

April 1932

News of Snipe—THE RUDDER Restricted Class

WITH the approach of warm weather Snipe builders are constantly requesting that their boats be registered and we find since last month that number 65 has been assigned to Milwaukee, Wisconsin; number 66 to Hyannis, Massachusetts; number 67 to Louisville, Kentucky; number 68 to Tampa, Florida; number 69 to Freeport, Long Island; number 70 to Blaine, Washington; number 71 to Cleveland, Ohio; number 72 to San Francisco, California; number 73 to Evansville, Indiana; number 74 to San Marino, California; number 75 to Dallas, Texas; number 76 to Seattle, Washington; number 77 to Hyannis, Massachusetts; number 78 to Vancouver, Washington; number 79 to Pennington, New Jersey; number 80 to Portland, Oregon; number 81 to Rockville Center, Long Island and number 82 to Cleveland, Wisconsin.

Others are coming in all the time and it is impossible to give the latest figures. Actually there are a great many more Snipes built or building than there are registered and there are probably many more under way the owners of which have not even taken the trouble to write in. Registering costs nothing and imposes no obligations and we really feel that all owners should write to THE RUDDER, 9 Murray Street, New York City, requesting that their boats be registered. By working along these lines, each other and eventually have a good record of all boats that will lead to the formation of a national class. Eventually we hope that the class will be able to organize itself with the end in view of organizing local, state, sectional and national regattas, but unless most of the boats and owners are known it will be very hard to do this.

The Minneford Yacht Yard at City Island, New York, has completed and shipped a Snipe hull to New Orleans. This makes the sixth complete hull that this concern has finished and we are informed that they have disposed of a great number of knockdown outfits. One of these hulls, complete with sails, is on display at the yard. This one belongs to Al Larsen of New York and is one of the handsomest little jobs we have seen. She is finished in mahogany and light green and is equipped with phosphor bronze hardware.

Commodore Warren Klostermann of the Stone Harbor (New Jersey) Yacht Club tells us that his club will adopt the Snipe class and expects to start immediately on the construction of at least fifteen boats of the class. It is more than possible that a state or even eastern championship for the class will be held there some time during the summer.

A check up on the number of Snipes by states shows that New York leads with 31 boats; Florida is second with 10; Texas is third with 9; Illinois, Massachusetts and New Jersey have 8 Snipes each. Oregon and Michigan each have 7 boats and Pennsylvania and Connecticut show 6 each. Wisconsin and Washington have 4 each and Ohio, Indiana and Maryland have 3 each. Missouri, Maine and Louisiana show 2 apiece while Delaware, Kentucky, Minnesota, Mississippi, Montana, Rhode Island and Virginia each are credited with one Snipe. In England there are at least 10 Snipes, Canada has 4, Bahamas 1 and Japan and South Australia have 1 each. This gives a total of nearly 150 boats in all.

Snipes had a chance to show what they could do in real heavy weather recently when three of them left City Island bound for New Rochelle's Frosthite Regatta. Snipe number 3 was equipped with a three hp. Johnson motor and towed Snipe number 38 while number 45, with mainsail set, made the run alone. Later, the Weather Bureau estimated the wind at between 45 and 50 miles an hour in the puffs and it was mostly puffs. Number 45 ran away from the other two boats but finally number 3 hoisted jib and the three managed to keep closer together.

It was so windy that no races were held that day but number 38 was taken for a spin by her owner and one in crew. During a squall the boat turned over, wetting the sail all the way up, but the crew clambered over the side and stood on the center-board righting the Snipe instantly. Then another terrific squall came along before they could get settled and she turned over again, wetting both occupants up to the waist. Snipe number 3, with three aboard, was also tried out and was found to be practically non-capsizeable so long as the crew were "on the job" and

ready to climb out to windward at any moment. Incidentally the speed developed by these boats was phenomenal and in running before it they would actually get up and plane.

The plan for building the stem of Snipe, published in THE RUDDER for January, has been found to be in error. The dimensions as given were 3" x 5" x 18". The last dimension should read 21" instead of 18".

A booklet that will contain all of the building plans and all additional details published since then, including the complete set of photos showing construction, is now in process of being printed. This will include the lines, offsets, construction plan, the original blue print published last July, restrictions, all detail plans and a set of thirty odd photos showing every step in the process of construction. The booklet will be ready in about a month.

