

The Jib Sheet

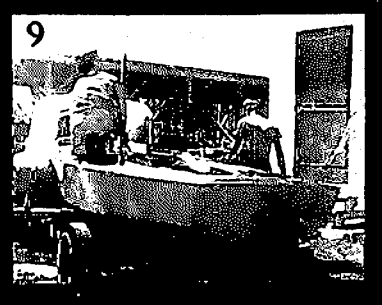
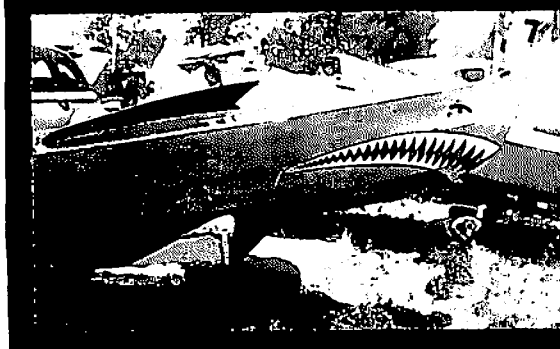
REG. U.S. PAT. OFF.

NEWS FOR SMALL-BOAT SKIPPERS

25¢

APRIL, 1948
VOL. 4 NO. 3

Editor-Wm. F. CROSBY • Published monthly by KELLY-READ & Co. INC. Rochester, N.Y. • Chet Miller ASSOCIATE EDITOR



TED WELLS WINS CLEARWATER REGATTA

On March 11 to 14, Clearwater, Florida, Yacht Club played host to the skippers and crews of eighteen Snipes from various parts of the country for the eleventh annual running of the "Mid-winter" Championships. Five races in all were held and all five were sailed in the usual strong breezes with the exception of the last race when conditions were perfect. The first four races were held on the inside course off Dunedin and the last race in the open Gulf of Mexico off Clearwater Beach.

As usual, Clearwater Yacht Club and its officers and members extended every possible courtesy to the visitors and the race committee, headed by A. F. Kisby had its hands full practically from beginning to end.

The first race, off Dunedin, was sailed in a zephyr that went a little beyond the 25 mile speed limit at times and, in fact, there was some discussion as to whether or not the race would be held. However, it eventually got started and the boats were off for two laps around the triangular course for a total distance of about six miles. At the first mark, the fleet had strung out considerably after the beat to windward and it was not long after this when Ted Kamensky of the host club took the lead and held it all the way. In fact he seemed to pull away from the others with the exception of Jack Wirt of Miami, who hung on to finish second. Don Cochran with his famous Bluenose was third. The ultimate winner, Ted Wells came in eighth. During the race, Chet Miller of Rochester and Arthur Harrison of Clearwater capsized their boats. Allyn Stevens of the Orlando fleet didn't make the start in time.

The second race was sailed on the morning of the next day once more in weather that was on the boisterous side. This was a windward-leeward course for a total of six miles and Jack Wirt walked away with things in his Tiger. Johnny Montanari of Miami, was second and Don Cochran was third. Wells made a fourth place and the winner of the first race,

Ted Kamensky dropped back to twelfth for some unexplained reason. The whole fleet sailed into the basin at Dunedin for lunch which had been brought from Clearwater Yacht Club and during the course of this, the committee announced that with the wind what it was, they thought it better to call it half a day and not run a second race as scheduled. The entire flotilla then sailed back to the Clearwater Yacht Club.

That left two days of racing with three races to go. Everyone had fingers crossed.

So, the next day morning and afternoon races were scheduled, the first one to be triangular and the second windward-leeward.

