

News of Snipe—THE RUDDER Restricted Class

THE second issue of *The Spinaker*, published by the Dallas Sailing Club in the interests of the sport, has been received and judging from the contents it looks as if Snipe would be the main pastime of the erstwhile cow punchers and oil well drillers. Among other things W. M. Loveless of Denton, Texas, probably has established a record for a homemade Snipe class boat. His total cost shows \$60.26, which price includes everything, including the boat in the water! If any of you can beat that we'd like to see an itemized cost sheet. The most expensive thing in connection with Mr. Loveless' boat is the paint and varnish which totaled \$8.95.

A progress chart of the various Snipes under construction in that particular section of Texas shows a total of ten boats, most of them practically finished. Five of these boats have been registered, numbers 6, 9, 23, 46 and 75. The others have not yet been added to the official list.

R. S. Gozzaldi, who recently sailed W. M. Loveless' Snipe class boat, Constance, has a few pertinent remarks regarding the boat which we can't resist quoting here. "We proceeded to give the Snipe a fair trial which she certainly took advantage of. She is fast, points close and is exceedingly stiff. The balance is that are building Snipes will find yourselves in possession of a treasure and a boat that is ideal for the conditions existing on lakes in this part of the country."

The Spinaker of the Dallas club led W. M. Loveless of Denton to bring forth another mimeographed sheet called *The Balancer*. Mr. Loveless deserves great credit for this job as it is exceptionally well done. Incidentally he is having it printed at his own expense in the hope of organizing a yacht club for Denton. It is distributed gratis to people who might be interested. *The Balancer* is also largely devoted to Snipe and we find one particularly pertinent remark. "Snipe is the boat with the depression cost and the inflation performance." Mr. Loveless is a strong supporter of the class and owns a Snipe himself, as has already been noted.

An interesting system of seasonal scoring to determine a national or international champion has been worked out and so far it has not developed any kinks that might work to the advantage or disadvantage of any one contestant. The only proviso would be that at least five boats must finish in order to make it a race. The system is based on points and the entire points of each boat should be kept by a club secretary for whatever club or locality the races are held in. At the season end, the total points of each boat would be divided by the number

of races in which that particular boat finished, thus giving a fair and equitable basis for determining a national champion. Where a tie occurred, the boat that finished the greater number of races would be the final winner.

By working out this system it would not be necessary for rivals to meet each other in actual competition thus saving a considerable expense in transporting boats and crews all over the country. Yet the final places on the championship lists would be absolutely fair. Here are the proposed point scores.

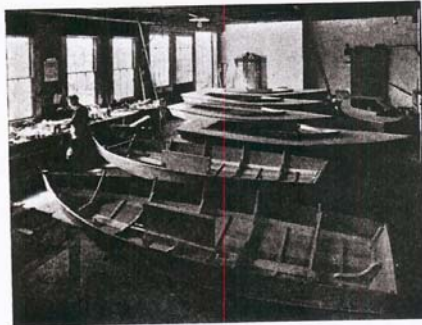
First place.....	400 points	Eleventh place.....	100 points
Second place.....	361 points	Twelfth place.....	81 points
Third place.....	324 points	Thirteenth place...	64 points
Fourth place.....	289 points	Fourteenth place...	49 points
Fifth place.....	256 points	Fifteenth place....	36 points
Sixth place.....	225 points	Sixteenth place....	25 points
Seventh place.....	196 points	Seventeenth place..	16 points
Eighth place.....	169 points	Eighteenth place...	9 points
Ninth place.....	144 points	Nineteenth place...	4 points
Tenth place.....	121 points	Twentieth place....	1 point

Records must be kept of every race and every boat to start. Each yacht club or race committee should have a reliable man whose business it is to keep the records and points on every race. The "season" may extend from January 1 to December 31 of each year, thus giving boats located in warm latitudes an equal chance with all others. Regardless of the number of races that a given boat started in, the results would be the same when averaged up at the end, but, as already stated, if one boat had finished only a few races, she would obviously not be awarded the place if another boat with the same number of points had finished in more races.

