

# The Snipe Class International Racing Association

THE point scores for the national championship of the Snipe class at the latter part of September show the following standings for qualified boats. There are many others which have not completed the necessary five races and there are also a few fleets that have not been heard from as yet. The fleets have until December 31 to compete and boats in Florida and Southern California will soon be heard from. The point scores follow:

Pos.	Boat No.	Name.	Owner.	City.	Points.
1	23	Silver Spray	J. M. Martin, Dallas, Texas.		382 8/9
2	114	Typhoon	M. Dent, Greenwich, Conn.		347 7/8
3	113	Phantom	Greenwich, Conn.		341 7/9
4	13	Skylark II	J. W. Dayton, Bayside, L. I.		340 5/14
5	111	Gamecock	Barbara Chisholm, Greenwich, Conn.		339
6	138	Mary Vee	L. B. Jones, Dallas, Texas.		326 4/9
7	11	Winsome	G. J. Podeyn, Bayside, L. I.		314 8/17
8	137	Star Dust	J. C. Terry, Dallas, Texas.		312 1/8
9	14	Puffy Doodle	W. A. Winterbottom, Bayside, L. I.		311 12/19
10	18	Curlew	H. V. Spurr, Bayside, L. I.		310 5/9
11	3	Snipe	W. F. Crosby, New York.		299 1/4
12	6	Pole Star	E. B. Montgomery, Dallas, Texas		295 1/8
13	16	Tweet	W. H. Johns, Bayside, L. I.		287 5/17
14	9	Evangeline	Jack Totten, Dallas, Texas		270 1/3
15	81	Spray	F. W. Campbell, Rockville Center, L. I.		266 5/8
16	75	Georgia W.	Chas. Woodman, Dallas, Texas.		258
17	12	Salty	T. S. Clark, Bayside, L. I.		257 7/16
18	17	We	F. A. Tinkelpaugh, Bayside, L. I.		235 3/17

Other boats competing but not yet qualified include No. 202, F. M. Ellsworth of Stamford, Connecticut, 361 points; No. 46, W. M. Loveless, Denton, Texas, 289 points; No. 112, Indian Harbor Y.C., Greenwich, Connecticut, 278 points; No. 110, same location, 258 points; No. 38, H. O. vonWedel, New Rochelle, New York, 248 1/4 points; No. 132, W. A. Tomlinson, Larchmont, New York, 205 1/4 points; No. 128, Karl Kohler, New Rochelle, 204 2/3 points; No. 69, E. H. Eveland, Long Island, 196 points; No. 151, H. B. Houston, Dallas, Texas, 177 points; No. 15, O. E. Braitmayer, Bayside, Long Island, 177 points; No. 127, W. Nacovsky, Long Island, 169 points, and others. Since the racing season is concluded on Long Island Sound waters the points of these boats may be taken as final. The Southern California division is starting in strong and will be heard from before the official season closes. Fleet champions may be picked for the divisions where racing is closed for the season and J. M. Martin's Silver Spray is the champion of the Texas division. Typhoon, sailed by M. Dent, has won the high points for Indian Harbor Yacht Club fleet and Skylark has won the Bayside Yacht Club championship.

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The class has at last been organized and will henceforth be known as the International Snipe Class Racing Association. Dr. Hub E. Isaacks of the Dallas Sailing Club, Dallas, Texas, has accepted the commodoreship and Merle Davis of Los Angeles is now vice-commodore. The post of rear-commodore has not been filled as yet. W. F. Crosby, 9 Murray Street, New York, New York, is executive secretary. A Rules Committee consisting of Pat Tohms, Dallas, Texas; Merle Davis, Los Angeles; Alan Gray, New York; F. W. Campbell, Long Island and W. F. Crosby, New York, has been appointed. Divisional Fleets with Divisional Fleet Captains have been organized in Boston, Chicago, Northern New York State, Maryland, Waco, Texas, Haverhill, Massachusetts, Dallas, Texas, Southern California, Central Long Island Sound, Long Island, North Shore, Detroit, Western Long Island Sound and Florida. Other fleets are awaiting replies from men selected for Divisional Fleet Captains. If you have a Snipe class boat and you are located within the area of any of these divisions, you are eligible to join up with them for racing. Names and addresses of Divisional Fleet Captains may be secured by writing to the Secretary of the Association.

