



The JIB SHEET

Sailing News ★

Vol. 6

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Chet Miller, Editor

No. 4



1950

Sanctioned Snipe Regattas

May 20-21 — Galveston Third Annual Snipe Regatta.

June 17-18 — Two Boat Teams (Weed Trophy), Nine Mile Point Yacht Club.

June 24-25 — Midwestern Championships, Wichita Sailing Club, Wichita, Kansas.

July 1-4 — Individual Retzhaupt, (Briody Trophy), Olcott Yacht Club, N. Y.

July 8-9 — Pacific Coast Championship, Lake Merritt Snipe Fleet, Oakland, California.

July 15-16 — Five Boat Teams (Mayer Trophy), Oake Orchard Y. C., New York.

July 28-29 — Central New York, Cayuga Lake, N. Y.

July 29-30 — Individual Snipe Championships, Cedarpoint Y. C., Connecticut.

July 29-30 — Invitational Regatta, Diamond Lake Y. C., Cassopolis, Michigan.

August 5-6 — Michiana Championship, Eagle Lake, Indiana.

August 5-6 — New Jersey State Championships, Beachwood Y. C., Beachwood, N. J.

August 12-13 — Great Lake Championships, Oshkosh, Wisconsin.

August 12-13 — Team Championship of L. I. Sound, Cedarpoint Y. C., Connecticut.

August 19-20 — Junior National Championships, Alamitos Bay Y. C., California.

August 19-20 — Three Boat Teams (N. Y. State), Newport Y. C., N. Y.

August 21-25 — U. S. National Championships, Alamitos Bay Y. C., California.

September 3-7 — European Championships, Genoa, Italy.

September 7-8 — City of Vitoria Cup Race, Vitoria, Brazil.

September 9-10 — North Atlantic Coast Championships, Money Island Y. C., Money Island, N. J.

September 16-17 — Lake Lotowana Perpetual Trophy, Missouri Y. C., Lee's Summit, Missouri.

September 16-17 — Loon Lake Individual.

November 15-25 — Western Hemisphere Championships, Havana, Cuba.

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Photo by
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Fred Lindquist
(crew in "R'S")

PUBLICITY FOR YOUR REGATTA

NO MATTER what they say, practically every regatta is run to obtain publicity for some yacht club, an Association, a racing class, a real estate development, or what have you. Without publicity, racing of horses, boats, automobiles, or anything else would very rapidly pass out of the picture. Even professional baseball, if it wasn't whooped up continually in the newspapers, would shortly lose much of its interest because no one would know what was going on or who was ahead or why.

Your regatta is important from many angles, in that it does help to publicize your club and the class that you are racing and it is for this reason, that it is necessary to have a carefully organized publicity committee. Every skipper who takes part in a series of races at your club expects to see his name in type even if he came in last, and it is the duty of your club and your committee to see that the local newspapers, at least, are given every opportunity to get the complete story. All regattas in which several fleets are competing should have publicity arranged to cover not only the local papers but also items should be sent to the newspapers in the towns from which other contestants have come. As regattas gain in importance up to the point of the National Championships, publicity must be broadened out and more coverage given through the Associated Press, United Press, and other news agencies.

A great many races are held for sailboats each year and as soon as the race is over, everyone except the contestants apparently wishes to immediately forget the whole business. It is virtually impossible to pry a story out of anyone who is connected with the committee. This can be a very serious situation, particularly in regard to the boating magazines which frequently work from one to two months ahead of time. This means that unless your story is sent in immediately to them, they cannot use it for another two months, at which time, it is stale news and they probably will not publish it anyway.

The Snipe Association has done everything possible to try to get publicity for its various regattas on an organized basis. But in nearly all cases, the committees handling these regattas have not cooperated to any appreciable extent and yet they expect to see write-ups and publicity in all of the boating magazines the very next month and will be the first to kick if they don't see it.

If you are going to hold an important regatta this summer, surely there must be someone in your club or someone that you can interest who knows how to handle publicity. This someone should be acquainted with the local press and he should take sufficient interest to see that any visiting newspapermen or cameramen are given every possible chance to get more than enough material. He should see to it that every evening, a story goes out either on the UP, AP or to out of town newspapers covering that day's regatta. He should make it his business as soon as the regatta is over to, at least, send a complete file of newspaper clippings to the class secretary together with photographs, so that his regatta may be given a good break in the boating publications. If he can't write a story, he should at least send all the newspaper clippings that are available together with an official summary and photographs. A story may be written from these for the boating magazines. Whoever is chosen for this job should be impressed with the importance of what he is to do and he should also be impressed with the fact that when the regatta is over, his job is not yet finished.