In the third race, at the start, things got a bit out of hand and it was quite apparent that a great many of the skippers present had never heard of the "anti-barging" rule which is now a part of the official racing rules (Part II, Par. G). More than half the fleet were up above the starboard tack end of the line and it was plain to see that these skippers planned to run in and down the line, hardening up and crossing the line with the gun. This, according to the new rules, may be done, if such skippers do not interfere with other skippers who happen to be sailing on a course consistent to get them to the first marker. But in this case there were several skippers that were doing just that thing, close hauled, hard on the wind beating for the line to cross with full way on on the course they would normally make to the first turning mark which was dead to windward. The barging boats were on broad reaches, intending to come up on their proper courses on the starting line when the gun fired. It was apparent that there would be a collision as the boats on their true courses didn't give way as expected (they don't have to give a windward boat room under these conditions) and there were so many boats coming down on the reach that the ones nearest the true course boats couldn't do anything about it, the boats to windward of them jamming in between them and the marker and the true course boats coming up to cross the line properly. And then it happened as expected, a jumble of spars, sails, cursing skippers and crews and bumping hulls. Some boats had holes punched in their sides.

At once Ted Wells raised his "protest flag," a bailing bucket, and the race was on. None of the boats dropped out and Jack Wirt in Tiger took the lead and held it for the entire distance. Ted Wells

was second, Guy Roberts, third and Don Cochran was fourth. Then, the official protests started and back at the club, after the running of the fourth race, pencil and paper were much in demand. But let's see what happened in the fourth race, another windward-leeward affair which was run off after lunch, again at Dunedin Boat Club. In this race, Jack Wirt was again the winner, Ted Wells was second and Johnny Montanari of Miami was third. Again one of the hot shot Clearwater boats dropped way back, Don Cochran coming in thirteenth. The winner of the first race, Ted Kamensky came in ninth. This double affair ended the chances of the Clearwater boats.

Back at the yacht club, the Race Committee held its protest hearings and as a result of the protests made in the third race, disqualified Jack Wirt, and Johnny Montanari of Miami and also Guy Roberts of Clearwater. This upset the standings all down the line as all three of these boats had been up top all the way. Then the arguments began and you'd think their lives depended on it. The skippers finally prevailed on the committee to rerun the race if they could get the signatures of all the competing skippers on such a request. As a result, only ten of the eighteen would sign and the committee refused to rerun the third race. Someone called a skippers' meeting that same night and arguments ran long and wordy, but the Committee went home to bed and the disqualifications stood.

The final race, on Sunday, was under almost ideal conditions in the open Gulf off the club. Johnny Montanari found that he had to be back in school at Miami on Monday morning and pulled out without entering this race at all. Guy Roberts in his famous Snipe, Mouse, also found business elsewhere, but the race went on anyway around a triangular course. This time Don Cochran evidently had made some changes in his boat and he came out to lead the entire fleet around the course and to win, but his thirteenth, the day before, made it a meaningless win although he deserves all the credit for sailing a well-nigh perfect race. The real scrap developed between Ted Wells and Jack Wirt and it was nip and tuck for the entire distance until the final leg, the down hill run to the finish, when Wells pulled well ahead. Cochran was first in Bluenose, Ted Wells, second and Jack Wirt, third. Chet Miller made a fourth in that race, having improved his position in every race.

SHOTS FROM MID-WINTER CHAMPIONSHIP

- 1—Ted Wells—The Champ.
- 2—Bill Crosby and Don Cochran talk it over.
- 3—Ted Kamensky gets her rigged.
- 4—Barging Start.
- 5—Some of the boys having their picture "took".
- 6—Spectators (Wow).
- 7—Jack Wirt's "Tiger" from Miami.
- 8—More Spectators.
- 9—More Rigging.

SHORT NEWS ITEMS OF SNIPE FLEETS

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

A number of racing dates have been entered up for the coming season and in most cases official sanction has been given. Actually, according to the rules of the class, any regatta in which more than three fleets take part, *must* be sanctioned. This is required because (a) avoidance of conflicts in dates and (b) to assure Snipers who may bring their boats over a considerable distance that they will be given a fair break and that the rules of racing and starting will be observed. Official sanction or approval of a regatta means that contestants are assured in advance that everything will be on the "up and up."

The following regattas have been sanctioned for the coming season;

June 26-27, Midwestern Championships, Wichita, Kansas.

August 4-8, National Championships, Corpus Christi, Texas.

August 14-15, Lake Lotawana Invitational, Lee's Summit, Mo.

August 29th, Harrison Trophy Race (Long distance), Milford (Conn.) Yacht Club.

