

— OFFICIAL PUBLICATION SNIPE CLASS INTERNATIONAL RACING ASSOCIATION —

DUFFY, ZIMMERMAN, WELLS NEW OFFICERS

National Champs Set for Green Lake, Wis. to Start August 4th

At the meeting of the Board of Governors with the International Rules Committee in New York late in January, Owen E. Duffy, of Chattanooga's Privateer Fleet, became the new commodore to take office at once. Thus John T. Hayward, of Tulsa, retired as commodore after serving for the past year and now becomes a member of the Board.

Carl Zimmerman of Portage Lake Fleet takes his place as vice-commodore and T.A. Wells, Wichita, is the new rear-commodore as well as Chairman of the International Rules Committee. The usual pattern of progression was followed as last year Duffy was in as vice-commodore and Zimmerman as rear-commodore. Wells was, of course, the only newly elected member. Dr. Hub E. Isaacks was continued as treasurer of the Association and Bill Crosby as Executive Secretary.

The meeting was held in the Board Room of the Architectural League building on East 40th Street, in New York, on the afternoon of January 18th with the following present; O.E. Duffy, J.T. Hayward, Carl Zimmerman, Bill Crosby, George Q. McGown, T.A. Wells, E.C. Leach, Jim Shaughnessy, C.W. Moore. The three at the end of the list were visitors from Green Lake, Wisconsin; Great South Bay, L.I. and Barnegat Bay, respectively.

Officers' Report for Year

The meeting opened with the reading of the minutes of the previous year, reports of officers, etc. Association finances came in for considerable discussion. It was agreed that the Snipe Bulletin had done a great deal for SCIRA and that every effort should be made to increase the number of subscribers and advertising. The finances of the Association and the handling of the Bulletin were approved by the Board.

Ted Wells, Chairman of the Rules Committee made a brief report on a few phases of the great amount of material that has passed through his hands during the past year. No changes whatever were proposed in the present restrictions and none are planned. Mr. Wells pointed out how some fifteen Snipes were built in Europe recently in which the builder had taken advantage of the allowances for the location of the chine at the stem in such a way that the shape of the stem was quite different from the plans and the boats had, as a result, a considerably longer water line length than permissible. The builder had failed to observe the clause that "all Snipes must be built like the plans" and had failed entirely to observe the offsets for the stem as in the plans of the boat. This error has been made before and the measurement data sheet is not to be confused with the plans. Boats should not be built only to the measurement sheet.

Boats Refused Certificates

The builders of these European Snipes were refused measurement certificates after a great number of airmail letters back and forth and "le scandale du Snipe" is still talked about in French racing circles.

Mr. Wells then reported on the World's Championship Regatta as held at Havana, Cuba, early in December in which the Argentina entry won the race. He reported that, as usual, the Cubans did a magnificent job of the whole affair and then went on to tell how they had gotten together with the delegation from South America to get the 1952 Western Hemisphere Championships held at Wichita on Santa

Fe Lake. Mr. Wells made an humorous bid for the '52 race but at the same time pointed out that his mud puddle was pretty small and might be entirely dry at the time such a regatta was to be held. The Governors tabled Mr. Wells' request and suggested the Secretary contact Potomac River Fleet and possibly some other fleets regarding this regatta. Consensus seemed to be that it should be on the East Coast, if possible.

E.C. ("Pete") Leach of Green Lake, Wis., then made his Fleet's formal bid for the U.S. Nationals for 1952. A map of the lake was passed around as well as some photos. Mr. Leach explained their schedule of race dates for August and stated that the regatta would have to take place starting August 11th to 14th. These dates were voted acceptable and the U.S. National Championships will once more be in the middle-west.

May Limit Starters

The question then came up about the number of boats to be permitted to start on any one gun in a championship regatta of this type and a discussion followed which resulted in the appointment of a special committee to make recommendations. Most were apparently in favor of limiting starters to 30 Snipes. Suggestions were made as to dividing up large fleets to make better racing for all. The report of this committee will appear here later on.

A committee was also appointed to check in on certain trophy deeds of gift and there were also a few minor changes suggested in the Constitution of the class. In the latter case it was suggested the vice-commodore and rear-commodore be included with the members of the Board and that the present arrangement whereby a retiring commodore remains as a member for five years, be reduced to two years.

Dinner a Big Success

The meeting adjourned late in the afternoon as members started to arrive for the annual dinner. It was soon apparent that the 1952 dinner would probably be the biggest one in point of attendance for a good many years. Later on, the count showed that 81 Snipers had come from far and near to join the fun. Most distant Sniper was G.M. Post of Luanda in Angola, West Africa.

