

The Jib Sheet

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NEWS FOR SMALL-BOAT SKIPPERS

25

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JOHN T. HAYWARD WINS MIDWINTER SNIPE CHAMPIONSHIP AGAIN !

**Last Year's Champion Repeats
1946 Win. Jack Wirt of
Miami Is Second with
Don Cochran Third**

"Down Wind John" Hayward of Tulsa's Sequoyah Yacht Club has won the Midwinter Championship at Clearwater Yacht Club for the second time in succession. This is the first time it has ever been won by the same skipper twice with the exception of 1935 and 1936 when Henry Thompson of Miami won it in the old Barbara. Hayward had two firsts and a fourth which gave him enough points to get the coveted trophy.

The first race was held on Friday, March 14th and 27 Snipes out of the 30 odd entries were on hand when the gun fired. The course was triangular, twice around for a total distance of 9 miles. The race was held in the open Gulf of Mexico off Clearwater Beach and in a fresh northwester with intermittent rain squalls just to help things along. Jack Wirt of Miami in Bad News took the lead soon after the start but was shortly headed by the local skipper, Don Cochran in Blue Nose. As they approached the first marker, it was seen that Don was not going to be quite able to lay it and was forced to take one more short tack which put Jack Wirt back in the lead again. After rounding, Jack was still in the lead, closely pressed by John Hayward with Ted Wells of Wichita, Kansas, third and Billy Wicker of Corpus Christi in fourth place. At the second mark it was Wirt, Hayward and Don Cochran. Hayward was pressing Jack all the time and in the middle of the second lap Don dropped back into fourth position when Vic Carson of Lake Chautauqua moved up into third. As might be expected, on the down windleg, Hayward in Tart passed Jack Wirt and was never headed again.

Saturday's race had to be called off because of rain and high winds, never-



THE WINNER—JOHN T. HAYWARD

theless everybody enjoyed themselves due to the fact that the Clearwater Yacht Club, having such good shed facilities, practically all the boats were under cover and the Snipers spent the day examining the gadgets, feeling the finish and discussing the short-comings of each others boats. The scene in the shed resembled a fair sized boat show.

The second and third races were run off on Sunday, March 16th, one race in the morning and the final race in the afternoon. Again the event was held in the Gulf and this time there was never any doubt as John Hayward took the lead soon after the start and was never headed. Jack Wirt ran second for a time, but was overhauled by Don Cochran and at the finish Jack was in fourth place with Vic Larson in third. Just before the start of

this race, something happened to Ted Well's boat and his mast snapped off just above the deck. Young, 11 year old Tommy Lundquist of Lake Chautauqua capsized at the finish of this race.

In the third and final race, again in the Gulf, R. L. Luckett of Corpus Christi was in the lead at the first mark but was hard pressed by Jack Wirt and Don Cochran. Luckett dropped back a place and Jack Wirt took the lead at the second marker. At the start of the second lap, Jack still held the lead and Luckett dropped back farther with Vic Larson in second place and Don third place. Don got by Larson somehow or other not far from the finish and at the end of the race it was Wirt, Cochran, Larson, Hayward and Luckett in that order. Twenty-seven boats finished this last race of the series.

The presentation of awards was made at Clearwater Club house on Sunday evening, approximately 200 skippers, crews and guests being present for the festivities. The Association Midwinter Cup went to John Hayward and Jack

**FINAL SNIPE SCORES
FOR 1946 IN MAY
ISSUE—DON'T MISS IT**

Wirt of Miami won the Hayes Trophy for the Florida boat with the highest number of points. Prizes were also awarded to the first, second and third skippers in each race and prizes were also awarded to crew members of the winning boats. Tommy Lundquist of Lake Chautauqua was given a trophy for the youngest skipper present and Don Clouston of Newfoundland was awarded with a trophy for the skipper coming from the greatest distance. Raymond C. Stevens of Orlando was given a prize for having the handsomest Snipe present. Toastmaster at the dinner was Past-commodore Taver Bayly and Fleet Captain Guy Roberts gave a short address. Snipe Association Commodore Don Simonds of Winchester spoke of the splendid handling of the regatta and put in a plug for Jib Sheet and the necessity for every Snipe skipper to be a subscriber. Bob Beauchamp made the award of trophies.