A year book for the Association is now in process of being printed. It includes constitution, by-laws, full restrictions, officers, Divisional Fleet Captains and the deed of gift of the Minneford Perpetual Trophy which was announced last month. The restrictions differ in some ways from those printed in the booklet of plans for Snipe and allow less leeway than before.

According to the new rules for 1933 boats must be registered before taking part in championship point score races. Registry

numbers already given out may be considered as temporary and may be used, but boats engaging in competition for the high point scores will have to be measured by Divisional Fleet Measurers. If the boat is old or new, the same thing will apply. Upon completion of a satisfactory measurement, a certificate will be issued and the registration number issued, or confirmed, as the case may be, and the owner will receive a copy of the rule book with his certificate. This will cost \$1.00, which will help to defray the cost of printing the booklet and incidental mailing expenses of the class which are mounting rapidly. Separate copies of the rule book may be secured for 25 cents. They may be secured from the secretary.

There are few changes. Snipe is still kept as the cheapest possible practical race boat. The only extensive changes are in the point scoring system where provision for only 20 boats was found to be inadequate. Next year the point scoring will start at 1,600 and will take care of 40 starters instead of only 20. Points will also be awarded to the skippers of boats and will not go to the boats themselves.

In the restrictions, things have been tightened up giving less leeway to locations of center-boards and masts. Very little is left to the imagination and boats not built to the rules *will not take part in championship or class races*. The specification and material list remains absolutely unchanged. Genoa jibs may be used provided all owners in a given race agree to use them. The booklet is one-quarter the size of this page and comprises 16 pages and cover. It represents a considerable amount of thought and should be sufficient to take care of the class, at least for 1933.

If you have five or more Snipe class boats in your vicinity you are eligible for a Divisional Fleet charter and the appointment of a Divisional Fleet Captain and Measurer. With five or more races in which five or more boats of the class take part you will be eligible to compete for the national and international high point scores. Incidentally, the international feature is not going begging and fleets are under way in Australia, Belgium, Hawaii, Japan, England and New Zealand. Snipe No. 97 has been shipped from Cambridge, Massachusetts, to Buenos Aires, Argentina, and her owner promises a fleet in short order.

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Up to December 31 of this year, Snipe class boats may be registered gratis and temporary racing numbers assigned. For information write W. F. Crosby, 9 Murray Street, New York, who will issue registration numbers in cases where boats are ready.

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Once again we wish to caution builders of Snipe against changing the plans or using materials of sizes other than those specified. The boat was designed for a certain purpose and has been carefully figured out so that she will float right, sail properly and handle correctly. Making materials heavier or using more than one intermediate frame between regular frames will certainly affect her seriously. Unless your boat is built to the plans and specifications she will not be eligible to receive a measurement certificate and she will not be permitted to take part in races for the class. Snipe has been proven as more than 200 of them have been actually registered and your ideas for "improvement" will most certainly bar you from racing. It is a one-design class and with so many boats already in existence, the plans and specifications will not and cannot be changed except to make the restrictions even tighter than before. The planking shall be 3/4 of an inch thick, no seam battens to be used, frames of the size specified, keel, keel batten, center-board, deck and deck beams exactly as specified. One intermediate frame of 1 inch by 1 inch material may be used between each set of frames. In fact the entire specification *must* be followed. The new rule book will have all restrictions in it and supplants the restrictions as given in the booklet *How to Build Snipe*.

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Dr. Gordon B. Leitch of the Portland, Oregon, Yacht Club, won the Snipe class races recently held at Astoria. No information other than this has been received but seven or eight boats took part and one of them was rigged with a *gaff-headed mainsail!* There has been a lot of activity in Snipes in the vicinity of Portland and Astoria but only a few boats have been registered there. Dr. A. Holmes Johnson of the Portland Yacht Club has accepted the appointment of Divisional Fleet Captain for this section and lively racing is certain to result.



