

Sept

The Snipe Class International Racing Association

This bulletin contains the news of a class of small sailboats that was started in 1931. To date there are 918 registered boats in the class with thirty-five 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. Racing numbers are assigned to boats that are registered. After registration boats may join Divisional Fleets and receive measurement certificate from the measurer.

FOLLOWING is the list of point scores to date of this writing. The listed boats are only those that have qualified by being in five or more races in which five or more boats of the class have taken part. The boats listed are those that have complied with the class rules relative to measurement certificates and dues. A number of fleets have been left out entirely because of insufficient races, including such fleets as Miami, Western Long Island Sound, Sea Cliff, Berkeley, California, and Onondaga Lake. Lack of space prohibits printing the ones that have not qualified as there are more than 200 boats competing in the point scoring championship at the present time. From now on only the qualified boats will have their names printed and of those only the boats having 1,400 or more points. This is absolutely necessary on account of space.

Points	Name-Owner	Fleet	Races
1690	Ursula, Stanley Trutt	Baltimore	5
1574	Boreas, Frank Gumm	Oklahoma City	6
1568 1/3	Mrs. Zilch, Harry Lund	Oshkosh	10
1568 2/3	Woops, Wm. Carnegie	Olcott	5
1560 1/2	Chrysis, A. Harrison	Stamford, Conn.	6
1552 3/5	Imp, F. M. Ellsworth	Stamford, Conn.	7
1543 3/7	Pogo, R. T. Crane	Lake Mohawk	13
1534 5/13	Olita, R. Spruell	Dallas	7
1532 4/7	Rum Float, J. C. Powers, Jr.	Barrington	7
1522 3/7	Star Dust, Bill Bracey	Dallas	6
1522 1/3	Soup, C. Harrison	Olcott	6
1521 8/11	Bubbles, Walter Staaf	Oklahoma City	6
1492 2/3	Isobel, J. R. Steele	Oklahoma City	11
1492 1/3	Epina, C. E. Smith	Stamford	5
1490 1/3	Ullian, F. L. Hoyt	Oklahoma City	7
1489 5/7	Patricia, D. Maxwell	Dallas	8
1485 3/4	Wanderer, J. Morrow	N. Ireland	9
1479 7/9	Wang, F. Fleming	Barrington	7
1478 1/7	Sis, H. W. Powers	Barrington	10
1476 2/5	Tik-Tok, S. Kuehl	Oshkosh	5
1461	Y.D. H. Olsen	Stamford	6
1458 1/6	Butter Knife, J. J. Redfern	Lake Mohawk	6
1457 5/6	Betty II, Stuart Wallace	N. Ireland	8
1448 1/2	Dorothy, R. McD. Cobb, Jr.	N. Ireland	8
1421 4/9	Pima, J. S. Malmgren	Boston	6
1420	Eastwind, R. Padgett	Olcott	6
1413 1/4	Tom Tit, W. A. B. Hill	N. Ireland	8
1404 1/5	Emie E., O. F. Freeman	Barrington	5
1389 3/9	Shadow, W. Gable	Boston	9
1382 1/6	Tradewind, McKee and Levi	Olcott, Y. C.	6
1371 1/2	Satellite, K. Rupprecht	Barrington	6
1369 2/5	Lil, Bill Nerland	Stamford	5
1369 2/5	Jola, J. J. Conway	Barrington	6
1357 1/2	Hot Oil, M. H. Champion	Oklahoma City	8
1357	Will of the Wisp, Mrs. R. Green	N. Ireland	8
1349	Evangeline, Pat Tohm	Dallas	6
1346 2/3	Mary Ves, J. M. Martin	Olcott, Y. C.	6
1341 1/3	Shoop, H. Lerch and Roberts	N. Ireland	6
1341 5/6	Wavelength, F. Gatto	N. Ireland	13
1341 7/13	Chaisler, Don Williams	Dallas	5
1340 3/5	Foam, F. Balducci	Stamford	14
1333 6/7	John Doe, Gus Fries	N. Ireland	8
1330 1/4	Sea Nymph, H. P. Morrow	N. Ireland	8
1306 1/4	OK, W. Alcardi	Boston	8
1303 1/2	Stormy Weather, E. Meredith	Oshkosh	6
1291 1/6	Shady Lady II, E. P. Sawyer	Oshkosh	7
1282 2/7	Elf, L. G. Green	N. Ireland	8
1281 1/2	Tuffy, V. Carter	Lake Mohawk	7
1272 3/7	Railwood, E. W. Allen	N. Ireland	9
1267 8/9	Seven Seas, R. Garrett	Lake Mohawk	6
1255 2/3	Itters, M. A. S. Reichner	Oshkosh	6
1250 1/3	No. 719, W. Rentschler	Lake Mohawk	10
1246	Burr, W. Wittmack	Dallas	10
1239 3/5	Dot, Ed. Royce	Oshkosh	8
1229	Fritz, R. Wright	Boston	9
1222 6/9	Humbug, Chas. Regan	Boston	9
1219 8/9	Terr, Wm. Taylor	Boston	7
1218 6/7	Jabo, Fred Gross	Oklahoma City	5
1214 4/5	Green Bagge, E. C. Green	Oklahoma City	5
1214 4/5	Snippy, D. Saunders	Oklahoma City	5
1214 2/5	Brat, Hank Godwin	Dallas	10
1214	Eloise, F. Farrington	Dallas	5
1212 2/5	Georgia W., Chas. Woodman	Oklahoma City	5
1198 1/5	Lady Luck, E. H. Price, Jr.	Oklahoma City	5
1190 1/2	Paulito, W. Callies	Los Angeles	8
1184 4/5	Zyrr, R. D. Ramsey	N. Ireland	8
1183 1/4	Rose Marie, H. J. Strain	N. Ireland	9
1180 1/9	Red Herring, G. P. Bell	N. Ireland	7
1165 6/7	Ripples, Ken Walkey	Los Angeles	5
1158	Erin, P. Douris	Lake Mohawk	11
1145 10/11	Sun Dot, A. Angus	Los Angeles	9
1137 1/3	Pinky, Joe Meyer	Oshkosh	9

