

Oct 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 2,007. Total chartered fleets to date 74.

FOLLOWING is the list of point scores down to the time of going to press. These are for boats that have completed five or more races. Space does not permit giving any of the listings below 1,500 points.

1739	Mermeran	M. Woodward, Port Jefferson	15	races
1728	Armadillo	A. M. Deacon, Western L. I. Sound	14	races
1720	Blue Shadow	E. M. Osborne, 3 Mile Harbor	12	races
1706 4/7	Silver Hind	W. B. Park, Wilmette Harbor	14	races
1695	Sunny	W. Schulte, Olcott	12	races
1693 2/3	Jane L.	Chet Miller, 9 Mile Point	13	races
1693	Osprey	W. Mercer, Money Island	13	races
1681	No. 1544	E. Loveless, Denton, Texas	9	races
1650	Ebar	A. A. Saville, Sacramento	5	races
1648	Mary	I. R. Wilmot, Norwalk, Connecticut	11	races
1647	Jane L.	Chet Hiller, 9 Mile Point	7	races
1646	Patricia	Don Maxwell, Dallas, Texas	9	races
1645	Kristina	P. Hansen, Wilmette Harbor	13	races
1634	Schiffchen	C. A. Meyer, San Antonio	8	races
1636	Lan Misha	J. L. Nolan, Jr., Huguenot	7	races
1635 11/12	XLNC	Minton, Lake Mohawk, N. J.	12	races
1635 5/12	Mrs. Zilch II	Harry Lund, Oshkosh, Wis.	12	races
1634 8/13	Jay Dee	J. Donaldson, 9 Mile Point	13	races
1634	Pantoufle	D. W. Scurlock, Fort Worth	5	races
1634	Challenge	P. H. Benson, Jr., Sea Cliff, Jr.	5	races
1634	Manulee	A. Huffsmith, Santa Monica	5	races
1631	Oly	E. M. Reggio, Genoa	8	races
1630	Pwif Wif	Bob Crane, Lake Mohawk	7	races
1625 3/7	Gloria	Joe Plaskett, Hoosier Lakes	7	races
1625	Lady	H. T. Corson, Detroit	7	races
1620	Shady Lady II	Ted Sawyer, Oshkosh, Jr.	6	races
1618 2/5	Jack Snipe II	H. R. Schuette, Manitowoc	5	races
1618	Duster	L. VanGemert, Squantum	15	races
1615	Curlew	A. Vandall, Port Jefferson	15	races
1614 5/7	Out-Bound	Whiteside, Lake Worth, Texas	7	races
1614 1/10	Malolo	W. Gillies, Norwalk	10	races
1613	Alias II	F. Greenwood, Stamford, Connecticut	7	races
1611 5/8	Bubbling Over	C. Z. Crain, San Antonio	8	races
1611 5/12	Yankeedoodle II	Tom Anger, Oshkosh, Sr.	13	races
1607	Carmita	Gus Frias, Los Angeles	6	races
1605	Timola	Bud Kimberly, Oshkosh, Jr.	11	races
1604	Fancy Pants	Ted Gunz, Oshkosh, Jr.	11	races
1600	Charlene	Bill Dowd, Western L. I. Sound	17	races
1588	Cooter	C. C. Hunt, Canandaigua	5	races
1585	Patsy	B. A. Hinman, Western L. I. Sound	15	races
1584	Moby Dick	P. Wilson, Wilmette Harbor	14	races
1583 11/13	Groucho	W. Thomas, Money Island	13	races
1583 7/10	Stormy Weather II	Ed. Meredith, Oshkosh, Sr.	10	races
1582 5/14	Lady of the Lake	Bus Warden, 9 Mile Point	14	races
1582	Amsera	H. L. Steck, Los Angeles	6	races
1581	Got-Damp	Hamp Cottar, Lake Worth	6	races
1577 4	Snipe	W. F. Crosby, Western L. I. Sound	16	races
1573	My	J. Hammeken, Onondaga	7	races
1571 5/7	Epins	C. E. Smith, Stamford	7	races
1571 5/12	Driftwood	F. Burns, 3 Mile Harbor	12	races
1571 2/5	One Grand	Bill Bracey, Denton, Texas	5	races
1568	Gioen	Audisio-Croce, Genoa	6	races
1562	No. 1605	K. P. Littauer, Cedar Point	11	races
1561 2/3	PeeGee	A. B. Coleman, Canandaigua	9	races
1561	Porgy	Haskell Coffin, Charleston	11	races
1559 5/7	PeeWee	S. B. Crump, Canandaigua	7	races
1559 1/7	Saga	Doug. Knight, Huguenot	7	races
1556	I. C.	Ed. Carnegie, Detroit	6	races
1556	Sugar	G. Q. McGown, Jr., Fort Worth	9	races
1552	Seajack	Steve Laska, Detroit	5	races
1550	Younster	Young, Lake Mohawk	12	races
1548	Chrysis	A. B. Harrison, Olcott	11	races
1545	Star Dust	H. G. Chilton, Dallas	9	races
1544 7/9	Clytie	M. Wrightson, Sparrows Point	9	races
1544 5/16	Minkie	C. H. Vanderlaan, West. L. I. Sound	16	races
1543	Annie Laurie	L. E. Wagner, Edgewood, R. I.	5	races
1541	Sylvia	Wm. Warner, Barnegat Bay	5	races
1538	Huzzy	W. L. Disney, Sparrows Point	7	races
1537	Pirate	D. Palljster, Port Jefferson	7	races
1536	Restless	Jack English, Money Island	13	races
1535	No. 1645	E. Rice, Jr., Cedar Point	12	races
1532	Witchcraft	C. Chamberlain, Dallas	9	races
1530 8/13	Mary Ann	Dr. Bush, 9 Mile Point	13	races
1530 1/3	Blue Boy	D. S. Moore, Huguenot	6	races
1528	Wave	Wm. Gaterman, Manitowoc	5	races
1527	King Cole	Hugh Costich, Canandaigua	9	races
1526	Viento	Darbee Metcalf, Los Angeles	8	races
1521	Chasme	Charles Gabor, Lake Mohawk	7	races
1518 3/4	Foam	F. Balducci, Stamford	6	races
1518 1/6	Buzzar II	A. L. Worthen, Milford	6	races
1516	Alibi II	William Fletcher, Stamford	8	races
1515	Esther D.	R. J. Mays, San Antonio	8	races
1512	Muriel	P. Carlson, Sea Cliff, Sr.	5	races
1510	Seyah	Ed. Hayes, Santa Monica	5	races

