The Snipe Class International Racing Association

Address all communications to W. F. Crosby, Executive Secretary, 9 Murray Street, New York, New York, U.S.A.

All boats should be registered with the Executive Secretary and have racing numbers assigned. If there is a fleet near, newly registered boat owners will be given the Fleet Captain's name and address. If no fleet exists, but if there are a number of other registered boats nearby, the owners will be put in touch in order to form a fleet. There is no charge for registration, but owners of such boats cannot become members of the Association until after their boats have been measured and dues of $1.00 a year paid to the Association. Owners of non-measured boats cannot pay dues or join Association. Upon receipt of dues, the Executive Secretary sends each owner a copy of the class rules and a membership card. Owners of non-measured boats may secure the rules book for twenty-five cents.

Total Registered boats to date, 1,831. Total chartered fleets to date, 61.

EFFICTIVE June 14 a new and important ruling goes into effect for all boats of the Snipe class. "A boat, once registered, must always retain its racing number. The number belongs to the boat and must be burned or carved into the keel in numbers at least 2 inches high, just abaft the center-board trunk, so that by lifting the floorboards, the number will be exposed for inspection. Racing or registration numbers cannot be changed or exchanged for any reason whatever and can be nullified only by positive proof that the boat has been destroyed or failed to pass the measurer."

This year headquarters has been swamped with requests for the retaining of old race numbers by owners who have sold their boats. This has made a great many misunderstandings and makes it necessary to change measurement certificates. As a result there are some mix-ups which have made untold trouble for all concerned. From now on the number goes with the boat—always—or until such time as it is destroyed. When you sell, loan or swap your boat, you cannot keep the number for the new boat and any requests for this will be turned down as a matter of necessity. Furthermore, you must, in order to pass measurement or to hold present measurement certificate, burn or carve the racing number inside the keel batten just abaft the center-board trunk where it may be easily inspected. Better get out the pocket knife and get busy at once.

With literally hundreds of boats changing hands, being measured, owners paying dues and with compiling the results of hundreds of race results on sheets, headquarters finds this step necessary if the office help is going to remain sane. Your measurement certificate and your racing numbers belong to the boat—not to you—and must go with the boat no matter what happens.

Fleet captains, measurers, owners—please bear in mind that boats without measurement certificates cannot pay dues to the Association. We have repeated this month after month, but there are still plenty of boats which insist on paying dues when the boat is registered or before it is measured. Don’t pay dues until the boat is measured. It only makes a lot of trouble at headquarters.

The Western Long Island Sound fleet, which now comprises around 42 boats, held its first point score races on June 6 and 7.

It being still early in the season for this fleet only 8 boats turned out for the first race and 6 for the second. The fleet held its own races without the usual handicap of having a dozen or more other classes starting and resulting interference. A. J. Deacon's auxiliary catboat acted as the committee boat with a distinguished committee aboard headed by Commodore Cone of the Horseshoe Harbor Yacht Club. Both races were won by Snipe No. 3.

The parachute spinnaker has come in for some more testing on Long Island Sound and so far has not proven its superiority over a good Gennaker jib properly poled out. In several "speed races" against other Snipes, No. 3 was outdistanced before the spinnaker could be set, and with it, the operation of un-taking the others was very slow. When coming back on the wind again, the competing Snipes were again able to get away due to the difference in time needed for handling all. The sail is good for just one thing—to train people in the art of setting and handling spinnakers and perhaps a technique or two be worked out whereby the handling process may be speeded up, but moving around kills the speed of a little boat like Snipe and there's plenty of this moving when the spinnaker is set and also when it is taken in. The general opinion seemed to be that a spinnaker could be made optional equipment as apparently there is little difference in overall speed unless the boat has an unusually long down wind run. Most fleets are not going to use the sail.

The present registrations total 1,831 and since last going to press 27 new boats have been registered, which, we believe, another new high for a month. Fleet No. 60 has been reorganized.

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Don Patterson's Windon ready for launching. The boat under sail will be seen on opposite page.

Racing at San Pedro. Gas Farias in 345 having it out with Forest Farrington in Eliseo.

