

The Snipe Class International Racing Association

April

This bulletin contains the news of a class of small sailboats that was started in 1931. To date there are 710 registered boats in the class with twenty-three 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.

THE new 1934 Rule Books of the class are now off the press and ready for distribution. Like the 1933 books they contain a list of officers, divisional fleets, by-laws, racing rules, restrictions, etc., but they now have an additional chapter on "The Formation of a Divisional Fleet." This chapter, which is a series of hints to those who wish to establish new fleets and get them in shape for racing, should be very helpful and we advise all new groups to study it.

While we are talking about the "new" Rule Books we would like to stress one point: THERE ARE NO NEW RULES IN THE 1934 RULE BOOK WHICH CALL FOR CHANGES IN THE CONSTRUCTION OF SNIPE CLASS BOATS AND NOTHING WHICH WILL IN ANY WAY INTERFERE WITH THE RACING OF ANY BOAT BUILT STRICTLY IN ACCORDANCE WITH THE PLANS AS ISSUED BY THIS MAGAZINE. There has been a lot of talk in some quarters about the changes which have been made in the class plans. This is the bunk. It is true that additional DETAILS have been shown on the plans since they first came out in THE RUMPER in 1931, but no changes. As we have stated so many times before on these pages, the original issue of plans for Snipe was exhausted shortly after publication and reprints have been made two or three times in order to supply the great demand. But let it be thoroughly understood that the plans as they appear in the booklet *How to Build Snipe* are fundamentally identical with the ones which came out in 1931.

Only a week ago we had an inquiry from a boat building firm regarding the cockpit on Snipe. They wanted to know if there had been any change in the "measurement of the cockpit on Snipe." The answer is that the cockpit arrangement has always been optional but we recommend the narrow cockpit (2 feet by 6 feet) because it is better for racing and will allow the boats to heel further without getting the skipper wet.

While there have been no changes in the new Rule Book as regards construction there have been a few alterations in other matters. For example, in the new booklet is a provision that "no boat, regularly enrolled in the Association, can have a total cost in excess of \$350, including all sails, rigging, spars and accessories." This is not a change. It is a preventer. It was included merely to eliminate any possibility of the class getting out of bounds with expensive refinements. We wish to promote good racing in boats of reasonable cost.

Another new one in the Rule Book is that Genoa jibs may be used or not according to the desire of the skipper, in any race. So little difference has been noted in the performance that this has been opened up a bit. Of course the working jib and Genoa may NOT be used at one and the same time.

Still further, a ruling on the "overs and unders" permitted on the flare of the sides has been added to the rules. If you would your boat strictly according to the official plans you won't be in a foul of this provision at all. It is merely incorporated in the rules to shackle possible "chiselers."

Regardless of the fact that no major changes are to be seen in the new Rule Book, you really ought to have it in order to have a record of the divisional fleets and their officers, and the methods of conducting races which are described therein. Of course if you are a member of a divisional fleet, are a Snipe racer, and have paid your dues of one dollar for the year 1934, you will get one in the ordinary course of events. Those who are not "regulars" may secure copies at the cost of twenty-five cents from the Executive Secretary at 9 Murray Street, New York City.

How about those dues anyway? Have you paid yours? Remember—those who have not paid their yearly dues cannot race and may lose their membership in the Association. One dollar a year is mighty little when you consider the sport that

is to be had in the class, and we can assure you right now that the Association is barely able to make ends meet. Handling of mountains of correspondence, printing rule books, etc., make quite a yearly bill.



No. 385, *Eloise*, of the Southern California fleet, is owned by F. Farrington. Note well cut Genoa

Big doings out on the West Coast recently. In the Annual Midwinter Regatta off San Pedro the class was very well represented. In fact Snipe class boats outnumbered all others by far. Mrs. R. H. Spurrell, regatta secretary of the Los Angeles Harbor Snipe Class Fleet, says in a recent letter: "The Snipe class sailed the regatta with sixteen boats! . . . There were seventy-six entries in the small boat division, making it the largest affair of its kind ever held on the Coast. . . . The wind was variable and many a skipper found himself sailing with a south wind while his opponent, fifty yards away, was getting a breeze from the west. Even under these difficult conditions there were no disqualifications or protests in the Snipe class."