August 30-Sept. 5, World's Championship, Palma, Mallorca, Spain.

The following dates have been selected but sanction has not as yet been asked for and therefore official approval has not as yet been given;

July 17-18, Lake Wawasee, Indiana.

July 22-24, Southeastern Championships, Charleston, S. C.

July 31-Aug. 1, Eagle Lake, Mich.

August 6-7, Upper Great Lakes Champs., Gull Lake, Mich.

August 14-15, Diamond Lake, Mich.

It is more than likely that unsanctioned regattas will not be listed, if present plans go through. The Snipe class rule book in Section 14 of the By-Laws requires official approval for such races and every regatta of this type should be officially

recorded and approved. Last year, in one unsanctioned regatta, boats from half a dozen fleets took part. The unfair part of it was that some of the boats racing were unmeasured and there were even one or two boats racing that had not been numbered. The result was a "record" number of starters, if that means anything, and a fine mess and mix-up all the way through. The fleet holding this regatta almost had its charter revoked.

REGARDING THOSE SNIPE MOVIES

The demand for these films has been so great that a special "date book" has been started and if you want any of these for your fleet, better put in for them as early as possible, stating just what films are wanted. There has been a great deal of calling for almost immediate delivery, but when the films happen to be in an entirely different part of the country, these requests cannot be gratified.

* * * *

Jack Wirt, Commodore of the Miami Yacht Club, southern Florida Snipe Fleet Captain and District Secretary for the SCIRA, reports on his recent trip to Havana for a series of races with the Cuban Snipers. Space does not permit the entire story but the high points are that Russell Van Ness, Oscar Nelson, Buddy Enos and Jack left for Havana on December 19th at 8:30 am and were in the Cuban city by 10:00 am. They were met by George Bustamante, the Cuban Snipe champion and Commodore Rafael Posso of the Havana Yacht Club. After a three hour "lunch" at the yacht club, they went back to the airport arriving just as the cargo plane from Miami came in with the American Snipe on board. A truck was provided at once and the boat taken to the Miramar Yacht Club. The following morning the Cuban skippers

looked over the "Tiger" and decided that the U. S. boat would probably break its mast, turn over, sink and that we would wind up as a meal for the sharks. All except George Bustamante, who had sailed the same boat at Miami, were extremely skeptical of the boat and its rigging.

The first race was on Saturday afternoon and was sailed in a moderate breeze. We started equally with the rest of the fleet of about 15 boats, pulled ahead soon after the start and remained there for the rest of the race. Sunday morning the race started in light, fluky airs and we got a bad start, trailing along in fifth place on the first leg which was a reach. On the windward leg we were still fifth, finally tacking away from the fleet. Nobody bothered to cover us and we got a nice wind shift which put us safely ahead. We maintained a nice lead until about 100 yards from the finish when we were becalmed. The rest of the fleet almost caught us then, but we managed to slide across about 20 yards in the lead.

That afternoon, for the third race, I failed to see the 10 minute signal and when the 5 minute signal went up I thought it was the 10 minute. The starting signal, I thought was the 5 minute flag until I saw the whole fleet starting to sail away from me. We immediately took off after them, bore off to leeward and passed all the boats, catching the leader at the first buoy. By that time, they had one of their northwesterners which close the harbor and stop all sailing. It was getting pretty sloppy. We squeezed to windward of the leading boat at the mark and pulled ahead at once. We finished first with a safe lead.

Their boats are all identical. They have large decks and small cockpits but none of the modern gear that we are used to here. They were a swell bunch of sailors and did everything they could to help us. For the whole time we were in Havana

The summary of all five races follows:

