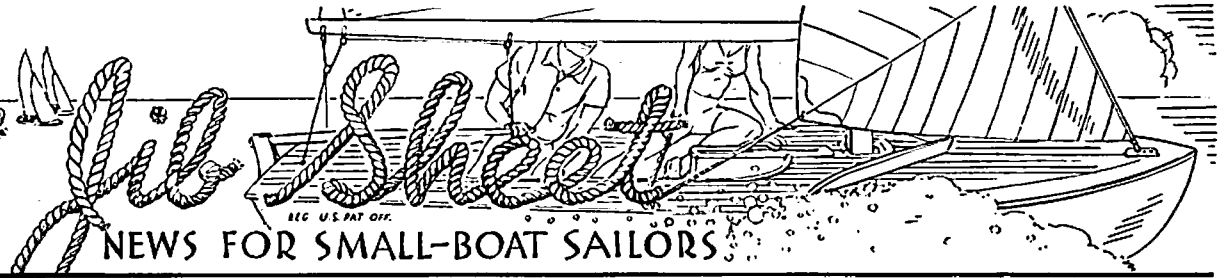


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Chautauqua Lake Yacht Club



PHOTO BY FRANK FORTUNE, BUFFALO

MERMAIDS IN PHOTO ARE: (left) Margaret Anderson of Jamestown, N.Y. Shirely Baldwin of Falconer, N.Y.

SNIFE INTERNATIONALS AT CHAUTAUQUA AUGUST 21 - 22 - 23 - 24

During the month of August the Snipe Internationals will be held, as everyone knows, by the Lake Chautauqua Yacht Club and for the first time in the history of the class there will actually be international competition. For the first time skippers and crews are coming from great distances—South America and Europe—and it will be most interesting to see how our neighbors can handle a Snipe. As a pre-view recently, the writer saw Dr. Martin-Du Pan, the entry from Switzerland, sail a Snipe in scrub races held by City Island Fleet. Let there be no mistake and let's not kid ourselves about the "Swiss Navy" for Dr. Martin-Du Pan was right on the ball every second and if he is lucky enough to secure a good boat at Jamestown it is almost certain that he will be up somewhere with the leaders.

The Brazilian entry is not exactly a push-over either as is proven by his record to date with his fleet. Since the start of the fleet young Fernando Pimentel Duarte has won practically every race but that was before the advent of the van

Eykens. These van Eykens, according to Fernando de Avellar, National Secretary for Brazil, built their Snipe themselves about ten miles from the sea. There are three brothers and a sister, Gherard, Kurt and Dirk and the sister is Ljuba. Only the last two will come to Jamestown. Dirk and Ljuba, racing in Brazil, have eclipsed the Duarte winning streak and in order to do this they must be good. Ljuba, according to our informer, is about six feet tall and all four of the family must be real sailors. That name van Eyken is certainly not Brazilian and we suspect Dutch ancestry which, of course, would have a lot to do with skill on the water.

Then, of course, we have the Newfoundland entry. We don't know yet who this will be but Newfoundlanders are also very much a maritime people and you can bet that the national champion of Newfoundland will not be exactly easy pickings either. Havana, too, has promised a fleet champion as an entry and in the waters around Havana one *has* to be

a good sailor because one mistake means that you may wind up as a meal for some hungry shark.

Arrayed against these visitors from overseas will be the very top notch American skippers. Each will be his fleet champion and each will be as hot as the proverbial fire-cracker. John Haywood of Tulsa, Guy Roberts of Clearwater, probably Darby Metcalf of California and last year's winner Bob White. There'll be lots of others including some of the speed merchants from Northern New York state. The Americans will, of course, have the big advantage of sailing their own boats as none of the foreign entries are bringing boats. This may easily be the deciding factor but no matter what happens, may the best boat, skipper and crew win.



Snipe Class Enjoys Biggest Year

Without doubt 1946 has already proven itself to be the most active year in the fifteen years of class history. Despite all kinds of shortages, a surprising number of new boats have been built both by professionals and amateurs. New fleets have been organized both in America and abroad and a large percentage of pre-war fleets have come back into active circulation again.

Probably the credit for this must be given out in several places. JIB SHEET is the largest contributing factor as it is through JIB SHEET that we have welded the entire membership into one solid mass of Snipe fans and it is also through this JIB SHEET that we have conveyed the latest news to Snipers everywhere while it was still news and not months after. The close of the war was also a large factor in boosting the class. Snipe skippers in the armed forces dreamed of the days when they could once more sit at the tiller of a Snipe and many of them as soon as they were given their discharge buttons immediately started to work on the "old hooker". For the rest of us, the advent of peace meant boats and boating again and it didn't take any of us long to get afloat once more. Of course the Association was fortunate that it was large

enough before the war so that at least some semblance of racing and activity could be continued during even the darkest days. Many fleets folded up completely but a surprising number were kept active by the oldsters and youngsters who must of necessity keep the home fires burning.

