

Oct

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 964 registered boats in the class with thirty-five 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.

A NUMBER of changes have taken place in the point scores since they were published last month and there are many more fleets represented than before for the reason that many of them have completed the necessary qualifying five races. Miami has at last made the necessary number, as has Western Long Island Sound, Buenos Aires and several others. No point scores have as yet been received from the fleets in England but we expect that these will be in by next month.

The Baltimore boat *Urso* still holds her lead but we have heard that Geoffrey I. Post has completed more races and has been so far undefeated. If Post completes six races with a perfect score he will be ahead of *Urso*, whose owner evidently completed the necessary races and then stopped racing.

The scores, as published this month, only include those above 1,400, as it has been found impractical to publish all the scores. If this were done this page would be full of scores and have very little of interest to many Snipe owners. These scores are only of measured boats that have complied with all the class rules, and only of the boats that have completed the necessary five or more races.

Point scores to date of this writing are as follows:

1600	<i>Urso</i>	Stanley Trott, Baltimore.....	5	races
1580 1/2	<i>Boreas</i>	Frank R. Gunn, Oklahoma City..	8	races
1580 1/4	<i>Woogi</i>	W. Carnegie, Detroit.....	8	races
1574	<i>Tyro</i>	K. Haimel, Western L. I. Sound..	6	races
1568 3/5	<i>Mrs. Zilch</i>	Harry Lund, Oshkosh.....	10	races
1560 1/2	<i>Imp</i>	F. M. Ellsworth, Stamford, Conn.	8	races
1560 1/2	<i>Chrysis</i>	A. B. Harrison, Olcott, N. Y....	6	races
1552 1/2	<i>Pogo</i>	R. T. Crane, Lake Mohawk.....	10	races
1538	<i>Asenath</i>	A. P. Hall, Miami.....	5	races
1537 1/5	<i>Sniipan</i>	Gen Ljunglof, Central L. I. Sound	5	races
1536	<i>Olita</i>	Ralph Spurrell, Los Angeles.....	7	races
1522 3/7	<i>Star Dust</i>	Bill Bracey, Dallas.....	6	races
1522 1/3	<i>Snip</i>	C. Harrison, Olcott, N. Y.....	7	races
1522 1/7	<i>Khaki John</i>	Geo. Becker, Sea Cliff.....	9	races
1505	<i>Isle of View</i>	S. Scharf, Lake Mohawk.....	5	races
1502	<i>Mud Hen</i>	L. McGann, Barrington.....	5	races
1499	<i>Snipe</i>	W. F. Crosby, West. L. I. Sound..	7	races
1497	<i>Epins</i>	C. E. Smith, Stamford.....	6	races
1494	<i>Bubbles</i>	W. Staaf, Los Angeles.....	8	races
1492	<i>Isobel</i>	J. R. Steele, Oklahoma City.....	7	races
1489	<i>Patricia</i>	John Maxwell, Dallas.....	8	races
1483	<i>Y-D</i>	Harry Olsen, Stamford.....	6	races
1482 1/2	<i>Uhlan</i>	F. L. Hoyt, Oklahoma City.....	6	races
1482 1/6	<i>Armada</i>	A. P. Deacon, West. L. I. Sound..	7	races
1478	<i>No. 751</i>	A. F. Englert, Onondaga.....	10	races
1476 2/5	<i>Tik-Tok</i>	S. Kuehl, Oshkosh.....	5	races
1476 2/5	<i>Cangresso</i>	P. Williams, Central L. I. Sound..	5	races
1475	<i>Dart</i>	Art Williams, Central L. I. Sound..	6	races
1471	<i>Goon</i>	W. H. Kuhn, Detroit.....	11	races
1466	<i>Wasp</i>	J. Fleming, S. Boston.....	12	races
1464	<i>Ski</i>	H. W. Powers, Barrington.....	11	races
1463	<i>Shadow</i>	W. Gabele, S. Boston.....	12	races
1459	<i>Butter-knife</i>	J. J. Redfern, Lake Mohawk.....	6	races
1457	<i>Betty II.</i>	S. Malmgren, S. Boston.....	11	races
1449	<i>Pima</i>	J. S. Wallace, Dallas.....	12	races
1438	<i>Rum-Float</i>	J. C. Powers, Jr., Barrington.....	5	races
1429	<i>Dos</i>	Jorge Milhas, Buenos Aires.....	6	races
1420	<i>East Wind</i>	R. Paddon, Olcott, N. Y.....	8	races
1417	<i>Tom-Tit</i>	W. A. B. Huff, N. Ireland.....	6	races
1407	<i>No. 770</i>	B. G. Franklin, Onondaga.....	5	races
1404	<i>Emie E.</i>	O. F. Freeman, Barrington.....	5	races

As usual in such things, the boat which was brought the greatest distance to take part in the Internationals at the New Rochelle Yacht Club, suffered the most damage in the storm that swept the harbor the day the first races were scheduled. Harry Lund's *Mrs. Zilch* turned completely over at her moor-

ing and her mast stuck in the mud. When the tide went down, the mast was broken off about half way up. This was not discovered until shortly before the start of the first race on Sunday and Jim Hardy did some hustling to secure another spar. This was finally secured and *Mrs. Zilch* appeared at the starting line in time. Incidentally Lund was the recipient of a prize donated by the Sea Cliff Yacht Club for the boat which came the greatest distance to take part in the races. Many of the Snipes turned over in the seventy mile squall on the night of September 8, but the Stamford entry rode at her mooring perfectly erect all through the gale. This was due to the fact that her skipper had dropped his center-board about half way down, thus lowering the center of gravity of the hull and adding enough weight low down to keep her right side up. Snipes would not turn over at an anchorage if the boards were dropped.