Some of the boats in a hurry to get back home started to load immediately after the banquet. It appeared that the racing spirit still persisted among the skippers. Commodore Roberts was called at 3 A. M. and told that an impromptu race with the trailer carried Snipes had been held across the causeway, local traffic cops providing the race committee. E. W. Williams, Kansas City was at the station being awarded 1st prize consisting of a nicely engraved ticket and minus \$15.00 from Commodore Desk Sergeant.

SCORES

BOAT FROM	NO. BOAT	SKIPPER	CREW	1ST RACE PLACE POINTS	2ND RACE PLACE POINTS	3RD RACE PLACE POINTS	FINALS.
TAMPA	1777	SIMPLE SIMON	BRUCE BIRWELL	27 196	23 324	DNF 289	24 809
ORLANDO	2336	AGNES II	RAY STEVENS	7 1156	18 529	9 1024	10 2709
MIAMI	3984	BAD NEWS	JACK WIRT	2 1521	5 1296	1 1600	2 4417
MIAMI	999	SONNY BOY	JOHN MONTANARI	9 1024	9 1024	11 900	9 2948
MIAMI	2838	WHO CARES	OSCAR NELSON	15 676	12 841	DNF 289	17 1806
LAKEWOOD, N.Y.	7060	RONOCO	POW LUNDQUIST	23 324	20 441	DNS 0	25 765
JAMESTOWN, N.Y.	3518	SHADY TOG	ED GARFIELD	6 1225	7 1156	7 1156	5 3537
JAMESTOWN, N.Y.	3735	FROLIC II	JOEL JOHNSON	16 625	22 361	19 484	17 1470
JAMESTOWN, N.Y.	5525	SLALOM IX	VIC LARSON	3 1444	3 1444	3 1444	4 4332
JAMESTOWN, N.Y.	5529	TELL-TALE II	BAROLD GRIFFITH	14 729	10 961	15 676	12 2366
CHATTANOGA, TENN.	4432	KAGIGI	OWEN DUFFY	21 400	16 625	17 576	18 1601
CHATTANOGA, TENN.	5203	GENIE	TIM COLE	25 256	24 289	DNS 0	26 524
CHARLESTON, S.C.	2676	NO NAME II	JACK LESEMAN	18 529	13 784	16 625	16 1938
CHARLESTON, S.C.	6106	TALLY-BO	SMIL SODKE	11 900	15 676	12 841	11 2417
CORPUS CHRISTIE, TEX.	5637	JERRY L.	R.C. LUCKEY	12 841	4 1369	5 1296	6 3506
CORPUS CHRISTIE, TEX.	2556	DUCKY	BILL WICKER	5 1296	5 1225	10 961	7 3482
WICHITA, KAN.	4225	GOOD NEWS	YEO WELLS	8 1089	DNS 0	6 1225	13 2514
TULSA, OKLA.	4584	TART	J.T. HAYWARD	1 1600	1 1600	4 1369	1 4569
KANSAS CITY, MO.	5933	MARIE ELLYN	E.W. WILLIAMS	19 484	14 729	13 784	15 1997
EAST HAMPTON, L.I.	6156	OLA	IKE HALSEY	10 961	8 1089	8 1089	8 3139
NEW-FOUNDLAND	5672	OLIVE MOORE	D.M. CLOUSTON	17 576	19 484	DNF 289	21 1349
ORLANDO, FLA.	5715	TWILITE	GEO. CHISMAN	20 441	17 576	20 441	20 1458
C Y C	2790	BLUE NYSE II	BOB COCHRAN	4 1369	2 1521	2 1521	3 4411
C Y C	1506	SANDY	CLIFF MORGAN	24 289	21 400	21 400	23 1089
C Y C	3163	BEA	JACK MURRAY	13 784	11 900	18 529	14 2213
C Y C	2033	CURLEW	FRANCIS SEAVEY	22 361	DNS 0	14 729	22 1090
TAMPA	3159	VIKI	PAUL GAME, JR.	26 225	DNF 289	DNS 0	27 514

BARGIN' TH' LINE by TH' OLD WINDJAMMER HELP or HELP! HELP!

