

# News of Snipe—THE RUDDER Restricted Class

THE Snipe class point scoring system as outlined on these pages in the June, 1932, issue is beginning to be heard from. To be eligible a boat must have completed five races in which at least five boats have taken part. The results of the Bayside Yacht Club boats are not complete, but are as close as possible with the existing records. The Texas boats and several of the Long Island Sound boats have not qualified by having finished the required number of five races in which there have been five competitors and in the second table you will note the total races in the last column.

Silver Spray, owned by J. M. Martin of Dallas, Texas, leads in the total fleet but since this boat has only completed four races she is not in the eligible list as shown in the first table. The boat actually leading at this writing is number 114, of which there is no record of a name. This boat is one of the fleet owned by the Indian Harbor Yacht Club. These boats, sailed by youngsters, have done remarkably well so far this season. The list of eligible boats follows in their proper order:

Pos. No.	Avg. Points	Name	Owner
1	114	351	Indian Harbor Y. C., Connecticut
2	111	349 $\frac{3}{8}$	Indian Harbor Y. C., Connecticut
3	113	338-2/11	J. W. Dayton, Bayside, L. I.
4	113	334 $\frac{1}{2}$	Indian Harbor Y. C., Connecticut
5	11	327 $\frac{1}{2}$	G. J. Podeyn, Bayside, L. I.
6	18	309 $\frac{7}{8}$	H. V. Spurr, Bayside, L. I.
7	14	304-7/16	Puffy Doodle
8	16	304	W. H. Johns, Bayside, L. I.
9	3	299-4/7	Snipe
10	81	276-5/7	Spray
11	12	255-2/7	Salty
12	17	251-8/15	We

The total point standing of all boats where races have been recorded, regardless of whether or not the qualifying number of five races have been run, are as follows:

Pos. No.	Avg. Points	Name	Owner	Total Races	
1	23	380 $\frac{3}{8}$	Silver Spray	J. M. Martin, Texas	4
2	114	351	Indian Harbor Y. C., Connecticut	7	
3	111	349 $\frac{3}{8}$	Indian Harbor Y. C., Connecticut	8	
4	113	338-2/11	Skylark	J. W. Dayton, Long Island	11
5	138	336	Mary Vee	L. B. Jones, Texas	4
6	113	334 $\frac{1}{2}$	Indian Harbor Y. C., Connecticut	8	
7	11	327 $\frac{1}{2}$	Winsome	G. J. Podeyn, Long Island	14
8	75	324	Ruth	C. M. Woodman, Texas	1
9	9	316 $\frac{1}{2}$	Evangeline	J. M. Totten, Texas	4
10	18	309 $\frac{7}{8}$	Curlew	H. V. Spurr, Long Island	8
11	14	304-7/16	Puffy Doodle	W. A. Winterbottom, Long Island	16
12	16	304	Tweet	W. H. Johns, Long Island	15
13	3	299-4/7	Snipe	W. F. Crosby, N. Y. C.	7
14	137	299 $\frac{1}{4}$	Star Dust	J. C. Terry, Texas	4
15	81	276-5/7	Spray	F. W. Campbell, Long Island	7
16	110	274 $\frac{1}{2}$	Indian Harbor Y. C., Connecticut	2	
17	6	272 $\frac{1}{2}$	Pole Star	E. B. Montgomery, Texas	4
18	112	272 $\frac{1}{2}$	Indian Harbor Y. C., Connecticut	2	
19	12	255-2/7	Salty	T. S. Clark, Long Island	14
20	17	251-8/15	We	F. A. Tinkelpaugh, Long Island	15
21	38	248 $\frac{1}{4}$	Albatross	H. O. VonWedel, New York	4
22	132	205 $\frac{1}{4}$	Indian Harbor Y. C., Connecticut	3	
23	128	204-2/3	Indian Harbor Y. C., Connecticut	4	
24	69	196	Indian Harbor Y. C., Connecticut	1	
25	127	169	Indian Harbor Y. C., Connecticut	1	
26	15	121	Canope	O. E. Braitmayer, Long Island	2
27	151	0	Marca Neith	H. B. Houston, Texas	1

The first group of boats shows the actual point standing of boats that have qualified by being in five or more races, while the second table shows the total standings for all boats regardless of the number of races. In the last column of the last table you will see the number of races that the various boats have taken part in and strangely enough, the lowest scores all show boats that have not been in the five races as yet. As proof of the pudding it will be seen that there is not a single tie in the whole fleet. Numbers 6 and 112 both have 272 $\frac{1}{2}$  points but number 6 gets the best of it because she has been in four races against the other boat's two races.