As stated previously, without publicity nothing can be expected to be a success. Interest will decrease, entries will fall off in another year and inside of a very short time, the whole thing may die an unnatural and early death. See that your club or fleet has proper publicity coverage on every regatta this summer. Publicity is more important than giving out solid gold trophies.

ADVERTISE IN THE
JIB SHEET

NEWS OF THE SNIPE FLEETS

ACCORDING TO E. C. Leach, Jr., co-chairman of the regatta committee of the Oshkosh, Wisconsin, Yacht Club, the dates of August 12 and 13 have been selected for the annual Great Lakes Championship Regatta. He says, in part, "We are sparing no trouble and expense to give the visiting sailors a wonderful week-end. We have scheduled a dance and other entertainment in addition to the racing. We feel sure that everyone will enjoy sailing on Lake Winnebago. Jim McCaffery and Carl Zimmerman, 1948 and 1949 winners, will be present so there should be plenty of hot competition." A large number of entries are expected from the Upper Great Lakes region.

THE FIRST and only fleet to be formed in Minnesota is now definitely on the books. The original name selected was Lake Washington Sailing Club but since there is already such a fleet in California, the new fleet in Minnesota will be known as Mankato Snipe Fleet. The new fleet has charter No. 315.

THE 5th of August will be a big date for the various Scandinavian countries, Sweden, Norway, Denmark, and Finland. The annual Scandinavian Snipe Championship will start on that date and the regatta will be held at Hoyerholmen near Oslo. The yacht club is Ulabrand, which is said to be the largest sailing club in the area. The first two days will be spent in measuring the boats and on Monday, August 7, the first team race will be held followed by the first Individual Championship race in the afternoon. Teams comprise three boats

from each country and the competitors with their crews and the National Secretary of each country will be the guests of the Snipeklubben during the race week.

A CONSIDERABLE number of fleets completely missed the boat when it came down to getting the names of their new fleet captains in the new 1950 rule book. Despite repeated warnings that this information must be in as soon as possible after the first of each year, there are still a great many fleets that never make the grade and the result is that entry blanks and other information that come in during the season, may never come to the notice of the fleet itself, as sometimes the old fleet captain, whose name is listed in the book, may have moved away. For this reason, no addresses will appear in the 1950 Snipe Rule Book of any of the Snipe fleet captains. In the past, it has pretty well been proven that the list is largely out of date even before it is published and as the season goes along, the list becomes more and more obsolete. Consequently fleets desiring lists of fleet captains, etc., to which entry blanks may be sent, should contact the Executive Secretary who will send them the latest mailing lists.

ONE OF THE fleet captains who got left left out of the 1950 book is Joseph Lea of the Bronx, New York City, who is fleet captain of the City Island Fleet No. 161. Ray Kaufman is the fleet lieutenant and the fleet secretary is Irving Margulies. Two boats of the Western Long Island Sound Snipe Fleet, Jean Blanchard and the Kleppner Brothers have recently joined the City Island Fleet to add to the already terrific competition for which this fleet is noted.

RACING SNIPE by

“EMMONS”
with Larsen Egyptian Sails

Earliest Delivery Date at this Time Possible August 15th

EMMONS BREWERTON, N. Y.

SIXTEEN SNIPES were recently assigned numbers and a new fleet was chartered to be known as the Royal Canadian Navy Yacht Club, West Coast. According to information received from Lt. Blandy who is the fleet secretary, they had to retrench slightly and as a result, they have only sixteen Snipes. The new fleet is now definitely on the active list and is eligible to send entries to the Pacific Coast Championship, which will be held on July 8 and 9 by the Lake Merritt Snipe Fleet, Oakland, California.

CHARTER No. 318 was recently issued to the new fleet at Pleasantville, New Jersey. The fleet captain is Warren S. Brown, Jr., of Oceanville, the secretary, Michael P. Lee of Pleasantville, and the treasurer, T. Garvey Lee, Jr., also of Pleasantville. Mr. Raymond V. Thompson, local boat builder and sailing enthusiast, offered his services as measurer. The name of the fleet is Lakes Bay Sailing Club and they will be affiliated with the Yacht Club of Pleasantville. There are seven boats in the new fleet.

ACCORDING TO a letter received from H. S. Miller, fleet captain of the Orlando Yacht Club, "One of our boats won the State Championship at Miami recently". Sorry but this is all the dope we have and we can't tell you who it was or give you any other particulars on the Florida State Championship Trophy. Apparently Florida had so many visitors last winter that they were not interested in getting any more additional publicity.

MARR GROUNDS writes in to inform us that the Corinthian Yacht Club Snipe Fleet of San Francisco, charter No. 62, has been reactivated with himself as fleet captain and Terry Grew, as measurer.

