

News of Snipe—THE RUDDER Restricted Class

THAT foolish little jib on Snipe is causing no end of controversy as nearly every professional sail maker "knows" that it is wrong and at once wants to give it a different shape. *Don't* let 'em do it. The jib is exactly right and if changed it will increase sail area to over the class limits. The jib was cut high on the foot on purpose so that the skipper could see out under it and, if trimmed properly, it will pull like a tugboat. The tendency is to trim the jib sheet too flat which kills it quite effectually and also makes it wrinkle to the point where it actually holds the boat back. The jib should "flow" at about the same angle as the mainsail.

Some jibs have been made with the snap hooks for the jib stay in the wrong place causing the jib to pull out of shape. It is quite essential to have a snap hook directly opposite the place where the sheet is fastened to the jib to take up this pull.

In actual tests it has been found that the jib helps a whole lot when trimmed properly. Recently, after a race, number 3 was headed for home in a very strong wind. In order to take it easier, the jib was lowered, but almost at once it was apparent that the speed of the Snipe had dropped tremendously. The jib was once more put in place, and the little boat leaped ahead in a surprising way.

When the sail maker wants to change the shape of your jib, don't let him do it. Make him follow the plans as they are and you'll be sure to have it right. Of course, every sail maker knows his business, but in this case we have a one-design class and it is not permissible to change the shape or area of the sails in any way.

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SAILING POINTS

In the course of sailing in several races, there are a few points which have come up which may be of material benefit to careful sailors.

The first of these is that if the breeze is very light it is advisable to slack off about half an inch on the main halliard and clew outhaul at the end of the boom, so that the sail is quite baggy and loose. You'll be surprised how this will help matters.

By the same token, when it blows up, tighten up on halliard and clew outhaul and the harder it blows, the tighter you should have your sail.

Try to smooth out all wrinkles in sails. Adjust clew outhaul and halliard so that the sail sets perfectly without a single wrinkle. Wrinkles, no matter how small, will affect the speed of your boat and may cost you a race. (Except as noted above.)

As already stated, don't trim the jib sheet too tightly. Let it flow off nicely with a curve to it, if you really want to get the best out of the sail.

Have the jib stay just as tight as you can get it in order to keep the edge of the jib perfectly straight but in doing this be careful that you don't cause the mast to tilt forward. The mast should actually rake aft a little to get the best results but the jib stay must be as tight as a fiddle string.

Going before the wind, raise the centerboard, if possible. This will increase speed. On this same point of sailing, it is also advisable to trim the main sheet so that the wind from the mainsail will spill off into the jib. In other words, you don't want to have the boom all the way out and if this is done, the jib will flap back and forth and have mighty little pull to it. It is possible to force the air off the mainsail into the jib without much difficulty.

Don't try to pinch your boat too much. The average amateur sailor tries to hold her bow right up into the wind with the result that the speed is killed. You will make faster time if she is just a little off the wind with the sails nicely filled. The boat will foot through the water in much better style. One of the reasons why Shamrock V was defeated on her last visit here was because she was pinched too much when on the wind. Mr. Vanderbilt, on Enterprise, let his boat run off a little and she simply walked through Shamrock's lee and on out ahead.

Obviously, the bottom of the boat must be kept clean. If an iron board is used, particularly in salt water, it should be removed about every two weeks and repainted.

Last but not least, read C. G. Davis' article in this issue on sailing before the wind. Possibly it will teach you a few tricks.

Sewing numbers on your sails as well as the class insignia is not an easy job unless done the same way that sail makers do the job. The figures are *not* cut out first. Instead, the figure is marked out on the cloth to be used, with chalk or soft pencil and the square of cloth securely pinned to the sail. The sewing then takes place, a cross stitch around the entire outline of the figure. When complete, the excess material is cut away with shears or razor blades. It is practically impossible to get the figures in place by any other means. Of course, sometimes, painted numbers are used, but these are apt to run and cause trouble and do not look as neat as the other system.

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With dismal regularity requests come from both amateur and professional boat builders for plans of Snipe with larger sail areas. The answer is that such plans are *not* and *will not* be available and increased sail area will not aid Snipe in any way. We have conducted experiments on sail area with the actual boat and the original rig of 99.6 square feet is exactly right for the hull. She will not go any faster with larger sails in anything but the lightest breezes and is far more stable with the regular sail plan. Even with the 99 square feet of sail, Snipe will have all she can stagger under in a good, strong breeze and with a larger sail she will be more apt to capsize and if kept right side up she will bury her forward chine under water and retard her speed. Some professionals and most amateurs seem to think that bigger sails mean greater speed. This may be true to a certain extent but it can be carried too far.

