News of Snipe—The Rudder Restricted Class

The recent issue of The Scepter, published by the Dallas Sailing Club, carries an article on the possibilities of the new Snipe class boat. Among the many articles, the one by W. L. Lovelace of Houston, Texas, is particularly interesting. He has been working on the design of a new class of boat that could be used on the Texas lakes. The design is based on the Snipe class boat, which is very popular in Europe. Lovelace's boat is intended to fill a gap in the market for a smaller, more affordable boat. He describes the economics of building a boat of this type and the potential market for it. He also discusses the possibilities of organizing a racing series for the new class.

An interesting aspect of Lovelace's article is the possibility of establishing a new racing circuit for the Snipe class boat. He suggests that a circuit could be established that would include a series of races on different lakes in the region. This would provide a good opportunity for the boats to gain experience and for the drivers to develop their skills. The article also includes some suggestions for improving the design of the Snipe class boat, such as adding more buoyancy to the hull and improving the sailing characteristics.

Lovelace's article is a good example of how the design of a new class of boat can be influenced by the needs of the market. It is also a reminder of the importance of economic considerations in the design of a new boat. If a boat is to be successful, it must be affordable to the average sailor. The Snipe class boat, with its small size and low cost, is a good example of this. It is a boat that can be enjoyed by people of all ages and backgrounds, and it is likely to be successful in the market.

Records must be kept of every race and every boat to start. Each yacht class or race committee should have a reliable and trustworthy person on whose business is to keep the records and on whose names are the races. The race committee must also have a competent person to keep track of the boats and to ensure that they are in good working order. A record of every race must be kept, including the results of all races and the number of boats that started and finished.

An interesting aspect of this racing circuit is the possibility of organizing a series of races on different lakes. This would provide a good opportunity for the boats to gain experience and for the drivers to develop their skills. The article also includes some suggestions for improving the design of the Snipe class boat, such as adding more buoyancy to the hull and improving the sailing characteristics. Lovelace's article is a good example of how the design of a new class of boat can be influenced by the needs of the market. It is also a reminder of the importance of economic considerations in the design of a new boat. If a boat is to be successful, it must be affordable to the average sailor. The Snipe class boat, with its small size and low cost, is a good example of this. It is a boat that can be enjoyed by people of all ages and backgrounds, and it is likely to be successful in the market.
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The Rudder

The Snipe is a very steady, well-balanced racer. It is easily handled and requires only a minimum of attention. The hull is made of light, strong material and is designed to give long service. The mast is made of solid mahogany and is furnished with all necessary rigging. The rigging is made of heavy, strong lines and is well suited for the Snipe's class. The boat is equipped with a pair of oars and is easily rowed.

The Snipe is a very good boat for use in the smaller classes, and is also suitable for use in the larger classes. It is easily handled and requires only a minimum of attention. The hull is made of light, strong material and is designed to give long service. The mast is made of solid mahogany and is furnished with all necessary rigging. The rigging is made of heavy, strong lines and is well suited for the Snipe's class. The boat is equipped with a pair of oars and is easily rowed.

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35.—Putting on deck

36.—Deck complete, showing cocpit

37.—Rig of piloted outboard. This also shows two-hinged boom

38.—Fore and aft view, showing built-in steps in picture. Showing every stage of construction. Part V

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Gennet jib is snapped to a ring in the bows of the boat and hoisted by the same halyard used for the mizzen. There is no use designing the track of the spinnaker so it does not work when sailing on the wind, but I might suggest that the Gennet jib is not used when running against a head wind but only when one is broader than when running down the wind. The spinnaker is a lot of trouble and chaffs up the white sail with its rigging.

"I have been sailing Snipe number 49 for nearly two months now and I have never seen any small sailboat which handles so well. The Snipe is even in the lightest breeze she does not fail without falling in ways and with any speed at all the sails to make no money whatever. I give sail against an 18 foot spinnaker canvas carrying 55 square feet of sail and have outrun the race."***

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 easily that the crew has no idea of what they are doing. So far as sail trim is concerned experiments on the same boat have proven conclusively that the sail is actually favored with the sail plan as called for in the design and the addition of more sail simply increases her speed. She does not have any extra canvas on her down into the water and actually swings her bows like a warship.

The Indian Harbor Yacht Club Snipes will have Gennet jibs and small spinnakers to be used for racing among themselves.

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The Cape Cod Shipbuilding Corporation which manufactured 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, Mass. At present, the Snipes are on order and will be shipped out as soon as completed. The Snipes are in fine condition, standard in every way and according to information sent in by C. S. Gurney, they are fast and handle splendidly.