Following the dinner, Commodore Duffy showed a number of excellent color slides of Snipes racing at Chattanooga and Clearwater, Fla. Since the dinner arrangements were in the hands of the Manhasset Bay Fleet, Barse Miller acted as toastmaster and introduced "the waxworks" and notables present. When the so-called serious part of it was over various members of the Manhasset Bay fleet put on numerous acts to entertain the crowd. There were songs and parodies and even a barber shop quartette. Big act of the evening was a burlesque Snipe race with all the trimmings. The Manhasset committee added a lot of realism to the scene by wearing their shorts and sailing clothes during the dinner and someone made the suggestion that next year everyone comes ready to race a Snipe. No further plans have been cooked up yet, but the 1952 dinner set a pattern for all future Snipe dinners and probably Manhasset fleet will be called upon again to lend its many talents. The general opinion seemed to be that a precedent had been set for all future Snipe dinners and the fact that it was held in a private club had a lot to do with it as there were no outsiders at all.

WHY WE HAVE A SNIPE ASSOCIATION

There are, no doubt, many Snipe skippers wondering just why there is a Snipe Association and why they should pay three bucks a year dues, have rules, bother with measurement and so on. The reason it is necessary to have all this stuff is the same reason you have a cop on the beat. There are always people who would run "hog wild" if rules and laws did not at least slow them up a little. Without government of some kind the U.S. would be ripe for every kind of trouble from within and without. If there were no government in Snipes, the class would not last six months, it being subject to having owners changing everything at will and also having builders of Snipes change them as they saw fit. The boat that is now your pride and joy would be out of date in a month's time and the only way you could ever hope to show in a race would be to buy a new Snipe or completely rebuild and rerig your present boat. Then, probably by the time you had done this, some other chap would have gone further and your Snipe would again be out of date. It would be only a few weeks or months before you realized the utter futility of trying to keep up with the parade and you would quit Snipe racing. The value of your Snipe would drop to virtually nothing.

How to kill a racing class

Consider, if you will, the case of the Wee Scot class on Long Island Sound. In the 1930's boats of this class were built by one builder only, and were popular because each boat was as nearly exactly alike to all others as two peas in a pod. The class was quite popular and there must have been around 300 to 500 of them racing. A good sized fleet was on hand for each week end race and when any skipper tried to make some changes - even as little as changing the main sheet rig, the others would come down on him like a ton of bricks, and if he didn't change it back again, he was protested and disqualified.

Then, a new builder took over and old Tom Scott the originator, passed away. The new builder, thinking to "improve" the class and make them more popular, built some of the same boats with a new rig, a taller mast made of aluminum and a genoa job. The total sail area was upped considerably and there were other changes in the boat, all of which added up to one thing. The older Wee Scots were completely outclassed and it soon became apparent to these skippers that racing their boats was a sheer waste of time.

The number of starters dwindled more and more at each race and the next racing season none of these boats started in any of the regattas. As a class it was finished and to this day it has never been able to recover. If there had been an Association, the builder could have been stopped, but as it was a "one-builder-class", the owners were left pretty much at the mercy of the builder. They had no protection whatever and their boats were made worthless almost overnight.

There are other classes where the same thing has happened and in some, even the Association had been badly advised and changes made that required extensive and expensive work on each boat. The alternative was to quit racing - which is exactly the way the owners figured it out themselves.

To your advantage

Almost any Snipe today is worth at least \$300 and in many cases from two to three times this sum. If the class were inactive or if your boat were not built like the rules, it would be worth only a small amount because it would be good for day sailing only. In order to protect the value of your boat it must, definitely, be measured and you, yourself should support the Association in every way,

morally and financially. It is mighty good insurance and a mighty good investment to protect the value of your boat by doing this.

Want to improve Snipe

There are almost constant attempts to "improve" Snipe and, of course, many of them would definitely do just that - no doubt about it. If I had to design Snipe over again, I would make many improvements myself. There are constant attempts from amateur and professional builders to change this and that, which, if allowed to go unchecked, would spell the end of the class in a hurry. Chiseling owners want to make changes and professional builders and sail makers who want to produce a winner, by hook or crook, for the publicity value of it, will stop at nothing to reach their ends. The only reason they don't run away with it is because of the constant vigilance of the Rules Committee, individual members and officers of the Association. In many of these cases, the changes are made first, in the hope that they will be able to get by a slack measurer. Sensible builders write in ahead of time to find out whether or not their contemplated changes are within the rules. Professional builders tell me that as competition gets hotter, chiseling goes right along with it. And they also tell me that it is hardly worth living, the way some owners hound them to make changes. Explanations that such changes might put a boat out of the class, usually brings a cancellation of the order.

Then, there are the skippers who want to go backwards - to some old stunts that have been tried and found to be impractical or even downright dangerous. The wide cockpit turned up again only recently. An owner wanted to change the rules to allow a cockpit that was a lot wider than the minimum of thirty-six inches, on the basis that he was getting older and wanted more room to sprawl out without having to do it on deck. Comfort, I believe was the word. Actually, even a thirty-six inch cockpit is too wide and too dangerous to use in most places and an even wider cockpit would not make for comfort but would cause the owner a lot of discomfort because his boat would heel up, fill and turn over, on the slightest excuse. And when it capsized it would not be possible to turn it back again the way one can do with a narrow cockpit boat. A large percentage of the present restrictions are based on safety and to protect owners against themselves. If allowed to make dangerous changes, the entire class would shortly get a bad reputation. We want Snipes to be safe - to be good rough water boats and capable of "taking it on the chin". A wide cockpit would make Snipe extremely unseaworthy.