Skipper and Fleet	1	2	3	4	5	Tot. pts.
T. A. Wells, Wichita, Kansas	8	4	1	2	2	7100
Don Cochran, Clearwater	3	3	2	13	1	6793
Jack Wirt, Miami	2	1	dis.	1	3	6649
Jack Lesemann, Charleston	5	6	5	5	6	6338
Ted Kamensky, Clearwater	1	12	4	9	7	5990
I. Y. Halsey, East Hamton, N. Y.	7	9	6	7	8	5650
Jack Pardee, L. Fenton, Mich.	11	7	3	11	11	5300
Guy Roberts, Clearwater	4	5	dis.	4	dns.	4518
Johnny Montanari, Miami	9	2	dis.	3	dns.	4473
Paul Game, Clearwater	14	10	9	17	9	4314
Martin Jones, Rochester, N. Y.	10	14	11	14	10	4280
Chet Miller, Rochester, N. Y.	dnf.	dns.	8	6	4	4259
Arthur Harrison, Clearwater	dnf.	13	14	16	5	4010
Frank Levinson, Wawasee, Ind.	13	dnf.	10	12	13	3946
E. E. Roberts, Charleston, S. C.	12	11	13	15	15	3877
Frank Hancock, Clearwater	6	8	15	dis.	14	3719
Allyn Stevens, Orlando, Fla.	dns.	dis.	7	8	12	3615
Art Stock, Detroit	dis.	dnf.	12	10	dns.	2907

As a further commentary on the new rules, it was apparent in the fourth race, after the mix-up at the start of the third race, that some of the skippers still didn't have any idea of what barging was, as a number of boats still did it in this race. From what happened in Clearwater, it would be highly advisable to have each fleet conduct a course on the new rules before the season starts.

we weren't allowed to spend any money on anything. They put us up at the Miramar Yacht Club, took us to breakfast, lunch and dinner and we couldn't even spend any money at the bar. They practice the southern hospitality that we talk about. I never had a better time at any Snipe races and I am looking forward to meeting them again as soon as possible.

* * * *

According to Bill Wicker of Corpus Christi; "Uncle John" Hayward called me from Tulsa the other day. He is coming to Corpus the last of March or early in April and is bringing his boat. To me, it sounds like he might mean business about the Nationals this year." (Ted Wells, take note).

* * * *

The Midwestern Snipe Championship Regatta will be held by the Wichita (Kansas) Sailing Club, June 26 and 27. Fleets eligible to enter will be sent notices by the sponsoring club.

Charles H. Turner of Schenectady, read the item about the problem of numbering Snipes when they get up over 10,000 and has suggested that the system used in numbering drawings at General Electric might not work out too badly. These num-

bers start with 1A1 and run to 1A99, then start at 1B1 and run through. Each time the hundred is reached, the next letter of the alphabet is used and with only four digits, the numbers may be run up to 9Y99 making a total of 19,602 possible numbers. The letters I, O, Q and Z are omitted to avoid confusion with numerals that might look like them. This system certainly seems to be the answer to the problem and when we get up that far, it will probably be used. Thanks, Mr. Turner.

* * * *

H. F. Guenin and Associates, Noroton Heights, Conn., is getting started in building knock-down kits for Snipes and will shortly announce prices and other data. According to the mail, this will fill a long felt want on the part of many amateur builders of Snipes as, through this form of construction, it will be possible to build a Snipe at a considerable saving in cost.

* * * *

Incidentally, the Snipe Association now owns all the rights and all plans for Snipe, arrangements having been completed to buy these from The Rudder Publishing Company. The necessary

money for the purchase was raised through voluntary contributions by the Board of Governors.

* * *

Through its live wire Fleet Captain, Jean Blanchard, the Western Long Island Fleet made arrangements recently with New Rochelle Public Library to put on a one week Snipe exhibit. This library has a large collection of nautical books and its customers keep these books busy most of the time and as a result it is one of the few libraries in the country that is really "boat-minded." The exhibit included scale models of Snipes, photographs of Snipes in action, some of the famous trophies, including the Long Island Sound Team Championship Trophy.

* * *

Larchmont Race Week, just in case you are interested, is scheduled for July 17 to 24. This series has long since stopped attracting distant Snipers. Six races on six days with only one prize for the final winner, didn't stack up too well with regattas of a far less "important" nature held in other parts of the country. Even most relatively small regattas elsewhere give first, second and third place prizes for each individual race as well as first, second and third place prizes for the over all winners.

Varalyay

BUILT SNIPE

Once again uphold their reputation as winners of major events.