Merle Davis, the commodore, took the silverware again this year in the Midwinter affair winning by a quarter of a point (regular regatta scoring system) over Ralph Spurrell in *Olita*. Walter Staaf sailed *Bubbles* to third place. Strangely enough this finish is exactly like that of a year ago. (There's one for Ripley.) Davis sailed *Querida* (No. 437) to win in the lightest weather ever encountered in the Midwinter Regatta. A nice piece of work.

Another high spot in Snipe class activity on the West Coast was the team race which Los Angeles and Santa Monica boats took part in. This race was staged a day or so after the Midwinter event. Sides were chosen, with five boats on each. All way each skipper picked out a boat that he was going to "cover" for the rest of his team. There was plenty of excitement and fight. Several disqualifications were necessary when some of the boys became too enthusiastic. After the first race everybody wanted to disqualify everybody else in the race but all agreed that it was great stuff and a second melee was run off. Apparently the gang can "take it" out there for they want more of the same.

The reported fleet activity at the Royal Vancouver Yacht Club, Vancouver, British Columbia, is underway. Seven boats will be in the water this year, according to Cecil Trotter, who adds *Chinook* (No. 699) to the fleet this month.

M. S. A. Reichner, fleet captain of the Lake Mohawk Divisional, is a live wire. He sends out monthly bulletins to all

members advising them of plans for the season, how to get new men interested, etc. The first official race on their calendar is slated for June 10.

The Lake Mohawk gang have gotten Annin & Co. of New York to get them up fleet flags (suitable for flagpoles) size 18 inches by 27 inches for about \$2.00 each. Good chance for any fleet that wants to get fancy around its clubhouse.



Part of the Snipe fleet of the Cabrillo Beach Yacht Club
Sawyer photo

Merle Davis advises that he has secured fifteen entries so far in the annual classic to Catalina Island. This was a huge success last year and we hope that the boys will pile into this with some vigor. This is a real race for those who can take it.

The formation of the new fleet at Barrington, Rhode Island, of which we talked last month, has actually taken place, we are glad to say. Through the efforts of R. Cutler Low, Jr., of Boston and Orrin K. Thurston of Barrington, things have been pushed right along. Mr. Thurston took things in hand some time ago at the suggestion of Mr. Low and as temporary fleet captain called a meeting of Snipe owners and builders. At the meeting formal organization came about and a fleet of eight boats either built or nearing completion is the nucleus. John J. Conway, Jr., was elected Fleet Captain with Mr. Thurston as Measurer. The eight boat owners are: John J. Conway, No. 418, Jola; Kenneth Rupprecht, No. 322, Satellite; J. C. Powers, Jr., No. 683, Rum Float; O. F. Freeman, No. 705, Emie E.; H. W. Powers, No. 706, Ski; J. W. Nagle, Jr., No. 707; R. W. Nagle, No. 708, and O. K. Thurston, No. 85, Murex II. We are advised that two more boats are in frame and several more are promised. Looks like business.

More progress: We hear from George H. Hey, chairman of the race committee of the Squantum Yacht Club, that a fleet of Snipe class boats is proposed for this season. A meeting on the subject of Snipes is to take place shortly after this writing.

We hear from Newtown, Connecticut, that a fleet may possibly be started by the Sea Scouts of the surrounding territory. This is a logical development and we hope to hear more of it.

Among the new registrations is No. 703, to Ralph Bigham of Godfrey, Illinois. Mr. Bigham has named his boat Tekato (whatever that means) and will launch her shortly. He states that he is drumming up interest in his section and hopes to have a number of "Snipers" going strong in the near future. He states that a lake a mile and a half wide by some sixty miles long is going to be formed at Alton through the building of a government lock and dam on the Mississippi River, and that once this body of water becomes an accomplished fact the Snipes will be thick.