W. C. Swauger
at West Palm Beach, Florida, with W. J. Von Boeheren, Box 68.
West Palm Beach, Florida, as fleet captain. Frank W. R. Toop
Larchmont, New York, is the fleet captain of Fleet No. 61.
This fleet is located at Fairhaven, New Jersey, on the Shrewsbury
River. Boat owners in the vicinity of either of these fleets
are urged to get in touch. Two more fleets will probably
be chartered before this gets into type. One will be at
Christiansc St. Croix, Virgin Islands, and the other will be at
Mecina, Michigan.

Once more we warn owners about Larchmont Race Week.
This will be from July 18 to 25 and if you are going to bring
your boat to the Larchmont for the week, be sure to write to W. F.
Crush, 9 Murray Street, New York City, so that it may be
registered with the race committee. This does not apply to boats
at the Western Long Island Sound Fleet, Sea Cliff Fleet, Stan-
ford or Norwalk fleets but to those owners who come from
outside that territory. There is a possibility of boats from
Charleston, Miami and Rochester but such boats must be for-
med on their own or they will not be counted as starters or finishers.
Indicatingly, the Snipes will be started ahead of all the other
small classes this year due to the fact that in former years, the
Sipes have caught up with the other classes making a great
deal of interclass interference.

In the future, all important Snipe championship races (except
regular point score events) must be sanctioned by the Associa-
tion. This is done for several reasons, the most important being
that the race present. Another reason is to prevent interference in race dates
and, if possible, to cut down on the great number of special
interfleets, state, interstate and other types of championship
races. Too many races of this type will react unfavorably on
local fleet point scores, and while we anticipate all that will
be done to foster important races, we feel that it can be

There is a possible entry from any fleet in any of these
states. The trophy was won by the Lake Mohawk Fleet, in 1963, Sea Cliff won it and it was won again
by Sea Cliff for the lake Mohawk Trophy, it won three times becomes the permanent property of the
winner this year, if Sea Cliff wins again this year, a new

The North Atlantic Coast Championship will be held by
the Sea Cliff Yacht Club of Sea Cliff, Long Island, New York,
on the weekend of August 14 and 15. One competition from
any fleet in the states of Maryland, Delaware, Pennsylvania,
New Jersey, New York and all the New England states is elig-
ible. There can be only one entry from any fleet in any of these
states. The trophy was won in 1963 by the Lake Mohawk Fleet, in 1964 Sea Cliff won it and it was won again
by Sea Cliff. The trophy, known as the Lake Mohawk
Trophy, was three times becomes the permanent property
of the winning fleet. If Sea Cliff wins again this year, a new
trophy will be put up for competition next year. Circumstances with
entry blanks will be sent to all chartered fleets within the
states specified.

According to information received from Oshkosh, prepara-
tions for the Internationals are well under way. These races
will be held on August 28 and 29 under the auspices of the
Oshkosh (Wisconsin) Yacht Club on Lake Winnebago. One
competition from any fleet in the world is permitted and this
run should be the fleet champion if possible, but may be an
alternate. Circumstances with entry blanks will be sent to every
chartered fleet.

The "long distance" race for Snipes from Norwalk, Con-
necticut, to Port Jefferson, Long Island, will be run as sched-
uled, on July 4. Race circulars have been sent to all fleets within
a reasonable range but if you want one, it will be sent on request.
The requirements are quite strict and each competing boat must
provide a good sized motor boat as convoy. Entry blanks and
circulars may be had from Perry Coke Smith, James Street,
Norwalk, Connecticut, or George W. Johnston, Port Jefferson
Yacht Club. To quote in part from the circular: "This race
will be over approximately 18 miles of open water in a part of
Long Island Sound where it sometimes blows heavily and makes
up quite a sea. Also there is danger of fog. The race will be
adequately convoyed, but we want to stress most strongly that
this race is not for beginners or inexperienced Snipe sailors.
The Association and the yacht clubs sponsoring the race take
no responsibility for loss or damage to property or person of
any one taking part in the race. Every entry blank must be
approved by the commodore of the club of the member whom
the entrant is a member. If entrant is not a member of a yacht club, his
name must appear on the entry blank. We want...