TED WELLS

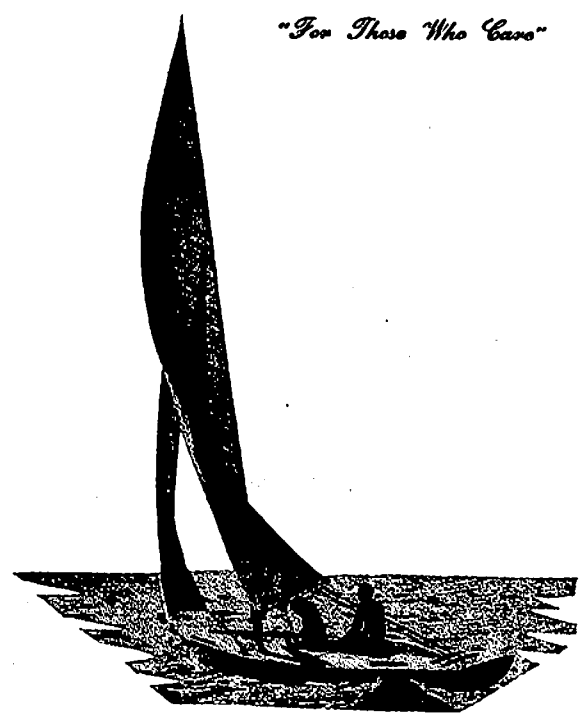
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Newest fleet to be chartered officially by the Snipe Association is "Milo Aquatic Club" at Yarmouth, Nova Scotia, Canada. This fleet received charter number 259 and comprises eight new Snipes that were built locally.

* * *

While on the subject of Canadian Snipe fleets the Armdale Yacht Club at Halifax is planning to hold the Dominion Championships on July 23-24. Chartered and active Canadian fleets should contact G. H. Bulley, 92 Edward St., Halifax, Nova Scotia.

* * *

Back in 1945, most of the old, pre-war Oklahoma City Snipe fleet was destroyed in a fire and as a result the fleet has not been active since that time. Now comes a letter from O. R. Sampson stating that he hopes to get the fleet back in action again this summer. Snipe owners in the area should get in touch with him. His address is Route 10, Box 296, Oklahoma City 7, Okla.

Another new fleet, charter number 257, is located at Galveston, Texas. Richard C. Rowe, 827 N. Boulevard, Galveston, Texas, is Secretary of the fleet and there are five boats to start with.

* * *

Bad news comes through from Tulsa, Oklahoma, where the Sequoyah Yacht Club has furnished many hot Snipe skippers including John T. Hayward, John Henry and others. The club was located on a city reservoir and this year the city is going to reconstruct this artificial lake with the result that there will be no sailing this year. The fleet, club and boats may be moved to Grand River for this season, but since this is 100 miles away, it is not expected to be as successful.

* * *

Charleston (South Carolina) Yacht Club Snipe fleet reports through its secretary E. E. Roberts, that the fleet will comprise at least 25 Snipes for the coming season. This is one of the most active fleets along the eastern seaboard.

Hoernke Boat Company of Milwaukee, is building Snipes for local use and reports that "all workmanship is of top quality and the materials the finest obtainable." Three new boats were recently assigned numbers and it begins to look as if a new fleet might be formed in the Milwaukee area.

* * *

John T. Hayward is engaged in considerable correspondence with at least three concerns that are either building or about to build aluminum slotted masts. Hayward is Chairman of the International Rules Committee and the subject is to find out what the vote of this committee will be on using such masts in Snipe. No definite steps have been taken as yet in the way of an answer but it is generally thought that the use of these masts may not be approved. So, don't go ahead and buy one just yet as you may find yourself unable to race with it. Incidentally, one of the firms considering making aluminum masts is the Fuller Brush Company.

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SNIFE ASSOCIATION BUYS ALL RIGHTS AND PLANS FROM RUDDER

At last the Snipe Association controls and owns all copyrights and plans to the Snipe class boat and henceforth, the plans will be available only from the Executive Secretary or from duly authorized agents. Prices of plans and booklets will be announced shortly and it is probable that the booklet will be dropped shortly in favor of blue prints showing the construction and with data on materials, etc. In the meantime, the booklets will be disposed of at \$2.00 apiece, air mail 20 cents extra. The present blue print will sell for the same price \$5.00 and the two together may be purchased for \$6.00.

