News of Snipe—THE RUDDER Restricted Class

THE little 15 foot flight-knockabout Snipe described in the last issue for July has easily arrived at the most popular design ever published within the pages of this magazine. To date, 150 of these boats have been registered and they are being built at this time. Many letters have been received from builders and in each case the total has been easy and every one has proved to be a good little boat, sailing fast and having the proper sail area and being able to withstand a remarkable amount of punishment without damage.

The next step in getting into a national class and we would like firms, who have the class and have adopted, to appoint someone to a general committee to pass on rules. If no yacht club is in existence and yet there is a considerable fleet, some means to that end should be appointed. By doing this we shall have a number of fleet representatives with whom it will be possible to correspond on proposed rules and who can report the result of various regular tests. For instance, at Berkeley, California, there is a considerable fleet of Snipes under way and the fleet managers are a body of men who can give a reasonable idea of what the fleet representatives should do. Records should be kept of all official races so that a season champion may be picked first on. These champions, in turn, will come together in the fall of 1932, to determine a national champion. Each of these record books in connection with this, Tom Koons is prepared to furnish a very handsome trophy for this event.

The making up the rules we believe that they should be kept just as simple as possible. In order to keep the class alive it must be possible to build a Snipe for a very small sum of money. Just as soon as expensive cups or hulls are introduced, the class will fall off in interest. Actually the class has far surpassed its original ideas. The class where the only limitations were length overall and sail area, has now fairly well fixed its position. As long as the yacht club rules in which the boat will be a little bit long and in which it will be possible for some ambitious man to come along and build an engine and a racing machine that will show up everything in sight. If all our Snipes are alike alike, the class will be sporadic and the winning boat will have to possess a skillful skipper.

We propose, therefore, that every Snipe shall be built exactly like the others, the only variations to come along and build the 120 foot sail plan as shown in three pages in November. All should have the same color, white, with this rule. We will have to re-examine the matter of materials, it is sometimes impossible to secure certain woods in some locations and it seems, so far as I can see, that matter is a wood, that an owner should have the liberty to use any wood he may find economical to buy. We will also have to re-examine the matter of sail area, but this case the process has been changed somewhat in order to keep the sails within class limits. Depending upon conditions these rules should all come from within a certain radius. Some owner should be appointed to each section to keep the records and run the races. Obviously, he cannot own or sail a boat.

As soon as these are some of the things that sectional com-
mittees should look into.

1—Length a foot having at least five boats.

2.—To see that all boats racing in accordance with the rules and specifications and have the proper sail area.

Against a chairman of the sectional committee to keep the rules and run the races.

The final championship could be run off the first of the month that has had the largest days racing during the season and in following years the championship regatta would be awarded to the fleet that had won in the previous year. Just previous to the championship regatta this year, the national officers of the class will be elected and in following years, these elections could be held just after the championship regatta.

By the number of boats built as for, Florida, where the trailer class originated, but soon far behind in the total with only three boats on the record for the entire time. New York state shows fifteen boating California's Texas, Illinois three, Washington four, Oregon five and so on. Texas, the second greatest number of boats although the record is not anywhere near complete, with twelve. Louisiana expects to have at least ten but definite word has not been received and they have not been counted in the total. Many builders have not applied for racing numbers. This should be done in order to get their boats on the record. Despite the total number of eighty-seven only sixty-seven numbers have been given out to date. If you haven't applied for a number yet, write in at once for it. An owner should be appointed before becoming eligible for racing.

There has been some mention as to the total sail area of the class and every owner figures it up at around seventy-five square feet. This figure is correct so far as it goes, but it does not take in the reach of the mainsail. If you measure the sail area in straight lines, you will get this result, but in the plans an instrument known as a quadrator was used to determine the square footage with the result, 90 square feet, as shown. Two sides of the jib are curved and the reach of the mainsail is rather excessive which accounts for the extra area. Jibs are generally filled to the fullest, but in this case the process has been changed somewhat in order to keep the sails within class limits. The stem seems to be the only place in the construction where there are figures that have been impossible to fill in. The drawing on these pages will give more details of this part than were to be found in the original sketches.

The daggerboard seems to be the most popular board despite the fact that some builders would prefer the regular pitched

Below: Snipe No. 6 being built by E. R. Montgomery of the Dallas
Sailing Club. Right: No. 6, owned by J. D. Winsted of Jefferson, New York
This type of swinging center-board has the same area as the dagger board and should be permitted in Snipe class boats. The plan view:

- The dagger board will give better balance to the sail plan as it moves the center of lateral plan flatter forward for better sailing conditions.

- The Bayside Yacht Club, Long Island, has plans for the Bayside Snipe with a center board which is to be used for the next season.

- The Snipe class number three will be used by the editor of this magazine for experimental purposes. Several different sail plans will be used in this particular boat, but when the racing season opens it will be rigged for the rules of the class.

The swinging center-board shown on these pages was designed for the Bayside Yacht Club and will be used in that club's fleet of ten boats which are being built by Mr. Palmer at his Long Island yard. The center-board is seen in the view of a side profile. The plan view shows that the center-board will swing up in an obstruction is hit and yet it contains the same area as the normal dagger board. Another advantage of this type of board is that the pivot pin is located well above the waterline at a point where it will never cause leaks.

One interested builder is considering offering a very lightweight center-board center-board which will be flapped on the bottom and which may be hinged over a gusset and through the keel. Such a device should be of material benefit to the boats and to the entire class as it will be easily convertible to one that is thus permitting inspection and painting of the center-board slot.

The Whitney Woodard, Company of East Hartford, Connecticut, is building several Snipes for the Hartford Yacht Club.