3258

THE INTERNATIONAL SNIPE CLASS

THE WORLD'S LARGEST RACING CLASS

Snipe Class International Racing Association

INCORPORATED

BIRNEY MILLS
Executive Secretary
and Treasurer
Phone 535-7062

635 Weber Avenue
AKRON, OHIO 44303
U. S. A.

SCIRA

July 30, 1965

Dear Mr. Marshall:

Thank you for your check for $2.00. I have entered your subscription to the BULLETIN for one year.

It is interesting to hear about your recovery of #3258 and I hope that eventually you will have a good boat. It was built by Roger L. Gintling of Sparrows Point, Maryland and was measured in May, 1939, as a member of Fleet #21. At that time, it had a daggerboard and weighed 462 pounds when dry. I suggest that you do everything possible to cut down on the weight. It shouldn't be too hard to take off 20 or 30 pounds when you rebuild the boat. It was last registered to John Byers of Wash., D.C.

I inclose the specification sheets used for that number. As long as there is no dry rot, there is no reason why you cannot come up with a good competitive hull. I will be glad to hear of your progress.

Very truly yours,

Birney Mills

Birney Mills

BM:ib

May 19, 1966

Mr. Birney Mills
SCIRA Inc.
Akron, Ohio

Dear Mr. Mills:

It has been a long time since I received your letter dated July 30, 1965 relative to my recovery of #3258. However, I am working outside on this hull and my time is restricted to good weather. Over the winter months I was able to fashion a new stem indoors and wit thatin place progress is now accelerated. Joined local fleet #60 and was advised this we to send you $2.00 transfer fee for #3258. The other $1.25 of my enclosed check is for th blue-prints of a Snipe trailer as advertised in the Bulletin.

Thanks to the information in your last letter I was able to contact Mr. Gintling, the builder of this boat, and you can imagine what an interesting phone call that turned out to be. A naval architect, this was the last of four Snipes he built and surprisingly enough he rembmbers a lot of minor details about it. Wants to come have a look when ~~XX~~ ready
I have her once again for the races.

If you need any more info to transfer this number please let me know.

Very truly yours

John W. Marshall Jr.
5918 Wilmett Rd.
Bethesda, Md. 20034

P.S. Unless it is an inconvenience to you, would you please send me the names of all the other registrants of this boat and advise if she has won any major races. Mr. Byers, the last registrant, says he understands that 3258 won the International in Switzerland in either 1946 or 1947, but we know who won that one, don't we!

JM

301-889-7204

Built by Roger L. Gintling - Sparrows Pt. Md
Measured in 1939
Named "Rainbow"
Cost $165.00 complete
Brought to this area by Les Knight joined 275.00 pool for two.
Last registered to John Ryan. Springfield, Va. 451-1885
who sold it in 1948
Last used as rented boat on West Sailing Shoreline
- name of "Jigger II"

3258

This Form to be Used on All Snipes Measured after January 1, 1939 and on All Snipes Regardless of When Built that Take Part in any Inter-Fleet Races

SNIPE CLASS
INTERNATIONAL RACING ASSOCIATION

1. *Measurers must make out and fill in every blank space provided on this sheet. Each dimension shown must be verified by the measurer and if the dimension is not either the maximum or minimum or between the two the measurer must NOT issue a measurement certificate.*

2. Official measurements of boat No. 3258
(registration number)
(If boat is not registered and if the numbers are not on the sail and carved into the keel in letters at least 1" high, the boat cannot be measured nor can a certificate be issued.)