Now that the thing called war is over—we hope for good, we have found that the 1946 season, at least for Snipes is unequalled in our history.—Many fleets have scheduled more point score races this year than ever before. Many fleets are also well on the way to topping their pre-war strength in number of boats. Inter-fleet racing is taking place on a scale at least equal to before the war standards and probably before the end of the season, the record will be beaten. Certainly the International Championship alone tells the story with at least four skippers and crews coming from outside the United States expressly to take part. That alone tells the story of the enthusiasm that has swept not only the United States but the entire world. It begins to look as if there might be something to this Snipe thing after all—it must be a good little boat for as old Charlie Nyström, Superintendent of Herreshoffs

used to say—"It's a lousy liddle poat, but five t'ousand skippers must find someding vorthvile."

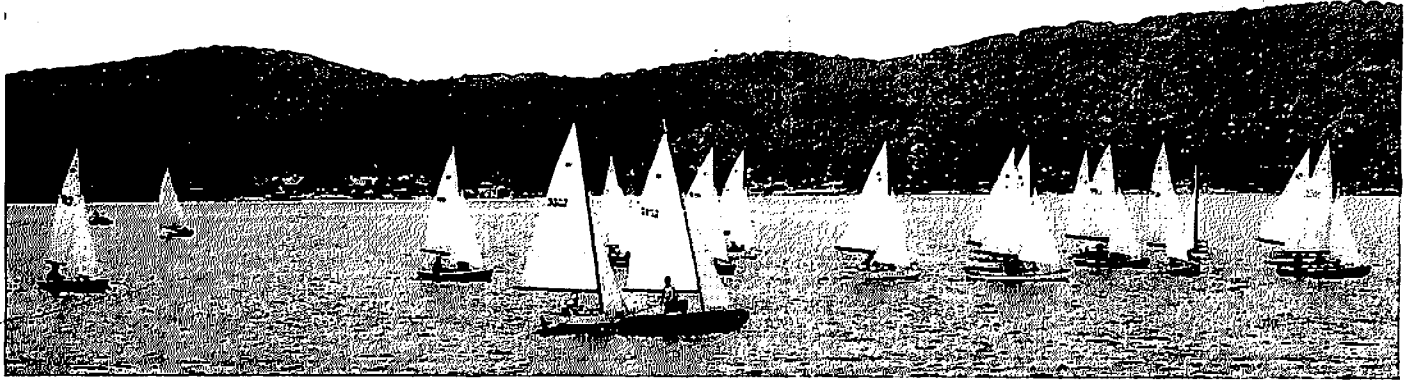
So there you are. Later on this fall we will publish the financial and growth report of the class for 1946. It should be a remarkable statement but we still—tooting our own horns—give JIB SHEET credit for most of it. (Did you send in your subscription yet? Adv.)

* * *

President's Cup Sailing Races

Announcement has come from Washington that the annual President's Cup Regatta will include races for sailing classes. The regatta will be held September 14 and 15—that is the sail boat end of it. Since there is no active fleet in or near Washington this regatta will apparently be open to any Snipe regardless of its status. The President's Cup Regatta Association and the Potomac River Sailing Association have asked for official SCIRA sanction but this cannot be granted as there is no local fleet or provision made to enforce class rules. If you are interested in taking part in the regatta write to Carlton Skinner, Chairman Sailing Races Committee, 410 American Security Building, Washington 5, D. C.

LAKE MOHAWK BOATS ONE OF LARGEST FLEETS



Lake Mohawk Fleet No. 10

Up in the northwest corner of the state of New Jersey lies Lake Mohawk, a man made body of water surrounded by beautiful hills which are well sprinkled with lovely summer cottages. Within commuting distance of New York City, the Lake Mohawk development has been a success from the very start and the community boasts of many well-to-do families who make it their summer home.

In 1933, during the early days of the Snipe Association, the Lake Mohawk Country Club chose Snipe as being suitable for one-design racing on the lake. Charles Gabor and Morgan Reichner corresponded with various builders on one-design sail boats. As might be expected, much argument went on for several months but early in April, 1933, it was decided to adopt the Snipe as the most suitable boat for the lake and the most suitable from a competitive angle. That first season, five boats were obtained, a fleet charter secured and most of the summer was spent racing in what developed into some of the hottest kind of competition.