Points	Name-Owner	Fleet	Races
1105 1/3	Marmor, S. Francisco	Lake Mohawk	6
1097	Four Winds, J. Archer	N. Ireland	7
1089 1/4	Sport, C. H. Thompson	N. Ireland	8
1078 1/9	Blue Bird, J. Marshall	N. Ireland	8
1073 1/4	Bottoms Up, B. Lampert, Jr.	Oshkosh	5
1037 3/5	Quickstep, J. F. McDonough	Lake Mohawk	5
1013 1/4	Zephyr, A. A. Roman, Jr.	Boston	5
1010 2/5	Ska-Ram, L. Varsky	Los Angeles	5
842 1/6	No. 152, H. D. Hill	Dallas	6



Part of the Oshkosh fleet starting in a race. There are ten Snipes in this fleet.

Eighteen Snipes took part in the first British Snipe Championship races held by the Royal Cinque Ports Yacht Club at Dover. Bad weather prevailed and winds which were strong enough to cause some real discomfort to the little boats. On the second day the races had to be called off altogether. Geoffrey Pout's Guppy won the first race by about a minute and a half. Captain Dalgety's Mary Rose was second. In the second race J. Masnering, divisional fleet captain, did a little fancy wind hunting by himself and finished a quarter mile in the lead with Pout a second place. The final point standings were: Geoffrey Pout, Royal Cinque Ports Yacht Club, 1,560 1/2 points; Capt. J. A. F. Dalgety, Eastbourne Y. C., 1,408 1/2 points; L. W. Bruford, also of Eastbourne, 1,400 1/2 points and T. S. Chamberlain of Eastbourne 1,260 1/2 points. A championship cup was presented by Colonel Gage of the Royal Cinque Ports Yacht Club. Ten boats turned out for a special sweepstakes race which was won by Leslie Bruford's Mary Vera. The inter-club series had to be postponed on account of the boisterous weather and the ladies' race for the same reason.