3. Owner's full name and address
ROGER L. GINTLING
(please print)
BOX 211, ROUTE 10
SPARROWS POINT, MD.

4. *Note, if this boat is sold, the owner must notify the class secretary, W. F. Crosby, 9 Murray St., New York, N. Y., U. S. A., giving name and address of new owner. The original owner should endorse the measurement certificate over to the new owner and return his S.C.I.R.A. membership card to the class secretary who will make out a new card and send it to the new owner. The original owner should also turn over his S.C.I.R.A. Rules Book to the new owner.*

5. Name and charter number of the fleet in which this boat is to compete.
SPARROWS POINT #21

GENERAL RESTRICTIONS

6. Boats to be eligible to race in this class must be built to conform in every way to the data on this sheet and must be built from plans as published by The Rudder Publishing Company, 9 Murray Street, New York, N. Y., U. S. A. No other plans shall be considered official. Boats that do not meet all these requirements shall be ineligible to receive a measurement certificate, but they must retain their identifying numbers. They cannot take part in any open or closed regattas whatsoever. Owners of such boats shall have no status whatsoever in S.C.I.R.A. The measurer must notify the class secretary of any boats that cannot pass these requirements, giving the boat number and name and address of both builder and owner.

7. **Options. Nothing is optional in these plans, specifications or restrictions unless definitely stated as such.**

8. **Boats must be measured by officially appointed or elected fleet measurers. No certificate shall be acceptable unless signed by such a measurer.**

9. Each of the following to be checked by measurer. Where there is a difference, the dimensions that are different must be included on this sheet by the measurer.

HULL MATERIALS

Molded depth of frames.....(2¼").....✓
Thickness of frames.....(¾").....✓
Size of intermediate frames.....(1"x1" or equal).....✓
(If none are used, so state).....
Thickness of gussets at chine.....(¾").....✓
Dimensions of chine pieces.....(¾"x1½").....✓
Dimensions of clamps.....(¾"x1½").....✓
Thickness of side planking.....(¾").....✓
Thickness of bottom planking.....(¾").....✓
Thickness of transom.....(¾").....✓
Thickness of deck.....(½").....✓
Dimensions of transom cheek pieces.....(¾"x2¼").....✓
Thickness of stern knee.....(¾").....✓
Width and thickness of keel batten.....(¾"x5").....✓
Width and thickness of keel.....(¾"x4").....✓
Dimensions of deck beams.....(¾"x2").....✓
Dimensions of floor timbers.....(¾"x2").....✓

10. Planking. Must be at least ¾" thick throughout the sides and bottom of the hull. If the chine has been rounded off the radius of such round shall not exceed ¾". Seam battens optional. Double planking may be used but the total thickness must be ¾". Canvas or other filler between layers shall not be considered as part of this dimension.

11. Plywoods. No patented woods, veneers, plywoods or other patented compositions permitted *anywhere* in the construction of hull, deck or spars or at any point whatsoever.

12. Hull structure. The entire hull must be built like the plans and specifications and 1939 restrictions. Kind of wood used is optional but the 450 pound minimum weight limit must be observed. The materials specified in plans are best suited. Decks may be bright finish or canvas covered. The boat must have chine pieces, clamps, frames, deck beams, gussets, knees, etc., as specified in the plans.

13. Fastenings. Any type permitted. Must be metal.

14. Skeg. No skeg shall be used.

15. No tapered timbers, frames, etc., permitted. Frames and keel must be oak or equivalent in toughness.

16. The dimensions as given above are *minimum* for all sizes. They are the sizes specified in plans.

17. Keel must be at least 4" wide on flat under surface from stern to frame 2. It must be at least 3" wide at frame 1. ✓

18. Holes cut in any part of frame structure for lightening hull are forbidden.

DECK

19. Forward deck. This must extend the full width of the boat to a point at least one foot aft of center of mast. Vee-type spray boards at least 2" high must be on this deck. They must be at least 2' long, each. Maximum crown of deck not to exceed 5".

20. Cockpit. The cockpit as designated in plans is recommended (2'x6'). Boats having cockpits more than 36" in width cannot receive a measurement certificate.

21. How many deck beams used? 16
(16 minimum including side deck beams)

22. Is deck canvas-covered or natural finish? Nat. (optional)

COCKPIT

23. Total length of cockpit 58
Total width of cockpit 24
General shape (Rectangular) (Oval)

CENTER-BOARD

24. Type used on this boat:
Dagger ✓
Pivoted

25. Check dimensions with sketch. No other shapes permitted. The slot in any trunk shall not be more than 1½" longer than the width of board. Ground or sharpened boards of any type not permitted. Edges may be slightly rounded. See sketch for further data on boards and trunks.