In September, 1933, the Lake Mohawk sailors had their first taste of inter-fleet racing when a team of four went to Horseshoe Harbor Yacht Club at Larchmont to take part in the first sailing of the North Atlantic Coast Championships. Morgan Reichner, Bob Crane, Frank Redfern and Charlie Gabor were the sailors and competing against five other fleets, the fresh water sailors walked off with first place. This was a big boost to the fleet and the following year the fleet grew to eleven boats. In 1935, twenty-three Snipes were racing on the lake, and in 1939 there were fifty-two Snipes in the fleet which is probably still an all time high for a single fleet. In 1938 Charlie

Gabor won the Internationals when they were held at Lake Wawasee in Indiana. He also won the High Point Championship in 1935. In 1940, Kenneth Heitman won the National Junior Championship. The Lake Mohawk Trophy, put up by the Arthur D. Crane Company for the North Atlantic Coast Championships was won for the second time in 1938 by Charlie Gabor and the following year by Albert Theurer of Lake Mohawk. In 1943, this trophy went to northern New York state where it has remained ever since, but the Lake Mohawk boys say that 1946 will be a different story.

The Crane Bowl for the New Jersey State Championships has been won six times out of the eleven times it has been raced for, four times by Charlie Gabor, once by Paul Minton and last year by Eric Hauschild.

Such a record has not been built up on any hit or miss method but rather to attention to detail, plenty of racing and round table discussions of rules, tactics, etc.

For the 1946 season, the Lake Mohawk fleet is back again in action with a sure eighteen boats and probably more before the end of the season. Twenty-four of Lake Mohawk's skippers were in the armed forces during the war and all twenty-four have returned. Kenneth Heitman, and Eric Hauschild are back at their tillers again and Joe Boyle of the famous bomber, Dry Martini, is back skippering his boat. The fleet has always been a staunch supporter of the Association and one of its early members, Morgan S. A. Reichner was Association commodore in 1936. It is expected that next season will see at least twenty-five Snipes racing on Lake Mohawk and this being

Charlie Gabor's estimate is, as usual, probably extremely conservative.

(Editor's Note: The data in the foregoing together with the picture were furnished through the kindness of—you guessed it—that grand old man of the mountains—Charlie Gabor.)

SPECIAL SALE

We are offering this month only a limited number of Snipe masts and booms. Masts are slotted, hollow and pear-shaped fitted for inside halyards. Booms are solid and slotted. These are the same as supplied on our famous racing Snipes.

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SHORT NEWS ITEMS OF SNIPE FLEETS

The newly chartered Topsail and Island Ponds Association Snipe Fleet of Newfoundland has, so far as we know, the first protest on record having to do with the new Vanderbilt racing rules. Since these rules have not yet been adopted by the North American Yacht Racing Union and since the Snipe Association rule book distinctly states that only the rules of the N. A. Y. R. U. shall apply to our races, the Newfoundland fleet was informed that the Snipe Association did not feel that it should settle the question and instead put in a plug for Mr. Vanderbilt himself and suggested that they write to him.

Corpus Christi (Texas) Sailing Club held its first regatta on June 15 and 16 at which twelve Snipes competed. Billy Wicker of Ducky won the Snipe series and took the Samsco Trophy, the latter for the first boat under seventeen feet in length to finish the 20 mile Bay race. Commodore A. C. Jephson was second in the Snipe series and R. S. Gozzaldi of Dallas was third.

Richard Dawson of the P. L. Y. C. Fleet, (Akron, Ohio), states in a recent letter—"We are trying to get our leading boats in the very best possible condition. The question now arises, whether in rubbing down the bottom of our boats it is permissible to use rotten stone and paraffin based oil to give the bottom a better finish?" The answer—well, why not? This combination has been used for many years to build up a smooth bottom.

By the time this gets into print the chances are that the Norwalk (Conn.) Snipe Fleet will be back into action. Bob Billmeyer, Fleet Captain, states that he has contacted most of the skippers and expects to have 15 boats racing this summer.

The Flotilha de Snipes de Pernambuco (Brazil) has been granted charter No. 211 and is starting off with six boats. Jayme A. Teixeira Leite is Fleet Captain. The fleet will race at Piedade Beach at Recife in the state of Pernambuco.