ACCORDING TO the annual report received from Carl Hardeberg, National Secretary for Sweden, fifteen persons originally formed the Stockholm Snipe Club. During the past year, the various rules of the class were translated into Swedish and sent out to the various members. The original drawings for

Snipe were also copied off using the metric system of measuring. In addition, the club has sent out to its members various bulletins entitled "Technical Information" from time to time. On July 27 and several days following, the club arranged for the Swedish Championship at Sandhamn. This series was won by Oscar Plym with the Snipe Kullan. On July 30 - August 3, the club further arranged individual as well as team championship regattas but due to bad weather, it was not possible to carry through with the entire regatta. The club was host to all the guests during the days of these regattas through private contribution of the members.

At the end of the year, the original Stockholms Snipe Club had grown to forty-four members and in addition, another fleet was formed at Halsingborg with nine Snipes. The Norrkopings Snipesektion has forty-four members and the fleet at Goteborg has twenty-six members.

SOME OF our overseas Snipe skippers are writing in relative to "new developments" on which they would like rulings. One letter recently received was from Jack Morgan, who succeeded Geoff Hobday as fleet captain of the Medway Snipe Fleet in Kent, England. He wanted to know about the use of a "jockey stick" on the end of the tiller to make it easier to steer when sitting up to windward. These tiller extensions in various forms have been used by Snipes all over the world practically from the time the class started. He also wanted to know a ruling relative to the use of a "snubbing winch". This has also been used by a great many Snipes for a long, long time. The fleet has more than twenty-four Snipes and is going great guns.

EVERY MONTH the Executive Secretary receives letters from out of the way places and this month's record is a letter that comes from Tripoli but it isn't the Tripoli you think it is in North Africa. This Tripoli is located at Lebanon at the eastern end of the Mediterranean and the letter enclosed two American one dollar bills for numbers for two new Snipes that were being built

there by members of the Tripoli Yacht Club. Of course, the reason for this is the Iraq Petroleum Company, Ltd., which has its Marine Dept., in Tripoli.

TERRY WHITTEMORE of the Lake Quassapaug, Connecticut, Fleet was one of the lucky individuals to make the Great African cruise on the Cunard White Star Liner, "Caronia". He sent in a letter on the way back, from Barcelona, in which he states, "From where I sit (on A deck), I can count sixteen Snipes at the Barcelona Yacht Club and from an earlier visit to the club, I know that there are more than twenty. They have a huge bulletin board headed by a sign indicating that it was for Snipe news only. All the notices, unfortunately, were in Spanish and since I can only understand *fourteen* languages, I could only shudder when they were printed in the one language I knew least about next to English. Their Snipes are unique in that they have two sets of stays—one set is placed where we place ours, while the other set meets the mast about eight feet from the deck. All the stays are of heavy cable. Some Snipes even have spreaders. Apparently weight aloft means nothing to them. Some of the boats had pretty good finishes and they had a hoist which looked capable of lifting the "Caronia"."

A REPORT HAS recently come in from Hans Albertsen who is the new National Secretary for Denmark. He says that during the 1949 season, the Snipe had a good start and it proved definitely that the Snipe could be sailed in Danish waters without any difficulty. For the first time, the Snipe members of the

Pioner Snipe Club succeeded in getting permission for boats of this class to start in "Sound-Week". Twenty boats from the Pioner Club started in this regatta.

At the Scandinavian Championships in Sweden, the Danes were badly defeated but they learned a great deal and next year, their boats will have lighter fittings and better sails. A number of the clubs in Denmark are adopting Snipes for training of junior sailors and as a result, they have become extremely popular. According to Mr. Albertsen, "The rapid development that this boat has had here and in other Scandinavian countries has proven that we made the right choice when we introduced the Snipe in Denmark."

SNIFE SNIPS

ANOTHER FLEET has recently been formed in Michigan, known as the Indian Lake Yacht Club at Vicksburg. Charter No. 314 was assigned to the new fleet. * * * Earl L. Marshall is the new fleet captain of the Port Jefferson Snipe Fleet in Long Island. He lives at Hollis. Janet Kraissl is the secretary and treasurer. * * * Since there are a great number of outstanding point scores that have not yet been received at the Executive Secretary's office, the final standings will not be published until the next issue of JIB SHEET. At the present writing, Jack and Bob Pfaff of Eagle Lake Yacht Club, Michigan, are still listed as being in the lead. Scores must be in the Executive Secretary's hands not later than May

(Continued on Page 11)

VARALYAY BUILT SNIPES

the choice of champions

TED WELLS, INTERNATIONAL CHAMPION — SAYS

"In all regattas in which I have competed in this year with my VARALYAY BUILT Snipe, I have taken first place in every race."