26. A dagger board cannot be used in the slot of a pivoted center-board.

RUDDER

27. See that rudder is substantially made and properly doweled. See that tiller is strong and suitably attached directly to rudder head.

28. State material from which rudder is made...Spruce...
29. Thickness above waterline.....1/8.....(¾" minimum)
31. The length from underside of tiller to bottom of rudder, measured diagonally across, should be 3'2½" (allowance 1" plus or minus).
Give dimensions taken here.....3'-2½"...
32. The width of blade below waterline must be not less than 10" at any point. This measurement is taken across rudder at approximately right angles to its leading edge.
34. Metal rudder blades and folding or pivoted rudders are prohibited. Tillers must be direct connected and all above the aft deck. Rudder must at all times be submerged as shown in plans. Vertical adjustments or changes in angle not permitted.

MAST MEASUREMENTS

36. Maximum allowable length of mast from top of mast (not counting wind indicators) to top of sheer molding shall not exceed 20'-3".
37. The minimum allowable length from sheer molding shall not be under 18'-10".
Mast of this boat is.....20'-1"..... in length.
38. Mast may be stepped on deck provided height above sheer is same. Rotating or pivoted masts of any type prohibited.
39. The mast must be at least 1½" athwartships at top. Check .....
40. The mast must be at least 2" athwartships and 3" fore and aft at deck. If mast is round (not streamlined) the dimension at deck must be not less than 2¼" in diameter. Give dimension of this mast .....2 1/16 X 3 1/8.....
41. Give shape of mast. Square....Round.....Pear shaped.....
42. Is mast hollow or solid?...Hollow...In hollow masts the walls must be at least ⅜" thick.
43. Measure height of jib stay above deck..14'-5½ Correct dimension is 14'-6". Allowance 4 inches plus or 4 inches minus.
44. No spreader of any kind used anywhere in the rigging of this boat shall exceed 14" in length.
45. Pin for sheave must be at least 2" down from top of mast. Check .....
46. Height to top of boom off deck..(Minimum allowable is 12")
47. If sliding gooseneck is used, give minimum and maximum heights above deck. Minimum...15....Maximum...33....
48. Length of boom 8'-2½ Correct dimensions is 8'-7" 1" plus or minus. Measured from aft side of mast.
49. The maximum depth of boom no matter what type shall not exceed 4" at any point. Check.....The boom shall not be in excess of 3" wide at any point. If a plank boom is used it must be at least ¾" thick throughout. If slotted boom is used it shall not exceed 4" in depth including the wood forming the slot. Round booms must have a minimum diameter of 2".
50. Boom and mast may be slotted to take sail bolt rope provided dimensions are met. State below whether they are slotted or not SLOTTED. No restrictions on whisker pole length or their location.
51. No devices or rigging shall be used to artificially bend mast or boom.
52. If a permanent backstay is used note here.....No.....
53. Shroud anchorages should not be more than 4" in from the edge of deck, not counting sheer molding. They must not be adjustable and must be on deck. Check.....
54. All boats must have a regulation jib stay and two side shrouds as per plans and restrictions, but additional stays and spreaders may be used if desired.
55. Side shrouds and jib stay must be as shown in plans (within allowable variations). All other rigging optional. So-called streamlined rigging not permitted. Running rigging optional. Double jib stays not permitted. Mast rakers not permitted. If, in the opinion of the measurer, the rig shall be considered unsound, weak or unseaworthy, the measurer may withhold a measurement certificate. *Changes must not be made after the certificate is issued, unless the owner has the measurer recheck the rig.*

SAILS

56. The dimensions for sails as given are for maximum measurements. New sails should have an allowance of at least ½" for every foot of hoist for stretch. Sails over dimensions on any side are not allowable. (Note: Sails having wire luff ropes may be within 1" of the maximum dimension when new. This applies to the luff only.)