According to Thomas William Murphy the junior members of the Royal Nova Scotia Yacht Squadron are about to form a Snipe fleet. The idea is to get another fleet started in time to take part in the Nova Scotia Snipe meet to be held September 2 and 3. Two new boats are being built at Baddeck and three of the

others are from the Armdale Yacht Club fleet.

Irving M. Farr is fleet captain of the soon-to-be-revived Awosting Yacht Squadron Snipe Fleet on Greenwood Lake. This lake lies half in New Jersey and half in New York but Awosting being in the Jersey end, this fleet will be eligible to send a representative to the New Jersey State Championships. The fleet is still listed as inactive but as soon as the sordid details are attended to, it will join the ranks of the elite.

Harry Lund of Oshkosh, Wisconsin, and former Commodore of SCIRA, (1937) has consented to become District Secretary for the Upper Great Lakes Region. This will probably mean that the Dunphy Trophy and the Chalmers Burns Trophy will be revived before the end of the season.

Old timers in the Snipe Association will probably remember the Porgy, No. 947, which was owned by the famous artist Haskell Coffin and which raced in many regattas around the country. This boat is now going back into active racing owned by Ben A. Hagood of Charleston, S. C.

Jack Curtis of Newport (N. Y.) Yacht Club reports that with several recent new additions, the fleet now numbers 26 Snipes—all measured and all in good standing. This, we believe is the record fleet for 1946.

Be sure to send the Executive Secretary and Jib Sheet the results of your important inter-fleet races as he has no way of knowing who won unless someone takes the trouble to at least send in a newspaper clipping.

Diamond Lake Yacht Club Snipe Fleet up in Michigan is having a bang up racing season with 16 Snipes actively racing. The Boroughs Brothers seem to be having things their own way so far in the races but other members of the fleet will see to it that their winning streak is broken up before the season's end.

Another old fleet has been revived and is back with about ten boats to start off with. This fleet, originally called the Reeds Lake Fleet, No. 137, will henceforth be known as the Grand Rapids Yacht Club Fleet. William Lord, 1302 Sherman St., S.E., Grand Rapids, Michigan, is Fleet Captain. In all there are 19

Snipes in the water but some of the owners are not interested in racing. Wait until they see a few good races. They'll be ready to get in the fun when they realize what they've been missing.

William L. Hall of Winchester, Mass., Fleet reports 17 boats actually participating in present races, 3 more getting ready to enter and 7 others in various stages of construction. When they all get going Winchester will have plenty of excitement.

Ray Kaufman of the up and coming City Island Fleet reports that his fleet expects to hold at least 40 point score races during the current season. A recent visitor to the City Island Fleet, "ye Ed." was delighted to find some beautifully kept up Snipes not the least of them being Ray Kaufman's Jinx and "Doc" Meyers new Emmons job.

We have actually heard of Snipes for sale—three of them to be exact—but they're a long way away and will probably be sold long before this gets printed. Anyway, a Snipe for sale today is a news item almost worthy of front page headlines. Arthur Johnson, Secretary for Newfoundland, mentioned them in a recent issue of "Snipe Snippets". It is quite possible that both existing fleets in Newfoundland will send representatives to the Internationals at Lake Chautauqua in mid-August.

Entries from Brazil have definitely been made and announced for the Internationals. Dirk van Eyken and his sister Ljuba van Eyken, 18 and 20 years of age respectively, will be skipper and crew. They will bring only their sails, using a Snipe loaned generously by the Chautauqua Fleet. Vice-admiral Alberto Lemos Basto, president of the Brazilian Sail and Motor Federation, agreed to help get the entries to America and as a result Dirk and Ljuba will arrive in Miami about August 15th in a Brazilian military plane. The same plane will bring them back home on August 31st. A local yacht yard Estaleiros Botafogo, Ltd., is building ten new Snipes financed by J. C. Pimentel Duarte in such a way that ten boys and girls may buy them on easy installments. Incidentally the van Eyken's built their own boat and are the new fleet champions.

Snipes Clean Up in Gulf Open Regatta

According to communications received from various sources, at the Fourth of July Regatta at Pass-A-Grille, Florida, near St. Petersburg, the Clearwater Snipe skippers did all right by themselves.

In the morning race, which was based on sail area only, Snipes raced with boats having up to one hundred and fifty square feet. Three Clearwater Snipes finished one, two, three, with Guy Roberts in the lead in "Roge II," Don Cochran second in "Blue Nose II," and the third to finish was Ted Comiskey in "Bea".