1507	Shirtless	H. L. Vincent, Jr., Onondaga	8	races
1506	Gypsy	Miss N. Price, Edgewood	6	races
1503	Tik-Tok	Strep Kuehl, Oshkosh	7	races
1500	No. 681	Bob May, Denton, Texas	9	races

Once more the rumor mongers are on the job. It seems to be an annual affair for folks to start false rumors regarding changes in the plans for Snipe. *None are contemplated and none will be made.* The class rules will remain practically unchanged for 1937 except for a general tightening up of measurement requirements on new boats. There have been attempts to beat the rules but generally speaking most Snipes are pretty much alike. However, with competition getting keener and builders getting ideas about making faster boats, the proposed new measurements will make it practically impossible to build anything but a real Snipe—exactly like the plans.

To return to rumors, one wild one, which apparently started somewhere in the south, was to the effect that all masts would be four feet longer and booms one foot shorter permitting the use of a permanent backstay. This is obviously false as it would make every mainsail obsolete. When you hear anyone starting to tell of changes in the rig or hull of Snipe, gently step on his face with your No. 12 brogan. To make any changes at this stage of the game would spell ruin to the class and make all the present boats obsolete. Before you start a rumor—use your head.

A new fleet has been chartered at Woodruff, Wisconsin. It has received charter No. 73. No. 74 went to the new fleet at the Corinthian Yacht Club in San Francisco. Owners of boats eligible to join any chartered fleet may receive the name and address of the fleet captain on application to the Executive Secretary. Twenty-two new boats registered during the last month. This brings us up to 2,007. George Becker of Sea Cliff claimed No. 2,000 for his new boat—Mr. & Mrs.

Application was recently made for a new mid-western fleet which has already fifteen boats in it. As soon as the new boats are registered a fleet charter will be given. The Western Long Island Sound Fleet has definitely split up into senior and junior divisions, operative next season.—It is proposed to hold the Internationals, North Atlantic coast championships and the Long Island Sound team championships all during one week next summer under the joint auspices of the Sea Cliff and Western Long Island Sound fleets. The date will probably be some time about the middle of August—at least two weeks earlier than this year's Internationals.—The next big job for headquarters will be to get out a new year book for 1937. Some work has already been done and in order to have the new fleet captains properly listed it is desirable to send in the names and addresses of your new officers as soon as possible. It is proposed to put out a more elaborate book for next year with additional information in it but no changes to speak of in the restrictions, etc.—Longer race courses will be inaugurated by many fleets next year judging by present indications.—For the millionth time—don't try to pay your dues until your boat has been measured. Registration costs nothing and simply gives you your racing numbers.