57.

		Allowance Over	Allowance Under
Mainsail			
Foot	7'-9" (8'-3")	None	No limit
Luff	15'-9½ (16'-7")	None	No limit
Leach	17'-1½ (17'-4")	2"	No limit
Jib			
Foot	6'-1½" (6'-4")	1" (note)	No limit
Luff	12'-0" (12'-3")	None	No limit
Leach	11'-2½ (11'-6")	None	No limit

Note: Some Genoas stretch after short use and if foot is 1" or less over the maximum dimensions, such sails may be passed provided other dimensions are within the limits. All sails should be stretched to 3 lbs. pull on all three corners when measurement is taking place. Stretching one edge at a time is not accurate.

58. Battens in mailsail.
Top batten .....18"..... (18")
Center batten .....27"..... (27")
Lower batten .....24"..... (24")
Battens may be shorter but no longer.
59. Any means of artificially changing the shape or length of the foot, leach or luff of either jib or mainsail is prohibited.
60. No other battens or means of artificially stiffening the leach of either sail shall be used.
61. No sails made of silk, Cordura, rayon or other similar materials permitted.
62. No battens permitted in Genoa jib. Small working jib no longer recognized or permitted in any races. Measurers not to measure this sail. Spinnakers not permitted.
63. The headboard in mainsail shall not exceed 6" at its greatest width. No headboards permitted in Genoa jib.
64. Give name and address of maker of sails.....
..RATSEY & LAPTHORN...N.Y.....
65. Give weight of cloth used as nearly possible....4....ounces.
Note: Disregard roach. Measurements are to be taken to centers of grommets or holes in headboard. Measured sails must be marked with indelible ink or a rubber stamp by the measurer. Sails must have the class insignia and proper racing numbers before the boat can receive a certificate of measurement. The racing number of the boat must be carved or burned clearly into the inside of the keel batten directly abaft the centerboard trunk before the certificate of measurement can be issued. Such numbers to be at least 1" high. Check.....
66. Genoa jibs must have all snap hooks properly attached to stay when racing. May be sheeted inside or outside shrouds. Loose-footing any mainsail prohibited. No battens whatever allowed in jib.
67. Price of sails. No suit of sails comprising mainsail and Genoa jib together with battens for mainsail, class insignia and racing numbers shall exceed $55.00 in price when new. This price shall not include the price of a sail bag which is optional.
68. Racing numbers shall be at least 10" in height and on both sides of the mainsail. The class insignia must also be on both sides of the mainsail.
69. Number of sails. Not more than two suits of sails shall be purchased for any boat within a period of one year, i.e., from April 1 to March 31. Measurers may modify this rule on proof of destruction of other sails. Measurers must mark and date all sails before they may be used in any race, the marking to be placed at the tack of the sail. All boats in races must carry their own sails with the proper numbers attached thereto. In races where boats are borrowed, a borrower must use his own regular racing sails.

WEIGHT LIMIT

70. There shall be a minimum weight of 450 pounds avoirdupois. The measurer shall, if there is any question whatever on the weight of the boat, require the owner to furnish a weight certificate signed by at least two witnesses and the owner as well as the owner of the scales, that the boat complete weighs more than 450 pounds. A boat that weighs less shall not be issued a certificate under any conditions and ballast cannot be added to make up the difference.
71. A professional builder who builds a stock Snipe class boat must, if called upon, issue a weight certificate with his boat, said weight not to include any trailer, truck, packing cases, crates or cradles, or weights other than the hull, rigging spars, and rudder.
72. THE BOAT MUST WEIGH AT LEAST 450 POUNDS WHEN READY TO RACE. BOATS THAT DO NOT COME UP TO THIS WEIGHT MUST BE REBUILT TO CONFORM.
73. The measurer must in this space put in details of the weight of this boat and unless he is thoroughly convinced that the weight is in excess of 450 pounds, he shall not issue this certificate.