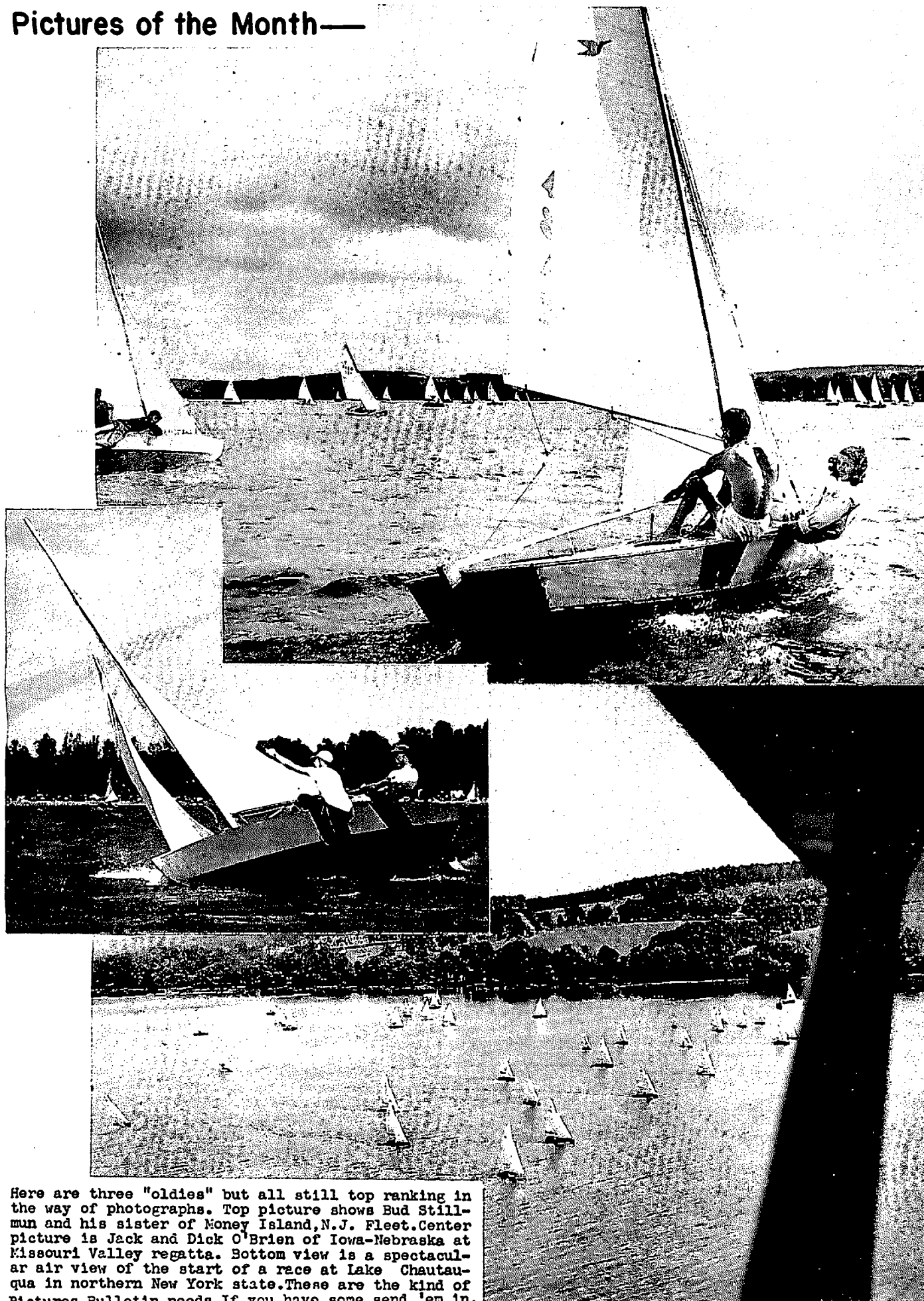
Protecting a class boat

There are also the light centerboard skippers. Because some of the inland lake scows use boards of aluminum and magnesium, they figure that boards of similar material in a Snipe would give a big advantage. This is definitely not correct and would make Snipes very tender and too easily capsized. This, incidentally, is the chief weakness of the inland lake scow. It will turn over on the slightest excuse. Some smart sailor some day will put in heavy bilge boards and go out and clean up the whole gang. Just because "Joe Doaks" tried it and proceeded to win a race in very light airs all the rest of the scow skippers have been doing the same thing ever since. In Snipes we have definitely proven that the maximum weight for the board 80 pounds, makes a far better boat than a Snipe with a 30 or 40 pound board. There's no use kidding about it, the best Snipers know this to be a fact. We even had one professional builder who, one time, built numbers of Snipes using plywood boards and then kicked and raised hob because the boats were "too tender" and turned over every time they