The class championships to be held on Long Island Sound on September 8 and 9 are progressing nicely. The New Rochelle Yacht Club will be host and rooms can be furnished for sixteen men at the club itself. Entry blanks will be sent to every fleet before this gets into type and every owner of a registered Snipe has received a copy of the instruction sheet. This has also been broadcast all over the world to known owners of non-registered Snipes. In all about 2,500 of these circulars have been sent out. Each fleet will receive several entry blanks and on one of these the name of the chosen fleet champion should be written together with the other data requested. Only one boat and crew from a fleet can be entered and the series is open only to the champion expected from the following fleets according to present information: Dallas, San Pedro, Central Long Island Sound, Sea Cliff, Detroit, Western Long Island Sound, Southern Florida, South Boston, Oklahoma City, Barnegat Bay, Lake Mohawk, Oshkosh Yacht Club, Barrington, Baltimore, Onondaga Lake, Olcott (Stamford), Barrington, Baltimore, Onondaga Lake, Olcott (Stamford). This will give nineteen fleets and others may be expected. Geoffrey I. Pout may come from England and there is a strong possibility of at least a crew from the Northern Ireland Fleet. A new fleet has been organized in Rochester, New York, which will probably be represented and there may be



Nine of the Lake Mohawk, New Jersey, Snipes just after the start of a recent race

Engelbrecht

thers. Arrangements have been practically completed for running the races which will be entirely in the hands of the regatta committee of the New Rochelle Yacht Club. Fleets are requested to send in entries as quickly as possible in order that accommodations may be made, etc.

Prizes for the Internationals have been announced by the prize committee of which Morgan S. A. Reichner of Lake Mohawk is chairman. There will be first, second and third prizes for the final point standings and first, second and third prizes for each individual race. The grand championship prize has been offered by Commodore Hub E. Isaacks of Dallas, Texas. This will be a very handsome trophy and will become known as the Commodore Hub E. Isaacks Perpetual Snipe Championship Trophy. It can be held by each fleet for one year or until challenged for by some other fleet or fleets. The deed of gift is now being worked out for this trophy. The Rudder will also give a first place trophy which will become the outright property of the winner. This trophy is a magnificent antique bronze ship clock on a sculptured bronze base representing an immense wave. Second prize in the championship point standing will be a full set of Snipe sails, donated by Bill Fuller. The third prize will be a waterproof and shockproof wrist watch. This will be presented by Mr. Reichner. In addition there will be prizes for first, second and third in each individual race. The Rudder has offered three identical prizes for these races. These will be sheath knives in leather sheaths with a little extra pocket in each sheath in which will be a stainless steel marlin spike. The other prizes at this writing are not definitely known. There will also probably be a prize for the boat which comes the greatest distance to the race, but this is not certain as yet.

Three new fleets have been chartered since last month as follows: No. 33 Santa Monica Sailing Club, A. A. Huffsmith, divisional fleet captain. Homer B. Taylor is measurer. No. 34 Sparrows Point Yacht Club of which Dr. Samuel H. Hoover, 202 Dunleer Road, Dundalk, Maryland, is fleet captain and Wm. H. Beard, 73 Admiral Boulevard, is measurer. No. 35 is at Rochester, New York, and R. H. Winegard, 260 Lexington Avenue, Rochester, New York, is measurer. The fleet captain has not been elected yet. The Santa Monica Sailing Club fleet should not be confused with the Santa Monica Bay fleet which is headed by P. H. Martin.

