News of Snipe—THE RUDDER Restricted Class

ON THESE pages will be found the proposed requirements for boats coming under the heading of Snipe or Trainer class. It has been necessary to work out these restrictions in order to hold builders to the original plans and specifications. Where reasonable hardships can be avoided it is possible to permit the builders to have certain additions and changes made to the plans, but these will have to be such as will not tend to make the boats more than 100 Snipes. It is not to be possible to penalize the original builders by adding new kinds and types of machinery to the boats that they already have. Where a reasonable change may be suggested, it is incorporated in an advertisement for the Snipe. The intended original boats shall not become obsolete. We have tried to avoid an excessive set of rules and regulations and believe that the proposed restrictions that you will agree that the boats built are still very much in the running. You will also find that the restrictions simply extend the original specifications and plans and where changes and alterations 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 hours after hours on making 'improvements' and changes that strengthen their own boats, but we want to agree here and now that extensive changes—and particularly changes in sail area—will not be considered. In fact, we feel that in many cases owners have spent all of their available cash and cannot afford more spars and sails. Despite these facts, many Snipe class boats have been built and tried out, and no one will minimize that prominence in the same place. The only objection to the above type of boat is that the truss takes no advantage of valuable cockpit space where the daggerboard permits the maximum of space and may be moved around completely as it 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 boat of boats should stick 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 scribe who will write to the editor of this magazine what your particular group would like to have changed, added or deleted. Where a conflict of opinion occurs, other committee men will be consulted and the proposed change put to a vote. Remember, though, that we are after a great fleet of boats built and it will hardly pay to make any drastic changes.

Snipe number 3, owned by the editor of THE Rudder, was launched on the afternoon of December 27 in City Island, New York, for a trial spin on Long Island Sound. This boat, built by the Minisink Yacht Yard at all mahogany planked with oak frames, keel, etc. She is equipped with a 5/15 daggerboard 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 fast and a credit to her builder.

Number 3 was first tried out with the 120 square foot sail using a square-sectioned-triangular-shaped boom. She was found to be very fast under all conditions and remarkably quick in coming about. She was not a reflection, but a true reflection of the Snipe spirit. After trying her with the 95 square foot sail, it was customary, out of a rather large group, that the smaller sail was best for all around sailing and racing.

(Published on page 380)
Building Snips in pictures. A complete series showing every stage of construction. To be continued next month.

Photos by Stapleton.

1—Laying down lines of Snips from table of offsets

2—Checking frame one and marking in center line

3—New side frames are fitted to bottom section

4—Drilling for rivets

5—Cutting off excess copper rivets

6—Routing over copper washers

7—Complete set of frames for Snips