As a concrete example let us take three boats: Boat A has raced in five events, finishing with two firsts, one second, a fifth and a sixth. Her total points for all these events would come to 1,642. This, divided by five (the number of races) would give an average of 328 2/5 points. Boat B has also raced five times, winning three seconds, one third and one fourth place. Her total points would come to 1,696 points which, when averaged, would come to 339 1/5 points. Obviously boat B is higher. Then, though, we come to boat C. This boat has started in fourteen races with three firsts, two seconds, one fourth, three sixths, four sevenths and one eighth. Her total points come to 3,839 which when divided by fourteen come to 274 3/14. Thus we have boat A with 328 points, boat B with 339 points and Boat C with 274 points. In the case where two or more boats happened to tie on points, the place would be awarded to the boat that finished in the greater number of races. In the event where a tie existed even yet, the next step would be to have these two boats race with the five next best boats in their local organizations, their final places determining the final score position. Naturally, the boat that races in every possible event and which finishes the most consistently is going to stand the best chance of winning.

The point scores are based directly on the ones that have been in use for many years by the American Power Boat Association and they are perfectly adapted to this work. They should not be changed in any way.

The system will go into immediate effect on all Snipe class races and in yacht clubs or localities where such races are held. The only necessary steps are—1: The appointment by the local men of a regatta secretary who will keep the records and who will turn such records in to W. F. Crosby, 9 Murray Street, New York, New York, on the first of each month. 2: Only registered and properly numbered Snipe class boats will be eligible. 3: Only Snipe class boats conforming to the rules will be eligible. By this it is meant that the boats must conform to the proper sail area (99.6 sq. ft.) and that the specifications in regard to dimensions, planking thickness, spar plans, etc., must have been adhered to. (See table of limitations and specifications.) 4: In order to make the determination of a champion a fair thing the season should start on January 1 and end on December 31. This will give Floridians and Southern California Snipe classes an equal chance. 5: The scoring is open to Snipe class races held anywhere. National champions will be listed separately. 6: Only boats finishing a race shall be counted. A starter will get no credit if he does not finish. 7: International, national and local champions will be awarded dis-



Seven of the Snipe fleet for Bayshore Yacht Club being built at College Point, N. Y., by Emil Mayer

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tinguishing marks to be sewn to the sails. 8: At least five boats must start in order to make a race. 9: To be eligible for the championship a boat must have finished at least five races during the year.

The racing season is at hand. Get busy at once and appoint someone who is reliable and trustworthy to keep the records and send them to headquarters every month. Fleets are already and send them to headquarters every month. Fleets are already well under way in Texas, Louisiana, New York, Michigan, Illinois, California, Washington and Oregon. Each secretary should report the formation of his local fleet at once in order that the work may be kept up to date. No matter where or who you are, if you have five or more real Snipes, you are eligible to get in on the championships.

Don't forget to register your Snipe and have a racing number assigned to you. Simply write to W. F. Crosby, 9 Murray Street, New York, giving name of boat (if any), name and address of owner and where boat will be kept. A number will be assigned immediately. Your boat should not race until it has been properly registered and the number sewn to the sail.

The score by states shows New York in the lead with 33 Snipes; California second with 23; Massachusetts third with 11; Texas and Michigan fourth each with six; Florida and Connecticut tied with five each; New Jersey and Washington each with four; Illinois, Louisiana and Wisconsin each have three; Virginia, Ohio and Oregon have two each and Mississippi (Jimmie Brown's number 1 Snipe) still has only one boat of the class together with Missouri, Kentucky, Indiana, Rhode Island, and New Hampshire. Two have been registered from Canada, two from England and one from Japan. Five additional numbers have been held on the books for the Fort Worth Boat Club and the Indian Harbor Yacht Club, giving a total of ten more for the Indian Harbor Yacht Club, giving a total of 138 registered Snipe class boats. Undoubtedly there are at least as many again in existence and the owners should register them. It costs only a two cent stamp and each boat registered helps keep the class together.