In the afternoon race a ten mile free-for-all with no handicaps was held for all classes and several Snipes started with other boats up to thirty-five feet in length. On a boat for boat basis, Guy Roberts again, in "Roge II" came in first, with "Talaria," a twenty-six foot keel knock-about sailed by Gidge Gandy in second position. "Roge II" was eight minutes ahead of "Talaria." According to our correspondent, here is what happened on the run back to the finish line:

"Talaria" immediately broke out a big blue nylon spinnaker which was a beautiful sight but accomplished nothing, for "Roge II" got on top of the waves and high-tailed it in to finish eight minutes ahead."

Don Cochran finished in third place and Ted Comiskey was fourth.

Ritzhaupt Trophy at Youngstown

On July 20th and 21st, 18 boats answered the starting gun for the Sixth Annual Race for the Ritzhaupt Trophy, emblematic of the championship of Lakes Ontario and Erie. The cup was first put up for competition in 1937, but hasn't been raced for since 1941, when Sherm Cannon of Youngstown defeated all contenders. This year's race, held at Youngstown, N. Y. on the Niagara River, offered a variety of weather, from a drifting match to a 15 knot wind.

The first race Saturday afternoon turned out to be the drifting match, and it took 3 hours for the first boats to negotiate the short 3 mile course. Because of the current and lack of steerage way, two boats fouled buoys during the course of the race. First boat to drift across the line was the "O. G.!" skippered by Tom Hanna of Nine Mile Point, followed by Ernie Coleman of Newport in "R's" and Don Allen of Youngstown.

The second race, on Sunday morning, started out in light shifty airs but before the boats were once around the triangular course a 10 knot breeze was blowing.

This race was the closest and most exciting of the three, with the lead changing many times before Tom Hanna again nosed out Ernie Coleman for the first position. Clark Cassidy of Youngstown, sailing "Em Jay", finished a very close third. (We understand Hanna washed the bottom of his snipe with Trig.—Advertisement.)

The wind increased to about 15 knots, but held true for the third race. By crossing the starting line first and holding that position throughout the race, Hanna completed his coup and brought the cup "down the lake" for the first time. Coleman garnered another second and the runner-up spot in the series while Cassidy was taking a third.

The Youngstown Yacht Club outdid itself entertaining the visiting skippers, crews, and guests. After cocktails and dinner Saturday evening, a dance was held which, according to certain parties, didn't break up until around three-ish. In any event, everyone enjoyed themselves, and it proved to be one of the best stagings of the Ritzhaupt Trophy since its inauguration.

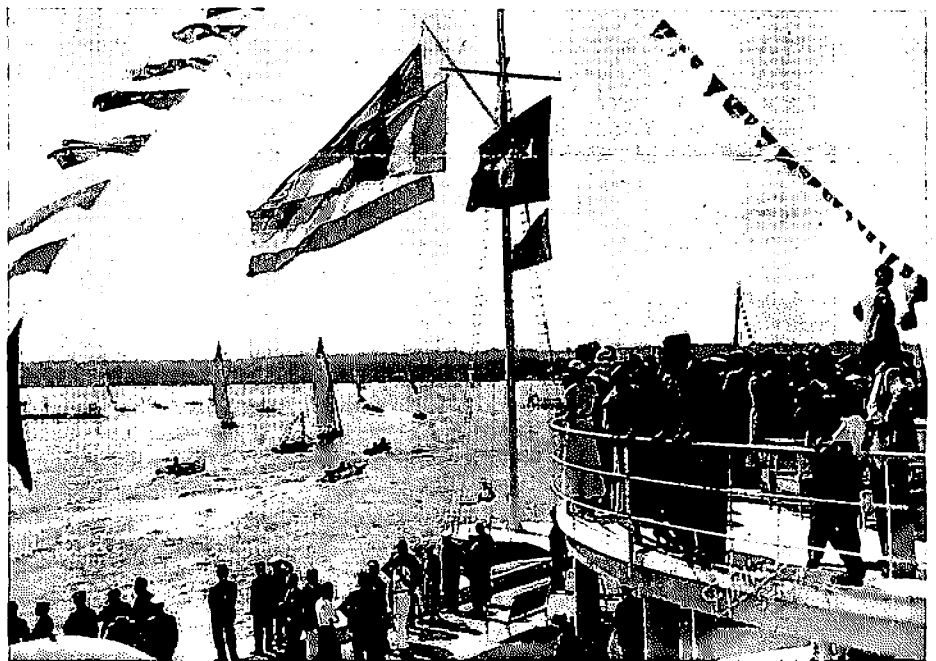
International Measurement Committee Rules on use of Pucker String

The question brought up by several fleets this year as to the use of a pucker string or leech line as used by some skippers and sailmakers to rejuvenate old sails, has been answered by the International Measurement Committee. The opinion follows:

There is no question that *during a race* leech lines or pucker strings may not be changed or tampered with. This is contrary to Par. 82 of the restrictions.

