The Snipe Class International Racing Association

This bulletin contains the news of a class of small sailboats that was started in 1921. To date there are 700 registered boats in the class with thirty-five fully organized racing fleets. Address all communications to the Executive Secretary, William B. Coombs, Murray Street, New York, New York, U.S.A. All boats of the class are registered with the nearest Divisional Fleet and take part in racing. Rating numbers are assigned to boats that are registered. After registration boats may join Divisional Fleets and receive measurement certificate from the measurer.

If you want to see some of the best "action pictures" ever taken of a Snipe, look over the photographs on pages 24, 25 and 26 of this issue. The photos of Edson were taken by Mr. przegląd, Larry Johnson, California, and we wish to extend our thanks to him for his splendid work. At least we hope the owners of the "action photos" a third and possibly fourth time in them to enjoy the exciting spirit of racing.

These rules are not written to cover every point in the racing season and the following point system is of measured and passpoints to the nearest tenths.

<table>
<thead>
<tr>
<th>Name</th>
<th>Points</th>
<th>Race</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. J. Milbat</td>
<td>600</td>
<td>1</td>
</tr>
<tr>
<td>Ken Baker</td>
<td>600</td>
<td>1</td>
</tr>
<tr>
<td>Walter</td>
<td>570</td>
<td>2</td>
</tr>
<tr>
<td>Armit</td>
<td>500</td>
<td>3</td>
</tr>
<tr>
<td>Louis</td>
<td>450</td>
<td>4</td>
</tr>
<tr>
<td>Henry</td>
<td>400</td>
<td>5</td>
</tr>
<tr>
<td>Tom</td>
<td>350</td>
<td>6</td>
</tr>
<tr>
<td>Jack</td>
<td>300</td>
<td>7</td>
</tr>
<tr>
<td>John</td>
<td>250</td>
<td>8</td>
</tr>
<tr>
<td>Bill</td>
<td>200</td>
<td>9</td>
</tr>
<tr>
<td>Jim</td>
<td>150</td>
<td>10</td>
</tr>
</tbody>
</table>

The Lake Michigan fleet, one of the most active in the country, has recently placed an order for several Snipes and the new fleet is expected to be in action by the middle of June. The fleet will consist of at least fourteen boats and the first race is expected to be held on the North Atlantic Channel. The boats will be equipped with the latest equipment and will be ready to go.

Flights are rapidly forming for the first international regatta of the Snipe class. This will be held on Long Island Sound in September. The fleet will consist of at least fourteen boats and the first race is expected to be held on the North Atlantic Channel. The boats will be equipped with the latest equipment and will be ready to go.

We have four new active divisional fleets to report this month. No. 20 is at Boston, Rhode Island, and John J. Conroy, Jr., of Falmouth, Massachusetts, is managing it. No. 21 is at 385 Main Street, Warren, Rhode Island, in a fleet operated by A. P. Proctor, and the Maryland Yacht Club is managing it. No. 22 is at Greenport, Long Island, and John J. Conroy, Jr., of Falmouth, Massachusetts, is managing it. No. 23 is at 385 Main Street, Warren, Rhode Island, in a fleet operated by A. P. Proctor, and the Maryland Yacht Club is managing it. No. 24 is at Cutchogue, New York, in a fleet operated by A. P. Proctor, and the New York Yacht Club is managing it. Owners of Snipes within any of these territories must work out a way to get in touch with their nearest fleet and give them the name of their nearest fleet so that they can join in the racing.
the tracked for close winch work and the other so it will involve the tracked for running and reaching. Depending on experimental, the boats will be the same for the fine line on this for the Genoa Phaeton. Because they are fast enough, normally sailmaker does not have time to make new boat. Just settle the distance of the sail. And now the old boat. Don't make the mainsail too much. It is very safe. The way of course is to make the mainsail too 2 to 3 feet. Remember that many a race is won at the start. Practice starts until you are sure of the course. Don't play the line as the man gives off, but don't let them too easy. You don't have to come back and remember it. Remember also that a dog you all around and put you right out of the running. If the boat is not too far out, you are in the running. For example, at 10 a.m. or 10 a.m. you are in the running. The only thing is that you give the man over for a line on the inside. If you touch a mark or you be out, you have to withdraw from the race. If you feel better, but it is obviously wrong, you must withdraw. Avoid making mistakes against other boats. Race for the sport of it. If you can do that—don't do it but go back to successful.
800 Boats (Continued from page 25)

