

Jan 1932

News of Snipe—THE RUDDER Restricted Class

THE little 15 foot 6 inch knockabout Snipe described in THE RUDDER for July has easily proven the most popular design ever published within the pages of this magazine. To date of going to press with this issue we actually know of eighty-seven boats that have been built or are in process of being built at this time. Many letters have been received from builders and in each case the boat has been easy and cheap to build and has proven to be a good little boat, sailing fairly fast for the sail area and being able to withstand a remarkable amount of sea without damage.

The next step is to organize into a national class and we would like yacht clubs, where the class has been adopted, to appoint someone to a general committee to pass on rules. If no yacht club is in existence and yet there is a considerable fleet, some owner in that fleet should be appointed. By doing this we shall have a number of fleet representatives with whom it will be possible to correspond on proposed rules and who can report the result of various regattas held. For instance, at Berkeley, California, there is a considerable fleet of Snipes under way and one of these owners should be appointed by the other owners. At Seattle, Hartford, Fort Worth and other centers of interest, similar representatives should be appointed. Records should be kept of each official race so that a season champion may be picked later on. These champions, it is hoped, will come together in the fall of 1932, to determine a national champion. Incidentally, in connection with this, THE RUDDER is prepared to furnish a very handsome trophy for this event.

In making up the rules we believe that they should be kept just as simple as possible. In order to keep the class alive it must be possible to build a Snipe for a very small sum of money. Just as soon as expensive rigs or hulls are introduced, the class will fall off in interest.

Actually the class has far outstripped its original Trailer Class where the only limitations were length overall and sail area. For this reason it seems logical to form a separate Snipe class in which all the boats will be alike and in which it will not be possible for some ambitious cuss to come along and build an out and out racing machine that will clean up everything in sight. If all our Snipes are exactly alike the class will be sportier and the winning boat will have to possess a skilful skipper.

We propose, therefore, that each Snipe shall be built exactly like the plans using the smaller sail area and not the 120 foot sail plan as shown in these pages in November. All should have the same thickness planking, frames, deck, etc. In fact each should follow the original plans just as closely as possible, of course, in the matter of materials, it is sometimes impossible to secure certain woods in some localities and it seems, so long as the same dimensions are used, that an owner should be at liberty to use any wood he may find economical to buy. We should also propose that in order to be eligible for a "fleet" rating that at least five Snipes take part in official races. Depending upon conditions these five should all come from within a certain radius. Some official should be appointed in

each section to keep the records and run the races. Obviously, he cannot own or sail a boat.

To sum up, here are some of the things that sectional committees should look into.

- 1—Organize a fleet having at least five boats.
- 2—See that all boats racing are built in accordance with the plans and specifications and have the proper sail area.
- 3—Appoint a chairman of the regatta committee to keep records and run off the races.

The final championship could be run off in the fall at the locality that has had the largest fleet racing during the summer and in following years the championship regatta would be awarded to the fleet that had won in the previous year. Just previous to the championship regatta this year, the national officers of the class could be elected and in following years, these officers could be elected just after the championship regatta.

Judging by the number of boats built so far, Florida, where the Trailer Class originated, has fallen far behind in the total with only three boats on the record for the entire state. New York state shows fifteen boats; California five; Connecticut six; Illinois three; Washington five; Oregon five and so on. Texas, the second greatest number of boats although the record is not anywhere near complete, with twelve. Louisiana expects to have at least ten but definite word has not been received and they have not been counted in the total. Many builders have not applied for racing numbers. This should be done in order to get their boats on the record. Despite the total number of eighty-seven only thirty-three numbers have been given out to date. If you haven't applied for a number yet, write in at once for it. Boats should have to be registered before becoming eligible for racing.

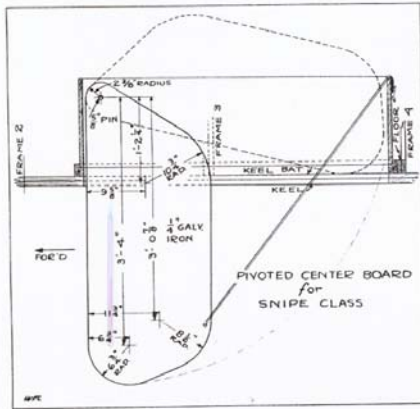
There has been some question as to the total sail area of the plan and every once in a while someone figures it up at around seventy-seven square feet. This figure is correct so far as it goes, but it does not take in the roach of the mainsail. If you measure the sail area in straight lines, you will get this result, but in the plans an instrument known as a planimeter was used to determine the square footage with the result, 99.6 square feet, as shown. Two sides of the jib are curved and the roach of the mainsail is rather excessive which accounts for the extra area. Sails are generally figured in straight lines, but in this case the process has been changed somewhat in order to keep the sails within closer limits.