CONTINUED ON PAGE 6

FEBRUARY, 1952

Pictures of the Month—



Here are three "oldies" but all still top ranking in the way of photographs. Top picture shows Bud Stillmun and his sister of Money Island, N.J. Fleet. Center picture is Jack and Dick O'Brien of Iowa-Nebraska at Missouri Valley regatta. Bottom view is a spectacular air view of the start of a race at Lake Chautauqua in northern New York state. These are the kind of Pictures Bulletin needs. If you have some, send 'em in.

SNIPES BULLETIN

Srips from the SNIPE'S Bill



Here's Your Chance

Palm Beach Yacht Club's February 24th regatta will include a free-for-all race for all sailing craft. Here is a nice spot for a hot Snipe and good skipper to do himself and the class some good.

Middle Atlantic States Trophy

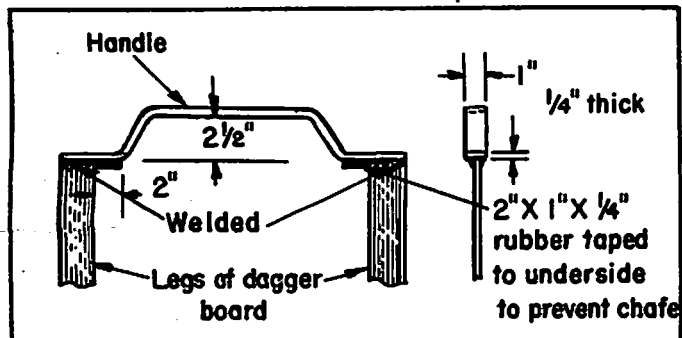
Potomac River Fleet, Washington, D.C., has received the Middle Atlantic Championship Trophy from Edwin J. LeBrun of Towson, Maryland, and will shortly announce dates and place for the 1952 regatta. The trophy, originally presented by Commodore John C. Young, Jr., of Baltimore Yacht Club and was won by LeBrun the first year of competition. The Sue Island Snipe Fleet folded up at the time Walt Krause moved away from Baltimore and as a result the trophy has been gathering moss on LeBrun's shelves. Now through the kindness of Mr. LeBrun and the cooperation of Commodore Young, the trophy has been turned over to the Potomac Fleet which will race for it actively. Further data on this will be printed here as soon as available.

Orlando Fleet Back in Fold

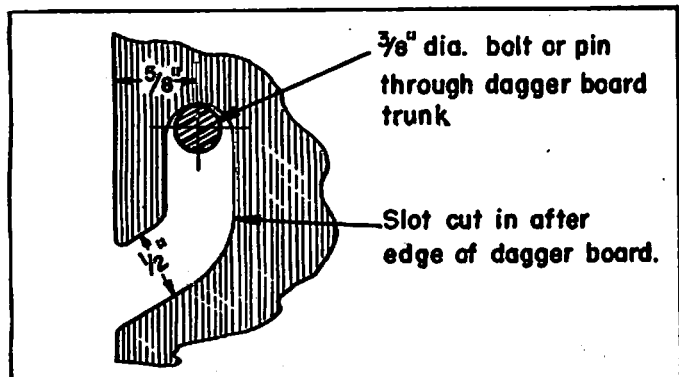
Last month we published the names of a number of Snipe fleets that had failed to maintain standings with SCIRA and were to be dropped. We hasten to correct the list. The Orlando (Florida) Fleet is now in good standing once more but the Exec. Sec. reports that he can get no replies to letters sent to the other fleets on the list. If your fleet is on this list, better do something about it - pronto.

Two Helpful Hints for Snipers

This sketch shows a welded steel dagger-board handle which is low in cost and which does not extend too high above the trunk, thus leaving more space for the crew. The vertical opening in the



handle might be only 1 1/2 inches, but if the handle is bent to allow 2 1/2 - 3 inches above the centerboard trunk it will form an excellent spot for the crew to put a toe or so when hiking out to windward. This hand-



SNIPE BULLETIN

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Subscription

Owners of measured and paid up Snipes, Free.

Other interested parties; \$1.50 for 12 consecutive issues.

Individual copies are fifteen cents.

Special discounts in quantities of more than twelve.

Unsolicited manuscripts and pictures are sent at the sender's risk and will not be returned without return postage. Material should be mailed to Snipe Class International Racing Association 522 Stellar Avenue, Pelham, 65, N.Y., U.S.A. advertising rates on application from Owen E. Duffy 1712 Ashton Street, Chattanooga, 5, Tenn. Forms close the 15th of the month preceeding publication. Later material will not appear until following issue.