The fleets involved in this score are the Dallas Sailing Club of Dallas, Texas; the Indian Harbor Yacht Club, Greenwich, Connecticut; Bayside Yacht Club of Bayside, Long Island, and other miscellaneous boats on Long Island Sound that have been racing in various regattas. Each week, as regattas are held, the point scores change. For instance, one boat stood at the head of the list one week and on the following Monday it was found that she had dropped back to fifteenth position. The point scoring system was printed in THE RUDDER for June, 1932, and it is hoped that other fleets of Snipe class boats will keep such

records and send them in at least once a month for comparison and for tabulation.

With this as a starter, we ought to hear from the New England fleets and the Central and Southern California Snipes as all three of these localities have a sufficient number of boats to enable them to have some splendid races. The Southern Yacht Club at New Orleans is more or less prostrated by the heat, but before long the fleet of at least five Snipes will be in full swing.

Incidentally, another fleet has been started to give some international competition. Two boats have recently been built in the same town in Belgium and probably before this gets into print there will be three more and races for the point scores will be taking place.

Nothing has been heard from the British fleet but we expect that races are being held frequently. With between fifteen and twenty boats all in one yacht club there should be a splendid opportunity for some real competition.

Remember, all you need is a fleet of five boats to take part in five races and the scores then become eligible for national and international championships.

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For the benefit of those who are not familiar with Snipe we might advise that this is a 15 foot 6 inch Marconi rigged knockabout, vee-bottom type, the plans of which appeared in THE RUDDER for July, 1931. Since then, demand has exhausted all available copies of this issue and the complete building plans have been brought out in booklet form at \$1.50. Around 300 of these boats have been built.

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Boats, when complete, should be registered. This will cost nothing and a racing number will be given. Register your Snipe class boat now (if built exactly to the plans) by writing to W. F. Crosby, 9 Murray Street, New York, New York, giving name of owner, his address, name of boat and hailing port. Racing numbers will be assigned and the boat registered on the official roster. There is no charge for this.

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Snipes have been racing on Long Island Sound this summer under all kinds of conditions. During Larchmont Race Week, six boats, one day, raced through a terrific thunder squall during which time the wind hit some high velocities. At the Riverside Yacht Club regatta, seven Snipes raced around a long course in the open Sound in a heavy northwester that actually snapped the mast of a much larger boat. Another Snipe was sailed across to Catalina Island from the mainland, 35 miles of the open sea, in 6 hours. There seems to be little question of their seaworthiness.

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On August 6 the Bayside Yacht Club of Bayside, Long Island, played host for a series of open Snipe class races held in Little Neck Bay. In the morning a junior race was held with Puffy Doodle, sailed by Roy Winterbottom, the winner. The first senior race was started at two in the afternoon and twelve of the class crossed the line. H. V. Spurr's Curlew was the winner. The second race for seniors was started at three fifteen and Dorothy Dayton, sailing Skylark II, was the winner. Thirteen Snipes started in the second senior race.

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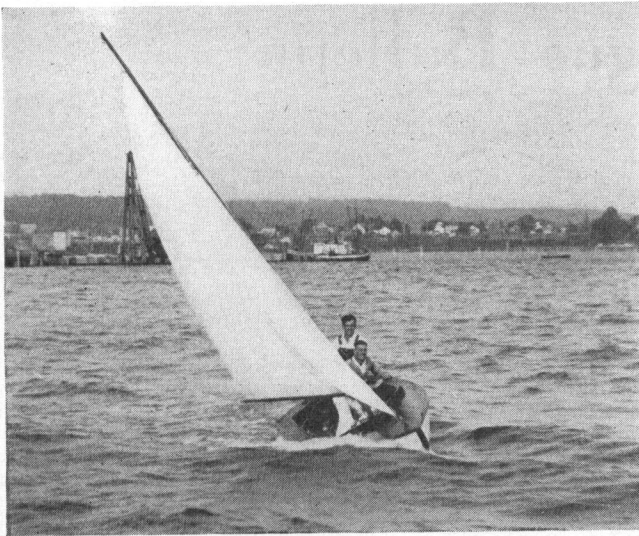
Informal Snipe races were held at Orleans, Massachusetts, on August 6 with Bobolink, Number 64, owned by Truman Henson, the winner. The fleet was of insufficient size to make them eligible for point scoring, but more of the class are expected to be present on other race days.

