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, there are a number of other registered boats nearby, the owners will be put in touch in order to exist. Owners of such boats cannot become members of the fleet until their boats have been measured and paid memberships are available. Owners of non-measured boats may secure the rules book for twenty-five cents when a membership card accompanies the application. Total registered boats to date 2,030. Total chartered fleets to date 74.

Hot competition has developed during the past month for the first place in the point scoring. For a while Merimac was in the lead, then Arroma captured the lead, and was in turn captured by the Snipe. Some boats have been in close competition, and the Snipe has been in the lead for several weeks. The Snipe has made some changes in the crew, and the boat has improved. The Merimac has also made some changes, and the boat has improved. The Arroma has made some changes, and the boat has improved. The Snipe has made some changes, and the boat has improved. The Merimac has made some changes, and the boat has improved. The Arroma has made some changes, and the boat has improved.

1934

Cleaning up the bottom. Getting a Snipe ready to race at Poughkeepsie

M. C. Doxer
A recent circular was sent to the owners of registered Snipes, largely as a check up on addresses and a number of these have been returned by the post office. In cases where the owner of a registered Snipe changes his address, the Association should be notified so that the list may be kept up to date. The listing given hereon is for registration numbers that will be reassigned on and after February 1 unless the owners of these boats write to headquarters giving their correct address. These numbers will be declared vacated unless such notification is received by February 1:


If you happen to know the owners of any of these boats, better inform them of the fact that they stand to lose their racing numbers.

The annual check-up of divisional fleets has also been made and a number stand to be dropped from the Association for 1937 unless some sign of action is forthcoming. The fleets listed for inactivity and which will surely be dropped unless they can promise action for next year, are as follows:

Central Long Island Sound, Southern Florida, South Boston Yacht Club, Royal Corinthian Yacht Club, Maryland Yacht Club, Pine Lake, Havana Yacht Club, Royal Vanuavu Yacht Club, Corinthian Yacht Club (Evansville, Indiana), Shrewsbury Boat Club, Charter Oak Fleet (Wethersfield, Connecticut), Annapolis Yacht Club, Norfolk, Virginia, Great South Bay, Mentor Harbor Yacht Club, Clearwater Yacht Club, Pontiac Yacht Club, Missouri Yacht Club, Newport Harbor, West Palm Beach, Fairhaven, New Jersey, Waterhouse, New York, Budd Lake, New Jersey, Youngstown Yacht Club, Astoria Snipe Fleet, Cadillac, Michigan. Some other fleets have not been active but were organized late in the season. The Association does not desire to drop any of these fleets, but it is useless to keep inactive fleets on the rolls and in some cases dropping the fleet and its later reorganization might be just the thing to put it over. This has happened in several cases and can generally be laid at the door of an inactive fleet captain who might better be replaced by someone who will take an interest in the fleet. If your fleet is listed here, why not call a meeting, even if you're not the fleet captain, to find out just what's the matter. Many an inactive fleet has been made extremely active by simply shifting officers. Unless some action is forthcoming from these fleets, they will be dropped after January 1 and they will not be listed in the class rule book for next year. The owners of all boats belonging to such fleets will also lose all Association standing.

The 1937 class rule book will go to press January 2, and if you have new fleet officers for 1937 be sure to report them in time so the new officers may appear in the new book. Strict requirements will be made for 1937 and all boats measured after the first of the year will have to be strictly in accordance with these requirements or they will not be permitted to race. Each year at this time the rule-beaters set out to build new and faster snipes, the favorite trick being to make them lighter. There is a great deal of talk of a weight limit in which no boat can be under 450 pounds and the new measurement blank (now in the hands of the Rules Committee) is going to make it mighty hard for near-snipes to get by.

Tapered frames, skirvy chine gussets, fewer deck beams, lighter decking and similar devices will not be passed. The boats must be built like the plans or they will be ineligible to get a certificate. Furthermore, these stricter requirements will be enforced for all the championships regattas in 1937 so even if you get by your local measurer, you may not be eligible to race in the internationals. There are no changes in the plans or specifications but boats must be built closer to the original drawings.

The location of the Internationals for 1937 has not yet been decided upon. There is talk about holding them on Long Island Sound jointly between Sea Cliff and Western Long Island Sound fleets. Oelcott, New York, has made a strong bid and Los Angeles Harbor wants the races also. The choice is up to the Board of Governors.

Examination of the scores will show that some fleets have held only the minimum of five races. This probably is due to the fact that they can't hope to get by with only five races and in laying out the 1937 schedules try to get as many races as possible. It will add interest to your fleet and make everyone in it a better sailor and more expert in the handling of the boats. Your leading boats will also have a better chance to win the high point championship. With the bonus system, it is highly necessary to get in every race you can.

Seagull National Racing Association Active

The promotion of the affairs of the Seagull National Racing Association, recently formed body of owners of THE RUDDER-designed 18-footer Seagull, a Marconi rigged knockabout, is well underway and advice from headquarters indicate that a complete slate of officers has been elected for the coming season. The officers are: David Werker, commodore; Charles Isherwood, vice-commodore; K. H. Gayle, Jr., rear-commodore; Howard Ward, treasurer, and Henry C. Warren, executive secretary. W. F. Crosby, editor of THE RUDDER and designer of the Seagull class sloop, and Commodore Corow of the Horshoe Harbor Yacht Club, Larchmont, are honorary members of the Association.

A Western Long Island Sound fleet has been formed, with headquarters at the Horshoe Harbor Yacht Club, consisting of some fifteen boats registered in that area. Eight of these craft have regularly raced this past season. All owners of individual Sea Gull boats interested in racing are invited to apply to the executive secretary for racing numbers and groups of owners should apply to him for fleet charters. It is also advisable that anyone building a Sea Gull intend for racing contact the National Association to that he may learn of the various restrictions set to qualify for a measurement certificate. The two most important restrictions are that the center-boards must be of wood in all boats qualifying for racing and the Genoa 3½ has been adopted as replacement racing equipment, using the sail plan as shown in THE RUDDER for July, 1936. The object of the restrictions is merely to assure uniformity in the boats.

The plans of Sea Gull are available through THE RUDDER and are $2.00 per set.

Active fleets of Sea Gull owners are believed to be in existence in California, Texas, on Barnstable Bay and in Newport News, Virginia, though no attempt at organization has been made.

For all information on the Seagull National Racing Association, interested owners should get in touch with the executive secretary whose name appears above. His address is as follows:

Seagull class sloop Ziffer, owned by Geo. E. Conde of Riverside, Illinois. Owners of these RUDDER-designed sloops have formed a national class.