

March 1932

News of Snipe—THE RUDDER Restricted Class

Snipe Abroad

SOON after the issue of THE RUDDER containing plans of Snipe arrived in England, the design claimed the attention of Harry Feltham, a Portsmouth boat builder. He decided to build a standard boat on the same lines, with certain modifications to the sail plan, and a pivoted center-board of considerably larger area in place of the dagger plate.

The first boat completed raced against the local fleet and created such a good impression that the Portsmouth Sailing Club decided almost immediately to adopt the class for one-design racing in 1932. So far thirteen boats are on order from Feltham. The boats are well built with mahogany topsides and larch bottom, on oak frames. The finish is plain but by no means poor.

These modified Snipes have also been adopted by the East Cowes Sailing Club, and, judging by the interest displayed in the class in several yachting centers on the South Coast of England, seem likely to be chosen by many other British clubs.

Inquiries have been received from France, and already the possibility of the formation of a class on the Seine has been discussed.

The little Snipe has had a better reception in England than any previous American type. The financial situation there is forcing people to draw in their horns, and the Snipe is just what they want, cheap to buy and easy to maintain. It is the right boat for the present time. **Bob Stay.**

On top of this comes news that Snipe has been adopted as a class by the Portland, Maine, Yacht Club and there is a whole lot of talk about the same class at Camden, Maine. Down south, the Southern Florida Boat Racing Association has adopted the class and the Florida East Coast Yachting Association has also

taken them under its wing. On March 20 races will be held for the class at Miami.

Since the January issue was published Snipes have been registered for numbers from the following places: Santa Barbara, California; Elizabeth, New Jersey; Kenosha, Wisconsin; St. Louis, Missouri; Los Angeles, California, (2); New Rochelle, New York; Newport News, Virginia, (2); Beverly Hills, California; Sacramento, California, (2); Cleveland, Ohio; City Island, New York; Denton, Texas; Geneva, New York; Stockton, California, (2); Meriden, Connecticut; Astoria, Oregon; Orlando, Florida; Mamaroneck, New York; Hartford, Connecticut; Venice, California; Richmond, California; Detroit, Michigan; Bronxville, New York; Winter Park, Florida; Tampa, Florida; Seattle, Washington; Boston, Massachusetts and Orleans, Massachusetts. In many cases several have been registered from the same towns and cities and in a few instances owners have been put in touch with each other. Many have not been registered at all and we feel that every owner should do so just as soon as the boat is well under way. It costs you nothing. Simply write to W. F. Crosby, Editor of THE RUDDER, 9 Murray Street, New York, New York, and your boat will be entered in the records and a number issued. By having the boats on record owners may be brought together for races and this will lead to the ultimate development of the class. If you have not already registered, do so at once. There is no obligation on your part, simply your name and address and the name of the boat, if any.

Some of the owners were taken aback last month at the publication of the restrictions. A few boats have been built a whole lot lighter than the specifications called for and other changes have been made in the plans which will automatically disbar these boats from competition. If you wish to be on the safe side build your boat according to the original specifications and read the proposed restrictions published last month.

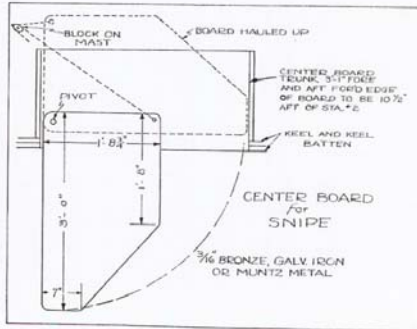
If your club is planning to run a race for this class, let us know well in advance in order that due notice may be given in these columns.

For the benefit of those who are just becoming interested, may we repeat that Snipe is a 15 foot 6 inch knockabout having a beam of 5 feet and a draft of around 7 inches with the board up. She is rigged in the most approved way with jib-headed sails. The hull is vee-bottom and is easy and cheap to build. Several builders are offering these boats complete and in knock-down form and sails may be purchased at a surprisingly low figure.

Snipe owners are particularly requested to be present at Miami for the races on March 20. The Editor of THE RUDDER will be on hand and unless present plans fail to materialize, he will have a boat there ready to race with other boats of the class.



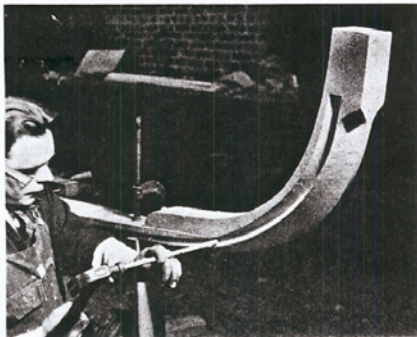
Top: Snipe owned by Russel McAdams, Los Angeles, California. The other is one built by Atlas Mfg. Co. of Portland, Oregon



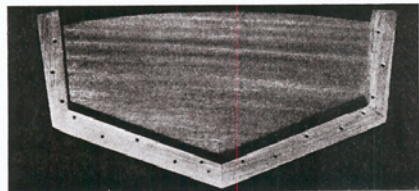
Best type of center-board. 3/16\"/>



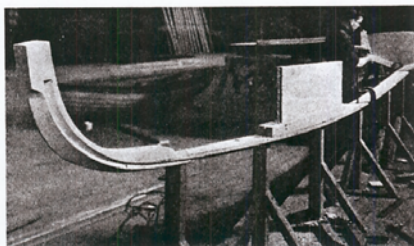
8—Fitting the component parts of the transom over a paper pattern



12—Driving a soft pine stop-water between stem and keel



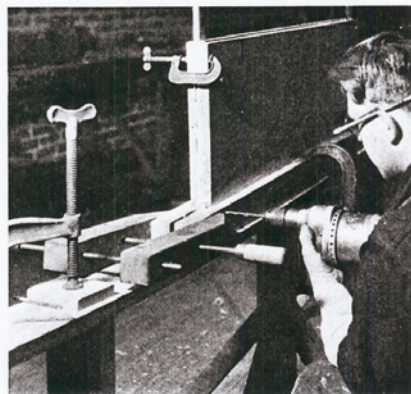
9—The transom complete, showing cheek pieces



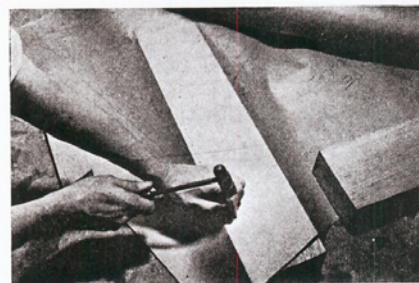
13—Keel, stem, trunk and transom in place



10—Keel form set up and braced ready for keel



14—Drilling for rivets through center-board trunk and bed



11—Marking stem contour with a punch on the oak pieces

Part II—Building Snipe in pictures. A complete series showing every stage of construction. To be continued next month

Photos by Rosenfeld