The Money Island Yacht Club of Money Island, New Jersey, has made application for fifteen racing numbers, eleven of which will be taken up at once by the eleven boats that are now being built. The remaining four numbers will be reserved for this yacht club. The next step will be the forming of a divisional fleet there and it looks as if New Jersey were well on the way toward another full-fledged fleet. What with other possible fleets at Lake Hopatcong, Budd Lake and possibly Greenwood Lake, the New Jersey championships, which will be held at Lake Mohawk, will have a considerable number of entries next year. The state championships this year will be held on September 23 at Lake Mohawk and Barnegat Bay has promised an entry.

At this writing there are 964 registered Snipes in the Association. By the time next month rolls around number 1000 will probably be given out. Bill Bracey, who took part in the Internationals, expressed a desire to reserve number 1000 just before the races for his new boat, which will be built this winter. The secretary told him that he could not have this number unless he won the series, and since he did that very thing number 1,000 will be reserved for the champ. So all you fellows who have been waiting to get this number might just as well give up; the coveted number is gone and the only way you could get it would be to burn Bill's new boat and then make off with him in some way which, we should judge, would be quite a job.

In many localities Snipes are raced exclusively by groups, while in others some yacht club has secured a flock of the little boats for junior sailors and for instruction purposes. As a rule the juniors do not like to race against the seniors, and very frequently the seniors do not like to be trimmed by the juniors. As a result, the suggestion has been made that the fleets be broken up into senior and junior divisions or a junior association be formed within the senior one. Perhaps a better scheme would be to leave that up to the fleet itself. In some cases fleets are too small to allow any division of this kind, but in the larger ones, such as Western Long Island Sound, it would be a simple matter to divide the fleet in two parts and it would probably make for much better racing all around. Then, during Larchmont Race week, the two fleets could compete against each other in a general free-for-all. The juniors could hold separate point score races which would be listed separately from the senior scores and it would promote the very kind of racing we are most interested in, i.e., racing for everybody. The first step would be for the juniors who have already registered Snipes to let the secretary know about it so that they could be separated from the seniors. The age limit for a junior would be eighteen years and under. Just as soon as the nineteenth birthday came around, the junior would then become a senior.

SUMMARY FIRST INTERNATIONAL REGATTA OF THE
SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

Name	Fleet	First Race		Second Race		Third Race	
		1st Round Time	2nd Round Time	1st Round Time	2nd Round Time	1st Round Time	2nd Round Time
Snipe	Dallas, Texas	11:42:20	12:29:58	2:22:48	5:31:26	8:18:27	3
Tyro	New Rochelle, Conn.	11:42:00	12:32:06	2:23:15	5:31:24	8:17:35	2
Imp	Stamford, Conn.	11:46:38	12:35:39	2:22:54	5:26:15	8:13:30	1
O.K.	S. Boston, Mass.	11:46:18	12:38:37	2:22:37	5:28:24	8:19:35	4
Sylph	Toms River, N. J.	11:51:12	12:47:38	2:23:36	5:29:03	8:22:30	5
Jeanette	Bridgeport, Conn.	11:51:02	12:47:28	2:23:18	5:32:22	8:26:24	6
Mud Hen	Barrington, R. I.	11:42:57	12:32:19	2:31:44	5:33:27	8:26:25	7
Mrs. Zilch	Oshkosh, Wis.	11:54:20	12:47:49	2:36:53	5:33:01	8:35:45	9
Pogo	Lake Mohawk, N. J.	11:49:47	12:51:49	2:31:27	5:31:36	8:38:52	10
Ursa	Baltimore, Md.	11:47:35	12:50:39	2:38:33	5:34:10	8:33:20	8
Half Hitch	Bayside, L. I.	12:00:19	12:47:13	2:44:33	5:36:17	D.N.F.	
No Name	Northport, Mich.	11:53:07	12:49:50	2:25:53	5:31:59	D.N.F.	
Taeping	Cristotal, C. Z.			3:30:30	5:31:45	D.N.F.	

While on the subject of juniors, we have noticed a considerable amount of Snipe activity on the part of the Sea Scouts. A great number of Sea Scout "Ships" have taken to the water with the result that there are probably fifty boats of the class owned by these hardy young mariners. The newest addition to the ranks in this class is up in Connecticut, where the Sea Scouts of Hartford are going into the matter rather enthusiastically. It is probable that a one hundred per cent Sea Scout divisional fleet may be formed on the Connecticut River. In any case, it would be a fine thing if someone were to come along and organize a national Sea Scout championship for boats of the class.