EDDIE WILLIAMS OF LAKE LOTAWANA FLEET IN LEAD FOR HIGH POINT SCORE

E. W. Williams of Lake Lotawana Fleet of the Missouri Yacht Club is in the lead in the 1947 high point scores with a total of 1750 points for 15 races. John A. (Bud) Stillmun, Jr., of Money Island Fleet is running second with 1745 points for 17 races and Carl D. Zimmerman of Portage Lakes Yacht Club is third with 1735 points for 16 races. Donald R. Simonds is fourth with 1731 points for 17 races. He is a member of the Winchester Fleet. Others, in order are:

5th, A. A. Wild, Dallas Sailing Club, 1715 points for 16 races, 6th, L. Vanderfelde, Green Lake, 1705 points for 15 races, 7th, Felix Rozniecki, Norway, 1700 points for 10 races, 8th, Charles Lillin, Sea Cliff, 1695 points for 13 races, 9th, Roy Biebel, Jr., Oshkosh, 1687 points for 12 races, 10th, Riley T. Cass, Mile High Boat Club, 1676 points for 16 races.

These are the first ten boats out of several hundred entered and the entire list will be published at a later date. The scoring season officially closes on March 31st. All point scores should be in by that time.

DATES SET FOR BIG SNIFE REGATTAS

The Snipe Class National Championships are to be held on August 4 to 8 at Southwestern Yacht Club, Corpus Christi, Texas. The World's Championship series will be held at Palma on the Island of Mallorca in the Mediterranean Sea off Barcelona, Spain, starting August 30th and running through to September 4th.

Just so you will know what its all about, here are the facts regarding requirements, etc. For the U. S. National Championships entries will be open to one boat, skipper and crew for each five boats comprising an active, chartered fleet. All competing skippers must hold a membership card in the Snipe Association. If a fleet comprises five to nine active, measured and paid up boats, it may enter one boat and skipper. If the fleet has ten to fourteen active, measured and paid up boats, two skippers and boats may be entered. If the fleet has fifteen to nineteen active boats it may enter three skippers and so on up. Skippers must bring their own boats and sails. All boats competing will be measured and weighed. Sails will be measured. Each competing skipper must pay an entrance fee which must accompany his entry blank. This fee will probably be \$15.00 and the entire sum so raised will go to the winning skipper to defray his expenses to Spain. Each skipper must be certified by his fleet captain as to his eligibility and each will have to have taken part in at least five point score races during the current racing season.

RACING DATES FOR 1948

Be sure to let the Executive Secretary of the Snipe Class know what your important race dates are for 1948. This information is not only vital to the Association but also to your fleet in order to avoid conflicts in dates. Now that the two big dates are made public, fleets may go ahead and arrange their dates in accordance.

Letters to the Editor

Here is a letter that came in recently; "The Snipe Fleet of Portage Lakes Yacht Club, No. 110, read with interest the open letter from Billy Wicker in the Jib Sheet for October 1947.

"In that letter he states that, in his opinion, the crews should be given their just dues in the winning of a race. We, in Portage Lakes Yacht Club heartily agree with him.

"We, therefore, offer a revolving (perpetual) trophy, and its accompanying deed of gift, to be presented to the crew of the winning boat of the National Championship of the Snipe Association. This trophy to be presented at the same time as the Commodore Charles E. Heinzlering Trophy. The trophy shall be known as the Portage Lakes Yacht Club Snipe Trophy.

"We are glad to offer this in the interests of better and more enthusiastic Snipe sailing throughout the United States.

Sincerely yours,
RICHARD C. DAWSON,
P. L. Y. C. Snipe Fleet Captain."