The stem seems to be the only place in the construction where amateur builders may have a little trouble and the drawing on these pages will give more details of this part than were to be found in the original design.

The dagger board seems to be the most popular board despite the fact that some builders would prefer the regular pivoted

Below: Snipe No. 6 being built by E. B. Montgomery of the Dallas Sailing Club. Right: No. 8, owned by F. L. Weckman of Jamestown, New York





This type of swinging center-board has the same area as the dagger board and should be permitted in Snipe class boats used in shoal water

type. The dagger board will give better balance to the sail plan as it moves the center of lateral plane further forward making for a better sailing boat.

The Bayside Yacht Club at Bayside, Long Island, has placed an order with a local builder for ten Snipes to be used for racing next summer. These boats will be built to exact specifications as given in this magazine in the July 1931 issue.

Minneford Yacht Yard on City Island, New York, is fast completing Snipe number three which will be used by the editor

NOTICE TO BUILDERS

The idea in back of THE RIGGER restyled class boat Snipe was to provide inexpensive racing boats at low cost—boats which would be similar in all major respects and suitable for "boat-for boat" racing on an equal footing. There has been some tendency to change the boats from the original specifications and if this continues will destroy any chances of fair class racing. Next month we will publish the official specifications and restrictions and no boat built outside of these specifications will be considered as being in the class. In the meantime the following restrictions will govern:

1. Sizes of materials, i. e., beam, draft, etc., MUST be strictly in accordance with plans shown in the July 1931 RIGGER.
2. Either the center-board shown in the July issue or the one shown on this page may be used. Metal—not less than 3/16" thickness. No other type or "size" center-board allowed. Dagger type recommended as per original plans.
3. Sail area MUST be exactly 100 square feet or under.
4. Jib stay must intersect deck at point 18" from forward side of stem.
5. Skag—use optional.
6. Cockpit—shape, size, arrangement, optional.

NOTHING ELSE OPTIONAL UNLESS SO STATED IN THIS MAGAZINE AT A LATER DATE.

of this magazine for experimental purposes. Several different sail plans will be used in this particular boat but when the racing season opens she will be rigged in exact accordance with the rules of the class. It is probable that pictures of this boat complete will appear in the next issue of THE RIGGER. Fuller has completed the first suit of sails.

The swinging center-board shown on these pages was designed for the Bayside Yacht Club and will be used in that club's fleet of ten boats which are being built by Meyer's Boat Yard at College Point. Due to the shallow water in the vicinity of the Bayside club it was felt that the regular dagger board might cause some trouble. The pivoted board shown will easily swing up if an obstruction is hit and yet it contains the same area in the same location as the dagger board. Another advantage of this type of board is that the pivotal pin is located well above the waterline at a point where it can never cause leaks.

One boat building firm is considering offering a very lightweight cast bronze center-board trunk which will be flanged on the bottom and which may be bolted over a gasket and through the keel. Such a device should be of material benefit to the boats and to the entire class as it will be easily removable thus permitting inspection and painting of the center-board slot.

The Whitney Woodcraft Company of East Hartford, Connecticut, is figuring on building several Snipes for the Hartford Yacht Club.

Racing numbers for Snipe class boats have been issued in order to owners located in the following cities: 1, Pass Christian, Mississippi; 2, Elizabeth, New Jersey; 3, Mount Vernon, New York; 4, Wilmette, Illinois; 5, New Orleans, Louisiana; 6, Dallas, Texas; 7, Berkeley, California; 8, Jamestown, New York; 9, Dallas, Texas; 10, Berkeley, California; 11 to 20 inclusive to Bayside Yacht Club; 21, Saginaw, Michigan; 22, San Francisco, California; 23, Dallas, Texas; 24, San Jose, California; 25, Orange, California; 26 to 30 inclusive to Fort Worth Boat Club; 31 and 32 to Medford, Massachusetts. Others are coming in almost every day and if you have a Snipe completed or under way, you are eligible for a racing number. Write to the editor of this magazine and your boat will be registered and a racing number issued at once.