'Tis the season of refitting,
It takes the patience of a saint,
To fight off all the women,
That vow they love to paint.
Comes the time to take off varnish,
The smell just makes them faint,
But there's not one in a million,
That doesn't l-o-o-ve to paint.
Though they say they can't sand paper,
In a fashion cute and quaint
They always add the statement,
"But I just l-o-o-o-ve to paint."
Though they know the standards rigid
And the job they do, just ain't
They still insist, with smile so bright,
I really l-o-o-o-o-ve to paint
It takes a strong man to withstand 'em,
And if you must give in,
Remember your a gentleman,
Don't say ":-?xx" % # (&-)\$" (unquote)

"Sandy" Ots

Scores for Mid-winter Snipe Championships

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SHORT NEWS ITEMS OF SNIPE FLEETS

All Correspondence, Fleet Reports, Snipe Dues Payments, Etc., Should be Addressed to: William F. Crosby, 522 Stellar Ave., Polham 65, N. Y.

Snipe Class Nationals To Be Held July 14th To 18th at Marblehead By DON SIMONDS, Commodore S.C.I.R.A.

In order to give you a little preview of what the Nationals will be like this year, it is planned to run the series in two divisions if there are over thirty boats, the second division to follow the first division after a ten minute interval. There will be three qualifying races for the final championship series, two on Monday, July 14th, and one on Tuesday morning, July 15th. The top half of the boats in each division will qualify for the National Championship series. This will also be a series of three races, two on Wednesday, July 16th, and one on Thursday, July 17th. This leaves Friday, the 18th, open in case of Weather postponement.

We are planning, as our Regatta banquet, a Clam Bake with all the trimmings to be held on Friday, July 18th.

Those boats which do not qualify for the National Championships may enter a consolation series that will be sailed at the same time as the championship series with the ten minute interval in starting, and just in case any of the participants have not had enough sailing by the end of the week, they will be invited to participate in a two day regatta, Saturday and Sunday, July 19th and 20th, on our lake at the Winchester Boat Club.

There will be tune up races Friday and Saturday, July 12th and 13th, over the regular Marblehead courses.

I think clubs should stress an early start this season for those fleets who plan to send a representative to the National Championships. This Regatta will start on July 14th, and in as much as most every Fleet Leader would require some time for travel and some time to recondition his boat, it is felt that the Fleet Leader should be chosen at the end of racing in June. In our own club, we had a fleet meeting not long ago and concluded, that the boat to represent our fleet would be that boat which had the high point score after racing on June 29th, and of course, filling the other qualifications such as having been in five races, etc.

Our first piece of mail will go out to Fleet Captains either the end of this week or the first of next week, which will be followed by two other mailings appropriately timed, with application blanks.

Registered Snipes 6242

SNIPE RACING DATES FOR 1947

(Send in the dates of your important regatta and have them printed with these others.)

May 31-June 1—Fort Worth Boat Club, Inter-club Snipe Regatta.

June 12-15—Buccaneer Days Regatta, Corpus Christie, Texas.

June 14-15—Los Angeles Yacht Club-Spring Invitation-All Classes.

June 21-22—Wichita (Kansas) Sailing Club, Open Snipe Regatta.

June 24—Missouri Yacht Club, Invitation Regatta.

July 4, 5, 6—Dallas Sailing Club, Southwestern Snipe Championships.

July 19-20—Times Trophy Rack, Small Boat Regatta, Los Angeles Yacht Club.

Aug. 9-10—Lake Chautauqua Yacht Club, New York State Snipe Championships.