Their use is not prohibited as an aid to supporting an overstretched leech. Pucker strings have been used for generations by old sailmakers and some of them may still feel that these strings are a part of a well-made sail. Actually, they should not be tolerated for one moment on a good racing sail as they are more apt to ruin such a sail than to help it. Their use should be discouraged on all racing boats.

SCIRA No.	Skipper's Name	Boat Name	Yacht Club	1st Race	2nd Race	3rd Race	Regatta	Average Point Score
5115	T. Hanna—O.G.!		NMPYC	1	1	1	1	1600
5894	E. Coleman—R's.		NYC	2	2	2	2	1521
3150	Webster—Black Dog		NYC	4	4	4	3	1369
1900	D. Allen—Minx		YYC	3	6	9	4	1231
4076	Dannenberg—Firefly		NYC	6	7	5	5	1225 $\frac{2}{3}$
4156	C. Cassidy—Em Jay		YYC	Disq.	3	3	6	1224
1999	Kroeger—Punkin		NYC	5	8	8	7	1158
3227	S. Johnson—Spook		YYC	9	9	6	8	1091
3399	O'Brien—Lil Esther		NYC	Disq.	5	7	9	1078 $\frac{2}{3}$
2973	F. Hinkley—No Name		YYC	7	12	10	10	986
2889	D. Hubbs—Four Winds		YYC	8	10	11	11	983 $\frac{1}{3}$
1891	W. Hope—Snafu		YYC	DNF	11	12	12	860 $\frac{2}{3}$



Yachts leaving the Harbor of the Nautical Society at Geneva, Switzerland scene of 1947 Snipe International Championship Regatta.

LIGHTNING CLASS ASSOCIATION NEWS

Address correspondence to—Executive Secretary: Neil Goodall, Bank of South Haven Bldg., South Haven, Mich.

SIXTH ANNUAL LAKE MICHIGAN DISTRICT REGATTA

The sixth annual Lake Michigan District Lightning Regatta, held in Maumee Bay with the Toledo Fleet No. 42 as host, and sponsored by the Toledo Yacht Club, drew the largest entry list in the history of the Class. Forty-eight boats were entered in this competition but due to six cancellations, forty-two racers answered the starter's gun at 2:30 Friday afternoon. Two races were scheduled on Saturday, leaving Sunday open for postponements. All races were sailed on a three mile triangular course twice around.

The first race started out with stakes to starboard in a light breeze. Shortly after the start the wind hauled to the northwest and at the first stake we found "Gail" No. 120, skippered by Garinger, "Rambler Too" No. 949, Walt Vogel; "Yankee Doodle" No. 800, Walt Swindeman, and "Sally Ann" No. 1193 owned by Dave Spitnaugle, in the lead positions. Heading out on the second leg with shifting wind found "Rambler Too" taking the lead followed by "Yankee Doodle", "Zig Zag", "Two Bits", "Gail", "Candy" and "Sparkles". The third leg was a spinnaker run and at the end of the first time around "Rambler Too" was in the lead, followed by "Yankee Doodle", "Zig Zag", "Gail", "Two Bits" and "Candy". The second lap found the first three boats holding their positions while other boats moved up with the leaders and at the finish we had Vogel in "Rambler Too" first by twelve seconds over Swindeman in "Yankee Doodle", with Yaudas in "Zig Zag" third. Pfefferle in "Zefr" just nosed out Garinger in "Gail" by two seconds for fourth place with Nickels in "Two Bits" two seconds behind Garinger.

The second race was sailed in light and baffling air. On the first leg, which was a reach, Spitnaugle in "Sally Ann" was first with McMenemin in "Butch Too" second and followed by Swindeman, Girkins, Siferd and Yaudas. Fast spinnaker work put Swindeman in the lead on the second leg and at the start of the beat home Swindeman was in the lead followed by Spitznaugle, McMenemin, Girkins, Siferd and Yaudas. The air flattened out on the weather leg and at the start of the second lap Swindeman was still in the lead with Yaudas second Burtscher third and Krauss fourth. The second lap turned out to be a sailor's nightmare. The wind was spotty and very fluky, most of it was

straight up and down. Swindeman and Yaudas finally got around to the last leg going homeward while the rest of the fleet just sat in groups. Swindeman took twenty minutes to sail the last fifty feet to the finish line on a starboard tack with Yaudas five minutes behind on a port tack, both boats headed in the same direction while the rest of the Fleet were flying spinnakers. This is really one for the Book! Ahrens came in third and Phillips fourth, Nickels fifth and Burtscher sixth.