It may be made at any welding shop for a buck or two and will never break loose when accidentally dropped.

This stunt will keep a heavy dagger board from suddenly dropping into the trunk and possibly causing some damage. A permanent metal pin is placed in the trunk about 1 1/2 inches down from the top and 3/4 inch forward of the inside of the after trunk member. A notch as shown, is cut in the dagger board to hold the "board" up. Several notches would make a number of adjustments possible.

Allan Holstrom

Championships for 1952

Next summer, being the summer of an even numbered year, there will be no Snipe Worlds Championship but, instead, there will be a Western Hemisphere Championship and a Championship of Europe. The races in Europe will be at Copenhagen, Denmark, while the regatta on our side of the world will be held, probably, at Wichita, Kansas. Entries are limited to two skippers and crewmen from each country where Snipe is actively racing. These countries, at present include; Canada, Bermuda, U.S., Cuba, Argentina, Brazil and Uruguay. If all sent entries, there would be fourteen skippers competing. Further data will appear on these pages as to progress.

In U.S. (and most other countries) the national champion is picked out by a series of elimination races and for 1952 the first and second boats would be the U.S. team. In case one or both could not attend, the next boats in order of finish are picked until the necessary two boat team is secured. All active fleets are urged to send entries for the U. S. National Championships and may send one skipper for each five active Snipes in the fleet. If a fleet has five active boats, it may enter one skipper; if ten boats, two skippers, and so on. All data on entries, race dates, location and other information will appear on these pages in plenty of time for all fleets to be fully informed.

Diamond Lake's New Officers

Diamond Lake Yacht Club, out there in Michigan, a veritable hot bed of Snipe activity, reports thru Mrs. James F. Wolf, the following officers for 1952. Commodore, James F. Wolf. Rear-commodore, John Woolverton, Jr. Rear-commodore, Ernest Bergan. Secretary-treasurer, Ed Ellsasser, Jr. Steering Committee-

FEBRUARY, 1952

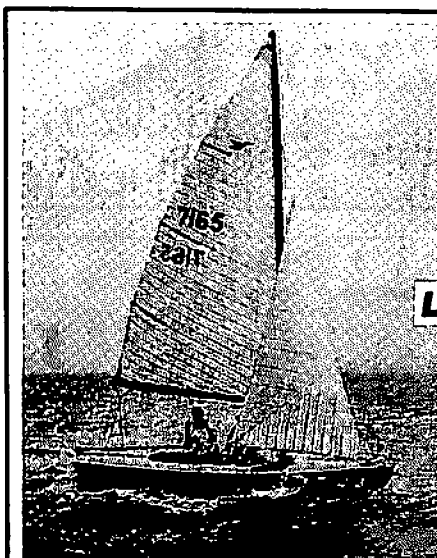
prizes Matt Taggart, Ralph Sollitt, Ernie Scheunemann, George Lyman, Otto Pfaff, John Dammuck and Dick Robertson.

Kits Gain in Popularity

The trend toward the purchase of construction kits for Snipe is very definite and is caused, no doubt, by the high cost of labor for a completed Snipe. Recently, numbers of bright young skippers have written in, asking why no kits were available and our answer has been - why don't you write to the Snipe builders who advertise in the Bulletin? We understand, that Emmons, Gerber and Varalyay, all will furnish kits of parts for building Snipes. They will also furnish partly completed Snipes. By this we mean boats that are planked up but not painted or finished, with no deck, deck beams or fittings. If you can buy a Snipe planked up, you have licked the toughest part of the job and the rest of the work is "sheer pleasure". And look at the money you save. Last month Varalyay advertised a number of semi-finished Snipes in Bulletin. What we need is more kit business, more semi-finished hulls and thereby interest more people in building and owning Snipes. The market is there and all it needs is a little push by the builders of Snipes.

Says Snipe Needs Intermediates

Nearing Emmons, who has built more Snipes than he cares to admit, takes issue with Owen Duffy's remarks in Bulletin recently regarding building a Snipe with no intermediate frames. Emmons says, in part, "Those intermediates don't weigh much but they are badly needed. Many ride for thousands of miles over all kinds of roads, loaded on 2 cradles which may be punching up almost anywhere between frames. We have built Snipes with squarecaulked seams, seam battens, ship lap seams, built both with and without intermediate frames. Our experience is that these frames are badly needed no matter what form construction is used. Their weight is negligible."



Argentina Regains
Snipe Class World
Championship with

LARSEN SAILS

The World Championship of the Snipe Class, the largest one design racing class in the world, consisting of nearly 9,000 boats, was regained by Jorge and Carlos Vilar Castex at Havana in early December. These Argentine sailors first won this coveted title in 1948 in *Pamperito* (pictured), were runner up in 1949 with the same sails and came out tops again in 1951, sailing a different boat in each race but (as in previous years) using their Larsen sails throughout. We have made several suits of sails for the brothers Vilar Castex and, while we recognize their superior racing skill, we feel that other factors have contributed to their outstanding success, namely sails recognized by many as the best in the world. LARSEN'S. Winners in many classes, and cruising men too, turn to Larsen for championship sails. May we make a winning suit of sails for your boat?