Varalyay Boat Works

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SNIPE

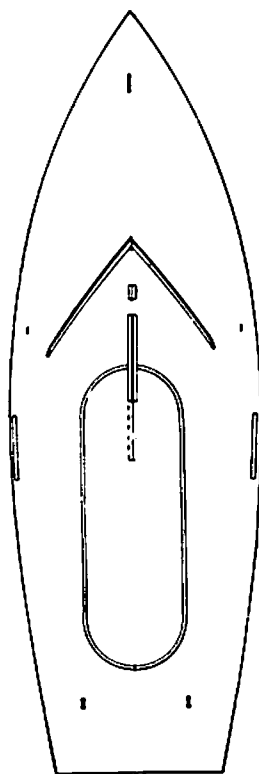
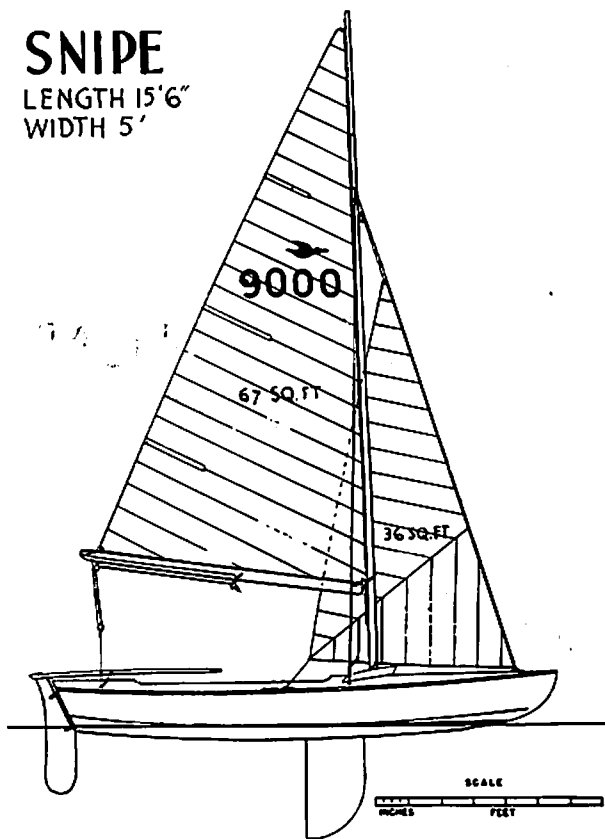


THE WORLDS MOST POPULAR
SAILBOAT



SNIPE

LENGTH 15'6"
WIDTH 5'



DESIGNED by Wm. F. CROSBY.

SNIPE was originally designed in 1931 and since that time it has grown into world-wide prominence as an exceptionally seaworthy, fast boat. Strangely enough, it performs extremely well in breezes so light that most sailboats cannot maintain steerage way, yet at the same time it will stand up and take it in heavy winds and big seas. The fact that Snipes are raced on quiet inland lakes or on choppy waters indicates pretty well that these little boats are really the best all around craft.

Another reason for their popularity is the fact that it is quite possible for three or four persons to pick up a Snipe, place it on a two-wheeled trailer, attach it to the stern of the family car and trail it anywhere in the country. Many Snipes have been trailed from coast to coast and from Canada to Mexico. On a properly balanced trailer, they may be towed at high speed without the slightest difficulty.

Because of its size of the boat, its weight an rig, it has become

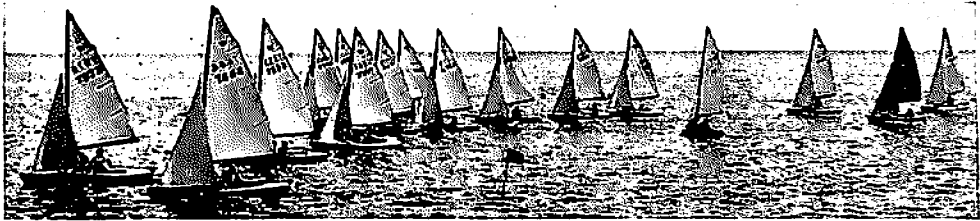
by far the world's most popular class. The chief reason for popularity is its low building cost and the fact that almost anyone can build a Snipe by following the plans and using a little skill in construction. It is quite possible to get all the pleasures of racing a big boat in a Snipe, and as for competition it is almost endless. No class can possibly offer the opportunities for racing that the Snipe does for the simple reason that no class has as many boats or as many fleets all over the world.

There are countless inter-fleet races in the United States each year—fleet, state, district and national championships. The Association's rule and record book will list many of these for you. The winner of the national championship in each country is eligible each year to take part in the international or world's championships—usually with most expenses paid. Right after World War II the first Internationals attracted entries from five countries. Other world's championships have

been held abroad in various countries, and in none of these regattas have less than ten nations been represented. The total is swelling all the time.