74. The weight of this boat as outlined above is 462 lbs. This figure was arrived at by the following means:

BY ACTUAL WEIGHING BOAT WHEN DRY

75. If this boat has a weight certificate, this must be attached to the measurement sheet sent to the class secretary. A duplicate weight certificate may be retained by the owner.

76. A recognized professional boat builder who has built at least six Snipes regularly offered for sale to the general public and advertised as such, may issue his own weight certificate to an owner. This certificate may be accepted by a measurer and S.C.I.R.A. Should such a boat be found to weigh less than 450 pounds, all subsequent certificates from such a builder shall not be considered by either the measurer or S.C.I.R.A.

MISCELLANEOUS

77. See that boat has at least two life preservers or buoyant cushions.
Check ✓ See that a suitable paddle or oar is carried.
Check ✓ See that suitable bailing equipment is used.
Check ✓ No ballast to be carried.

78. Haulouts. Each fleet shall make its own rules as to how often a racing Snipe may be hauled out during a season. Such rule to be passed only with the approval of the majority of the fleet members.

79. All boats in racing trim must carry an anchor and at least 20 feet of manila cable. Anchor shall weigh not more than 20 pounds. There must be *at all times—regardless of whether a boat is racing or not*—at least two life preservers or buoyant cushions aboard the boat.

80. No boat regularly enrolled in the Association can have a total cost in excess of $350.00 including one suit of sails, all rigging, spars, hull and accessories. This price shall be based upon what it would cost to duplicate the boat by an average professional builder.

81. Appraisal of boats. If there is a protest lodged by a competitor in any race regarding the value of a competing boat or the sails of a competing boat, the Fleet Captain shall appoint an appraisal committee consisting of not more than three persons whom the Fleet Captain regards as being competent to make such appraisal. This committee shall examine the boat or sails or both and shall base its opinion as closely as possible on what it would cost to duplicate the sails, hull or both. This opinion shall be made in writing, signed by all members of the committee and submitted to the Fleet Captain and the class secretary. The opinion shall be final and if the boat is found to be above the limits set forth in Sections 13 or 18 the boat in question shall lose its certificate of measurement and not be permitted to race again. If the question arises on the price of sails only and these are found to be above the price limit, such sails shall be clearly marked in indelible ink and the racing numbers and class insignia removed. The class secretary shall be notified in all cases of any findings of an appraisal committee.

82. Jurisdiction and duties of measurers. Measurers elected or appointed by local fleets shall have full jurisdiction over all boats measured or unmeasured. Measurers shall use this sheet as a guide to their duties. Upon request by an owner, a measurer shall, at his earliest convenience, pass upon the boat by filling out this sheet completely. Measurers shall not pass boats, which in their opinion contain expensive refinements or such departures from the plans and restrictions as shall infringe the letter and/or spirit of these rules.

83. Championship race measurements. Boats taking part in any championship race or point score race, must on request submit a made out measurement sheet such as this together with membership card for the current year. In competition for the International Championship, the first three boats to finish in highest order *must* be completely checked over, using this sheet as a basis. The fleet holding such championship race, must appoint a committee of not less than three experienced men, one of whom is the fleet measurer, to see that this is carried out.

84. In cases where a boat is found to be ineligible to receive a measurement certificate the measurer must notify the owner, the fleet captain and the class secretary. The identifying numbers shall, however, be retained by the boat. If the measurer is thought to be at fault, the owner may report to his fleet captain who, in turn, will make a full report to the class secretary. The secretary shall, in turn, make report to the International Rules Committee, whose decision, based on a majority vote, shall be final. There can be no further appeal. Until such vote is announced, the boat in question cannot participate in any way in any open or closed regattas.

85. Advertising matter on boats. There shall be no advertising matter whatever on the outside of any boat or sails. Any boat infringing this ruling shall be subject to loss of measurement certificate. Measurers shall not issue a certificate to any such boat.