LOUIS J. LARSEN, *Yacht Sailmakers*

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NEW YORK 7, N. Y.

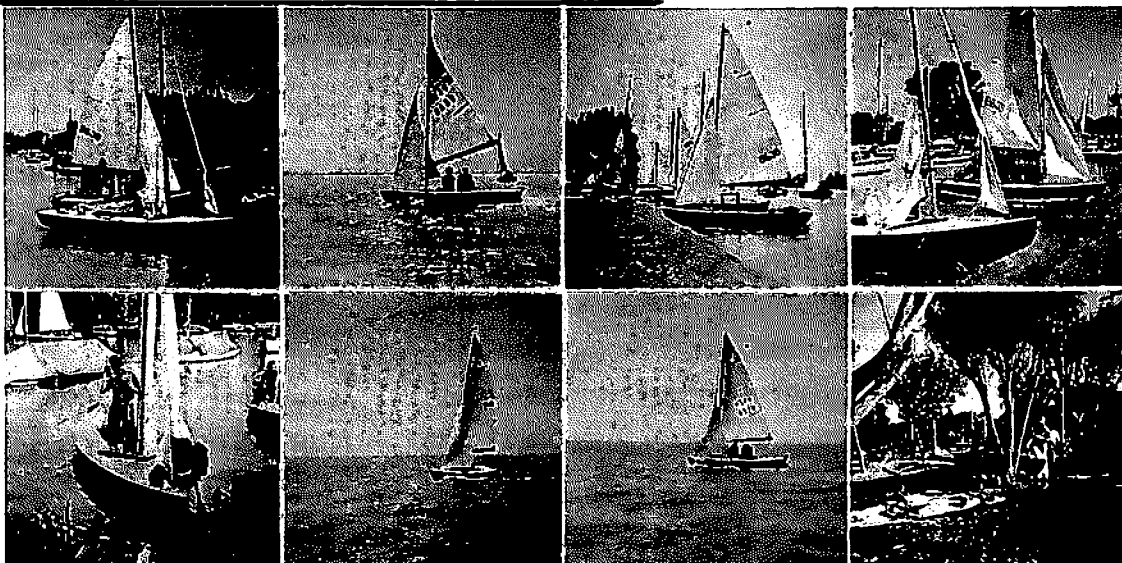
SIX BOATS COMPETE for ARGENTINE CHAMPIONSHIP

Vilar-Castex Brothers Win Easily

<u>CAMPEONATO ARGENTINO DE SNIPES</u>							<u>SERIE A</u>		
<u>YACHT</u>	<u>Nº</u>	<u>TIMONEL</u>	<u>1º Reg.</u>	<u>2º Reg.</u>	<u>3º Reg.</u>	<u>4º Reg.</u>	<u>5º Reg.</u>	<u>6º Reg.</u>	<u>P/P.</u>
Melilla	8577	J.V.Castex	1600	1600	D	1600	1600	1600	8000
Charito	8639	R.G.Guevara	1521	1521	A	1521	1521	1369	7453
Rumer	8578	J. Brauer	1444	NSP	1600	1444	1296	1521	7305
Strike	8640	H. Romero	1369	1296	1521	1296	1444	1225	6926
Patito	8638	H.Bolletta	1225	1444	1444	1225	1369	1296	6778
Majillón	7896	F.Sanzurje	1296	1369	A	1369	1225	1444	6703

National Championships of Argentina were sailed at Club Nautico Sudeste and turned out to be a successful regatta from every angle. The winner subsequently won the World Championships at Havana. Jorge Brauer and a team mate, Daniel Sanz, took boats to Brazil where Jorge won the Vitoria Cup and Sanz was fifth. In Argentina champs six races were sailed in all but each skipper was allowed to discard one race - his worst.

Here are some pix snapped at national championship of Argentina. Top row, left to right; Patito, owned by Horacio Bolletta. Second is Charito owned by Roberto Garcia Guevara, National Secretary. 3rd picture is boats at Club Nautico Sudeste. Right hand pic is at the same place. In lower row, left, is Vilar Castex Brothers, the top team. Next is Strike, owned by Hector Romero of Rio Santiago Fl. Next photo is of Rumer, Jorge Brauer.



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Race Dates for 1952

Following race dates are set up for the coming season. These are the first ones. Others will appear in forthcoming issues of **SNIPES BULLETIN**. Send your dates in.

February 24th, Palm Beach Yacht Club.
Data from Hal Rich, Jr.,
Graham-Eckes School, Palm Beach,
Florida.
March 4-7th Clearwater Yacht Club, Midwinter
Championships. For data write -
Clifford McKay, Sr., Clearwater
Y.C., Clearwater Beach, Florida.