The races for the Harrison Trophy held by the Milford Yacht Club on August 30 saw seventeen starters but only eight finishers, one of whom was disqualified. The race was for 12 miles, twice around a 6-mile triangle. Epins, sailed by the Smith Brothers of the Triangle Sailing Club of Stamford, Connecticut, was the winner in 3 hours and 39 minutes. J. L. Finch of Port Jefferson, Long Island, was second in Vector and E. E. Stewart sailed Adios of Milford to third place. The race was sailed in a strong southwester with considerable sea. No serious trouble was encountered by any of the boats that withdrew. Buzzar II opened up her mast and withdrew. Norjoh sprung a leak, Myth broke a stay, Ho-Jo was rammed by Weary Spirit, the latter

boat withdrawing at once and so on down the list. The race was pronounced a big success despite the boisterous weather.

In light, fluky airs on September 6 and 7, the Southwestern championships were held by the Dallas Sailing Club the eventual winner being Frank Pemberton and Jimmy Maxwell sailing No. 1243 for the Wichita Falls club. They won by one point from Mr. and Mrs. Dexter Scurlock of Fort Worth. This makes the third time that the Southwesterns have been won by a boat from Wichita Falls. Three races in all were run off, scoring being made by the usual Association system.

At the time of going to press no reports have been received from the Long Island Sound Team championship races held by the Sea Cliff Yacht Club, nor the New Jersey State Championships which were held by the Lake Mohawk Yacht Club.

If you sell your Snipe be sure to notify the Executive Secretary of the change of ownership. Give the racing number of the boat together with the full name and address of the new owner. During the past year a number of boats have changed hands without this notification and as a result some of these numbers may be reassigned after the first of the year. If the boat has been measured, turn over the measurement certificate to the new owner and send in your membership card. A new card will then be sent to the new owner of the boat. A membership card can only be held by the owner of a measured boat.

Results of point score races have been received from close to fifty fleets so far and generally speaking they have been figured out correctly. There has, however, been one common mistake and fleet captains are requested to check their results carefully for this.

In a case where a boat does not finish (d.n.f.) a race there is no change whatever in her point score from the previous race.

She is counted just the same as a boat that did not start (d.n.s.). In other words, no points are given, the bonus is not added and the divisor is not increased. In most cases, the error occurred in increasing the divisor which obviously is a high penalty for a d.n.f. boat to pay. It's even worse than a disqualification and will practically ruin a point standing for an entire season. In order to prevent the possibility of someone saving a good point score, though, if a boat d.n.f. a race, the skipper must give a real excuse for so doing to his fleet captain. If a boat had a high standing and the owner found himself coming in eighth, ninth or somewhere else down the line, in a race, he might easily withdraw and thus save his score, but he cannot do this unless he has a legitimate reason and if he persists, he may receive a disqualification for his pains. In most fleets, an owner would only have to try this once, when the whole fleet would pile on him. On the other hand, there are legitimate reasons why a boat could not finish a race and if she has a bona fide accident there is no reason why she should be penalized too heavily.

Remember, a boat that d.n.f. receives no points, no bonus and the divisor is not increased.

There are many yacht clubs which have fleets of Snipes which hold regular races but which have never become affiliated with the Association. We request that they do so as soon as possible in order to get the most out of their boats. Individual Association dues are only \$1.00 a year and they include a copy of the class rules and the right to take part in many sectional, state and national championships. Membership also makes the boats eligible to compete for the international high point championship which will always add interest to local races. Information on forming a divisional fleet may be had for the asking from the Executive Secretary. During the winter is a good time to get things started right.

Challenge Wins Snipe Internationals Sea Cliff Boat takes Isaacks Trophy at Oshkosh Races

SINGING at the top of their lungs as they neared the finish line, Phil and Bob Benson of the Sea Cliff (New York) Yacht Club brought Challenge over the finish line in the last of three races at Oshkosh to win the Internationals from a fleet of thirteen other Snipes. Later on they received enough silverware, including the Commodore Isaacks Trophy, to sink an ordinary Snipe.