86. Changes after certification. If any owner makes any changes whatsoever in the hull, rig or sails or any part of his boat after a certificate of measurement has been issued, such certificate shall be void until such time as this measurement certificate has been countersigned again by the measurer signifying that he has re-examined the boat.

The following to be made out in full and signed by the measurer:

87. Give name and address of builder of boat
ROGER L. GINTHING, SPARROWS POINT, MD

88. Give price of boat complete with sails, rigging, etc. $200

89. I hereby certify that I am the official measurer of the SPARROWS POINT Divisional Fleet, Charter No. 21
I certify and affirm that I have carefully measured this boat No. 3238 to the best of my ability and that all the measurements written herein or checked by me were found to be exactly as indicated. I am ready and willing to swear to this before any accredited notary public.

Francis W. Wright
(Measurer's signature)

May 2, 1959
(Date)

90. Note: Every boat in the class shall be subject to the measurements outlined herein. Upon approval by the measurer an owner may receive from him a duplicate certificate similar to this. The original certificate must be mailed at once to the class secretary, William F. Crosby, 9 Murray Street, New York, N. Y., U. S. A., together with $1.00 for the member's dues. The measurer must under no circumstances issue the duplicate certificate unless the owner has paid his dues.

ADDITIONAL COPIES OF THIS BLANK ARE AVAILABLE TO INTERESTED PARTIES AND MAY BE HAD UPON REQUEST FROM THE CLASS SECRETARY.

INSTRUCTIONS FOR MEASURING

91. In addition to the measurements and restrictions imposed by this sheet, the boat itself must also be measured as follows: The boat to be hauled out and placed on an even, flat floor as indicated in the drawing. This floor shall be flat enough to act as a base line.

92. Starting at the bow (stem head) measure back 31 inches to the first frame. Locate this as accurately as possible on the outside of the hull near the keel.

93. Locate frame 5 by measuring back from station 1. It should be 10 feet 4 inches in back of frame 1 or 12 feet 11 from stem head. Stem head is the point where the top of the sheer molding meets the forward face of the stem.

94. With frames 1 and 5 accurately located, put blocking under the boat so that station 1 is exactly 6⅜" off the floor or base line to the bottom face of the keel. Station 5 should be 4½" from the base line to the bottom of the keel.

95. The boat should be securely blocked in that position, level across so that the height to chine is the same on both sides. Now follow the profile drawing and check every dimension shown.

96. Check the rudder, mast, boom and center-board.

97. Check the sizes of materials. If in serious doubt a measurer should get the owner's permission to bore a few holes in the bottom or sides of a boat to determine the thickness of planking, such holes to be plugged by the owner.

98. EVERY DIMENSION MUST BE CHECKED. If there is variation outside or inside the limits, the boat is ineligible for a certificate.

99. MEASURING WIDTHS:

Measure widths on deck by placing ruler across the deck from inside of sheer molding to inside of sheer molding at each station space. All frames should be spaced 2 feet 7 inches apart. There are five such frames to measure, plus

the transom. Note: The device used for measuring the chine widths may be inverted and used for deck widths.

100. In measuring the beam at chine use the device shown in the drawing. This comprises a solid, straight piece of timber at least 5 feet long marked off in inches and fractions (a rule may be used). One end has a fixed upright absolutely square to the base piece. The other piece is movable and beam reading may be taken direct from the base piece. A level should be used and an assistant to hold the other end. The movable piece should be made wide enough in the base so that it sits rigidly on the base piece and so that there is no side play. The same instrument may be used for taking beam measurements on deck, if used inverted.

101. Mast height dimension. This is given from the sheer molding for accuracy. A measurement to centerline of deck may have some error due to different deck crowns.

NOTE: THIS FORM OF MEASUREMENT SUPERSEDES ALL PREVIOUS METHODS OF MEASUREMENT AND MUST BE MADE OUT IN FULL.

A copy of this made out in full and properly signed, must be sent to W. F. Crosby, 9 Murray St., New York, N. Y., U. S. A.