The Snipe Class International Racing Association

This bulletin contains the news of small sailboats that was started in 1924. To date there are 685 registered boats in the class with forty-two fully equipped racing fleets. The yearbooks of the class, containing names and addresses of these fleets, all rules and restrictions, is now ready. The price is twenty-five cents per copy.

All communications to the Executive Secretary, William P. Cropper, 9 Murray Street, New York, N.Y., U.S.A.

All boats of the class should be registered at the earliest and any owner may be put on the lists of boats that are registered. After registration boats may join Divisions of the Fleet and receive membership certificates from the Executive Secretary.

Some interesting figures have been compiled from the Snipe racing this season. These figures are only to the date of writing and the season does not end until the last day of March. The divisional races have been entirely in point scoring races. In all we have three races each week scoring races in which five or more boats took part. Adding together all the scores obtained in all races, we have 104. This figure is arrived at by adding all the scores together and dividing by the number of boats. The total score was 3,021 points. In the first divisional race we had 123 boats, Los Angeles, 100, and Miami, 98. The first divisional race was in the same way, if there are six boats in a fleet and three racing on each of the three boats, we have 69 boats.

England leads with 20 points, while Los Angeles has had 15 points since the first of the season. Both Miami and Los Angeles are still racing to the final contest.

An interesting team score was formed up by taking the five highest ranking boats in each race and adding their average score together and dividing by the number of races. In other words, the top five boats in each race were taken from the first divisional race in each fleet. Miami, 1,490 points; Los Angeles, 1,490 points; Dallas, Texas, 1,125 points; Sea Cliff, 1,125 points; Seattle, Washington, 1,460 points; Los Angeles, 1,460 points; and Oklahoma City, 1,285 points.

Harry Lord, of Nebraska, St. Louis, Winnipeg, is expected to have the Snipe owners in the vicinity to join him. A Division will be promptly formed and Harry Lord will be in charge of the fleet with the object of sending a fleet to participate in the various regattas.

Vancouver, British Columbia, is looking up in the matter of a fleet and it looks now as if Canada would become a very definite factor in point scoring races next season.

There has been considerable criticism among the various divisional fleets over the possibility of carrying out a real series of championship races next summer in addition to the usual point scoring races. The critical with such a series would be the expense involved in trading boats and the variety of courses that the various members could use. It is desired that they take part in sectional championships and also have the champions of each fleet in a division to join in...
January

first week, it is entirely up to the various fleets. It might be
possible to have the teams in California, Washington and Oregon, for instance, have a number of entries. The northerly
winds and southernly winds from the coast might favor
one fleet over the other. In the Southeast, there are many
towns and cities that have a large, well-organized sailing
community. The laws and regulations are also very different.
In the Southeast, there are many different Classes of
boats that can be sailed. The rules and regulations for
each Class are very different. It is possible to have a
number of different teams from the Southeast, each with
their own set of rules and regulations. In the Midwest, the
winds can be quite strong, and it can be difficult to
sail. In the Northeast, the winds can be extremely variable,
and it can be difficult to predict where the wind will
come from next. In the West, the winds can be very strong,
and it can be difficult to sail. It is possible to have a
number of different teams from the West, each with
their own set of rules and regulations.

The League of the Oklahoma City Yacht Club, the Speaker
of the Dallas Sailing Club, and the Scarecrow of the California
sails are all meeting in the State of Oklahoma to discuss
the rules and regulations for sailing. The league is made up
of teams from all over the United States, and they meet
annually to discuss the rules and regulations for sailing.

The rules and regulations for sailing are very important,
and it is essential that they be followed. The league is
made up of teams from all over the United States, and they
meet annually to discuss the rules and regulations for sailing.

For the tenth time in ten years, the league is meeting in the
State of Oklahoma to discuss the rules and regulations for sailing.

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