Aug. 12-13—Snipe Championship of Lake Ontario, Brody Trophy.*

Aug. 12-13—Snipe Championship, Lake Erie, Retzhaupt Trophy.*

Aug. 13-14—Snipe 5 boat Team Championship for Mayer Trophy.*

Aug. 14-15—Snipe 2 boat Team Championship for Weed Trophy.*

August 15-16-17—Race Week, Newport, Cal.

Aug. 16-17—Snipe North Atlantic Coast Championships for Lake Mohawk Trophy.*

Aug. 26-29—Snipe International Championships for Commodore Isaacks Trophy, Geneva, Switzerland.

August 31—Harrison Trophy Race (Long Distance) Milford, Conn.

Sept. 13-14—Fall Invitational-All Classes, Los Angeles Yacht Club, Cal.

*These races comprise Snipe Race Week and will be held at Newport, (N.Y.) Yacht Club.

* * *

Henry B. Meier of 412 Church Street, Wilmington, N. C., says that the new fleet there is well on the way to organization and will have at least 5 Snipes and possibly 10. Anyone owning a Snipe in that area should get in touch.

* * *

The Armdale Yacht Club in Nova Scotia is planning to hold a Canadian National Championship probably on August 14 to 19. It is believed that the Canadian winner will be sent to Switzerland at Canadian government expense—at least that's what they are arranging. There are about 30 Snipes in this Yacht club.

Lake Wawasee (Indiana) reports to its Fleet Captain, Frank Levinson that it is getting four new Emmons Snipes for the summer season. These boats will all be owned by "hot" skippers; Bob Nichens, John Call, Ed Stephenson and Buzz Levinson. An invitation regatta will be held some time late in July, dates to be announced later on.

* * *

Ray Kaufman, 109 Sherman Ave., New York, 34, N. Y., has taken over the Fleet Captaincy of the City Island Fleet due to the illness of "Doc" Meyer.

* * *

Lake Worth Sailing Club at Fort Worth, Texas, is getting out a club bulletin called "Sniper" which goes to members to keep them informed of club and fleet doings. It's a good idea and every fleet should follow suit as it certainly makes interest.

* * *

No. 1 Fleet at Dallas reports, through its Fleet Captain, Bruce Jamieson, that at least 6 more Snipes will swell the 1947 fleet on White Rock Lake. Bruce also reports that the Southwestern Championship Regatta will be held on July 4, 5, 6 and in addition to the Commodore Hub E. Isaacks Trophy the Dallas Times-Herald Southwestern Snipe Team Race Perpetual Trophy will also be raced for. Last year Wichita walked off with it, but the boys in Dallas vow revenge in 1947. Information on entries may be secured from Bruce Jamieson, 2212 Live Oak Street, Dallas, 1, Texas.

* * *

William Piper has been elected 1947 Fleet Captain of the Missouri Yacht Club Fleet at Lee's Summit. Byron Simpkins is still Secretary-Treasurer and Fred Herschberger is the Measurer.

* * *

Mile High Boat Association at Denver reports that it now has eleven registered and measured Snipes and expects to have at least five more before the season gets underway.

* * *

Fort Worth Boat Club plans to hold its annual Inter-club Regatta on May 31st and June 1st. This will be a sanctioned regatta and will be open to all owners of measured and paid up Snipes. According to the dope, the Fort Worth Boat Club has fond hopes but some misgivings regarding the Snipe regatta committee which will be composed of Dr. Hub Isaacks and Perry Bass. Visiting "firemen" will receive a warm welcome and will generally have a hot time. So bring your helmet.

SNIPE NOTES FROM OVERSEAS FLEETS

Louis M. Favre, of Geneva, Switzerland, writes in that due to illness of Fred Rochat he now has the duties of the Snipe Secretaryship General for Europe, the Swiss National Secretaryship, Fleet Captain of the Geneva Fleet and General Secretary for the International Championships for 1947. He says; "It is much work and one must really love the Snipe to undertake so many tasks." He says, further, that the first five boats for the Internationals are now entirely completed and Mr. H. Minner, who measured them finds them absolutely according to the plans and restrictions. These five bear the numbers 6110 to 6114.