More Snipes have been built from the plans than any other boat from any other plans. There are 8383 registered Snipes

and 320 chartered fleets as of May, 1950. The boats, after all these years, remain virtually as they were in 1931, with only minor changes which are mostly optional. If properly built and sailed with good sails, your Snipe will be able to compete with the best and can win, if you are good enough as a skipper.



The Snipe Class International Racing Association

THE SNIPE Class International Racing Association is composed of people in all walks of life who have built or bought Snipes that are made to the plans. The Association is a non-profit organization composed of owners of Snipes, and it is by supporting this Association that you may be assured that your Snipe will be able to compete with other Snipes. Without a governing Association it would not be long before builders and owners would be changing and modifying their Snipes, adding keels, changing the length, changing the construction, adding more sail area, and doing other things that would make your boat obsolete. The main purpose of the Association is to prevent this sort of thing and to assure you that your boat will stay "in style." The Association will never make any changes in the restrictions or rules that would make any of the thousands of existing Snipes unable to compete with any "improved" Snipe. When you add your little bit to the Association you are in reality protecting the money that you put into your Snipe, for a good Snipe, no matter how old it is, particularly if it has any kind of a favorable record, will nearly always bring almost as much as you paid for it. Boats that are 13 and 14 years old are commanding good prices even today. The average Snipe selling from \$200. to \$900. depending on racing record, weight of boat, etc. Without rules and restrictions it might have no money value at all.

The requirements of membership are simple and inexpensive. First you write to the Executive Secretary and, when your boat is planked, send him one dollar. You will be assigned a number for your boat for this and your name will go on the official rolls as the owner of this particular Snipe. Once a number is assigned it remains with the boat forever and can never be reassigned. These numbers should be carved into the inside of the keel batten just astern of the centerboard trunk in letters at least one inch high and carved deeply enough to be legible. The Association does not send you actual numbers, but simply assigns them. The sail maker will make the numbers and sew them, with the class insignia, on both sides of your mainsail. These numbers must be at least 10 inches high.

Then, on request, you will be put in touch with your nearest fleet. If there is no fleet near you, you will have to be a lone wolf until such time as you can get four other Snipe owners to join with you and form a chartered fleet. There must be at least five Snipes to form a fleet.

Once you're in a fleet, or have organized one, measurement data sheets, certificates, etc., will be sent to you. Your fleet measurer measures your boat. There are no travelling measurers and only accredited fleet measurers may do the job. The measurer then sends to the Executive Secretary your measurement data sheet with your two dollars for the annual

dues for membership in the Association. You in return receive a membership card, a copy of the current rule and record book, and the right to race with the class—if your boat has passed its measurement.

Each active chartered fleet pays the Association the sum of five dollars annually in addition to the dues of members. In cases where someone buys a Snipe that already has a number, he may have the ownership transferred to his name upon payment of one dollar to the Executive Secretary.

The Association rule and record book may be purchased by anyone interested for one dollar. Snipe news is published regularly in various boating magazines—The Rudder, Yachting, Motor Boat. Official publication is The Jib Sheet, a monthly magazine, of great interest to Snipers.

Snipes are being built at present by about thirty different boat builders scattered all over the country. Virtually every sailmaker in the business has made a great many Snipe sails. Snipe hardware is more or less standardized and may be

purchased from almost any marine hardware house. You can even buy Snipe in knockdown frames — no planking — and this will save you a lot of time and probably a lot of money, because sometimes these parts are actually sold for less money than you would have to pay for the raw lumber.

Even though you, personally, may not be interested in racing a Snipe it is still a good idea to stick as closely to the plans as possible, for someday you will want to sell that Snipe and unless it can meet measurement requirements it will be worth virtually nothing. A Snipe that has a measurement certificate is usually worth more than an unmeasured Snipe, and the first thing a prospective purchaser will ask you will be whether or not this Snipe has been measured. Once you have been issued a measurement certificate, don't lose it. It cannot be replaced except by remeasurement of the boat. Keep the measurement certificate carefully.

When you are ready for your racing number write to the Executive Secretary, William F. Crosby, 522 Stellar Avenue, Pelham 65, N. Y.

Snipe Class boats will be represented in the Olympic games.

Snipe is V-bottom construction easily built by amateur builders in their own garage.

Snipe can be built for from \$100.00 up exclusive of sails depending on locality. Many people make building a Snipe a spare time project and finance it by spending \$5.00 or \$6.00 a week and buying the materials as they go along.

Snipe Plan Book may be purchased from Jib Sheet, 510 St. Paul St. for \$2.00.

Snipe blue prints may be purchased from Jib Sheet for \$5.00.

Professional builders build Snipes for from \$350.00 to \$1000.00—exclusive of sails.

Sails may be purchased for from \$50.00 to \$120.00.

Paper sails are now in experimental stages of development and if successful may be bought for less money, but are not as yet legal for use in racing.

Many trophies have been put up by the Snipe Association and individuals for regional, national, and international competition.