* * *

Through Jib Sheet, the Association wishes to thank the Portage Lakes Yacht Club for its thoughtfulness in presenting this trophy which should go a long way toward getting better and harder working crews. We will now have a National Snipe Champion skipper and a National Snipe Champion crew. So far as we know, this is the first time this has ever been done in any racing class and it is decidedly a step in the right direction. Without a good crew, the best skipper in the world may turn out to be a total loss.

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Charter No. 257 has been issued to a new fleet at Galveston, Texas. This is to be known as the Galveston Snipe Fleet and Lloyd C. Roosevelt, P. O. Box 471, Texas City, Texas, is the fleet captain. Richard C. Rowe of Galveston is Secretary and William R. Gentry also of Galveston, is measurer. The headquarters of the fleet will be at Galveston Boat Club, Offat's Bayou, Galveston, Texas. The new fleet starts off with six boats all of which will be measured soon. The fleet plans to hold at least two regattas a month.

* * * *

We hope, by the time this gets into type, that the 1948 Snipe class rule book will be about ready for distribution. There have been several delays due to changes of a minor nature and also for the need of gift for the new Portage Lakes Yacht Club trophy as well as the new Latin Nations High Point Championship Trophy. So, sometime when you haven't anything else to do, you might send in your dues, but please don't send in any dues unless you are certain that your boat has been measured for if that is done, it only means that the dues will have to be returned. Dues, payable only by owners of measured boats.

are \$2.00 a year. Co-owners also pay the same sum and each owner or co-owner will receive a membership card and rule book. Ownership transfers are made by SCIRA for one dollar and new members are assigned for one dollar. The rule book by itself may be purchased separately for one dollar.

* * * *

W. J. Krause, of Sue Island Fleet, near Baltimore, reports that five new Snipes are being built by members of the fleet for the coming season. He says, in part; "These five boats are being built on the same jig and will be identical as the jig is very substantial and permits no variation between the hulls. When the five hulls are completed each hull will be given a number on a slip of paper, the slips will then be drawn by the builders and this will tell each individual which boat is his. As you can see this is a distinct advantage since no hull will be held up on the jig by an owner bickering about doubtful workmanship, etc. These Snipes will incorporate all the latest dope and will, in our opinion be the hottest Snipes on the Eastern Seaboard. We estimate the cost of each boat will be about \$265.00 complete."

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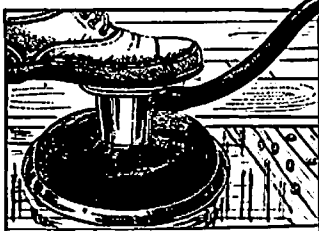
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NEWS OF FOREIGN FLEETS

Five Snipe Skippers made the trip from Rio de Janeiro in Brazil to Montevideo and Buenos Aires for some racing. In Uruguay, they raced in a local class boat called U class loaned by the Yacht Club of Uruguay. The Snipers were beaten, largely because they had never sailed in U-boats before. At Buenos Aires, they raced in Snipes and were again beaten. This was the third victory for the Club Nautico Sudeste of Argentina over the Brazilian Club de Regatas Guanabara. It was the second time that the Guanabara Cup had been raced for. This trophy was presented two years ago by Antenor de Resende to be raced for every year by Snipes of these two clubs. The next regatta will be held at Rio. The Sulacap Trophy (Sul America Capitalizacao) put up for the Latin Nations High Point Championship has been given to Dr. de Meneses at Lisbon, Portugal, and will be engraved properly with the winner's name. The five first Snipe owners in the Brazilian high point championship will each receive one year subscriptions to Jib Sheet as they did last year. First place will also receive a good set of racing sails.

* * * *

George B. Duff, 13 Charles St., Largs, Ayrshire, Scotland, has been appointed and has accepted the National Secretaryship for Scotland. He says in a recent letter; "I have made a fairly complete survey of the Snipe situation in Scotland and am convinced that my appointment as National Secretary is essential and that a really strong and enthusiastic representation can be achieved in time. We, in this country, are so hemmed in by restrictions, permits and regulations that it is difficult to foresee when uncontrolled building will restart, and so, I'm afraid we cannot hope for much in the way of new craft for some time yet. However, I do think that if existing Snipes were properly organized and protected by the Association then much will have been done toward a revival in this country. This will entail much work but I'm hoping that it will be worth while."