Marcel de Baudoin, National Secretary for France has requested 60 numbers for new Snipes now building in that country.

A sailmaker in Switzerland has recently completed 32 suits of Snipe sails for Belgium.

The nautical magazine "De Waterkampioen" of Holland is now publishing monthly articles on Snipe racing to stimulate racing activity in that country.

Hungary; "When the Germans were obliged to leave this country, they destroyed all yachts. Mr. Etienne Jankovich, Secretary of the Hungarian Federation of Yachting, having been at the annual meeting of the International Yachting Union stated that they intended to recommend a class of small one design boats. Mr. Rene Odier, President of the Swiss Union of Yachting recommended Snipes. For my part, I immediately wrote to Mr. Anton Markus, President of the Hungarian Yachting Federation in Budapest and gave him all the necessary information. He has just answered that my arguments have favorably impressed the Hungarian Federation and that it will doubtless decide to construct Snipes immediately. If this fleet can be created rapidly enough, it will mean another country represented at the Internationals in August." (The quotation is from a letter from Mr. Favre.)

According to latest information from Italy, Natale Galleppini will retain his pre-war job of National Secretary for

that country. He knows the organization well and has given splendid service in the past.

Roumania has taken out 12 racing numbers for new Snipes.

Plans are on foot to hold a big Snipe regatta at Halifax, Nova Scotia, immediately following the U. S. National Championships at Marblehead. It is hoped that many Snipe skippers will take their boats to Boston or New York and put them on the regular ships plying between those ports and Halifax. Thus, even if you may not be the lucky individual selected to go to Switzerland, you can still get in some "international" competition by going to Halifax. No passports are needed but you will require proof of American citizenship. More on this will be printed later on.

**NEXT MONTH—
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A SENSATION**

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LIGHTNING CLASS ASSOCIATION NEWS

Address all correspondence to Lightning Class Association, Bank of South Haven Bldg., South Haven, Mich.

By BILL STUBBINS

The Lake Michigan District Regatta will be held at South Haven, Mich., on July 11th to 13th. The Atlantic Coast Championship races will be held at Nyack, New York, on the Hudson River, on August 2nd and 3rd. An open regatta for Lightnings will be sponsored by the Little Egg Harbor Yacht Club of Beach Haven, New Jersey, on August 16th and 17th. The Lightning Class International Regatta will be held at the Toledo Yacht Club, Toledo, Ohio, on September 4th to 7th.

Fred W. L. Petsch of Port Isabel, Texas, George M. Nelson of Westfield, N. J., and LaVerne G. Dorsey of Decatur, Illinois, have been appointed Official Measurers of the Lightning Class Association by Arthur Burtscher, Chief Measurer.

It is reported that there is a new fleet in the making at Stonington, Conn.

The Sodus Bay Yacht Club on Lake Ontario, N. Y., will be host to the Lake Yacht Racing Association in July and there will be numerous Lightning Fleets represented at that time.

Charter for Lightning Fleet No. 120 has been granted to Laurentian International Fleet located on the St. Lawrence River between Ogdensburg and Morris-town, N. Y. Howard C. Mooney is Fleet Captain and Merritt E. Randles is secretary. This fleet has nine Lightnings. Owners of six Lightnings comprise the charter members of Fleet No. 121 known as the Merrimac River Fleet located on the Merrimac River at Newburyport, Mass. Edward P. Todd is Fleet Secretary. Mamaroneck Lightning Fleet with three boats has been granted charter No. 122. This fleet sails in Long Island Sound and Miss Su Goyné is secretary.

The Long Island Sound Lightning Squadron held its annual dinner meeting at the New York Yacht Club on Tuesday evening, March 25th. Twenty-eight delegates representing eight fleets in the Squadron were present. Richard Carr of Larchmont, Commander of the Squadron, Amyas Ames of Cold Spring Harbor, Vice Commander, and LeRoy Amy of Larchmont, Secretary, presided. Several interesting Lightning events to take place during the 1947 sailing season were planned at this meeting. Russell Nall, Secretary of the Yacht Racing Association of Long Island Sound, was present. Amyas Ames was elected Commander, LeRoy Amy was elected Vice Commander and Bill Potts was elected Secretary for the coming year.