Insurance may be obtained for as low as \$10.00 per \$100.00 per year.

Officers to the Snipe Class Association are appointed by the board of governors who select a nominating committee.

Several books are available, one in particular, written by world's champion Ted Wells which will be available through Jib Sheet in August called "Scientific Boat Sailing."

Further information may be had by writing the Association secretary, William F. Crosby, Snipe Class International Racing Assoc., 522 Stellar Ave., Pelham 65, N. Y. or Jib Sheet, 510 St. Paul St., Rochester, N. Y.

Reprints of this section are available at cost from Kelly-Read & Co., 510 St. Paul St., Rochester, N. Y. or from the Association.

(Continued from Page 6)

20 and if they are not in by that time, they will have to be discarded. * * * The 1950 Rule and Record Book of the Snipe Association will be available by the time this meets your eye and for your information, it will be bigger and better than ever before and will contain a great deal of useful information for Snipe sailors in general.

* * *

From: Manhasset Bay Snipe Fleet

A coincidence was the recent reunion at Plandome, Long Island, at a meeting of the Manhasset Bay Snipe Fleet, of two former West Coast Star skippers.

Prof. Barse Miller, already one of the fleet hotshots, with his wife, Betty, as crew of the Guinea Hen, greeted Jack Streeton, formerly of the Winchester, Mass., Snipe Fleet.

Jack, now stationed with the Air Force at Mitchel Field, L. I., and residing in Mineola, expects to race his Wild Hare somewhere on the North Shore of Long Island.

Both Miller and Streeton used to race Stars in the waters around Los Angeles before the war.

AVAILABLE SOON "KYTES" T.M. Reg. U. S. Pat. Off. PAPER SAILS

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NATIONAL ONE-DESIGN RACING ASSOCIATION

206 Maple Avenue
Washington 12, D. C.
May 1950

Herewith is the end-of-April news release from the headquarters of the National One-Design Racing Association.

National One-Design Class Vice-Commodore John Christianson, 1949 World's Champion in this Class, is technical adviser for the Association preparatory to the building of a new group of Nationals by a prominent manufacturer. These boats are to incorporate the many improvements developed by National skippers in racing since the war. Christianson lives at 4508 South Lenox Street, Milwaukee 7, Wisconsin.

The 1950 World Championships of the National Class are to be held at Leland, Michigan, on 18, 19, and 20 August, under the auspices of the Leland Yacht Club. Rear-Commodore John T. Jameson, Jr., is in charge of preparations for what promises to be an outstanding event.

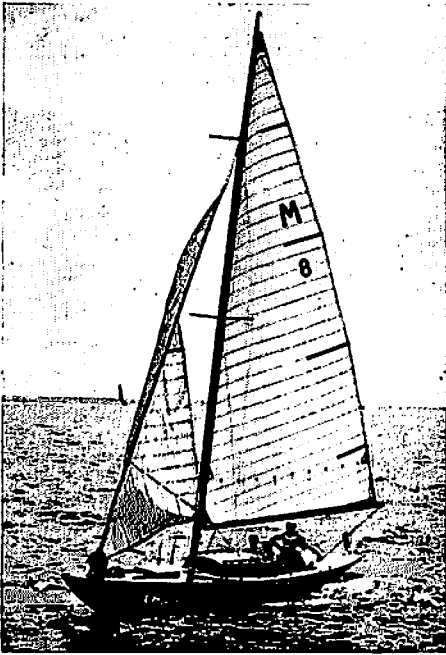
Very sincerely,

HAROLD E. SAUNDERS
Commodore

YOUR YACHT CLUB BURGEE

In transfer form in full color for the transom or the bow of your boat — or for your car. Any size — for prices send details of size and quantity wanted. Prompt service.

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NEWS FROM FLORIDA

By Mazie Luzior

HERE IS "MARILYN", Bill Daniel's Manana Class 29' 6" o.a. jib-headed sloop. Perhaps yachting followers will remember this trim beauty's game of "hide and seek" when being towed up to the States from Panama, her birthplace, several years ago. Breaking loose from her tow, Marilyn (then just a new hull), caused Bill plenty of heartache before she was found around on the east coast quite a while later.

Bill Daniels is Commodore of the Sunshine City Boat Club, (naturally that's St. Petersburg, Florida) and the Sailing Regatta they held during the recent Festival of State in that fair city, on the 5th of March, was one to keep that keen minded crowd of "Oldsters" who always congregate on the Pier, well occupied with sea and sail.

The ten classes of sailing craft entered found time lagging at the start around 10:00 A. M. The whiff of languid air that just did push them out of Vinoy yacht basin calmed down to nothing and the young bunch among the skippers and crews took time out to play swimming

hide-an-seeek around their entries. With the morning heats called off for lunch with nary a bow across the starting line.