Due to the fact so many of the skippers were late in getting back to the Club after the morning race, the afternoon race was postponed till 3:00 P.M. For awhile it looked like a repetition of the morning race but just before the five minute gun a lovely breeze out of the northeast greeted the starters of the last race. At the start Werkman moved out in front with Ladenburger and Vogel closing in. At the first mark Ladenburger led followed by Vogel, Krauss, Girkins, Werkman, Pfefferle and Garinger. The second leg was a spinnaker run which saw many boats change positions, as they rounded the second mark for a reach home. At the end of the first lap Vogel led followed by Ladenburger, Krauss, Garinger, Phillips, Girkins and Werkman. Swindeman was in eleventh place at the start of the second lap. Quite a few positions were changed during the next two legs and as the boats rounded the last mark and headed for home Vogel had a nice lead over Swindeman who had moved into second place followed by Garinger, Werkman, Mauerer and Burtscher. They finished in that order.

Walt Vogel, the defending champion, proved his mettle in this race after being becalmed in the morning and finishing 23rd, which ruined his chances of retaining the championship. The final standings of the first ten boats, Walt Swindeman of Toledo Fleet, 1st; Cal Yaudas 2nd, Art Burtscher 3rd, both of Toledo, Herman Nickels of the Fenton Fleet, 4th, Walt Vogel 5th, Bill Girkins 6th, Jerry Garinger 7th, of the Toledo Fleet; Leo Mauerer of Chicago 8th, Dick Krauss of Toledo 9th, and Bill Phillips of Detroit River Fleet 10th.

Trophies and prizes were awarded at the dance held Saturday night, Clarence Crites being the Master of Ceremonies.

Flags were given to the winners of each race and also to the first three placers. Walt Vogel presented the beautiful perpetual trophy to the new champion, Walt Swindeman, who holds the honor of being the first to win the trophy twice. Pocketbooks were presented to the next three places and a bottle of champagne to the next ten in line. The eleventh bottle was presented to Howard Daykin as a consolation prize for last place and the twelfth bottle handed to Ed. McCain, secretary and treasurer, who really didn't raise *cain* but gave a broad hint earlier in the evening that some credit should be given to the skipper who improved his position the most in these annual affairs. Ed, as you will remember, has been a consistent last placer at most Regattas but this year at Toledo fooled his competitors by placing in 21st position.

Among the dignitaries introduced by Clarence Crites were President, Len Ladenburger; past President, Ted Siferd; Vice-President, Art Burtscher; Secretary-treasurer, Ed. McCain; District Secretary, Frank Pfefferle and Fleet Captain, Walt Vogel. Short talks were given by these gentlemen who extended their praise to Clarence and the Toledo Yacht Club for conducting a most successful Regatta, not only from a sailing angle but also for the comfort and hospitality of the Club.

At the conclusion of the program a big applause was given to Clarence Crites and his entire Committee for their efforts in putting over one of the best Regattas ever held.

Thus ended the Sixth Annual Lake Michigan District Regatta. The time and place of the next District Regatta will be decided at the winter meeting, the date of which will be announced later in the year.