*Imp, No. 202, owned by F. M. Ellsworth of Stamford, Connecticut  
Rosenfeld*

Snipe No. 106 has been racing in Japan in handicap races against boats carrying five and six times the sail area. According to information received she has been doing very well and has won consistently.

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A letter from W. A. Wilkinson of Remuera, Auckland, New Zealand, states that there are several Snipe class boats racing there and more are expected to be launched soon.

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No one would ever think that Texas would become a state where sail boating would be indulged in regularly but during the past year there has been more boating activity in Texas than in any other state in the Union. Snipes are registered in Wichita Falls, Denton, Dallas, Fort Worth, Waco and Houston. Dallas

has eight registered boats and Waco has seven. The Snipe class state championships were won by Fort Worth recently with Dallas a very close second. The full story will appear next month.

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The sailors up in Oklahoma are going after the Texas boys according to a letter recently received. Two Snipes have been registered in Oklahoma City and another in Tulsa. Beat that, if you can!

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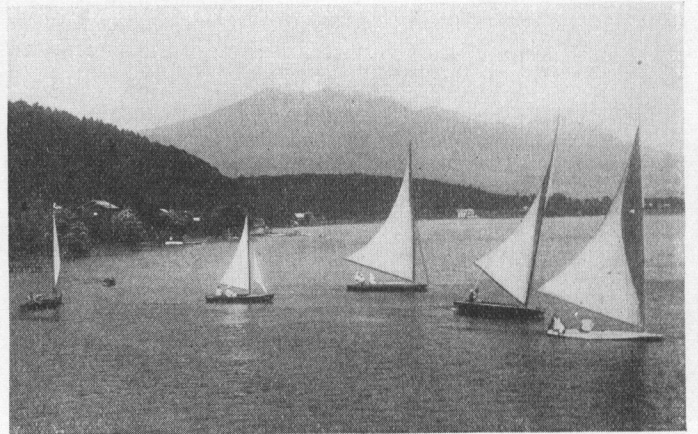
The new Sea Cliff Yacht Club at Sea Cliff, Long Island, is starting out strong and already a number of Snipes are being built by members. It is expected that ten or twelve Snipes will be racing regularly from this club by next summer.

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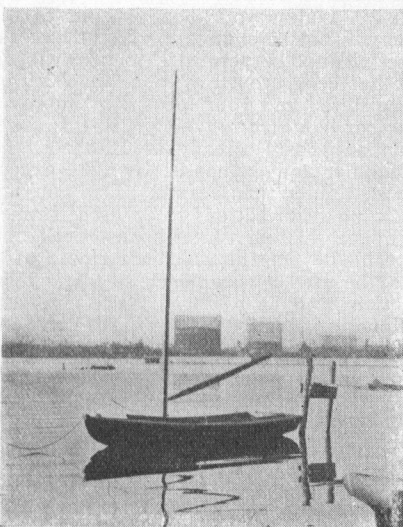
According to an item in *British Yachting World* one of the Portsmouth sharpies recently made the jaunt across the English Channel. Portsmouth Sharpies are Snipes, for your information, and while we do not recommend this as a regular thing it simply goes to prove something or other.

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A brand new, shiny Snipe sits on the floor in the main shop of the Minneford Yacht Yard at City Island. She has a nice fence built around her to keep the kids away and to prevent ambitious sailors from climbing aboard for a dry land sail. Just a "sample" kept there all the time so people can see what the completed boat looks like.



*Snipe No. 106 races in handicap class in Japan. She is owned by  
E. B. Terry of Kobe*



*No. 212. Owned by E. S. Baker  
of Sandwich, Ontario*



*No. 197. Owned by Ernest Allsop of  
Lakeland, Florida*



*No. 136. Owned by H. R. Preston  
of Miami*