The British Snipe fleet of some eighteen boats is equipped with 113 square feet and the fleet of the Indian Harbor Yacht Club have genoa jibs that are used for racing among themselves only. There is no intention of making any changes in the class rules permitting either more sail area, genoa jibs or spinnakers for the reason that it would only mean more expense for owners of the boats and with nearly 200 registered boats, it would obviously be unfair to many to ask them to spend more money. The restrictions are clearly defined and the sail area is exactly correct and boats having more sail area cannot take part in regular Snipe regattas or in the races of the Yacht Racing Association of Long Island Sound. Local fleets, such as the Indian Harbor boats, have regular standard jibs for open racing and only use their genoas when racing among themselves. The same thing applies, of course, to the British fleet.

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"Bob Stay," writing in *Yachting World*, the British magazine, says in part: "Snipe, of course, needs no introduction, for she is the prototype of the 15 foot 6 inch Sharpie classes of the East Cowes Sailing Clubs. Personally, I am sorry that Mr. Harry Feltham, who built the first Anglicised version of Snipe, thought it necessary or desirable to modify the original sail plan." Bob Stay then describes the point scoring system as printed on these pages in June and then goes on: "Although British boats are to be allowed to enter for this championship without conforming to the American rules, I think that all clubs interested in the class should seriously consider the adoption of the present American limits and restrictions, and, after the present season, altering their sail plans accordingly. This would not involve the purchase of a new suit of sails, as the present ones could easily be recut to the required dimensions."

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Do you realize that the Snipe class has probably the lowest upkeep cost of any type of race boat? To begin with, the original costs are not high. Robert F. Carlson and George C. Parrish of St. Helens, Oregon, have built their Snipe, number 169, for less than \$25, exclusive of sails. Several have been built for around \$75 by amateurs and professionally built complete boats may be had from \$175 to almost \$300, the latter a handsome job with mahogany planking and trim, all bronze special hardware and so on. A new suit of sails will cost about \$23. You can paint the bottom, topsides and deck, three coats each, using one quart of anti-fouling, one quart of topside paint and one quart of deck paint. In other words, a quart of each should last nearly a season. To be painted, a boat does not have to be hauled out. She may be beached or hauled up on a float, thus saving a considerable sum. With almost everything possible added in, the top figure on a year's upkeep on a Snipe would come to less than \$25. And that's probably the chief reason why the class is so popular.

Parakeet, Snipe number 170, owned by Charles A. Hardy of San Francisco, has earned her racing number, according to the owner. "One afternoon it was necessary to bring Parakeet down from Tiburon to Hunters Point—a small peninsula in San Francisco Bay. When we started at 2 o'clock, the weather was ideal. However, by the time we got through Raccoon Straits and opposite the Golden Gate, the wind started howling and it was not long before the entire bay was a mass of white caps. The waves were running about six feet high and when they came at you they looked fifteen feet high. As soon as she started to blow too hard we put in a reef in the mainsail and, as we were running before it, and with the tide, believe me, we were moving. In about fifteen minutes both of us were soaked to the skin from the spray that blew across the boat. Off Alcatraz Island it was blowing so hard that we took in the jib, but even at that we nearly capsized once or twice and several times we put her bow to it in order to take a little rest. You probably know how rough San Francisco Bay can get. A little way down the bay the H. F. Alexander, the fastest coastwise steamer in the country, went by us and when we got her swells it was like riding a roller coaster. This kind of sailing went on for more than two hours until we finally got to our destination. Here's the proof of the pudding. We found that the velocity of the wind was 40 miles an hour and while the waves washed over the deck and we got plenty of spray—so much that our mainsail was soaking wet three-quarters of the way up—there wasn't a quarter of an inch of water inside the boat. While I never would want to get in that kind of a blow again, it was, though, a great test for the seaworthiness of the Snipe."

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Register your Snipe class boat and have a racing number assigned. It will cost you nothing and all that is required is a bona fide boat of the class, the name and address of the owner and the name and hailing port of the boat. Numbers are issued in numerical order and already more than 170 have been given out. Once the number is assigned your boat, they should be marked out on cloth and sewed to the sails together with the class insignia. Boats of the class are not eligible to race unless equipped with racing numbers. Simply send the information to W. F. Crosby, THE RUGGER, 9 Murray Street, New York City, and a number will be issued at once. As classes develop in cer-

tain localities, various owners will be put in touch with each other. Any boat of the class, anywhere in the world, is eligible.

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Snipe is a 15 foot, 6 inch, Marconi rigged knockabout, vee-bottom construction using center or dagger board. She is fast and seaworthy. Complete plans were published in THE RUGGER during the summer of 1931 but copies containing the plans are completely out of print. The original plans, full instructions, a complete set of progressive construction photos, restrictions, etc., have been published in booklet form for those interested in building this one-design race boat.