Newcomers who may have recently become interested in the class will find the complete building plans in the July 1931 RUDDER. Snipe is a knockabout, Marconi rigged, 15 feet 6 inches long, 5 feet beam and may be equipped either with a dagger board or pivoted center-board. The sail area is 99 square feet, which is quite sufficient to make her a very fast little boat. The simplicity of constructing the vee-bottom hull and the absence of all steam bending makes her an ideal boat for amateur building. She is cheap to construct and is eminently suited for one-design club racing.

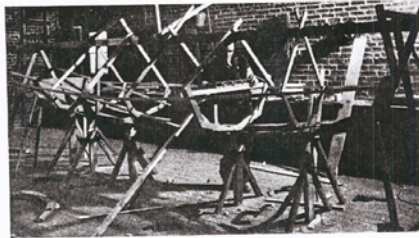
We are indebted to the Atlas Manufacturing Company of Portland, Oregon, for an itemized cost sheet for building one boat of the Snipe class. For planking 115 feet of cedar were used, costing \$11.50. Other items are as follows: 17 feet of spruce \$1.00; 20 feet of oak \$4.00; 20 feet of fir \$1.00; 5 gross 1 1/2" No. 9 brass screws \$4.25; 1 1/2 gross 3/8" No. 3 brass screws 75c; center-board \$2.00; deck canvas \$2.00; sheer moldings 35c; paint \$2.00; putty, etc., \$1.00; galvanized iron bolts 20, 1/4" x 3/4", 2, 1/4" x 5/4"; 1, 5/16" x 10"; 1, 5/16" x 8"; 4, 1/4" x 4 1/2"; 2, 1/4" x 3"—cost 90c; caulking cotton 60c; galvanized iron hardware \$7.32; brass hardware (castings) \$7.00; rigging \$7.90; sails \$23.50; mast \$10.00; boom \$2.50; rope \$1.54; sail track \$4.40. This adds up to a total cost of \$95.51. The labor on one boat represents 122 hours of work. Of course the materials here listed may be found to vary somewhat from those in your particular vicinity, but this cost sheet is the most complete thing of its kind that we have yet seen on Snipe.

Word has just been received that another well known boat builder is going to undertake the construction of Snipe class boats. This is the Cape Cod Shipbuilding Corporation of Wareham, Massachusetts. No announcement as to price has as yet been made.

A. Holmes Johnson, chairman of the Sailing Division of the Portland, Oregon, Yacht Club and a member of the general committee on Snipe rules, has written in to say that the restrictions as published meet with the approval of Snipe owners in his club. He is slightly misinformed, though, on the cockpit design and in order that the situation may be made clear to all we will say that either the large open cockpit shown in the original July 1931 plans or the smaller racing cockpit as shown in the February issue may be used by builders. The larger cockpit, of course, gives much more room and permits everyone to sit inside the boat, but the narrow one recommended for racing purposes has been found to be more useful under racing conditions. In the latter type, the crew of two may easily sit inside, directly on the bottom flooring in all ordinary weather but when it blows hard, it will be found more expedient to sit on deck where weights may be shifted to suit the strength of the wind. Under all conditions on which Snipes have been sailed during this winter on Long Island Sound not one drop of water has been taken on deck and the fact that skipper and crew are seated on deck will not make any difference in keeping dry. There's one thing about Snipe, the hull is certainly dry, even in choppy waters. The vee-bottom and flare forward throw spray out and away from the hull. The wider side deck with the racing cockpit also makes it possible to let her heel over much further without danger of filling.



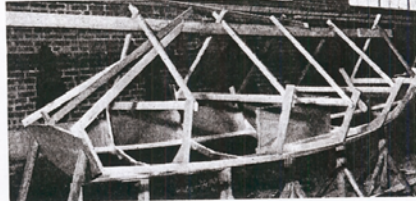
15—Bolts through floor timbers, keel batten and keel



18—Frames set up. Note overhead shores



16—Notching stem to take ends of clamps



19—Planking on port side



20—How chine piece is notched into frame and stem



17—Second operation of number 16. Chine pieces are also set in stem



21—Side planks complete

Building Swipe in pictures. A complete series showing every stage of construction. Part III. To be continued next month
Photos by Rosenfeld