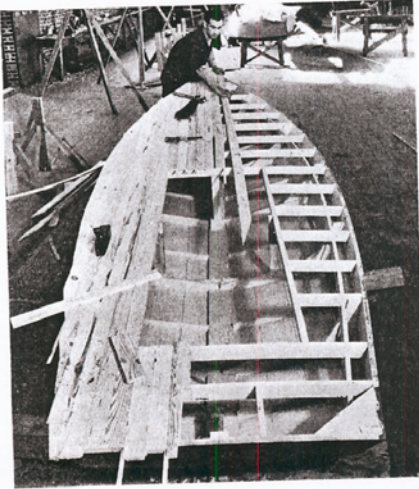
The Snipe class boats being built by the Minneford Yacht Yard for the Indian Harbor Yacht Club are nearing completion and most of them will probably be in the water by the time this gets into print. It is expected that the Indian Harbor fleet will total fifteen Snipes before the summer is over.

Commodore W. A. Winterbottom of the Bayside Yacht Club, the first club in the East to adopt Snipe, writes in to say that Emil Mayer of College Point is finishing up his tenth boat of that class for the Bayside club. These particular craft are fitted out with Stainless Steel rigging and hardware and are real yachts in every respect. We understand that this hardware was furnished through W. & J. Tiebout of New York. Incidentally, the Commodore sent in a clipping from the local newspaper in which Snipe comes in for an eight column headline and a column of interesting printed matter on the sport page.

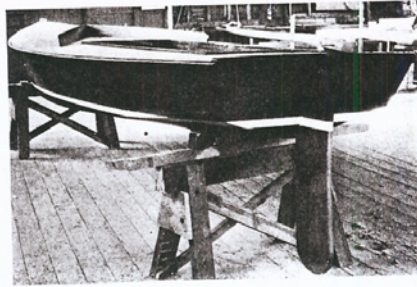
The square hollow masts being used in these boats and also in the Indian Harbor fleet is 20 feet 6 inches long and weighs 17 pounds. These masts have been tested out under severe conditions and have been found to be exceedingly strong.

Although Snipe was originally designed for the Florida Trailer class, Florida has fallen far behind in the actual construction of these boats. So far only five or six have been registered. Others have been built but information received shows that they have been improved (?) by the addition of a great deal more sail than is necessary, or in other ways such as lightening planking and so on. In this respect we quote from a letter written by W. M. Loveless of Texas in which he raised by some of the builders of Snipe. After they have built and sailed the boat under the original specifications I think they would not consider changing the size of the rig. They can have more fun and much more interest sailing if they will carry one or two light sails to be used at times when they are not racing in the regular class races. I have two sails, one a spinnaker of 70 square feet and the other a Genoa jib of about 30 square feet. This gives me flexibility which would be impossible to obtain in any other way. With the spinnaker I use a ten foot boom fitted with jaws so that I can jam it back against the mast; and the

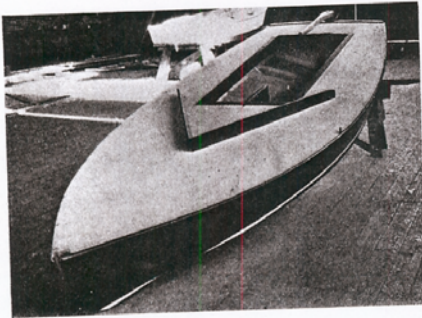
Hagan el favor mencionar el RUDDER cuando escriben



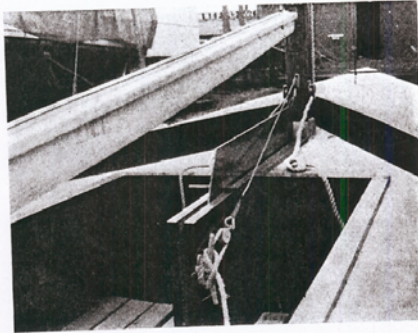
28—Putting on decking



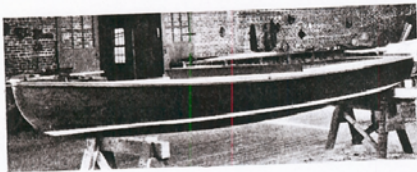
31—Showing deep, narrow rudder which is very effective



