ann	C. Chamberlain, Dallas	9	9
1530 1/3	Blue Boy	Dr. Bush, 9 Mi. Point.	13	13
1518 1/2	Foam	D. S. Moore, Huguenot	6	6
1518 1/6	Buzzard II	F. Balducci, Triangle	6	6
1516	Ahbi II	A. L. Worthen, Milford, Conn.	8	8
1515	Ztyr	Wm. Fletcher, Triangle	8	8
1515 5/8	Esther D.	H. L. Rumsey, Oklahoma City	7	7
1510	Syzygy	R. J. Mays, San Antonio	8	8
1509	Seyah	R. Johnson, Los Angeles	17	17
1509	Barbara	G. Gadeberg, Richmond, Cal.	5	5
1507 3/4	Shirtless	V. D. Quirk, Sacramento	5	5
1507	Osprey	H. L. Vincent, Jr., Onondaga	8	8
1503 6/7	Tik-Tok	B. Crawford, Oklahoma City	8	8
1503 4/7	Snark	S. Kuehl, Oshkosh, Sr.	7	7
1502	Ploop	J. Nash, Manitowoc	7	7
1501	No. 1111	W. Van Seiver, Barnegat	6	6
1500 14/15	Tailwind	S. Sefton, Sea Cliff, Sr.	14	14
1500 8/9	No. 681	K. Marr, Edgewood	15	15
		Bob May, Denton, Texas	9	9



Cleaning 'up' the bottom. Getting a Snipe ready to race at Poughkeepsie
M. C. Durkee

A recent circular was sent to the owners of registered Snipes, largely as a check up on addresses and a number of these have been returned by the post office. In cases where the owner of a registered Snipe changes his address, the Association should be notified so that the list may be kept up to date. The listing given herewith is for registration numbers that will be reassigned on and after February 1 unless the owners of these boats write to headquarters giving their correct address. These numbers will be declared vacated unless such notification is received by February 1:

No. 2, No. 12, No. 37, No. 93, No. 101, No. 104, No. 311, No. 332, No. 334, No. 345, No. 361, No. 385, No. 410, No. 491, No. 514, No. 542, No. 571, No. 672, No. 683, No. 692, No. 769, No. 790, No. 799, No. 943, No. 951, No. 1065, No. 1117, No. 1191, No. 1368, No. 1397, No. 1406, No. 1410, No. 1468, No. 1508, No. 1766, No. 1848, No. 1912, No. 1933.

If you happen to know the owners of any of these boats, better inform them of the fact that they stand to lose their racing numbers.

The annual check-up of divisional fleets has also been made and a number stand to be dropped from the Association for 1937 unless some signs of action are forthcoming. The fleets listed for inactivity and which will surely be dropped unless they can promise action for next year, are as follows:

Central Long Island Sound, Southern Florida, South Boston Yacht Club, Royal Cinque Ports Yacht Club, Maryland Yacht Club, Pine Lake, Havana Yacht Club, Royal Vancouver Yacht Club, Corinthian Yacht Club (Evansville, Indiana), Shreveport Boat Club, Charter Oak Fleet (Wethersfield, Connecticut), Aruba, D. W. L., Norfolk, Virginia, Great South Bay, Mentor Harbor Yacht Club, Clearwater Yacht Club, Pontiac Yacht Club, Missouri Yacht Club, Newport Harbor, West Palm Beach, Fairhaven, New Jersey, Watertown, New York, Budd Lake, New Jersey, Youngstown Yacht Club, Awosting Snipe Fleet, Cadillac, Michigan. Some other fleets have not been active but were organized late in the season. The Association does not desire to drop any of these fleets, but it is useless to keep inactive fleets on the rolls and in some cases dropping the fleet and its later reorganization might be just the thing to put it over. This has happened in several cases and can generally be laid at the door of an inactive fleet captain who might better be replaced by someone who will take an interest in the fleet. If your fleet is listed here, why not call a meeting, even if you're not the fleet captain, to find out just what's the matter. Many an inactive fleet has been made extremely active by simply shifting officers. Unless some action is forthcoming from these fleets, they will be dropped after January 1 and they will not be listed in the class rule book for next year. The owners of all boats belonging to such fleets will also lose all Association standing.