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Races for Snipe class boats are held weekly on Long Island Sound under jurisdiction of various yacht clubs that are members of the Yacht Racing Association of Long Island Sound. The complete schedule appears elsewhere in this issue. If you have a Snipe class boat anywhere on the Sound or adjacent waters, you are eligible to race and point scores will be awarded if five or more boats finish.

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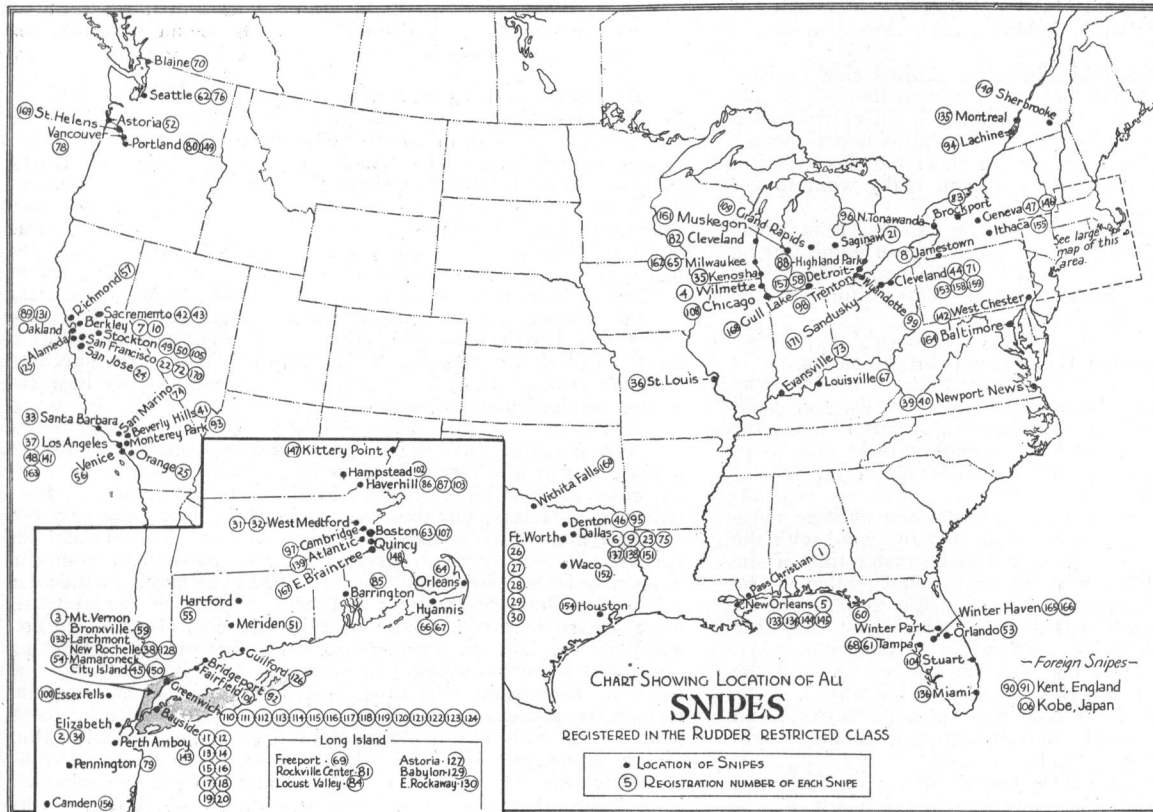
The Bayside (L. I.) Yacht Club fleet is going strong and races are held every Saturday for the youngsters and on Thursday evenings for the "oldsters." Some red-hot competition has developed and Curlew, number 18, which was lowest in the point scores at first, is now well up, having won some six or eight races in a row.

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Bill Weaver's Pirate, number 24, recently lifted a trophy in its class on the West Coast. So far we have had no reports from local recorders on point standings.

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The owner of Snipe number 69, Edward H. Evelaud, deserves some kind of a medal. At one of the recent races off Larchmont, four Snipes got over the line in a smart easterly breeze. Along toward the end of the race, it was seen that another boat of the class had appeared upon the scene. This was number 69. After the race, Mr. Evelaud stated that he had trailed his boat all the way from Freeport, Long Island, to Hempstead Harbor, had launched her there and sailed her across the Sound, a matter of some five or six miles, only to arrive at the starting line about ten minutes too late to start. Number 69 is painted a brilliant red and can be seen a long way off!



A map of the United States showing the registration number and location of every registered Snipe. In the lower left hand corner is a "close-up" map of New York, Boston and vicinity