The story of the first International regatta of this Association appears elsewhere on these pages and it is unfortunate that space does not permit more of a story. The same thing applies to the North Atlantic Coast Championships which were held at Lake Mohawk the week before. In the North Atlantic five fleets took part and in the Internationals thirteen fleets took part. Both of the races were "for blood" all the way through with the very keenest kind of competition, yet it speaks well for the sportsmanship of the various skippers and crews involved that there was not one foul, one protest or even an argument in connection with either regatta. Philip Benson, Jr., of Sea Cliff, who was unable to get to New Rochelle for the first two races in the Internationals but who turned up in time for the final race, accidentally struck a buoy on the first leg and promptly withdrew from the race. This record of "good behavior" on the part of the numerous competitors speaks mightily well of the competing skippers and crews and shows conclusively that most of the protests can be avoided so long as everyone has the proper sporting spirit.

It has been almost definitely decided that next year there will be a further modification in the point scoring system. The new system will be exactly like the one in force at present, but each boat completing a point scoring race will probably be given a bonus of ten points. This will give the man who has raced a great number of times but who has been unfortunate enough to drop down to second or third position to catch up with the man who has only raced a few times and then quit with a perfect score. The maximum point score, by this system would no longer be 1,600 but would go on up indefinitely, depending entirely on how many races a skipper competed in. The system has been worked out in respect to the present standings as published on these pages, with the following results for the first few boats: Mrs. Zilch, 1,668 points; Boreas, 1,600½ points; Woosi, 1,600¼ points; Ursa, 1,650; Imp, 1,640; Chrissy, 1,620. By looking back at the point scores you can easily see that this makes quite a lot of difference in the line-up and gives the boats that have been in more races proper credit for beating more boats. Certainly Boreas with eight races should rate higher than Ursa with only five races, because Boreas has risked much more by going in more races. It puts Mrs. Zilch at the head, for she certainly deserves more points for a high standing in ten races than does Ursa with a high score for only five races. The system is as simple as it is effective and will make it an incentive to get in just as many races as possible next year. Of course the one drawback to the system is in connection with the Florida races and also those held in Southern California, where it is possible to hold 100 point score races in a year if necessary. The fleets in these localities would have a great advantage over those up

No.	Name	1st Race Points	2nd Race Points	3rd Race Points	Final Recruit	Pos.
290	Snipe	1600	1444	1444	1496	1
128	Tyro	1521	1296	1521	1446	2
202	Imp	1369	1369	1600	1446	2
303	O.K.	1225	1521	1369	1371	4
550	Sylph	1089	1600	1269	1328	5
101	Jeanette	1296	1225	1225	1248	6
808	Mud Hen	1444	1024	1156	1208	7
555	Mrs. Zilch	1024	961	1024	1003	8
334	Pogo	841	1089	961	963 2/3	9
395	Ursa	900	900	1089	963	10
16	Half Hitch	1156	841	665	11
647	No Name	784	1156	646	12
581	Taeping	961	784	581	13

north and what will probably be done will be to take off altogether the minimum number of races that must be held and then clap on a maximum number. Just what this number will be remains to be found out, but it will probably be not more than twenty.

Regularly rumors get around of "changes" in Snipe plans. These may have been made or are about to be made. Let us point out for the 99th time that there have never been any changes in the plans of Snipe and there never will be. To make changes would obviously be unfair to the hundreds of boats already built, and whenever you hear any rumors of this kind squelch them good and hard. Slight improvements have been made from time to time, but none of these will have the slightest effect upon the eligibility or performance of even old Snipe No. 1 herself. You may rest assured that no changes will be made at any time in the future, either.

The three races comprising the third annual southwestern Snipe championship series, held under the auspices of the Dallas Sailing Club, took place on White Rock Lake Sunday, September 2. In addition to the local fleet, represented by ten Snipes, Gale Dejarrette came from Waco to compete. Perry Bass, the undisputed winner of the series, arrived from Wichita Falls and the Denton fleet was well represented with five Snipes headed by Commodore Loveless' Number 46, the first boat of this class ever to be launched in Texas. At the last minute contestants from the Oklahoma City Yacht Club fleet were unable to be present, according to R. Gozzaldi, who reports on the event.

In the former championship series of the wind, if any at all, was light and variable, but this year the day was blessed with a howling gale from the Southwest that kicked up a nasty chop which was a real pain in the neck to all Snipes having the open type of cockpit. No boats actually capsized during the competition but all boats without racing cockpits shipped copious quantities of water, which necessitated the crew bailing continuously while on the run and all these boats finished every race with water well over the floor boards. The Snipes with the narrow type cockpit, of which the winner of the series was a fine example, were all able to sail the races without shipping much water.

Seventeen Snipes took part in the series. Perry Bass in Snipe Number 100 was the winner of all three races and he and his crew, Jimmie Maxwell, also of Wichita Falls, deserve a great deal of credit for the fine showing made. His Snipe, which he built himself, is a beautifully finished craft.