

News of Snipe—THE RUDDER Restricted Class

MR. H. S. SAYERS of the City Island Yacht Club, City Island, New York, has offered, for competition in the Snipe class, a handsome plaque to be presented to the high point winner in the national championship. This will be known as the Minneford Perpetual Trophy and it will be awarded each year to the Snipe class boat that finishes the season with the highest point standing. It can only be awarded to boats racing in the United States and owned by residents of this country. The trophy itself will be a picture of Snipe, worked in silver suitably mounted on a plaque and it will be awarded each year to the high point winner. At the end of the year the trophy must be returned and a smaller duplicate will be given which will become the permanent property of the winner. We hope to be able to publish a picture of the Minneford Trophy on these pages next month.

As already stated the point score racing season starts on January 1 of each year and ends on December 31. This is necessary in order to give boats in southern climes a chance to compete. Consequently the Minneford Trophy will be presented each year after the seasonal point scores are completed.

Minneford, as most Snipe owners know, has been responsible for no small part in the development of the class. This yard, of which Mr. Sayers is the head, has probably helped a large percentage of the owners through the manufacture of knock-down parts for the boats. A great many completed Snipe class boats have also been built by Minneford including such boats as numbers 3, 38, 127, 110, 111, 112, 113, 114, 115, 45, 132 and several that were shipped south.

The Minneford Trophy will go into immediate competition and will be awarded at the end of the present season.

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Organization plans are rapidly taking form and the country has been divided into fifteen sections where fleets of five or more Snipe class boats are located. In each of these fleets a divisional fleet captain should be elected or appointed. The duties of this individual will be to act as the contact between headquarters and the boat owners, to call meetings for discussion or proposed rule changes, to keep records of races which should be forwarded to headquarters for compilation and publication each month, to arrange races, to interest new owners and in general act as official representative of the class. So far only a few divisional fleet captains have been appointed but we

hope later on to publish the names and addresses of all these men in order that new owners and unattached boats may get in touch with them.

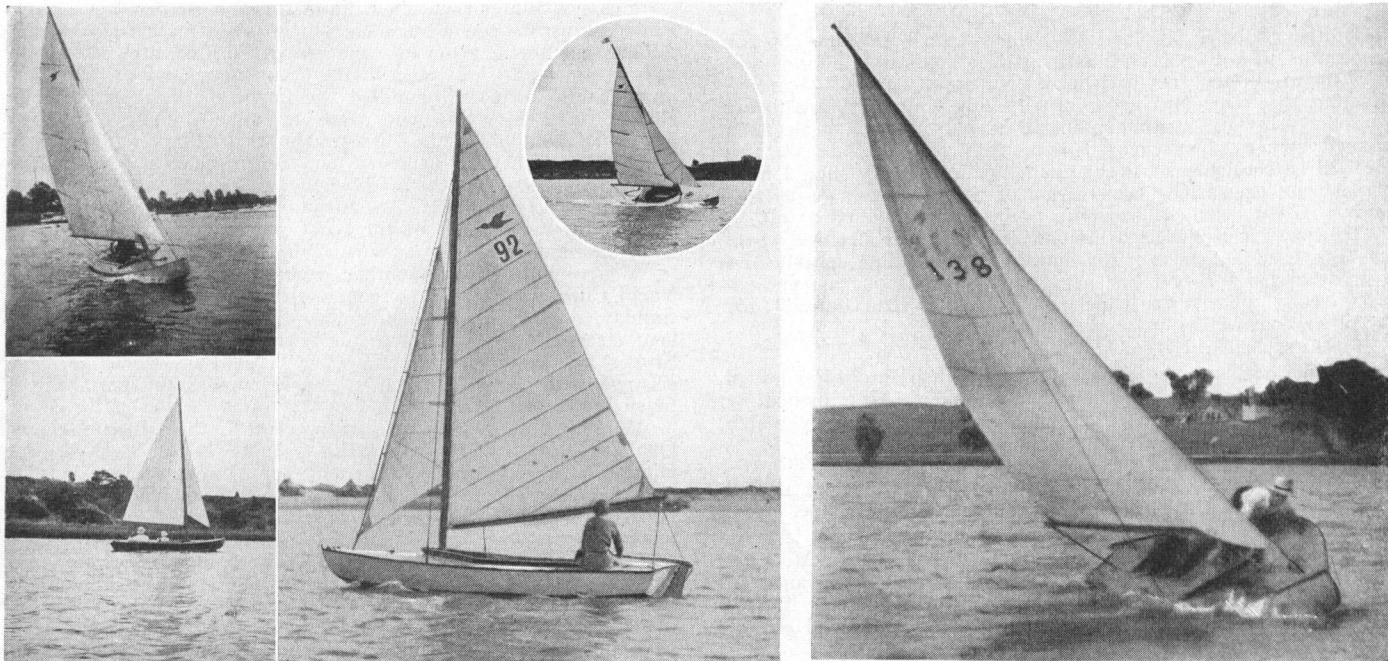
The fleets have been divided into the following divisions: Texas, 24 boats; Southern California, 13 boats; Northern California, 16 boats; Northwest, 9 boats; Louisiana, 5 boats; Florida, 11 boats; Bayside Yacht Club, 8 boats; Indian Harbor Yacht Club, 6 boats; Western Long Island Sound, 11 boats; Central Sound, 5 boats; Boston, 8 boats; Cleveland, 8 boats; Detroit, 5 boats; Chicago, 5 boats; Northern New York, 5 boats.