Arthur Johnson, National Secretary for Newfoundland, writes in regarding the new right of way racing rules recently passed by N. A. Y. R. U. "We have been using the Vanderbilt rules for the last three years so this new stuff is straight along our regular course. However, the Association's problem has our ready sympathy. We have been following the American and European doings with considerable interest. You need your wits about you to sail under two sets of rules in one season. Everything is flourishing here in Newfoundland, and last year we enjoyed a fuller season of sailing and competition than ever before. We have still not been able to develop other Snipe fleets outside of Avalon and Topsail Pond, but both of these fleets are very strong."

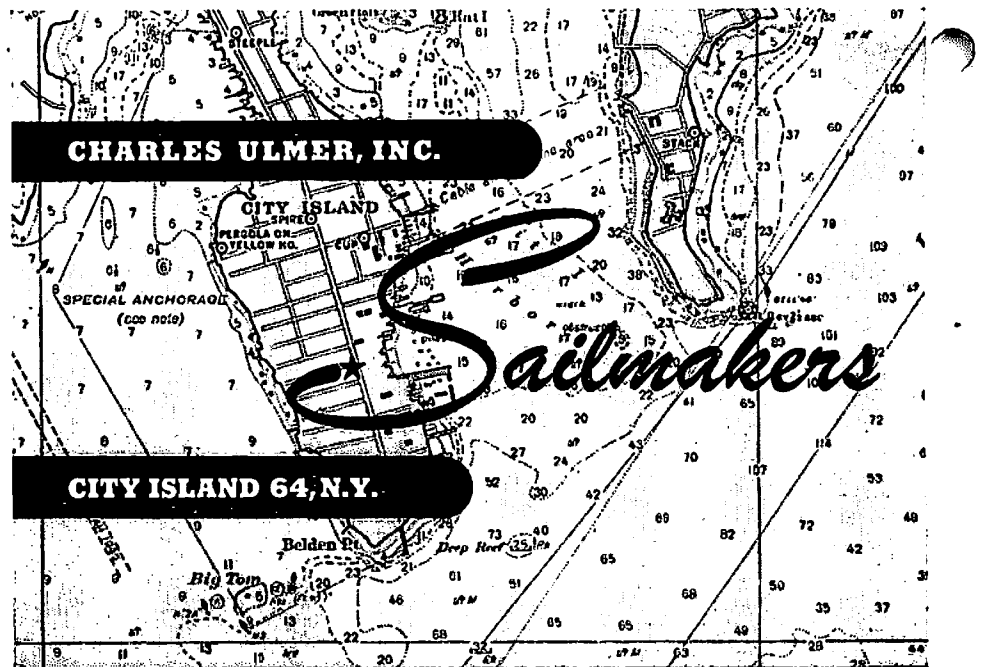
JOHN HAYWARD HEADS INTERNATIONAL RULES COMMITTEE

John T. Hayward, Barnsdall Research Corp., Petroleum Building, Tulsa, Oklahoma, has been made Chairman of the International Rules Committee and all questions as to measurement or eligibility should be referred to him. Mr. Hayward is also Technical Editor of Jib Sheet and has long been associated with the Snipe Association.

W. H. Day, Secretary-Treasurer of the Pacific International Yachting Association at Vancouver, B. C., Canada, has written in asking for information on measurement, etc. In the letter, Mr. Day states; "The reason for this needed information is because our Association has recognized the Snipe Association and we wish to support it to the fullest extent. This is essential to the continued success of the class and we do not wish to allow any Snipe to enter any of our races unless it complies fully with the requirements of the Snipe Association."

NEW MANHASSETT BAY FLEET IS CHARTERED

After more than one year of preparation and hard work, the new Manhasset Bay Fleet on Long Island, N. Y., has been chartered as No. 258. Ted Cronyn, II, 15 Woodland Drive, Plandome, L. I., N. Y., is Fleet Captain and deserves credit for working long and enthusiastically to make the fleet an accomplished thing. There are six boats in the new fleet and owners in the area should contact Ted to help swell the number of active boats.



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