By RUSSELL E. COLLINS

The Little Neck Bay Fleet No. 55 Lightning Class Assn. Douglaston Yacht Squadron Invitation Yacht Race—Lightnings—Western Long Island Sound.

The Third Annual Lightning Invitation Race will be held July 12th, 1947, in Little Neck Bay, New York.

Fleets from the neighboring Yacht Clubs will come down to the Bay and compete for prizes offered.

The Fleet Cup will again be put up, and the Riverside Fleet now has two legs on same, and one more will give them possession of the Cup.

Some of the skippers will assemble at the breakwater off the Larchmont Club, about noon, Friday, July 11th, 1947, and will race into Little Neck Bay, and the Junior Yacht Squadron of the Douglas-

ton Club has arranged a dance and entertainment, for their guests.

The following morning, the balance of the skippers will arrive in time for a buffet lunch, receive their instructions, and then get their boats on the starting line for the big race.

With the increase in the number of Lightnings and Fleets, it is expected that a large number of starters will be on the line for the start, and might be the largest of the one design invitation races.

Most of the skippers have already expressed a desire for a little more wind to work with, than was had last year.

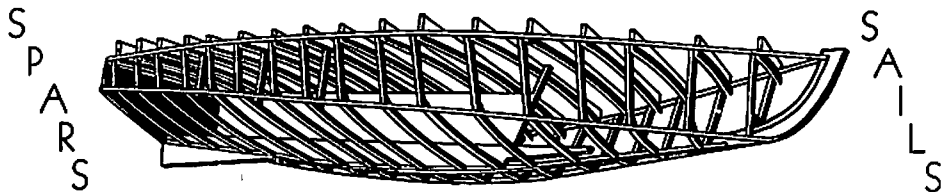
Special circulars announcing the details of the race will be mailed to each of the fleets in time for all arrangements to be made.

Russell E. Collins, Sectry,

Fleet 55 Lightning Class Assn.,
Douglaston Yacht Squadron,
Douglaston, N. Y.

Skaneateles Boats, Inc. has ordered 275 sets of Lightning plans and has been assigned numbers 2681 to 2955, inclusive.

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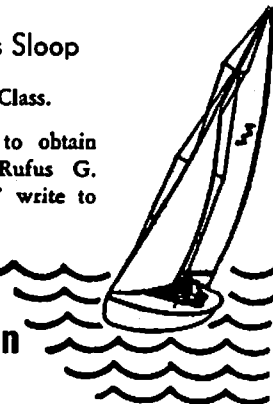
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Lightning Class Association

W. D. HICKIN, Exec. Secy.
SOUTH HAVEN, MICH.



SPRING AND YOUR BOAT

By Wm. F. Crosby

A few warm, windy days in spring can do more to open up the seams of your boat and spoil its finish than the entire winter has been able to accomplish. During the winter it has stayed damp and is probably in pretty good shape, but the warm sun plus plenty of dry wind will do the trick in a very few days. Be sure to keep your boat well covered and get a coat or two of paint on the bottom well rubbed down between coats. Do not put water inside as it might freeze at night and this may loosen up fastenings and planking and make leaks that will be hard to stop next summer. When you once start work on getting the "old bucket" into commission, stick to it and try to get it

done before she dries out too much. It is possible to completely sand and paint the outside, including the deck and varnish work in one week end—from early Saturday morning until late Sunday afternoon. You can even get several coats of quick drying anti-fouling on the bottom, rubbing down the wood with wet and dry sandpaper between coats. The inside may also be cleaned out, and painted if you have everything and really go at it. Trouble is that so many guys working on this sort of job, stand around and gab and drink beer when they should be swinging a paint brush. Of course, a lot of the jobs could have been done last winter. The floor boards could have been taken home and painted and the mast and boom could have been scraped and varnished also—

right in your own warm basement. If you have not done this, take care of the boat first and get it overboard or at least some place where it will not dry out any more, then work on the mast and boom later on. In many localities boats are kept in the water all summer long and these are the ones that really take it on the chin and they therefore require much more work to put them in condition and keep them that way.

