The Snipe Class International Racing Association

This bulletin contains the news of a class of small sailboats that was started in 1911. To date there are 107 registered boats in the class with thirty-two fully organized racing fleets. Address all communications to the Executive Secretary, William B. Crosby, 9 Murray Street, New York, New York, U.S.A. All boats of the class should be registered so that owners may be in touch with their nearest Divisional Fleets and take part in racing.

FOLLOWING is the point standing of the various boats up to August 10. There have been considerable changes in the standings since going to press as most of the fleets are holding point scoring races every week. This list includes only the boats that are registered and have paid their $8.00 dues. The only includes boats that have been in two or more races.

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<th>Boat</th>
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The first Snipe takes the water at Vine, Yarmouth.

must take part in at least five races in which there are five starters.

Last month there were three boats tied for first place, each with a perfect score. This time there are two boats with a perfect score, but each has three races in hand. Each had one leading race and one losing race. One has the highest score in the higher of the two races and the other has the highest score in the lower of the two races. If the races are won they must be awarded prizes or go to the highest of the two races. If the races are lost the boat that won the other race to win more races, if they are to retain their standings. In the rest of the score there are five and as more races are run the list will probably be broken up.

Plans are being made for the Internationals on Long Island Sound September 8 and 9. The prize committee, headed by Morgan A. B. Putnam, is planning perfectly, and this column is surely the required number of prizes. Our definite entry has been received, that of Miramar from Oklahoma City. Many other boats promise entries as soon as the boats are perfect and it is to be expected that many of the boats will enter. The prizes will be the highest standing of the boat having the highest standing of the boat having the highest standing.

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At this writing there are 107 registered boats and it will certainly not be long before No. 1,000 is an accomplished fact. The plans for the boat were first published in "The Rigging" in July 1931, and it was the following summer before the association came into being. Thus in three years the boat has exactly as.
many boats at the international Star class has had in twenty-five years of existence and at the present time the largest class in the world. By fall we will be able to see that these are the largest class ever to exist and probably more boats will have been built from the plans than any other boats ever designed. This tremendous growth is due to several quite simple facts. To the place a great many Scullers have been built. In the second place Scull is cheap to build, has built or buy complete and the ease with which it can be steered is a great boon to Scull enthusiasts even against boats having considerably more sail area.

The very next month, we hope to be able to announce that some Scullers can be made in a small room, a house and small sail area the Scull is perfect for these small rooms. These little rooms will be five-eighths of an inch in diameter and will be of solid brass. On them will appear the name of the boat and with a small draw of over this the initials of the class S.L.I.B. A lettering and the hall of the boat will be in blue enamelled and the sail in white enamelled. The border will be made to look like rope with a little blue star pasted and into the border. We are selecting figures on these from the manufacturer and if they can be purchased at the right price, names may be purchased through the class secretaries at cost. Thus it will be possible to recognize a Scull owner anywhere, even if his boat is not with him. Announcement as to price, etc. will be made as soon as possible.

Members of the Western Long Island Sound fleet have already had two points more races. The following are the dates for the others. Please make a note of them:

- July 29, Norwalk Harbor Yacht Club
- August 1, Hamilton Harbor Yacht Club
- August 1, New York Athletic Club
- August 19, Norwalk Harbor Yacht Club
- August 25, Port Washington Yacht Club
- September 3, Eastonham Yacht Club
- September 19, Norwalk Harbor Yacht Club
- September 22, Mashasset Bay Yacht Club

Whatever heat in this fleet is leading at the close of the race on September 3 will be chosen to take part in the Internationals the following week.

The owners of the Scullers from San Pedro to Catalina Island turned out to be a huge success to the tile less effort of the Scullers in San Francisco and the Catalina Island Yacht Club turned out to the visiting Scullers. Fourteen Scullers were entered and unfortunately after a first day toх an enjoyable day ended with a late start. After this the Scullers came on their way from San Francisco and the Catalina Island Yacht Club was well represented. A keen contest between the two fleets was held on the twenty-five nautical miles between the Pacific. The Catalina, racers were held by the Scullers with prices put up by the Scullers. The fleet returned on July 4 in a squadron formation. Beautiful weather was had for the entire series of events.

Lake Mohawk, New Jersey, will be the scene of the North Atlantic Scullers Championships in September after the Internationals. The Arthur P. Crane Company has given a beautiful gold match boat worth four thousand dollars in diameter as prize to be known as the Lake Mohawk Trophy. There will probably be a series of three races over two days or which fleet champion from all of the north Atlantic endowed fleets are eligible to compete. The series will be held by the Eastern Scullers' Association next year and was won by Lake Mohawk. About forty boats will enter this year and Lake Mohawk has intentions of entering again. According to the rules of the cup, each fleet must enter only one boat from Maryland, Delaware, Pennsylvania, New Jersey, New York and the New England states. Each boat must possess a registration number. The trophy shall be awarded to the fleet or club of which the winning one membership and shall remain in possession of the fleet or club until the following September 3, when it shall be returned to the executive secretary of the class. Each year a metal cup commemorating the winning of the trophy shall be presented for the permanent possession of each of the members of the winning crew. The series will be run in order to crown the winner of the previous year and the regular class match between the two fleets may be had from Morgan A. S. Reishead, Lake Mohawk, Sparta, New Jersey.

A dozen of the Eastbourne Scullers were used for the inshore match against Dover in the middle of June. Two men were added and boats were drawn for, those sailed by the low men in the morning lunch handed over to the high man in the afternoon. The lunch was in the little cabin boat and shirts were on to cover everyone round of a small boat. Geoffrey Bost, a Londoner, secretary of the Eastbourne Club, had a little race all to himself, and I believe it was a test of short tacking, which resulted in the Dover boat retaining its advantage, thereby losing place in the2nd Hummering of the same team. Both teams finished level on points on the morning race, Dover taking 1, 2, 3, and the last two places, with Eastbourne taking 4, 5, 6 and 7. After lunch there was a better breeze but less wind and two fairly fast records were covered. The closeness of the morning race was the cause of a little extra anxiety, especially on the part of the Dover team, who sailed very well but forgot to pay sufficient attention to the racing rules. There was a good amount of breeze between Fort and Malmesbury and the former, who led the rear, almost throughout, was beaten by R. S. Allen of Dover. Eastbourne was third, laying both the first and third heat with the Dover boat in all cases. The Dover boat was a closely contested and closely enjoyed match.

Racing was looking forward to the end of the season and the wind was less for, the clubs are due to meet again at the end of October, when the first British Scullers championships will be held in the harbor. It is proposed to have these three days' racing, at least one race per day due to last for the day events and a lady's race. Probably at least six of the European fleet will call, with a few from America, over. A notice is to be given to the clubs to meet at 10:00 a.m. on July 9 in squadron formation. Beautiful weather was had for the entire series of events.

A curious craft to the right is owned by J. E. Halsey of the Western Long Island Sound fleet.

Start of the second annual 25 mile "race" from San Pedro to Catalina. Fourteen Scullers completed the run.