Peru Gets Started

Luis A. Peschiera has been appointed as National
Secretary for Peru. His address is Melchormalo 325,
of. 2, Lima, Peru.

Narragansett Bay Reviving

Geoffrey Spranger of Cranston, R.I., has reported
that the inactive Narragansett Bay fleet may be
reactivated. But they have been dismayed by the
advent of a modern Snipe in their regattas which
has, of course, been winning all the races. Trouble
is that in many inactive fleets, boats were never
built right to begin with, being too heavy and all-
owed to steadily deteriorate year after year. These
old boats can't be expected to compete with a boat
ten years or more younger any more than you'd ex-
pect 1952 performance from a 1933 automobile. Things
change, improve and even if nothing at all happens
the older boat is sure to be outclassed if only by
the years it has been in existence. Older boats get
heavy with paint inside and out. The bottom is not
as smooth or as good as it once was. Hardware, rig,
mast and sails have probably been allowed to grow
steadily worse and probably they weren't right to
begin with. The chief thing the matter with most
old boats, is the owner. There are some mighty good
old timers still kicking around even if they are
ten or more years of age - because their owners
kept them up in good condition and never allowed
them to sag off. Snipe No. 1 still races actively
and will, on the slightest excuse, trim boats built
in 1951. No. 6, No. 9, 19, 20, 23 are still all ac-
tive boats and all are in good form with good sails,
good equipment. There are plenty of other ancients
still going strong but the reason this is so is
because their owners have spent money and time to
keep them the way they are. Like everything else,
you don't get something for nothing and no boat
can be expected to perform properly unless it is
kept up in good condition with good sails, good
hardware and a good finish.

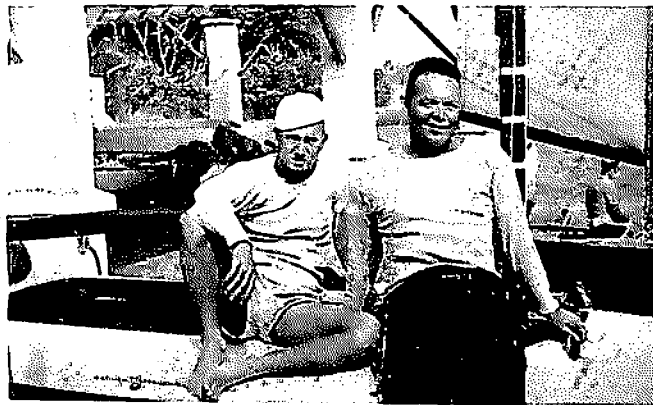
ASSOCIATION - Continued from page 2

went out for a sail. The professionals don't know
it all either, but at least SCIRA's Rules Com-
mittee and officers know pretty well what makes
a Snipe tick and you can rest assured they they
will not make changes that will (a) cost you a lot
of money, (b) make your Snipe dangerous to handle
and (c) do the slightest thing to affect any boats
now in existence. You stick with the Snipe Assoc-
iation and you'll never get stuck for a good boat
or for spirited competition.

William F. Crosby
Designer of Snipe

— THE SCORE
Numbered SNIPES
Chartered Fleets

9039
356



Some Brazilian Snipers

Some of our Brazilian Snipe cousins. Top picture is a new District Secretary, Gustavo Adolpho de Carvalho--"Bruotu"--(cave man). He was first winner of the City of Vitoria Trophy in 1949. The middle photo is of Adhemar Bezerra de Mello and his crew Arnaldo Basto, Champion of Pernambuco fleet for 1951. The bottom photo is of Paulo von Schilgen and his crew George Burns, winners of Brazil National Championship and 2nd place in City of Vitoria Trophy Races. This trophy won by Jorge Brauer of Argentina. The photos were made by Jean Maligo.

SET YOUR SAILS

FOR THE 1952
International Mid-Winter
Snipe Championship Regatta
CLEARWATER, FLORIDA
March 4, 5, 6, 7, 1952