For digs and gouges in planking or elsewhere, get yourself some "trowel cement" made by International Paint. Put it on with a putty knife and it will dry as hard as a rock and stick in the gouges. Sand off and paint over and you'll have a perfectly smooth job. The trowel cement will stay there all summer, too.

For Sale: Sodus Bay Robin Class No. 5—Good racing record—2 Suits Sails. \$400.00 complete.

CHARLES HALLAGAN
Newark, N. Y.
Phone Newark 519

For Sale: Snipe Class Racing Boat. Good condition—1 Suit Sails.

\$325

Carl Jenson
144 Birr St.
Rochester, N. Y.

For Sale: Bronze Pivot Board—Snipe Class

George Kircher
855 Culver Road
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For Sale: Snipe-Thompson Built. Excellent condition—\$350.

Joy Sails
Bruce Huston
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N.Y.

SOUTHWESTERN REGATTA

The Dallas Sailing Club, the White Rock Sailing Club, the Corinthian Sailing Club, and the Dallas Snipe Fleet No. 1 take pleasure in announcing the SOUTHWESTERN REGATTA, the oldest of all sectional racing events in the Snipe Association. It will be held on White Rock Lake at Dallas, with the first race beginning at 1 p. m., Friday July 4, and continuing through Sunday, July 6. It will be open to all snipes duly registered in the Snipe Class International Racing Association and all such snipes are invited.

A series of three races each will be held for the Commodore Hub Isaacks Southwestern Snipe Championship Perpetual Trophy, the Dallas Times Herald Southwestern Snipe Team Racing Championship Perpetual Trophy, the Eugene McDermott Southwestern Sea Gull Championship Perpetual Trophy and the Adolphus Bowl Southwestern Handicap Perpetual Trophy.



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How Ted Wells Breaks in his Sails

This photograph shows the rig that Ted Wells of Wichita, Kansas, has used to break in his Snipe sails. He says, in part; "The backyard mast arrangement was another case of necessity being the mother of invention. The wind blows so hard around here practically all the time, that it is almost impossible to get a new suit of sails properly broken in. The log, hung from the middle of the boom, keeps it from rising too high when a puff hits the sail. The end of the boom is tied to the two by fours on the ground by means of a rubber cord, 1/4" in diameter. This allows the boom to move quite a bit without changing the tension on the sail too much."



Two New Snipe Builders

Robinson Marine Construction Company of Benton Harbor, Mich., plan to go into production of Snipes shortly and Green & Marceca, 89-01 Rockaway Blvd., Ozone Park, 17, N. Y., are already building Snipes. Perhaps some day the supply will catch up with demand.

FOR SALE: "W.P.A."

Snipe No. 11 completely equipped with trailer and 3 suits of sails by: Kenry Watts, Larsen, and Ratsey.

WINNER:

- International Snipe Class Championship
- International High Point Championship
- National High Point Championship
- North Atlantic Coast Championship
- National Woman's Championship
- Larchmont Race Week
- New Jersey State Championship
- 112 Firsts out of 157 races

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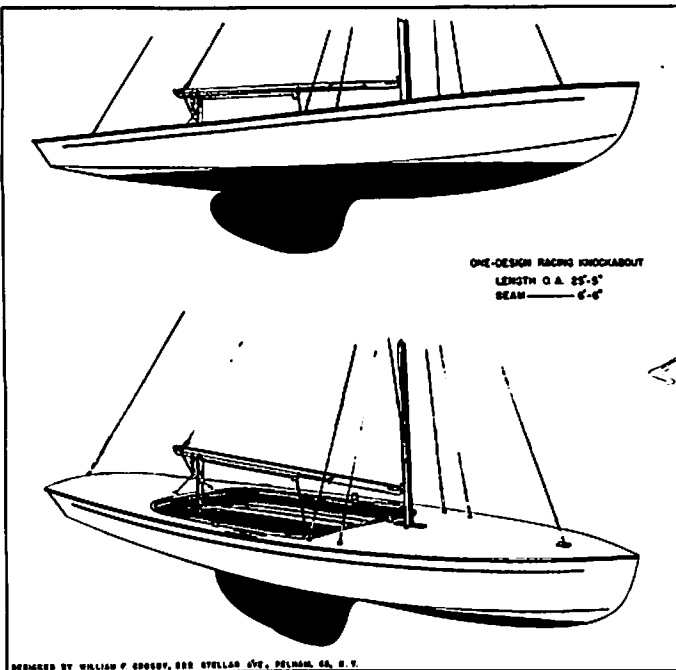
New Keel Racing Knockabout for Fort Worth Boat Club

