

Feb 1932

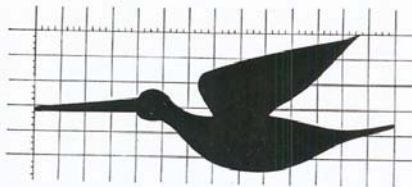
# News of Snipe—THE RUDDER Restricted Class

## Proposed official specifications for the Snipe Class

ON THESE pages will be found the proposed requirements for boats coming under the heading of the Snipe or Trailer class. It has been necessary to work out these restrictions in order to hold builders to the original plans and specifications. Where reasonable latitude can be given it is allowed, but on the whole, the class must remain, in order to be successful, exactly as the original plans called for. Builders are requested to bear in mind that with more than 100 Snipes in existence, it is not possible to penalize the original builders by adding new kinks and gadgets to the boats that they already have. Where a reasonable change may be suggested, it is incorporated as an *alternative* plan to the original in order that the original boats shall not become obsolete. We have tried to avoid an extensive set of "rules and regulations" and believe that after you have read over the proposed restrictions that you will agree that the boats already built are still very much in the running. You will also find that the restrictions simply reiterate the original specifications and plans and where changes and allowances are made, all of these are simple and inexpensive.

Naturally, with so much interest in the class, there are bound to be "sea-lawyers" who will argue for hour after hour on making "improvements" and changes that incorporate their own ideas, but we want to say right here and now that extensive changes—and particularly changes in sail area—will not be countenanced because we feel that in many cases owners have spent all of their available cash and cannot afford new spars and sails. Despite the "wise men," many Snipe class boats have been built and tried out and experienced sailors pronounce them entirely satisfactory. True, the dagger board may not be entirely suitable for shallow waters, but it is quite possible to use a pivoted, hinged or swinging board if it has approximately the same area and is located (when down) in the same place. The main objection to the pivoted type board is that the trunk takes up about a foot of valuable cockpit space where the dagger board consumes the minimum of space and may be decked around completely as is shown in the plans on these pages.

Several men have been asked to serve on a general board to get together on the final formation of a national class and each fleet of boats should pick out a man who they think competent to assist and who will be willing to work intelligently to draw up final restrictions. The restrictions presented on these pages are purely preliminary and after your group has talked them over, someone should be selected as spokesman who will write to the



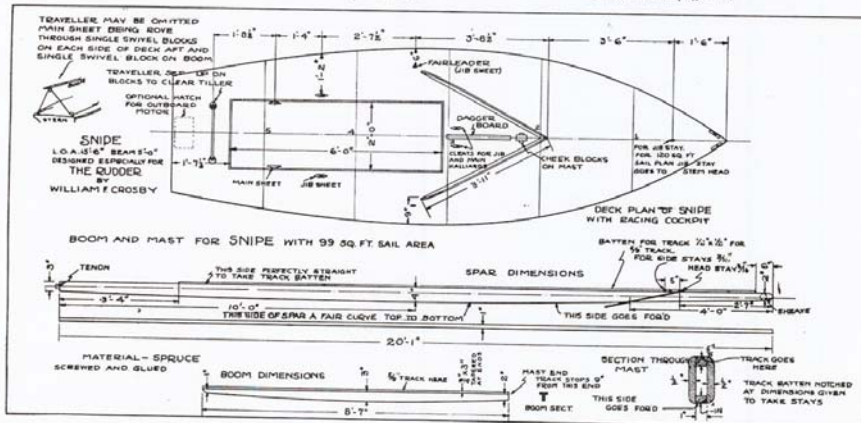
INSIGNIA FOR SNIPE CLASS SAILS EACH SQUARE REPRESENTS ONE INCH TOP OF WING TO BE 5 FEET FROM TOP OF SAIL RACING NUMBERS TO BE 10" HIGH PLACED DIRECTLY BELOW INSIGNIA

editor of this magazine what your particular group would like to have changed, added or deleted. Where a conflict of opinion exists, other committeemen will be consulted and the proposed change put to a vote. Remember, though, that we already have a great fleet of boats built and it will hardly pay to make any extensive changes.

Snipe number 3, owned by the editor of THE RUDDER, was launched on the afternoon of December 27 at City Island, New York, for a trial spin on Long Island Sound. This boat, built by the Minneford Yacht Yard, is all mahogany planked with oak frames, keel, etc. She is equipped with a 3/16" dagger board and follows the original plans (July 1931) just as closely as it is humanly possible to build a boat. Needless to say she is a very handsome job and a credit to her builder.

Number 3 was first tried out with the 120 square foot sail using a square hollow mast and tee-shaped boom. She was found to be very fast under all conditions and remarkably quick in coming about. She was just a trifle tender, though, in a light northwest breeze and after trying her with the 99.6 square foot sail, it was the consensus of opinion of a rather large gallery, that the smaller sail was best for all around sailing and racing.

(Continued on page 138)





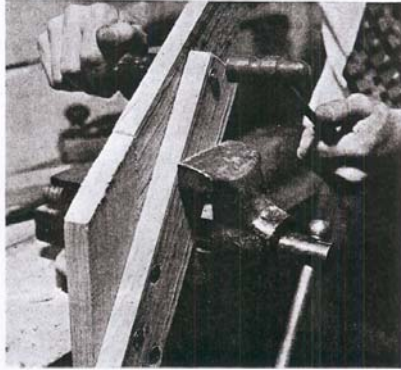
1—Laying down lines of Snipe from table of offsets



5—Cutting off excess copper rivet



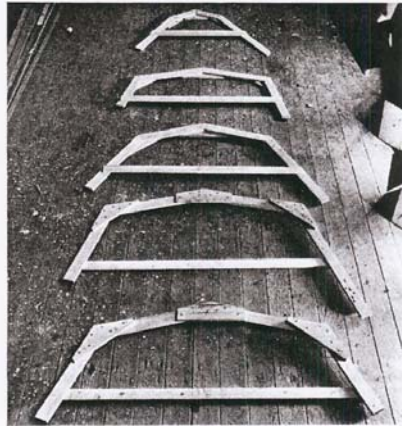
2—Checking frame one and marking in center line



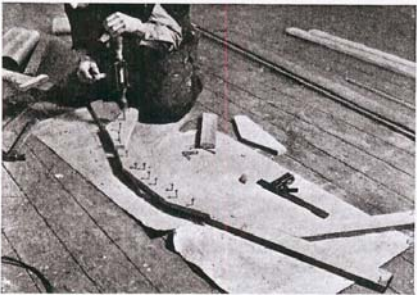
6—Riveting over copper washers



3—How side frames are fitted to bottom section



7—Complete set of frames for Snipe



4—Drilling for rivets

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