As fleets get too large or as additional fleets are formed new divisions will be made. The Western Long Island Sound fleet will probably be divided into two sections by next summer as the new yacht club at Sea Cliff is planning to build at least ten Snipes and possibly more. These divisions do not take into consideration the great number of isolated boats but should fleets of five or more be built at these places, they will be eligible to become a fleet.

The point now is to secure men who will be willing to become fleet captains and who will really *work* at the job. There will be no room for "deadwood" at this stage of the game. We would therefore request men who are interested in the class to offer their services as divisional fleet captains except in localities where Snipe class owners are already acquainted and can hold a meeting at which such a man could be appointed or elected. These steps are highly essential at the present time as it is necessary to keep the class within the one-design idea and the only way this can be accomplished is through organization. There is always some tendency to "change" and "improve" Snipe and as a one-design class this cannot be permitted.

Therefore, if you are willing to do your part and work toward better organization write to W. F. Crosby, 9 Murray Street, New York City, and offer your services to get other owners together for organization purposes. Undoubtedly there are many owners and even non-owners who would be only too glad to act in the capacity as divisional fleet captain, but there is no way of knowing this unless you will let us know of your willingness. Where owners are well acquainted, a meeting should be called and a divisional fleet captain placed in office.

Every Snipe owner should be interested in this organization movement. You have invested your money in a Snipe usually in the hope of racing her. The racing organization will



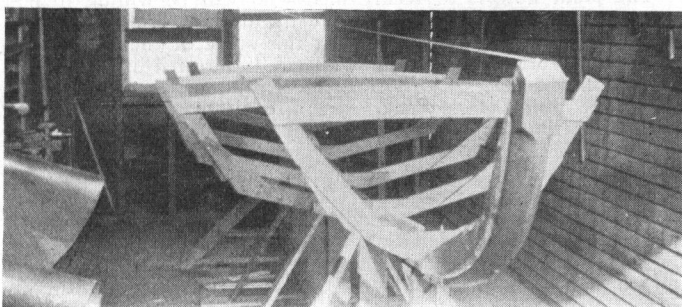
Upper left: Snipe number 202 owned by F. M. Ellsworth of Stamford, Connecticut. Lower left: Snipe number 77 owned by H. Davies of Hyannis, Massachusetts. Snipe number 92 is owned by Gus Ljunglof of Bridgeport. She was built by her owner, who has been appointed Divisional Fleet Captain for Central Long Island Sound. Inset: Snipe number 157 owned by Harvey Steinbrecher of Detroit, Michigan. Number 138 is a new one in Dallas owned by L. B. Jones

protect you against "near Snipes," will bring in new boats, formulate hard and fast rules to help the class and will in general keep the thing going. Without organization the Snipe class cannot hope to live more than a year or two, but with proper cooperation among groups there is no reason why it could not be made the largest one-design racing class in the world.

If you have a registered Snipe class boat and sell her or dispose of her in any way, please inform us so that the records may be kept straight. If sold please give new owner's name and address. If the boat is destroyed in any way, it is just as important to know of this in order to mark it off on the roster. Please do not neglect this important point.

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How many unregistered Snipes there are, no one will ever know. Guesses range from 300 to 1,000 but one thing is certain, reports have been received of races being held for the class in out of the way corners of the world—Singapore, Batavia, and other cities. It seems too bad that these boats could not be duly registered and become eligible to race for international point scoring honors.



Snipe building by Louis M. Reaber of Los Angeles. She is number 206

Foreign registries recently received were from R. Briggs of Sydney, Australia (175); M. Rentiers, Belgium (181); S. A. Garciel, Belgium (182) and J. E. and S. D. Walker of Hawaii (204). These boats are giving good accounts of themselves racing against other classes and most of them expect to be the forerunners of a sufficient number of boats to make fleet racing possible.

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Geoffrey Pout of England (90) has won a handsome cup for competition in a free for all race against boats of all kinds and types up to sixteen feet in length. He says, in part: "I anticipate that this class will grow rapidly this winter. I am losing no opportunity of recommending them and I can speak as a satisfied owner. Next year I hope that several clubs on this side will be contenders for the championship. Very soon I hope to make application for registration of a class of six I am fostering. These boats will be true Snipes, not modified at all.

"In a seaway the boats are wonderful for their size. My boat has been used extensively for single-handed sailing in all sorts of weathers and I find her very suitable. She is fast enough to be really interesting, which is more than can be said for any other boat of her price that I know."