The races, held by the Oshkosh Yacht Club, were scheduled for August 29 and 30 to be sailed on the wide open waters of Lake Winnebago, but a hard, puffy northerly on the first day made it almost impossible to keep the little boats on their feet and the committee wisely decided to call the first day's race off after consulting with the skippers of the visiting boats. Consequently all three races were held on the following day.

Fourteen entries were on hand for the event and for the first time Pacific Coast boats took part. The entries were as follows: Challenge, Phil and Bob Benson, Sea Cliff, New York.

Viento, Darby Metcalf and Hugh Prifogle of Los Angeles, California. Osprey, C. A. Harrison and Bill Truesdale of Olcott New York. Shady Lady, Ted Sawyer and Bill Bradley of the Oshkosh Junior fleet. Mrs. Zilch II, Harry Lund and Albert Leher of the Oshkosh Senior fleet. Armade, A. M. Deacon and A. P. Deacon, Western L. I. Sound. Jack Snipe II, H. R. Schuette and Francis Whitcomb of Manitowoc, Wisconsin. Silver Hind, Bill Park and S. A. Webber of Wilmette, Illinois. Gloria Joe Plaskett and F. M. Osborn of Wawasee Yacht Club. Bubbles Over, C. Z. Crain and C. Z. Crain, Jr., San Antonio, Texas. Sugar, G. Q. McGown, Jr., and Perry Bass of Fort Worth Texas. Ebar, A. A. Saville and Tom Anger of Washington Lake, California. J. C., Ed and Bill Carnegie of Detroit, Michigan, and Hangover, Amory S. Coffin and Albert Robinson of Charleston, South Carolina.

The first race was started at 9:10 on the morning of the 30th in a light northerly, with little or no sea. The course was



The winners! Phil and Bob Benson getting ready to start back to New York



Start of the first race won by Sugar, boat on extreme left



Sugar, runner-up. Sailed by G. Q. McGown and Perry Bass of Fort Worth



Some of the contestants inside the Oshkosh Yacht Club breakwater

triangular, twice around, for a total distance of about 4 miles. The first leg was a reach and Sugar got off to a perfect start, a couple of lengths ahead of anyone else. She was never headed for the entire distance and on the first round was 1.25 ahead of the second boat, Challenge. Viento was third and Hangover fourth on this round. On the second lap, there was a considerable change in position on the windward leg and at the finish Sugar was first by 1.45, Challenge was second, Armade third and Viento fourth. The others in order of finish were: Hangover, fifth; Jack Snipe II, sixth; Mrs. Zilch II, seventh; Shady Lady, eighth; Silver Hind, ninth; J. C., tenth; Ebar, eleventh; Osprey, twelfth; Bubbling Over, thirteenth, and Gloria came in fourteenth. All finished within about nine minutes. Incidentally, the winner's time was the fastest ever made for the Oshkosh course.

The second race was started at 11:30 and was around the same course with the wind and sea conditions about the same. This time Sugar was completely overcome right at the start. This was timed perfectly on the part of her skipper who was bringing her up to the line with full way on but was prevented from crossing as he anticipated by several boats which had sailed up to the line and lay there with luffed sails waiting for the gun. As a result several boats were over ahead among them being Challenge, from the other end of the line, which soon gained a commanding lead. Sugar broke through the fleet one after another and at one time ran off almost directly at right angles to the reaching course in order to get clear wind. She then came up and was around the first buoy in second place. At the end of the first round, Sugar was 1.29 behind Challenge and on the reach and run following made up more than a minute of this. Then came the beat to the finish line. Challenge went around the buoy, stood out half the distance of her lead in approved fashion and then came about prepared to cover Sugar. Sugar came around the buoy next and Challenge, for some strange reason, made no attempt to cover her. They split tacks all the way to the finish line with Sugar steadily gaining on the Sea Cliff boat. As they neared the line Challenge was on the starboard tack, practically becalmed between light puffs, while Sugar was boiling up on her on the port tack in the middle of a fine little breeze.

Luckily, Challenge picked up another puff and was carried over the finish line with less than 6 seconds to spare. Had she not picked up the puff when she did, Sugar would have taken the trophy back to Texas again. Challenge's tactics were incomprehensible to watchers and her skipper nearly threw away the race by not covering his nearest opponent.

