

Snipe Class Growing Rapidly

IN THE last issue of THE RUDDER we gave you a list of Snipe class boats that had been registered to date and during the past month this list has grown more than in any other month since the start of the class. Racing numbers have been given out for forty-one boats that have been registered by their owners. The biggest single slice of registries came from the Indian Harbor Yacht Club on Long Island Sound with a request that fifteen numbers be held. These are from 110 to 124 inclusive.

Other numbers given out are as follows: number 83 to Brockport, New York; number 84 to Locust Valley, New York; number 85 to Barrington, Rhode Island; numbers 86 and 87 to Haverhill, Massachusetts; number 88 to Highland Park, Michigan; number 89 to Oakland, California; numbers 90 and 91 to Kent, England; number 92 to Bridgeport, Connecticut; number 93 to Monterey Park, California; number 94 to Lachine, Quebec; number 95 to Denton, Texas; number 96 to Tonawanda, New York; number 97 to Cambridge, Massachusetts; number 98 to Trenton, Michigan; number 99 to Wyandotte, Michigan; number 100 to Essex Fells, New Jersey; number 101 to Fairfield, Connecticut; number 102 to Hampstead, New Hampshire; number 103 to Haverhill, Massachusetts; number 104 to Stuart, Florida; number 105 to Stockton, California; number 106 to Kobe, Japan; number 107 to Boston, Massachusetts; number 108 to Chicago, Illinois; and number 109 to Grand Rapids, Michigan.

Probably by the time this gets into type the total will be close to 150.

The Indian Harbor Yacht Club of Greenwich, Connecticut, has gone in for Snipe class boats in a big way. The order for the first five boats was recently given to the Minneford Yacht Yard on City Island and it is expected that at least fifteen of these boats will be ordered by the club or club members. This makes the second large yacht club on Long Island Sound to take up Snipe. Several months ago the Bayside Yacht Club started building a fleet of eight which are now nearly complete. With these two fleets and the numerous other boats of the class located in the vicinity it is expected that the Long Island Sound fleet will easily total fifty boats by summer. The Long Island Sound Yacht Racing Association has already signified its willingness to include Snipe class boats in all the championship regattas and also in Larchmont Race Week. Come on you fellows, register your boat now in order to be notified of the fun to come.

The Minneford Yacht Yard has announced a second order from the Southern Yacht Club at New Orleans. One boat was delivered a month ago and almost as soon as delivered an order for a duplicate was received.

The Cape Cod Shipbuilding Corporation of Wareham, Massachusetts, report that they are going in for building Snipe class boats. These boats will follow the original specifications in every way and two or three have already been built and tried out. According to Captain Gurney's letter: "She seems to be very fast and I have no doubt but that she will be a very popular boat." The Cape Cod Snipe is constructed with the larger cockpit—the one shown in the original plans—and is quite roomy for a boat of her size.

The July, 1931, issue of THE RUDDER, in which the original plans for Snipe appeared, have been completely exhausted and no more can be secured from the publishers. However, the complete plans, all supplementary plans, photographs showing the boats under construction and complete, together with a detailed description of construction, is now being printed in booklet form. An announcement of this will be found elsewhere on these pages.

If you have not as yet registered your Snipe class boat we would advise you to do so as soon as possible, before the racing season starts. It will cost you nothing. Simply write to THE RUDDER, 9 Murray Street, New York, New York, requesting a number for your Snipe and at the same time giving her name (if any) and hailing port.

For those of you who are unfamiliar with Snipe we might add that Snipe was originally designed as a simple, cheap sailing boat capable of being used for racing or for afternoon sails. She is adapted to an outboard motor of low power. Her length is 15

feet 6 inches, beam 5 feet and she carries 99.6 square feet of sail area. She is fast and seaworthy and almost from the very start has been an exceedingly popular boat, being adopted to one-design racing. Her cost ranges from \$175 to \$300. Knock-down parts are available and cost around \$175 complete. She may be built by amateurs for less than \$100. She is of veebottom construction and there is no necessity for steam bending anywhere in her construction.