Full bellies and full sails dominated the afternoon races. Where all that wind came from, it was a-plenty! At least the Rhodes Bantams can testify, and Moths too — Ole Tampa Bay can really rough up when she wants to. Bruce Chadwick, Commodore, Sarasota Sailing Squadron, Skippers his Thistle was really proud of the way she planed. Spectators on the Pier gasped in excitement as Stan Lowe in "shu-Fly", (Penguin class) rounding the finishing buoy, surged up and over the unruly crests. Moth skipper, listed way out on hiking boards (those that remained upright) had their hands full, feet as well. Committee boats were busy rescuing those that didn't jump *quite* quick enough. Folks, it was *so* re fun! Wet fun. The prizes were worth all the exertion — step-on bilge pumps — stream-lined barometers — life-saver cushions - - -

Joe Byars (Davis Islands YC-Tampa) ran off with the Over 150 class in "Hot-Rod"; Ed Nelson (DIYC) Sailing his Luders 16, "Rascal III" came 2nd.

Bob Blair (St. Pete YC) dominated the Fish Class heat.

Allyn Stevens (Orlando YC) in "Cyni" took the Snipes.

Harvey Parke (SCBC), a regatta regular, in "Coquina" placed first in the Under 150 Class.

Stan Lowe (Sarasota SSqdn.) for the Penguins, an up and coming class around this coastline.

Del Jordan, small boat veteran, Big Bayou YC, St. Pete, switched from Moth-ing to Beetl-ing and stayed out in front as usual.

The growing fleet of rainbow colored Prams was bested by Tommy Pheil (St. PYC).

Morgan Powell (St. PYC) pushed "Gator-Bait" to victory in the Lighten-ings.

Ed Burrough from Jacksonville at the tiller of "Tumble-Bug" showed them what the Bantams can do. Everybody was glad to see those North Florida boys "down South."

Charley Hunt, Jr., Winter Haven, showed his ability and dexterity com-

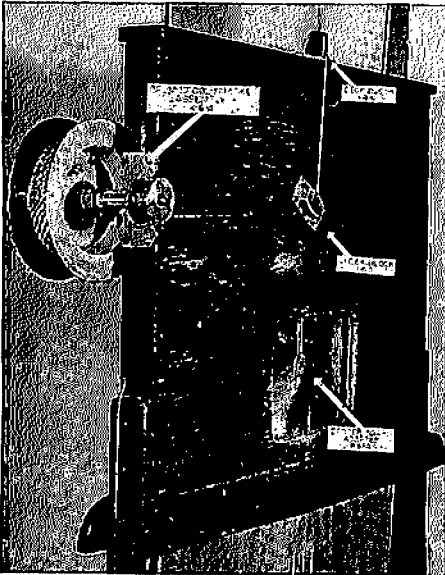
bined, sailing "Dusk" his deluxe Moth, to victory,

All this friendly competition brought new sailors and old together. Are those boys keen on picking up tricks and gadgets from the other fellow? And the Sunshine City Boat Club were swell hosts and hostesses — we'll be back next year, you betcha!

The very next Sunday, the 12th, boys down this way were up before daybreak getting their boats tied onto car tops and

two and three deep on trailers for the 125 mile hop to Orlando to try their luck at "drinking water" sailing on Lake Conway. This was the 2nd Regatta that Orlando Yacht Club has held since the war and those "deep in the heart of Fla." yachtsmen were mighty fine hosts.

Breeze was light during morning heats, but by afternoon it was blowing like mad as several of the boys not adept at lake sailing can testify.



Here is the Snipe dagger board lift you've seen mentioned in Jib Sheet.



Custom Built RACING SNIPES

NOTHING FINER AVAILABLE

Also Knock-Down Frame Kits of the same standard construction as our custom built boats
Complete Line of Snipe Accessories write for folder J.



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689 Minneford Ave., City Island 64, N. Y.

Rules Governing Entries In Snipe Junior and National Championships

EVERY ACTIVE fleet in the United States is eligible to enter boats of the Snipe class in the Snipe National Championships which will be held by Alamitos Bay Yacht Club, Long Beach, California, August 21-25. Each fleet is permitted to enter one skipper for each five active boats in the fleet. This means boats whose owners have paid Snipe Association dues for 1950. If a fleet has five paid up owners of five different boats, it is eligible to make one entry. If there are ten paid up owners with ten measured boats, the fleet may make two entries and so on. In cases where a boat has co-owners, this may be counted only as one active boat. In other words, if you have a fleet in which there are five boats owned by ten different people, you still can only enter one boat.

In order to assure that the fleet is an active one, each entering boat must have taken part in at least five point score races during the current 1950 season in which there are at least five Snipes crossing the starting line including the entry.