In this race Challenge was first, Sugar second and Armade, third. The fourth boat was Shady Lady, the fifth Viento and the sixth was Mrs. Zilch II. J. C. was seventh, Hangover eighth, Jack Snipe II ninth and Silver Hind was tenth. Ebar was eleventh, Bubbling Over was twelfth, Osprey thirteenth and Gloria was fourteenth.

In the third and final race which was started at three in the afternoon, the wind remained in the same quarter but had kicked up more of a short, choppy sea and seemed to have strengthened somewhat. In order to give the skippers somewhat of a change, it was decided to start the race with a windward leg by using the southeast buoy of the triangle. The finish line, though,

was to be the same as in the previous races which meant two reaches, two runs and three windward legs. In the middle of the race, though, the wind shifted to the northeast and made what had been the previous reach a beat and the former beat turned into a reach. This shift made it particularly tough on the tail-enders on the first round as they found themselves confronted by an extra windward leg which practically put them out of the race. In fact one of them was so far back that the committee finally went out and told him not to complete the course.

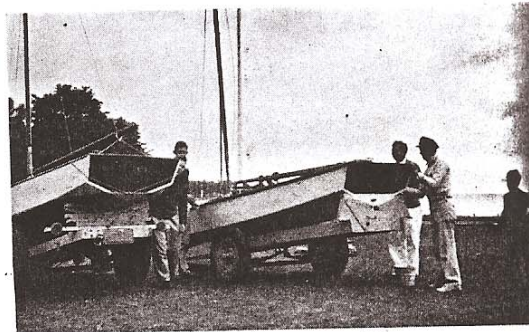
The starting line was perfectly placed for the start of this race, the fleet being pretty well divided between the starboard and port tack boats. For a time Armade was in the lead but both Challenge and Sugar got ahead. Challenge worked farther and farther ahead and at the first round she was well ahead of any competition. The leading boats got around the northeast buoy before the wind shifted and opened up tremendously on the rest of the fleet.

At the finish Challenge was in the lead again by 2 minutes and 12 seconds with Sugar second. Jack Snipe II was third and Viento was fourth. The fifth boat was Shady Lady and the sixth to finish was Hangover. Armade was seventh, J. C. eighth, Mrs. Zilch II ninth and Ebar eleventh. Silver Hind was twelfth, Osprey thirteenth and Gloria was given points for fourteenth although she did not finish the course.

The standings were as follows:

Final Pos.	Boat	Fleet	First race Pts.	Second race Pos.	Final race Pts.	Final race Pos.
1	Challenge	Sea Cliff	1,521	2nd	3,121	1st
2	Sugar	Fort Worth	1,600	1st	3,121	2nd
3	Armade	W. L. I. Sd.	1,444	3rd	2,888	3rd
4	Viento	Los Angeles	1,369	4th	2,665	5th
5	Shady Lady	Oshkosh, Jr.	1,089	8th	2,458	4th
6	Jack Snipe II	Manitowoc	1,225	6th	2,249	9th
7	Hangover	Charleston	1,296	5th	2,385	8th
8	Mrs. Zilch II	Oshkosh, Sr.	1,156	7th	2,381	6th
9	J. C.	Detroit	961	10th	2,117	7th
10	Silver Hind	Wittmette	1,024	9th	1,985	10th
11	Ebar	Wash. Lake	900	11th	1,800	11th
12	Bubbling Over	San Antonio	784	13th	1,625	12th
13	Osprey	Olcott	841	12th	1,625	13th
14	Gloria	Wawasee	729	14th	1,438	14th

The races were handled to perfection by the regatta committee of the Oshkosh Yacht Club composed of C. E. Wittmack, chairman, Roy B. Meredith, Ben H. Lampert and Robert Wright. Adequate patrol of the course was furnished by the U. S. Coast Guard and local yachts. A large spectator fleet was on hand but at no time was there any interference with the racers. The Oshkosh Yacht Club was host at several affairs including a dance on Friday night, entertainment on Saturday night and a dinner for the presentation of prizes on the last night. Every fleet boat brought its own boat, all sails were measured before the first race and the first three boats at the finish were measured also. An elaborate array of trophies was awarded to first, second and third in each race and of course for the final winners. The entire arrangements including a boat launching committee functioned to perfection throughout the meet and, according to tradition, there were no protests or arguments.



Coast to coast. Challenge from Sea Cliff, New York, on the left and Viento from Los Angeles, California, as they arrived on their trailers