The 900th Snipe became a fact about the end of July and at present there are 918 registered boats in the class. Five of the boats have been recently registered by members of the Huguenot Yacht Club of New Rochelle, New York. These boats, it is expected, will be the forerunners of many more in the same club. Camp Eberhart at Three Rivers, Michigan, has five registered Snipes but no fleet has been formed there as yet.

A few months ago we announced the resignation of R. Cutler Low as New England secretary for the class but he has been kept so busy by the Snipe owners in Boston and vicinity that he has recently asked for reinstatement. Mr. Low has always been a great worker for the class, despite the fact that he does not own a Snipe, and we all welcome him back.

News comes from Snipe No. 1, originally built and sailed by James Brown of Pass Christian, Mississippi. No. 1 was sold to W. G. LaPorte of Shreveport, Louisiana, who now informs us that the five necessary boats are on hand and that a fleet will be formed there at once. If possible, a boat will be picked for the Internationals.

The Inter-club Snipe races between the Dallas Sailing Club and the Oklahoma City Yacht Club came out with a score of 60 to 31 in favor of the Dallas sailors. The Oklahoma City folks, though, are not at all discouraged and they state emphatically that they'll take the Dallas crowd yet. Another crew, down in Texas, the fleet at Denton, are starting out in fine shape. A yacht club has been formed there with W. M. Loveless as commodore, H. H. Blagg, vice-commodore, Roy L. McPherson, secretary-treasurer and F. E. Shelton as fleet measurer. The Denton Club sailed against the Fort Worth Boat Club at Fort Worth recently and lost on points.

As is usual in any class where competition is keen Snipes seem to be getting fancier and fancier in some localities with the accompanying fancier prices. A case has recently come to light of one owner who has had a pear-shaped hollow mast made in which the track is arranged inside to give him a little less resistance. This, it seems to us, is carrying it a little too far as is the tendency on the part of some skippers to carry streamlining to the last degree. In a little boat like Snipe, the simpler you can keep things, the better they will work and actually if you take advantage of every last possible thing in the way of refinements, you will still lose races unless you have that certain indefinite something which makes you a sailor or not a sailor. In other words, a mediocre sailor can take the very finest Snipe ever built and race it against a mediocre Snipe with a good skipper and have the good skipper trim him to a fare-thee-well. Given a good skipper, though, and a good boat, the chances are that the combination will be unbeatable. The Association is trying to avoid this thing. It wants every one to have an equal chance and with the boats all nearly alike the winning of a race will be worth talking about. Try to live up to the spirit of the rules and avoid expensive refinements.

This brings us down to the subject of rule changes for next year. No doubt many of you have pet ideas as to improvements in the rules and restrictions and if such is the case, take these up at the next meeting of your fleet and discuss them thoroughly there. Then have the fleet secretary send these suggested changes to the class secretary who will report them to the Rules Committee for final action.

Among some of the suggestions for the year 1935 already made are a tightening up of the mast restrictions. Very close maximum and minimum dimensions, closer measurement of the height of the boom goose-neck off the deck and a closer checking of the sails and the amount of allowable roach. These are all minor changes which will have no effect whatever on most boats. The point scoring system seems to be working perfectly, but a slight change may be made here in that an additional point might be given for every boat completing a race. Thus if two boats, under the present rules, had a point score of 1,560 points and one boat had been in five races and the other in seven, the point scores would be 1,565 for the first boat and 1,567 for the second. This change may take effect next spring if it is approved and would further eliminate ties and would be an incentive for a boat to take part in more races.

There is going to be a real tightening up of fleet requirements. Last year about ten fleets were dropped for inactivity and at present there are mighty few fleets which are not active. However, there are still a few which do not run off races and some others which simply refuse to abide by the Association's rules. These fleets will surely be dropped unless they live up to the rules of the class.

The class secretary asks every fleet to send in results of point score races just as soon after each race as possible. Please do not hold these scores and then send in several races at one time.

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