The registrations, by the way, are coming along in fine shape. At this writing No. 710 has been taken up and they keep arriving in an undiminished flow. Boats have been registered this month from Davenport, Iowa; Vancouver, British Columbia, Canada; Orrville, Ohio; Hammond, Indiana; Jacksonville, Florida; Gloucester County, Virginia; New York City, and all other points one can think of. We would like to mention at this time that all men registering boats get in touch with their local fleet headquarters. A list of active divisional fleets appeared in the last issue of this magazine on page 65. Get in touch with the fleet captains and get going in fleet activities.

Martin Linsey of Cleveland Heights, Ohio, tells us that he is starting a Snipe fleet at the Mentor Harbor Yacht Club. He also states that he was desirous of getting some information lately on Snipe activities around Cleveland and wrote to the Divisional Fleet Captain without getting any reply. It is regrettable that some officers will not get going and create an active

these stagnant fleets it will be necessary to reorganize some of them and appoint officers who have time to give to the class.

The latest dope from the Detroit Snipe fleet seems to indicate that the boys will enter all D.R.Y.A. events, send a fleet to Put-In-Bay, to the Inter-Lake regatta in August, arrange a home series with the Gull Lake Snipe sailors and then carry on a series of club races at the Crescent Sail Yacht Club, of which most local Snipe owners are members. A big program but one which is likely to give the fleet plenty of exercise and sport. Let's have a little more of this spirit.

Inquiries have been made abroad about the proposed Snipe Class Internationals to be held on Long Island Sound some time in August. There appears to be interest in the idea, certainly, and Mr. Pout is working away at the scheme in England.

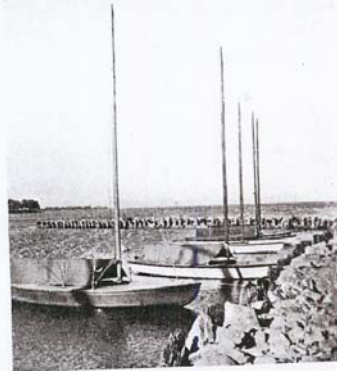
Snipe builders have been rather bashful about sending in pictures of their boats lately. We need a new batch for our files and all those who have Snipe boats nearing completion or fully completed and in the water are urged to shoot us pictures of the boat. Those which are good enough will appear on these pages in time.

You will probably note (if you get this far) that the monthly point score list for qualified boats has been omitted from this issue. The principal reason for this is that the Executive Secretary has been in Florida for the past month and the bookkeeping end of headquarters is a bit slowed up as a consequence. As a matter of fact comparatively few new race results have come this past month and the standings, when brought right up to date, will not vary to any great extent from those which appeared last month.

March 31 ends the official racing season, as we know. In order to announce the high point man and the other final standings for the year we will have to wait until the next issue as we go to press before the end of the month and last minute results could not be figured in time for this April number anyway. The full dope will appear, then, on this page, in the May issue of THE RUDDER.

Before the beginning of the next official racing season (which has begun already, come to think of it) we would like to make a few remarks anent sending in race reports. This business should be standardized so that the Executive Secretary will not have to grow gray hairs trying to figure out what it's all about. Two or three divisional-fleets have taken it upon themselves to follow exactly the form outlined by us a long time ago and it certainly saves work. Also we would like to remind officials of fleets not to let records of races gather moss on their desks before sending them in to headquarters for entry in the book. We want these race results as fresh as possible. When we get a batch all in a lump it complicates matters.

Also, while we are preaching, will fleet officers kindly snip into it when boats in their fleets change hands so that we will have an up-to-date list here at all times.



Five boats comprising the Oshkosh (Wisconsin) Divisional Fleet. Numbers 551 to 555. Note chibbit covers.