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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 632 registered boats in the class with twenty-four 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.

INTEREST in the Snipe class seems to be gaining all the time and constant requests are being received as to the formation of divisional fleets which, if half of them materialize, will give an organization second to none. Geoffrey I. Pout, secretary for Great Britain and the Continent, reports several new fleets in England itself, and proposed fleets in Gibraltar and Genoa, Italy. A letter received from E. B. Terry of Kobe, Japan, the owner of Snipe No. 106, reports the probable formation of a fleet there as more boats are being built to the class. The New Rochelle Yacht Club on Long Island Sound is to have five Snipes built this winter which will add materially to the already large Western Long Island Sound Fleet.

A full fledged fleet has been organized in the North of Ireland with a very distinguished list of officers. The club is to be known as the Snipe Sailing Club and the commodore is the Marquis of Londonderry who is also Divisional Fleet Captain. Viscount Bangor is vice-commodore and Major C. Blakiston Houston is Deputy Divisional Fleet Captain. The Snipe Sailing Club is located at Whitereck, County Down. A letter from the secretary of this club proved so amusing that part of it is quoted verbatim. "Mr. Crosby would not be flattered if he knew the unfavorable view our members take of the Snipe emblem. Ornithologists tell us that the creature is an American Great Snipe but the general feeling here is that it must be a woodcock afflicted with the dropsy. A member with artistic leanings has taken the animal in hand, reduced its waistline and given it sufficient wing spread to keep it up. I take it that this action has not automatically debarred ourselves from recognition." There will be at least ten or twelve Snipe class boats in this club for the 1934 season.

Agitation is still going on relative to holding a national or even an international Snipe class championship race late next summer. A recent letter from Commodore Merle Davis of the Los Angeles section states, in part: "I firmly believe that the Snipe Class International Race Series for 1934 should be held on Long Island Sound for obvious reasons. If it cannot be done, write us down and we will do our best to draw them here. If held on the Sound, I'm sure I can make it. The Los Angeles Harbor Fleet promises to send a representative and Santa Monica will probably do the same. I think that California, the most distant U. S. district, would be well represented. Let's hear from Texas, Miami and Detroit. I hereby promise to attend the 1934 Internationals if I have to hold them in my back yard."

If Commodore Davis of the Snipe Association feels that way about it, surely it will be possible to have enough fleets represented to make it a really large affair. It's entirely up to

the various Divisional Fleets and the Association is anxious to hear from them in the matter. Any one of several yacht clubs would be only too glad to run off a series of races—say three of them, one each day, between the champions of the various fleets. This would be in addition to the point scoring races. Boats could be counted on from all the Eastern fleets and we have no doubt that Miami, Oklahoma and Texas would be on hand. In cases where boats could not possibly be brought, arrangements might be made to charter a local boat for the series. To give the international flavor it will be more than possible to have a Canadian boat or so present and we would sincerely like to see at least one boat from the Royal Cinque Ports Yacht Club at Dover, England, present.

The idea would be to have each fleet hold a series of definite elimination races during the summer and then early in September to hold the final series on Long Island Sound either just before or just after the races for the America's Cup off Newport. It would give distant visitors a chance to attend the Cup races and also be present for the Snipe Class Internationals. Fleets may or may not work out some scheme to assist in defraying expenses of the winning divisional fleet boat, possibly by charging a small entry fee for the elimination series. At any rate, the event will be scheduled if sufficient interest is evidenced by the various fleets.

Past-commodore Hub E. Isaacks of Dallas, Texas, is now located in New York and he will probably take part in races held by the Western Long Island Sound Divisional Fleet next summer.

Gossip of the various fleets in Southern California is set forth in great detail every once in a while in *The Scupper*, a mimeographed "newspaper" of great merit. Some of the items covered are as follows:

"There is to be a regatta on the opening day of the new breakwater (at Santa Monica) some time next May in addition to the Mid-Winter Regatta, Catalina Race, State Championship series to be held in conjunction with the Santa Barbara and Balboa regattas.

"Emil Aarup put up a fine looking trophy for the Summer Series which was won by Walter D. Staaf in Bubbles. The competition was keen toward the last, but Walter nosed the rest of us out with superior sailing.

"Another activity of this summer's sailing was a cruise to Balboa. Three boats started out in a heavy fog. We thought we were only a mile or two offshore. Imagine our embarrassment when we passed to seaward of the gambling ships, twelve miles out!"

Looking through the five sheets of *The Scupper* we find some interesting and hilarious names for Snipes. Among them are: Star Dust, Super-Snipe, Chisler, Caprice, Bubbles, Olita, Sun Dot, Amscra, Native, Ripple and Petrel.

