The Snipe Class International Racing Association

This bulletin contains the news of a class of small sailboats that was started in 1951. To date there are 652 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. 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. Fileld B. Post, secretary for Great Britain and the Continent, reports several new fleets in England initiated, and proposed fleets in Glasgow and Milan, Italy. A letter received from E. B. Terry of Kobe, Japan, the owner of Snipe No. 306, 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 fall regatta has been organized in the North of Ireland with a very distinguished list of entrants. The club is to be known as the Culmore Yacht Club and the commodore is the Mayor of Londonderry who is also Divisional Fleet Captain for the Northern Ireland Association and Joint Commodore of Culmore Yacht Club,此事发生在9月的Lucknow and Ireland where the Snipe Sailing Club is located at Whiteabbey, County Down. A letter from the secretary of this club proved amusing and pertinent: "Mr. Crilly would not be surprised if he knew the unfavorable view our members take of the Snipe emblem. Onomatopoeics tell us that the structure is an American Great Snipe but the general feeling here is that it must be a woodpecker affix to a broom. A nearing with artistic license has taken the animal in kind, reduced its beak and given it sufficient wings to keep it up. I take it that this action has not automatically deterred ourselves from ourselves."

There will be at least ten or twelve Snipe class boats in this club for the 1931 season.*

Aptation is still going on relative to holding a national or even an international Snipe class championship race late next month. The Commodore of the Los Angeles Yacht Club, in a recent letter to R.C. Terry of the Los Angeles Snipe Club, states, in part: "I firmly believe that the Snipes will be registered in the Los Angeles for the Los Angeles Race, held on Long Island Sound for divisional races. If it cannot be done, write us on down and we will do our best to do them here. If held on the Sound, I am sure it can be done. 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. division, would be well represented. Let's hear from Texas, Florida and Detroit. I hereby promise to attend the 1931 International and to have them in my locker bay."

If Commodore Davis of the Snipe Association feels that way about it, surely it will be possible to have enough boats represented to make it a really large affair. It's entirely up to the various Divisional Fleets and the Association is anxious to have them in the matter. Any one of several yacht clubs would be only too glad to run off a series of races—any three of them, one each day between the champions of the various fleets. This would be in addition to the point scoring race. Boston 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 and it would be expected that several from the Royal Yacht Club of London will be present. The idea is to have each fleet hold a series of divisional championship races during the summer and then early in September to hold the final series on Long Island Sound either 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 International. Plans may or may not work out some scheme to assist in defraying expenses of the winning divisional fleet, possibly by chartering a small entry for the elimination series. At any rate, the event will be scheduled if sufficient interest is evidenced by the various fleets.*

Part-commodore H.B. Little of Dallas, Texas, is now located in New York and he will probably take part in some held by the Western Long Island Sound Divisional Fleet next summer.*

Golfing of the various fleets in Southern California is so strong that the San Diego Open was won by Walter D. Stahl in Bubbles. The competition was keen toward the last, but Walter found the rest of his boat with superior sailing. "Another victory of this summer's sailing was a cruise in Bubbles. Three boats started out in a handicap of the various fleets we were only a mile or two offshore. Imagine our embarrassment when we passed to seaward of the last boat a mile and a half.

Looking through the five sheets of The Snipe we find some interesting and hilarious names for Snipes. Among them are "Star Dorni, Sugar Sugar, Cruiser, Comet, Coach, Whitehall, Gitka, Sea Dot, Aurora, Naiva, Hippie and Peril."*

The tenth anniversary celebration to be held next summer on Chesapeake Bay may be the most of all time, organizing a divisional fleet on that body of water. There are more than 25 registered Snipe's there with most of them at Baltimore, yet an activity has been picked up. A great part of the celebration will be held with yacht racing and a recent letter from George S. Whitehill states that he has scheduled Snipe class races and will hold them if he has to build a local and ship them by rail. Mr. Rappleyea is a member of the regatta committee and Snipe owners are expected to get in touch with him. All addresses of the fleet are:

A new rule for 1931 limited the number of hours that a Snipe class boat could be hauled out. There was much expressing opinion on the matter, that the rule has been modified.

Los Angeles Harbor Snipes just after the start of a race.
February

In giving the new registrations last month an error was made in No. 395. This should be 269. In District No. 63: to Santa Ana, Calif. No. 641 to Ridgewood, New Jersey.

No. 110 of the Western Long Island Sound Fleet has been sold to W. J. Dowd of Massapequa. No. 91 of the World Yachting Fleet has been sold to a new owner in Raritan Figs. The first phase of the Hudson River race is organized this spring at Navesink. Respectable entries are presented for the annual New York City Yacht Club races for the annual New York City Yacht Club races.

One of the most successful annual New York City Yacht Club races was the 1934 American regatta. The race was well-attended by boats of all classes. The fleet included a number of the finest yachts in the United States. The course was sailed under the rules of the American Cruising Association. The race was concluded on May 15, 1934.

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