THE new 1934 Rule Books of the class are now off the press and ready for distribution. Like the 1933 books they contain the new divisional fleets, by-laws, racing rules, restrictions, etc., but they now have an additional chapter on "The Snipe International Fleet." This chapter, which will, we hope, establish a cockpit 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 of the new class plans. This is the book. It is true that additional details have been shown on the plans since they first came out in 1931, but no changes. As we have stated 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 changes 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 keel 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 those new divisional fleets, etc. It is a provision that our rules of 1930, including all sail, rigging, spars and equipment, shall remain in force for a period of ten years before any changes will be made. We wish to promote good design in a boat so reasonable cost.

Another new one in the Rule Book is that Genoa I may be slightly different in the design of the slipstream, in any race, and open up a bit. Of course the working line and Genoa may NOT be outside it and Genoa must lie one and the other. Still further, the rating on the "cows" and "mules" permitted will be kept strictly to the rules. If you are a member of a divisional fleet, or if you own a Snipe and have your divisional fleet, if you have your divisional fleet, or if you own a Snipe, you will get one variation of a divisional fleet. The organization of divisional fleets is the responsibility of the class in general. The class in general must see that the standards are kept up.

Regardless of the fact that no major changes are to be seen in the new Rule Book, you really ought to leave it in order to get a better idea of the whole thing. If you are a member of a divisional fleet, or if you own a Snipe and have your divisional fleet, or if you own a Snipe, you will get one variation of a divisional fleet. The organization of divisional fleets is the responsibility of the class in general. The class in general must see that the standards are kept up.

How about those dues anybody? Have you paid yours? Many have paid their yearly dues cannot be 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 likely to be able to make some improvements. Handling a correspondence, printing rule books, etc., make quite a yearly bill.

No. 385, Elise, of the Southern California fleet, is owned by F. Patterson. Note well the Genoa.
members advising them of plans for the season, how to get new men interested, etc. The last official race on their calendar is slated for June 10.

The Lake Mohawk gang have gotten Aumak & Co., New York to give them a fleet flag (suitable for0 lighthouses) size 18 inches by 27 inches for about $2.10 each. Good chance for any fleet that wants to get fancy around its clubhouse.

Part of the Snipe fleet of the Cobble Hill Yacht Club

Macle Davis advises that he has acquired fifteen entries so far for the annual series to Catalina Island. This was a huge success last year and we hope that the boat will plie into this year 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 spoke last month, has actually taken place. We are glad to say. Through the efforts of R. Culler Low, Jr., of Boston and Orrin K. Thurston of Darrington, 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 the fleet of eight boats was elected and the fleet captain is the nucleus. John J. Conway, Jr., was elected fleet captain with Mr. Thurston as first vice captain.

The eight boat owners are: John J. Conway, Jr., No. 1; E. L. Minner, No. 2; R. W. Blymer, No. 3; R. W. Blymer, Jr., No. 4; R. C. Culler, Jr., No. 5; W. O. Piper, No. 6; R. E. G. Blymer, No. 7; W. C. Culler, Jr., No. 8. The eight Snipes are: No. 1, 322, 328, 329; No. 2, 323, 324, 325; No. 3, 326, 327, 328; No. 4, 329, 330, 331; No. 5, 332, 333, 334; No. 6, 335, 336, 337; No. 7, 338, 339, 340; No. 8, 341, 342, 343.

This is a logical development and we hope to hear more of it.

Among the new registrations is No. 703, to Ralph Elgin of Godfrey, Illinois. Mr. Elgin has named his boat Tekapo (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 is a keen sailor and he is going to be "formed in Alton through the building of a light house". A Snipe is to be formed in Alton through the building of a light house. This is a good idea and we hope to see the Snipes when the fleet is formed.

The registrations, by the way, are coming along in fine shape. At this writing No. 210 has been launched and they keep arriving in an undiminished flow. Boats have been registered this month from Davenport, Iowa; Vancouver, British Columbia, Canada; Ferryville, Ohio; Hammond, Indiana; Jacksonville, Gloucestcr, Virginia; New York City, and all other points one can think of. We should like to mention at this time that not one of the boats has been lost or damaged during the season. 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 and he 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 eager 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 ERYC. events, send a fleet to the recent East Coast meet and carry to the St. Lawrence and the Great Lakes and the Lake Michigan waters.

The last thing we hear from the Snipe fleet is that they are all ready for the season and will meet the first class fleet at the Norwalk Regatta in August. The fleet is made up of the best Snipe sailors in the country and the class has a fine future.

The best of all is to have a Snipe fleet that is active and is interested in all the happenings in the class. The Snipe is a fast boat and it is a pleasure to see the boys sailing it. It is a pleasure to see the boys sailing it. The Snipe is a fast boat and it is a pleasure to see the boys sailing it.