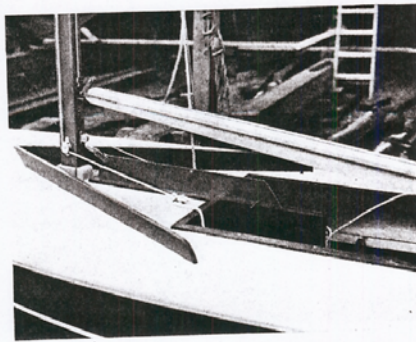
29—Deck complete, showing racing cockpit



32—Rig of pivoted center-board. This also shows tee-shaped boom



30—Port side, boat complete



33—Center-board, boom, spray boards and halyard blocks

Building Snipe in pictures. Showing every stage of construction. Part V
Photos by Rosenfeld

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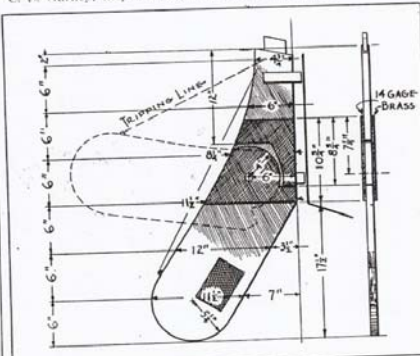
Genoa jib is snapped to a ring in the nose of the boat and hoisted by the same halliard used for the spinnaker. There is no use discussing the action of the spinnaker as it does its work when sailing off the wind, but I might say that the Genoa jib is not used when tacking against a head wind but only when on a broader reach when it certainly does its stuff.

"I believe that the addition of a suitable Genoa jib with the necessary halliard will be all that any of the Snipe users will want. The Snipe rig is ideal for its use as the Genoa jib can be snapped to the ring at the bow and pulled up without taking down the regular jib or interfering in any way with the regular rig. The spinnaker is a lot of trouble and clutters up the whole boat with its rigging.

"I have been sailing Snipe number 46 for nearly two months now and I have never seen any small sailboat which handles so beautifully. Even in the lightest breeze she comes around without falling in stays and with any speed at all she seems to make no leeway whatever. I have sailed against an 18 foot sponson canoe carrying 55 square feet of sail and have outsailed the canoe."

In sailing Snipe number 3 on Long Island Sound we have found the same thing to be true. Even in the lightest airs she will come about rapidly and in any breeze she comes around so quickly that the crew hasn't time to shift over to windward. So far as sail area is concerned, experiments on the same boat have proven conclusively that she is actually faster with the sail plan as called for in the design and the addition of more sail simply seems to drive her down into the water and actually slows her up. The Indian Harbor Yacht Club Snipes will have Genoa jibs and small spinnakers to be used for racing among themselves.

The Cape Cod Shipbuilding Corporation which announced the building of Snipe class boats in the last issue of this magazine is now in full production. Two boats have been shipped to Portland, Maine, and another to Detroit. More are on order and will be shipped out as soon as completed. These boats are standard in every way and according to information sent in by C. S. Gurney, they are fast and handle splendidly.



This pivoted and weighted rudder for Snipe Class boats is recommended for very shallow waters. The tripping line is not necessary if rudder is unshipped when at anchor

Word has been received from the Long Island Sound Yacht Racing Association that Snipe class boats will be given starts in all the racing events coming under the jurisdiction of that racing association. Snipe owners who have registered their boats and who are located near enough to be interested in the races will be forwarded instructions and race announcements in time for them to take part in the various events during the summer. The first Sound Championship regatta held under the Association will be given by the Harlem Yacht Club on May 30. Snipe class owners located on Long Island Sound should register their boats at once in order to receive these notices.