The 1937 class rules book will go to press January 2, and if you have new fleet officers for 1937 be sure to report them in time or the old officers' names will appear in the new book.

Stricter requirements will be made for 1937 and all boats measured after the first of the year will have to be strictly in accordance with these requirements or they will not be permitted to race. Each year at this time the rule-beaters set out to build new and faster snipes, the favorite trick being to make them lighter. There is a great deal of talk of a weight limit in which no boat can be under 450 pounds and the new measurement blank (now in the hands of the Rules Committee) is going to make it mighty hard for near-Snipes to get by.

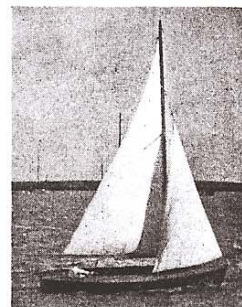


No. 1942, owned by L. G. Cushing of Freeport, Maine

Tapered frames, sketchy chine gussets, fewer deck beams, lighter decking and similar devices will not be passed. The boats must be built like the plans or they will be ineligible to get a certificate. Furthermore these stricter requirements will be enforced for all the championship regattas in 1937 so even if you get by your local measurer, you may not be eligible to race in the internationals. There are no changes in the plans or specifications but boats must be built closer to the original drawings.

The location of the Internationals for 1937 has not yet been decided upon. There is talk about holding them on Long Island Sound jointly between Sea Cliff and Western Long Island Sound fleets. Olcott, New York, has made a strong bid and Los Angeles Harbor wants the races also. The choice is up to the Board of Governors.

Examination of the scores will show that some fleets have held only the minimum of five races this past season. You can't hope to get by with only five races and in laying out the 1937 schedules try your best to get in the necessary fifteen races. It will add interest to your fleet and make everyone in it a better sailor and more expert in the handling of the boats. Your leading boats will also have a better chance to win the high point championship. With the bonus system, it is highly necessary to get in every race you can.



Seagull class sloop Ziffer, owned by Geo. E. Cooke of Riverside, Illinois. Owners of these Rudder-designed sloops have formed a national class

Seagull National Racing Association Active

The promotion of the affairs of the Seagull National Racing Association, recently formed body of owners of THE RUDDER-designed 18-footer Sea Gull, a Marconi rigged knockabout, is well underway and advices from headquarters indicate that a complete slate of officers has been elected for the coming season. The officers are: David Weiher, commodore; Charles Herb vice-commodore; K. H. Gayle, Jr., rear-commodore; Howard Ward, treasurer, and Henry C. Warren, executive secretary. W. F. Crosby, editor of THE RUDDER and designer of the Sea Gull class sloop, and Commodore Conrow of the Horseshoe Harbor Yacht Club, Larchmont, are honorary members of the Association.

A Western Long Island Sound fleet has been formed, with headquarters at the Horseshoe Harbor Yacht Club, consisting of some fifteen boats registered in that area. Eight of these craft have regularly raced this past season.

All owners of individual Sea Gull boats interested in racing are invited to apply to the executive secretary for racing numbers and groups of owners should apply to him for fleet charters. It is also advisable that anyone building a Sea Gull intended for racing contact the National Association so that he may learn of the various restrictions set to qualify for a measurement certificate. The two most important restrictions are that the center-boards must be of wood in all boats qualifying for racing and the Genoa jib has been adopted as regulator racing equipment, using the sail plan as shown in THE RUDDER for July, 1936. The object of the restrictions is merely to assure uniformity in the boats.

The plans of Sea Gull are available through THE RUDDER and are \$2.00 per set.

Active fleets of Sea Gull owners are believed to be in existence in California, Texas, on Barnegat Bay and in Newport News, Virginia, though no attempt at organization has been made.

For all information on the Seagull National Racing Association, interested owners should get in touch with the executive secretary whose name appears above. His address is as follows: 16 West Pondfield Road, Bronxville, New York.