The tercentenary celebration to be held next summer on Chesapeake Bay may be the means of at least organizing a divisional fleet on that body of water. There are more than 25 registered Snipes there with most of them at Baltimore, yet no activity has taken place. A great part of the celebration will have to do with yacht racing and a recent letter from George W. Rappleyea states that he has scheduled Snipe class races and will hold them if he has to build a boat and race against himself. Mr. Rappleyea is a member of the regatta committee and Snipe owners are requested to get in touch with him. His address is: 109 Market Place, Baltimore, Maryland, on the tenth floor. These races will be held by the Maryland Yacht Club on August 10 and 11.

A new rule for 1934 limited the number of hours that a Snipe class boat could be hauled out. There was so much conflicting opinion on the matter, that the rule has been modified.



Los Angeles Harbor Snipes just after the start of a race

leaving it entirely up to the local fleet to make its own rule in the matter. * * *

International point scores to date are as follows. Races are still being held in Miami and the Buenos Aires fleet has held several races, but results have not yet come in. These results are only for boats that have qualified by being in five or more races and which have measurement certificates.

No. 90	1586 5/6	G. I. Pout, England.....	12	races
No. 495	1586 5/6	Wm. Carnegie, Detroit.....	6	races
No. 273	1556 10/11	J. Conklin, Sea Cliff.....	11	races
No. 232	1551 3/19	H. S. Thompson, Miami.....	19	races
No. 230	1544 6/17	J. Mannering, England.....	17	races
No. 327	1535 1/6	C. E. Smith, W. Long Island S.	6	races
No. 163	1530 14/19	W. Staaf, Los Angeles.....	19	races
No. 372	1505 9/11	N. North, Sea Cliff.....	11	races
No. 6	1489 3/7	Bill Bracey, Dallas.....	8	races
No. 138	1485	L. B. Jones, Dallas.....	8	races
No. 136	1465	H. R. Preston, Miami.....	14	races
No. 9	1462 3/7	H. E. Isaacs, Dallas.....	14	races
No. 359	1459 3/11	E. S. Thibault, Miami.....	11	races
No. 212	1455 3/5	E. S. Baker, Detroit.....	5	races
No. 141	1453 17/19	R. Spurrell, Los Angeles.....	19	races
No. 3	1447 2/3	W. F. Crosby, W. Long Island S.	6	races
No. 202	1446 1/3	F. M. Ellsworth, W. Long I. S.	6	races
No. 157	1420 1/3	H. Steinbrecher, Detroit.....	6	races
No. 236	1417 1/6	Donald Lapp, Miami.....	18	races
No. 221	1410 2/17	A. C. Rusack, England.....	17	races
No. 382	1394 2/3	H. T. Corson, Detroit.....	6	races
No. 151	1390 5/7	H. B. Houston, Dallas.....	7	races
No. 195	1387 5/7	Dr. Ivie, Los Angeles.....	7	races
No. 225	1387 3/14	Dr. C. H. Adamson, England.....	14	races
No. 339	1385 1/5	Carroll Ellis, Detroit.....	5	races
No. 237	1382 4/7	J. B. Brickell, Miami.....	7	races
No. 347	1377 1/11	*W. R. Williamson, England.....	11	races
No. 381	1371 4/7	A. O. Lohrke, Sea Cliff.....	7	races
No. 23	1352	J. M. Martin, Dallas.....	8	races
No. 223	1347 5/9	*Dr. J. R. W. Richardson, Eng.	9	races
No. 313	1341 11/12	Vernon Cotter, Los Angeles.....	12	races
No. 228	1341 5/12	*S. H. Leigh, England.....	12	races
No. 132	1340 3/5	W. A. Tomlinson, W. L. I. Sound	5	races
No. 234	1332 6/13	R. E. Collins, Miami.....	13	races
No. 233	1328 5/6	F. Downs, Miami.....	12	races
No. 81	1331 2/3	F. W. Campbell, Sea Cliff.....	9	races
No. 291	1323	G. S. Kelley, Jr., Sea Cliff.....	11	races
No. 376	1320 9/11	T. H. Young, Sea Cliff.....	11	races
No. 128	1315 4/5	K. Kohler, W. L. I. Sound.....	5	races
No. 227	1301	*J. Delahay, England.....	9	races
No. 404	1298 4/13	A. Angus, Los Angeles.....	13	races
No. 75	1280 2/3	Chas. Woodman, Dallas.....	9	races
No. 272	1271	W. S. Bell, Sea Cliff.....	10	races
No. 235	1266	John Bullen, Miami.....	17	races
No. 300	1249 5/17	Don Williams, Los Angeles.....	17	races
No. 391	1240	Wm. Nordland, W. L. I. Sound	5	races
No. 373	1181 6/11	A. A. Young, Sea Cliff.....	11	races
No. 439	1160 4/7	Francis Edmunds, Sea Cliff.....	7	races
No. 137	1147 2/7	J. C. Terry, Dallas.....	7	races
No. 290	1107 3/5	J. R. G. Hardy, W. L. I. Sound	5	races

Note boats marked with an asterisk (*) belong to the Royal Cinque Ports Yacht Club at Dover, England. As the point scores of the Oklahoma City fleet are in dispute at this time, these have not been included above. The official point scoring season closes on March 31, the new season starting the following day, April 1. The two leading boats in the scores to date show a tie on points, 1586 5/6 points each, but No. 90 has been in twice as many races as No. 495 and is therefore declared the higher of the two. This, it is interesting to note, is the only tie in the entire series of scores. Scores from fifty boats are represented in this summary and considerably more than twice this number have been engaged in racing but have not qualified by being in the five or more races necessary. Many others were never measured and their scores have been ignored.