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Phillip Cook's Skippy (70) of Blaine, Washington, has issued a challenge to one of the new boats, Joker (205), owned by Ed. Jukes of Bellingham, Washington, for an inter-city match race.

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J. E. and S. D. Walker's boat (204) in Hawaii is named Akiheki which, we are informed, is Hawaiian for Snipe.

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A new boat of the class, Imp (202), owned by F. M. Ellsworth of Stamford, Connecticut, made a belated appearance on Long Island Sound at the races. During the September 10 race of the Indian Harbor Yacht Club, Imp came in second out of a field of seven starters.

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Some of the names of Snipe class boats are quite interesting and we have wondered how owners choose them. For instance here are a few of them: Cleo, Puffy Doodle, Tweet, Naiad, Jo-Dee, Sea Bat, Valkyrie, Oriana, Bobolink, Guttersnipe, Dutch, Whooplezink, Trouble, Murex II, Wooger, Winkin, Mirak, Delf, Wraith, Die Loreli, Kildee, Pal, Peco, Flohel, Parakeet, Scoot,

Salome, Vagrant, Gar-Snipe, High Hat, Harpoon, Gico, Bouquet, Gee Bee, Al Najid, Losan, Trinket, Venice Gal, etc. There are hundreds of others, but these are the more unusual ones.

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Texas has shown the greatest growth in the class lately with seven new boats added in a little over a month. Texas also leads the list in the total number of boats, but New York state is only one behind. The Southern California group has shown the second greatest number of newly registered Snipes.

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If you have a Snipe class boat and she is completed or nearly completed, you are entitled to a racing number. All boats to be eligible to race in the class for point scores must carry a regularly issued race number. These are assigned simply for the asking. Write to W. F. Crosby, 9 Murray Street, New York City, giving name of boat, name and address of owner and hailing port of boat. A number will be issued by return mail and, together with the class symbol, should be attached to the sail. The size of the numerals and the shape of the symbol appear on page 19 in the booklet *How to Build Snipe*. It also appeared in the February 1932 *RUDDER* on page 82. Some information on sewing these devices to sails appeared on page 47 of the August 1932 *RUDDER*. The point scoring system appeared in the June 1932 *RUDDER* on page 51 but some additional information appeared in the July issue on page 50. Proposed rule changes and additions appeared on page 51 of the September issue.



Gulf Coast Yachting

The Southern Yacht Club's race schedule, completed with the exception of the Gulf-Lipton Star class series this month, has been one of the most successful in the eighty-three years' history of the New Orleans club. More races were staged this season than in any other year in the past decade; more members were actively engaged in competition and more new skippers were developed, especially among the lady members. The number of boats that raced was also on the increase.

James B. Heaslip, a veteran skipper though still young in years, won the 1932 championship of the club in the club-owned Fish class, winning eight out of eleven races sailed in the Expert division. On the strength of his showing, Heaslip won two trophies, one the McClure Trophy for the highest percentage .881 and the Tessier Cup for the highest total of points, 8,811.

The first junior regatta in the history of the Southern Yacht Club, August 28, was a huge success. Approximately fifty sailors under twenty-six years of age skippered and crewed on the twenty craft which started in the four races, and the excellent manner in which they handled the boats speaks well for their ability. The skippers who were acclaimed winners included M. H. Hogan, sailing the Circe in the 21 foot cabin sloop class; Alfred Tharp, sailing Tempe III in the International Star class; Don Chamberlain in the Fish class and Queley Walker in the Snipe class. This regatta was organized and sponsored by the new junior department of the S.Y.C., of which John G. Curren is the commodore.

A new gulf coast yachting organization, the Windjammer Yacht Club, staged its first regatta on Bay St. Louis, Mississippi, Sunday, August 29, with an entry of eleven craft. In the catboat class, Finesse of Gulfport, Mississippi, skippered by Davis Stokes, was an easy winner. Flirt II of Pass Christian, Mississippi, with Jimmy Terrell at the helm, was the first boat to finish in the sloop race.

Winning three races in one week-end, the Marconi-rigged Quakeress III, owned and sailed by Fleet Captain J. Monroe Kinabrew, won the Heaslip Trophy for 21 foot cabin sloops on the Lake Pontchartrain course of the Southern Yacht Club. It is the second straight year that the Quakeress has won this trophy.

Champions for 1932 of the Gulf Yachting Association circuit regattas were crowned officially following the annual regatta of the Southern Yacht Club in middle August. Victory of the sleek, red-hulled Circe in the 21 foot cabin sloop class gave her the championship of that class, she having won one other race, at Pass Christian, and finished second in a third, at Biloxi, Mississippi. The Dixie, owned and sailed by Davis S. Wuescher, took the International Star class championship by finishing third to Stella, skippered by Robert J. Kuhn. Dixie had won two previous races. The other title decided was that in the big catboat class, the Tom Cat, owned and sailed by C. A. Spurl, Jr., adding another victory to one already scored at Biloxi.