ul fleet may be formed and through a system of point
ring, it is possible for boats in Oakland to compete
in the boats in England without actually coming into
petitions or even seeing the other fellow.
Last year more than 100 boats of the class took part
in these point scoring races and this year there will pro-
bably be more than three times that number. There are
only 20000 registered boats in the association of
which only one belongs to regular owner. The cap-
championship is $1000 a year and this includes the right to
in point score races. Accredited members receive a
copy of the class rule booklet and each fleet has its
owner who checks over each boat and sees that she
fits the requirements of the class. Upon completion of
a season a measurement certificate is issued and strict
is prohibit any boat without such a certificate from
gap in many open or close races for other boats
the class. This is done to protect the class against
big ships who would do everything possible to build
up the fleet."

For the first time, the association is planning to hold
international race on Long Island Sound next sum-
mer. Each divisional fleet will hold elimination races to
terminate its best boat and skipper and at the conclusion
of these races, these boats will be brought together on
a Sound for the grand final world's championship.
Next indications are that boats will be shipped in from
1 over this country, from Canada, England, Ireland,
and many other localities. A fleet in Buenos Aires
still to be heard from in the matter but it is more than
likely that at least one boat will be on hand from there.
\'s is projected from such far off places as Aila Ahoa,
Alyssia; Japan, Manila, Honolulu, Tha-
land, Guinness, Goliath, Canal Zone, Jamaica, Trinidad,
australia and many other localities. One of the most
interesting new fleets is located in the north of Ireland
where the Malagans of London is has been made divi-
dual fleet captain. This fleet will number more than
six boats and will race in two divisions. A special
\'b called the Snipe Sailing Club has been formed.
\'e are located in England, the most promi-
not one being that of the Royal Cinque Ports Yacht
Club at Dover.

The class has received full recognition from the Yacht
Sailing Association of Long Island Sound, the Civic
League of New York, the Association of Los Angeles, the Lake Michigan
Sailing Association and many other similar organiza-
tions.

The class rules are of sufficient flexibility to allow for
various beaches and as a result probably sixty per cent
of the boats in the entire class are made by amateurs.
\'e are of them, Snipe is the first boat and for many
of them also, it will be the forerunner of larger boats.
\'e tendency is quite apparent as numbers of
owners have purchased larger boats both of the cruising
and racing type.

Careful records are kept of all registered boats and
when a sufficient number are located adjacent to each
other, the owners are put in touch, with the result that
usually a fleet is formed. Inactive fleets are quickly
dropped, thus keeping the organization alive at all times.
\'e fleets are located within a reasonable territory and
act as local or intercity races. This has been done exten-
sively in Texas and Oklahoma and last fall six fleets took
part in the North Atlantic Championships off Larchmont.
\'e other such races are planned for this coming sum-
mer including a California championship, a midwestern
championship and state championships in many localities.

The boats themselves, range in price from about $75
to $350, the latter being the class limit. Most amateur
boats cost about $150 but dozens have been built for a
lot less. They have been built for as little as $80 by
amateurs. Several manufacturers are supplying the
parts, knockdown, and numerous others are ready to
send you a completed Snipe on a moment's notice. Sails
and hardware are more or less standardized and all one
has to do is to call up the sailmaker, give him your racing
number and call an hour or so later for the complete sail.

There are 68 registered Snipes on the Sound west of
Guilford, Connecticut. In the vicinity of Los Angeles
there are 56 daily registered boats of the class. Around
San Francisco there are 24; in the Northwest there are
31, Buenos Aires boats of 30 and the 50th boat was
recently registered from Great Britain. Texas and
Texas have 50 boats and so has Michigan, Wis-
consin and Dells. All together have 45, Florida 26 and
Maryland and Virginia have 36 all within easy striking
distance of Baltimore where the Maryland Yacht Club
is planning a big celebration this summer. At present
the class is gaining an average of two and a half new
boats every day. This year, there are only the registered
boats and there are probably at least as many again which
have never been heard from at all. Interest is on the
increase all the time and the day is not far distant when
the Snipe class will be the largest one-design class of sail-
boats in the world.

There are twelve Snipes racing at Miami.

Thirteen of the little racers at Watchorn, Staten, New York.