In giving the new registrations last month an error was made in No. 599. This should belong in Wichita Falls, Texas. New registrations since last month are as follows: Numbers 601 to 630, assigned to Great Britain; No. 631 to Santa Monica, California; No. 632 to Ridgewood, New Jersey.

No. 150 of the Western Long Island Sound Fleet has been sold to W. J. Dowd of Mamaroneck. No. 91 of the Royal Cinque Ports Yacht Club fleet has been sold to a new owner in Eastbourne, England. The first fleet on the Hudson River may be organized this spring at Nyack. The Pigeon Hollow Spar Company of East Boston are prepared to furnish standard square, hollow masts at reasonable cost. More races are planned for the Western Long Island Sound fleet next summer. During the last season only six were held but in 1934 it is hoped that there will be at least twice as many. Toppan Boat Manufacturing Company of Medford, Massachusetts, and Bay City Boats, Bay City, Michigan, are prepared to furnish knock-down parts for Snipe. Bob Lamias Boat Shop in Santa Monica, California, has a very handsome mahogany Snipe on display. Some people are never satisfied. In one day the executive secretary had a request for a Snipe with more sail area and a few minutes later another request for a Snipe with less sail area. The answer is don't change the plans. A rumor has been going the rounds that the original plans of Snipe have been changed. They have not. Some slight improvements have been made, but the mast, boom, sail area and hull formation are exactly as originally designed. The booklet, published by THE RUDDER on how to build Snipe has gone into its third printing. It has had wide-world distribution with such places as: Algeria; British East Africa; Natal, South Africa; Australia; Tasmania; Azores; Belgian Congo; Belgium; Bermuda; Shanghai; Hong Kong; Havana; Denmark; Holland; Lucknow, India; Ireland; Italy; Japan; Mexico; New Zealand; Scotland; Chile; Argentina; Venezuela; Brazil; Nairobu, Kenya Colony, South Africa; Port Elizabeth, South Africa; Spain; Malacca, Straits Settlements; Turkey; Bahamas; Barbadoes; Curacao; Martinique; Jamaica; etc., etc. In addition plans have gone to practically every state in the Union including some "dry" ones where the use of even a boat as small as Snipe is doubtful. * * *

The Southern California Mid-Winter Regatta, held by the Civic Regatta Association of Los Angeles, will include races for Snipe class. The regatta will be held on February 22 to 25. A Snipe class dinner will be held on the 19th and it is reported that the Civic Regatta Association is going to put up the old "R" boat trophy which is no longer raced for. The Southern California Snipes will be guests of the Harbor Fleet. Owners are requested to get in touch with divisional fleet captains. P. H. Martin is Divisional Fleet Captain of Santa Monica Fleet. His address is 1221 Amberst Avenue, West Los Angeles. Walter D. Stani, 4225 Raymond, Los Angeles, is in charge of the San Pedro fleet. The Balboa-Newport fleet is headed by Walter Coursen, 2234 Chiselhurst Drive, Los Angeles, or in care of the Balboa Yacht Club. Unattached boats should sign up with one of these fleets as all fleets and officers are exceedingly anxious to have a large turnout for the races. There are dozens of unattached boats in the section and all should make it their business to belong to a fleet. * * *

At the time this is written, there is some possibility that the Snipe Class International Racing Association will have a booth at the Motor Boat Show opening on January 19. If such a booth is taken all Snipe owners are welcome to make it their headquarters. We can foresee some hot arguments already. If this booth is not used, THE RUDDER booth will automatically become Snipe headquarters. There has also been considerable agitation to hold a Snipe class dinner in New York during the week of the Motor Boat Show but the hard pressed executive secretary is usually far too busy to attend to this. If he can put off the work on someone else possibly the dinner may materialize.

NOTICE

Persistent rumors have been going the rounds regarding Snipe. One of these is that the plans have been changed. This is untrue although a few minor improvements have been made. A Snipe built from the original plans in THE RUDDER for July 1931 is still eligible to race. Another rumor has it that professional boat builders must pay a royalty. This is also a falsehood as the plans are public property. The Snipe plans furnished by THE RUDDER are the only official plans.