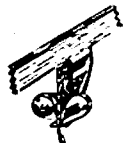
Snipes *WIN* with Sails
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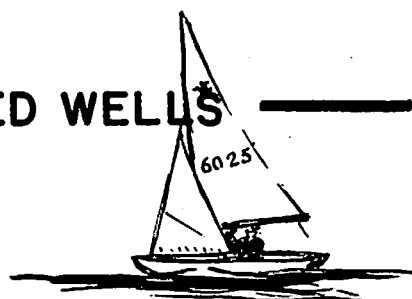
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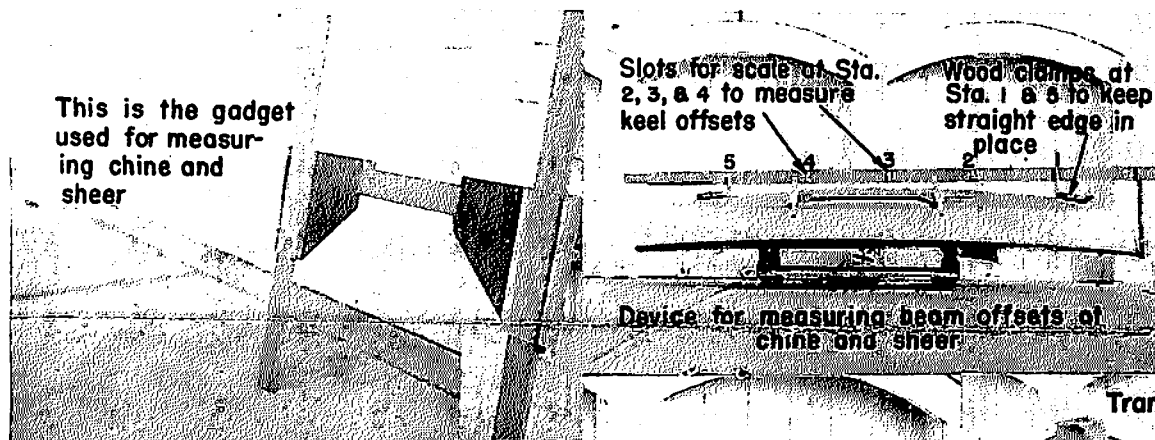
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WELLS' WANDERINGS

By TED WELLS



ON MEASURING SNIPES • • •



This is the gadget used for measuring chine and sheer

Slots for scale at Sta. 2, 3, & 4 to measure keel offsets

Wood clamps at Sta. 1 & 5 to keep straight edge in place

Device for measuring beam offsets of chine and sheer

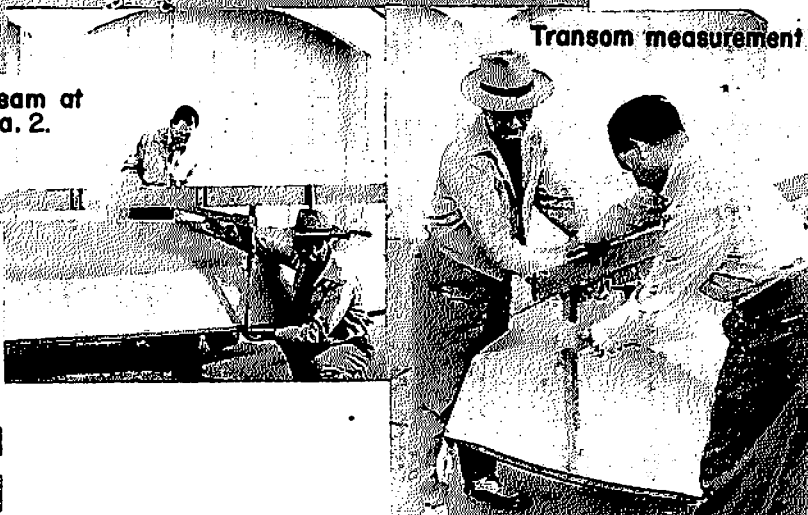
Measuring beam at sheer on Sta. 2.



Measuring chine on Sta. 5

Don Mac Ivor

Art Lippitt



Transom measurement

In my wanderings around the country various things have forced me to the conclusion that quite a few Snipe fleets do a very sketchy job of measuring boats, and while it is strictly illegal I have a suspicion that some fleets don't do any measuring.

In the Snipe Year Book there is a procedure for measuring calling for the use of a flat floor and a sketch is given of a device to use in measuring the chine and sheer offsets and widths. Because of the fact that flat floors are not always available and because it takes quite a bit of manpower to safely lift a boat off of a trailer and block it up on the floor, the Wichita Snipe fleet for a number of years has used a measuring system which permits the boat to be measured either on a trailer or on a dolly. The photographs do not require much explaining and unless the boat has been built to use all of the tolerances great precision is not necessary in measuring. If precision is necessary the straight edge should be leveled and a level should be used to be sure that the vertical legs of the measuring device are actually vertical in order to insure measuring the chine and the sheer at the proper distance back of the stem.

Since the straight edge may warp, a periodic check on straightness is a good idea. This check can be made by fastening some wrapping paper to a garage floor with masking tape and laying the straight edge on the paper. A sharp pencil line should be drawn the full length and then the straight edge turned over and another line drawn. The error in straightness of the straight edge will be one-half of the distance between the two lines. This correction can be written on the straight edge at the particular point at which it applies.

The vertical member glued to the straight edge at the stem should extend 27-7/8 inches below the bottom of the straight edge to permit an automatic check of the stem head. The vertical member at Station No. 1 should extend 6-3/8 inches, and at Station No. 5, 4-1/2 inches below the bottom of the straight edge in order to position the base line properly. It would help to add another vertical member 15 feet 7-1/2 inches back of the one at the stem extending 22-3/4 inches below the base line to assist in checking the transom dimensions. We are going to do this on our rig one of these days.

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