Skippers must sail their own boats and display the numbers on the sails and carved into the keel of the boat that they will race for the U. S. National Championships. This number must correspond with the number on their membership cards. Boats cannot be borrowed or chartered for this regatta.

Each boat that enters must make out two complete entry blanks, sending one

to the sponsoring club and the other to the Executive Secretary of the Association where it will be checked for eligibility. Entry blanks will be sent by Alamitos Bay Snipe Fleet to all actively listed Snipe fleet captains.

Last minute entries will not be accepted and although no closing date has as yet been set, it will be placed at least a week ahead of the first race and positively no entries will be accepted after the deadline.

* * *

JUNIOR CHAMPIONSHIPS

THE JUNIOR Championships for the Valspar Trophy is open to any junior skipper who regularly sails his boat in fleet races. He must be a member of SCIRA in good standing for the current year but it is not required that he has participated in five point score races during the current season. Boats may not be borrowed or chartered for the Junior National Championships and each junior skipper is required to sail and skip his own boat. Both the skipper and every member of the crew must not yet have reached their eighteenth birthdays. Entries are open to both girls and boys.

There is some question relative to juniors who deliberately set out to become co-owners with a senior, in order to become eligible to race in this regatta and it may be possible that such entries will be refused. Decision is now being made on the subject. Entry blanks will be sent to each fleet captain by the sponsoring club.

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ENTRY FEES

IN VIEW of the fact that it will not be necessary to send a United States entry abroad for the World Championships, there will be no entry fees charged in either the U. S. Nationals or Junior Championships this year. The World's Championships will not be held in 1950 but instead there will be a Western Hemisphere Championship held in Havana, Cuba, from November 15 to 25. This will be open to two entries from each nation in North and South America.

MUST SELL—Snipe "Fiddle Fiddle"—Fast Good racing record — Excellent Condition Boat, 2 suits sails (Ulmer and Norge—like new) and haul out dolly. \$475. Douglas Campbell, 238 Watchung Ave., North Plainfield, N. J.

ROPE—All Diams., new surplus and non-surplus, Plymouth & Columbian, Nylon & Manila. Waterproof vinyl bag and 1950 catalog 15c. Sailors Surplus Inc., Orangeburg, N. Y.

Knock Down Snipe Frame Kits. Build a Snipe using the same basic parts that are used in our famous "Varalyay Built" Snipes. Varalyay Boat Wks., Gardena, Calif.

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FOR SALE — Rumsey-Ots Snipe No. 6168 — 1 Suit Ratsy Sails — 1 Suit Watts Sails — Trailer. Very reasonably priced. Douglas Campbell, 230 Watchung Ave. North Plainfield, N. J.

FOR SALE — Ot Racing Snipe No. 6996 — Ratsy Sails — 2 years old — ply-wood check — padded cockpit — dagger board — boat in good condition. \$400. Patricia Hurley, Owenoke Park, Westport, Conn.

FOR SALE — Racing Snipe No. 4225 — 2 suits of sails — dagger board — de-icing rubber on rail — wire hal-yards — good record — bought from T. A. Wells. — \$500. Patricia Hurley, Owenoke Park, Westport, Conn.

FOR SALE — 1 Suit Kenny Watts Snipe Sails — Egypt duck — Medium draft — Less than a year old — 30 hours use — \$90.00. R. L. Grove, 4921 Dexter, Ft. Worth, Tex., Tel. PE-7390.

WANTED: Competent, mature (over 20) woman sailing counselor for girls' camp in Michigan. E. V. Tomlinson, 16174 Glastonbury Road, Detroit 19, Michigan.

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PAPER SAILS

WHEN THE article came last month on paper sails, we could see that there were possibilities in increasing the popularity of sailing if they could be developed, so they could be made available in either completed or in kit form so the skipper could make up a suit of sails in a few hours of his own time. We immediately got in touch with people who were tops in the paper business and with others who are in the adhesive line and now we have a set of sails ready for trial. And we understand a new kit will be put on the market called "Kytes" that will cost only a few dollars, for any class of boat up to a lightning.

Some conclusions have already been reached. 1. They will be useful in light airs — possibly medium airs.

2. When coming about they make some noise in a breeze, depending on weight of paper.

3. Draft. A system cutting that will permit light, medium or heavy cut is fairly simple.

4. Several papers are available from a double ply heavy to light and strong material that is as strong wet as it is dry.

5. Use of a preventive stay between the end of boom and top of mast is helpful.

6. Will be available in different colors in some papers.

7. These sails are not as yet permitted in some classes but will be available for experimental purposes until various classes recognize their value and they are approved for use in racing.

Next month we will have a complete article on the results of extensive tests of various papers and adhesives. Also photos of boats under sail in various winds.

NEW SNIPE PLAN BOOK NOW AVAILABLE

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