The first real regatta for Snipe class boats will be held by the City Island Yacht Club, City Island, New York, on Sunday, May 22. At least three boats from New Rochelle together with the fleet from the Indian Harbor Yacht Club, possibly the Bayside fleet will be present. If these boats turn up there will be at least fifteen all told. Owners of Snipe class boats are requested to be present—with boat if possible. Even if your boat is not registered she will be eligible to take part. Don't forget the date—May 15.

Jolie Brise Comes Again

Bobby Somerset's famous cutter Jolie Brise is now on the way across the Western Ocean to participate in our Bermuda Race which is to start from Montauk on June 25. By the time you see this she will probably have arrived. She and Lexia, Major T. P. R. Richards' yacht, will represent England in this biannual affair.

12 Square Meter Sharpies in England

By G. I. POUF

There is no doubt in my mind that the Snipe would have been received even more enthusiastically in England had its advent not been preceded a few months earlier by another interesting sharpie, this time of German origin. This boat, which is known as the 12 square meter, was the result of a design competition held by the Deutscher Segler Verband, the German national authority. Their aim was to form a class of cheap racing sharpies, nationally recognized, and no restrictions, but price and sail area, were imposed on the entrants for the competition.

More than thirty naval architects submitted designs, an excellent testimony to the interest created. The winning entry came from a young German, Herr H. Kröger of Warnemünde. His design shows a boat of very different form from the usual American sharpie. She is long and very fine, the hollow bow being a particularly noticeable feature. Her plans show a boat of considerable potential speed.

Early in 1931 the plans of the German 12 square meter were published in *The Yachting World*, and certainly attracted considerable attention.

Within a very few weeks from the date of the appearance of the plans, several boats had been delivered to English owners. I had the pleasure of sailing one of the first to arrive. Off the wind she showed a remarkable turn of speed, and did well on other points of sailing. She handled perfectly and was extraordinarily light on her helm. On subsequent occasions I have tested the boat under boisterous conditions, and found her extremely fast. With a fresh quartering wind she is capable of planing and owners have assured me that this sharpie can touch twelve miles under such conditions. She is certainly at her best in fresh breezes, as her considerable wetted surface and weight make her a little sluggish in very light airs. Turning to windward her capabilities are not quite so marked, but her all-around performance is sufficiently good to attract attention wherever she races.

By the end of the season nearly a score of these sharpies were racing in British waters and since then they have been adopted as a club class by one of our most prominent clubs. An association has been formed to foster the class which promises to develop rapidly in 1932. International races are likely to take place this summer, as the class is already strong in Germany and Holland, and Belgian yachtsmen are also taking it up.

The leading dimensions of the 12 Square Meter Sharpie are as follows:

Length overall 19 feet 7½ inches, length l.w.l. 17 feet 8 inches, beam extreme 4 feet 8 inches, beam l.w.l. 4 feet 1¼ inches, draft with c.b. 3 feet 2 inches, draft ex c.b. 6 inches, sail area (actual) 136 square feet.



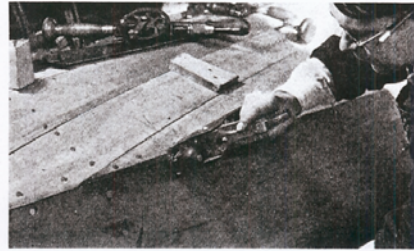
22—Side planking in place. Ready for bottom



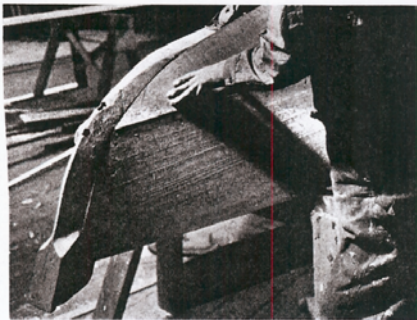
25—Bottom planks screwed to frames



23—This shows hull ready for bottom planking



26—Planing off edges



24—Fitting a bottom plank at stem



27—Deckbeams in place. Note reinforcing at stem for jib stay, mast and at stern

Building Snipe in pictures. Showing every stage of construction—part IV. (To be continued) Additional Snipe news on page 58.
Photos by Rosenfeld