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Miss Barbara Chisholm added to her winnings on August 6 by cleaning up the other four boats of the Indian Harbor Yacht Club on Long Island Sound. Her boat, Gamecock, Number 111, has blue sails and a deck to match and is one of the fastest of existing Snipe class boats. Miss Chisholm is a keen sailor and doesn't miss a single thing—as competitors have found to their sorrow.

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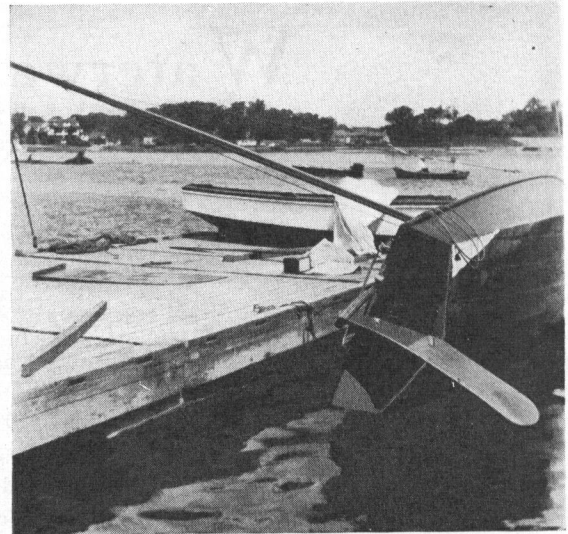
Seven Snipe class boats took part in the Long Island Sound regatta held by the Riverside Yacht Club, Riverside, Connecticut, with F. W. Campbell's red-sailed Silver Spray, Number 81, winning by a handsome margin. A heavy northwest wind and a course that took the little boats far off shore, once more tested the seaworthiness of the boats. The only casualty was a broken rudder on one of the boats.



*Snipe No. 70 Skippy, owned by Philip S. Cook of Blaine, Washington*

Rule changes for next year are under consideration and provide, among other things, that not more than two suits of sails a season shall be permissible. Also that boats cannot be hauled out more than once a month and then for a period not in excess of twenty-four hours unless for a major repair. Poles cannot be used for holding out jibs when running before the wind and no ballast is to be carried by any of the class. Two persons must be aboard in all races, a skipper and one in crew.

A most important change will be in respect to measurement certificates. All boats before taking part in open or invitation races for point scores must have a measurement certificate. This will prevent changes which have taken place to some extent by inexperienced builders who try to "improve" on the design.



*Showing Snipe "hove down" to clean and paint bottom*

Competent measurers will be appointed in different localities who will issue such certificates to boats that have been found eligible. It may be necessary to charge a small fee for this work.

In cases where there is a dead heat of two or more boats in a given race, the points for the positions shall be added together and equally divided among the boats. Steps will also be taken to check up on boats that have been registered and then not heard from again and where no boat exists or where the number is not used, the number will be withdrawn and taken off the records. These rules will, of course, not be in effect until 1933.

No changes in the boats will be made and there will be no added expense involved. The entire success of the class is dependent upon its reasonable cost and this will not be altered in any way.

## Norman L. Skene

WITH the death of Norman L. Skene, who was drowned off Marblehead some weeks ago, America has lost one of its foremost yacht designers.

He made his home in Winchester, Massachusetts, and was a member of the well known Boston firm of naval architects, Paine, Belknap & Skene, with offices at 11 Beacon Street.

Norman Locke Skene was a graduate of the Massachusetts Institute of Technology in Cambridge where he specialized in marine engineering and naval architecture.

Besides being an enthusiastic yachtsman he was interested in aviation and was for several years connected with the Burgess Aeroplane Company. He was the author of the popular book, *The Elements of Yacht Design*, which is universally regarded as a standard textbook on this subject.

Mr. Skene was noted for the handsome, speedy and distinctive yachts which he designed and especially for the express cruisers that he originated and in the development of which type of craft he was one of the pioneers.

He was with the firm of Burgess, Swasey & Paine and later was associated with L. Francis Herreshoff in Marblehead. More recently he had been a partner in the firm of Paine, Belknap & Skene and while in this office he collaborated in the designing of the class J sloop *Yankee*; the auxiliary schooner yacht *Joan*; the famous racing fishing schooner *Gertrude L. Thebaud*, of Gloucester; and in the plans of two 8 meter boats.

He had served as commodore of the Winchester Boat Club on the Mystic Lakes and was a prominent member of the Boston Model Yacht Club. He had a summer home at Chatham on Cape Cod.



*Norman Locke Skene*

He designed and built a 13 foot canoe named *The Fox* which was noted for its lightness and speed. He had gone out from Marblehead in a small Kayak or Eskimo type of canoe when he met his death. He is survived by his wife, two daughters and a son.