Here are some drawings of a new keel, racing knockabout, ten of which will be built for the Fort Worth Boat Club. Designed by William F. Crosby, these boats will be used in place of the original Longhorn Class as designed about ten years ago. The old boats have been through the mill and have become badly dry-rotted but keels, rudders, masts, rigs and sails are all in good condition and these members will be transferred over to the new hulls.

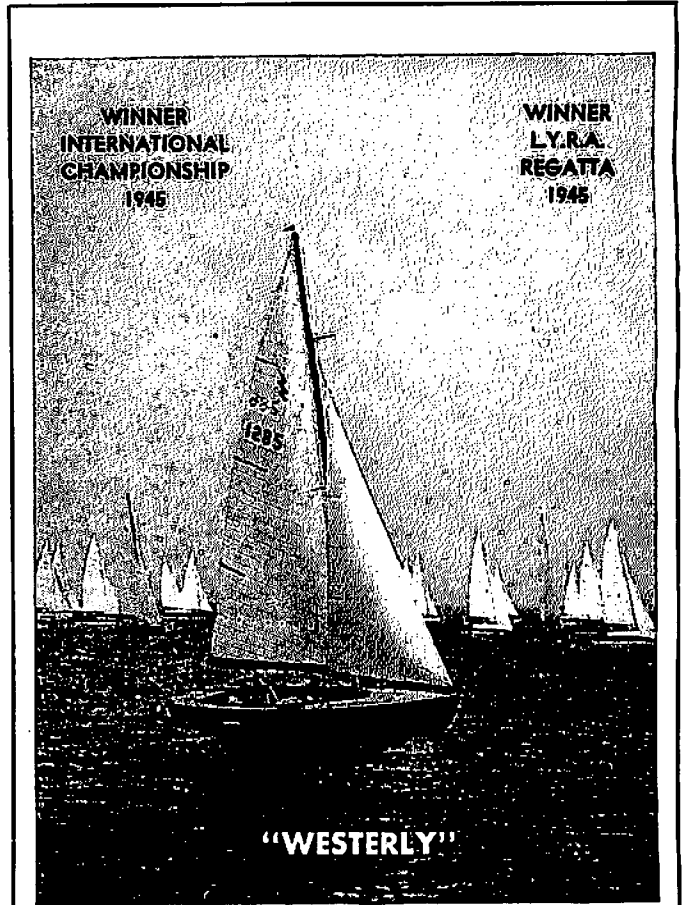
Where the original Longhorns were 20 feet over all, the new craft will be 25'-5" overall thus permitting the use of a permanent backstay and larger cockpit. Beam is 6'-6" and draft will be 3'-9". The mainsail has 135 square feet, the working jib 41 square feet and the genoa 61 square feet. A mast head spinnaker is also carried.

The hull is a vee-bottom using developed surfaces thus permitting the use of sheet waterproof plywood for planking. Plywood frames also will be used. The boats will be treated during building with wood preservatives to prevent a recurrence of dry rot. The normal crew of three will have plenty of room and if used for afternoon pleasure sailing at least eight persons may be seated.

These plans will be available to other builders and it is quite possible that the class may develop into national proportions.



DESIGNED BY WILLIAM F. CROSBY, 688 STELLAR AVE., DELMON, GA. U. S.



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