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Official Summaries

Series Place	Skipper	Fleet No.	Fleet Name	Sail No.	Boat Name	Points
1	Walt Swindeman, Jr.	42	Toledo Lightning Fleet	800	Yankee Doodle	124½
2	Cal Yaudas	42	Toledo Lightning Fleet	163	Zig Zag	109
3	Art Burtcher	42	Toledo Lightning Fleet	961	Nicki Too	109
4	Herman Nickels	53	Lake Fenton YC Fleet	1565	Two Bits	106
5	Walt Vogel	42	Toledo Lightning Fleet	949	Rambler Too	104½
6	Bill Girkins	42	Toledo Lightning Fleet	480	Sparkles	100
7	Jerry Garinger	42	Toledo Lightning Fleet	120	Gail	97
8	Leo Maueter	5	Chicago Corinthian YC	418	Hildegard	97
9	Dick Krauss	42	Toledo Lightning Fleet	1273	Gin Ric	97
10	Bill Phillips	51	Detroit River Fleet	778	Sylvia	96
11	Bob Trost	42	Toledo Lightning Fleet	1059	Wahoo	95
12	Len Ladenburger	30	South Haven Yacht Club	753	Joy	94
13	Vi McMenemin	42	Toledo Lightning Fleet	885	Butch Too	89
14	Ted Siferd	23	Indian Lake Fleet	1646	Candy	89
15	Lionel Berc	56	Burnham Park Fleet	333	Lianne	84
16	Gene Werkman	42	Toledo Lightning Fleet	807	Pinocchio	83
17	Laird Ahrens	54	Pontiac YC Fleet	1815	Quicksilver	81
18	Harry Williams	42	Toledo Lightning Fleet	340	Blitzen	71
19	Russ Luchtenberg	43	Buckeye Lake Fleet	1357	Who Zat	71
20	Frank Pfefferle	57	Cincinnati Fleet	380	Zefr	69
21	Ed McCain	33	Turkeyfoot Lake Fleet	558	Four Winds	66
22	Barney Crittenden	31	Devil's Lake Lightning Fleet	22	Arrow III	65
23	Charles Buck	54	Pontiac YC Fleet	839	Buccancer	60
24	Jack Beal	31	Devil's Lake Lightning Fleet	840	Clara Bee	48
25	John Burke	56	Burnham Park Fleet	533	Pest	47
26	Donald W. Neal	54	Pontiac YC Fleet	837	Flicka	44
27	Dr. Fred Bostick	53	Lake Fenton YC Fleet	240	Apres Vous	43
28	P. F. Pedersen	68	Grosse Ile YC Fleet	1035	Eight Ball	40
29	Dave Spitznaugle	31	Devil's Lake Lightning Fleet	1193	Sally Ann	37
30T	Dick Herron	42	Toledo Lightning Fleet	313	Jimmy Crickets	32
30T	Clayton Jones	42	Toledo Lightning Fleet	1032	Corky	32
32	Leslie Huntworth	54	Pontiac YC Fleet	857	Judy Kay	30
33	J. E. Finneran	43	Buckeye Lake Fleet	869	Finn II	29
34T	Dick Daso	42	Toledo Lightning Fleet	460	Scamp	21
34T	John Squire	51	Detroit River Fleet	1060	Daisy May II	21
36	Dr. P. W. Barnes	57	Cincinnati Fleet	1925		19
37	George Maludy	42	Toledo Lightning Fleet	1338	Astrapi	18
38	Stanley Shaw	53	Lake Fenton YC Fleet	1654	Ruby S	15
39	Steve Collier	54	Pontiac YC Fleet	1816	Bob Bet	8
40	Dr. Gerald Murphy	53	Lake Fenton YC Fleet	1662	Cement Mixer	6
41	Louis Trutt	42	Toledo Lightning Fleet	1336	Lucky	3
42	Howard Daykin	42	Toledo Lightning Fleet	1335	Bambi	1

SECOND ANNUAL REGATTA AT DOUGLASTON YACHT CLUB

Jack Webb in his new Lightning No. 1587 "Rouge" captured the sterling silver cup for finishing first in the second annual race of the Douglaston Yacht Club, held Saturday, July 13th, on Little Neck Bay. Competing in the race were forty Lightnings, representing a majority of the clubs dotting Long Island Sound.

After starting in third place at 3:40 after a ninety minute postponement, due to lack of wind, Webb skippered his "Rouge" to a rather easy triumph, managing to take the lead off Fort Totten and set the pace for the rest of the way, finishing nearly thirteen minutes ahead of the nearest pursuer, A. J. Eckhart's "Feather" flying the burgee of the Larchmont Yacht Club.

Ken Brown's "Circe" representing the host Club was third.

The win was the second in a row for the Riverside Yacht Club. Another win and the Nutmeg State club will retire the Douglaston Cup.

The order of finish:

Place	Skipper	Boat Name	Finish Time	Place	Skipper	Boat Name	Finish Time
1	Jack Webb	"Rogue"	5:52.49	14	Carl Weilbacher	"Bill"	6:18.34
2	A. J. Eckhardt	"Feather"	6:05.27	15	Alfred Amy	"Frolic"	6:18.44
3	Ken Brown	"Circe"	6:08.55	16	Charles Portman	"Dorinda"	6:19.50
4	Paul E. Forsman	"Foosa"	6:09.01	17	William A. Hardy	"Sno-Bird"	6:20.13
5	James M. Trenary	"Crest"	6:10.16	18	James Purcell	"Narf"	6:20.21
6	Wm. T. Smith	"Pequod"	6:10.17	19	Art G. Corkery	"Cork"	6:20.24
7	Dick Carr	"Nola"	6:13.16	20	DeHaven Ross	"Jabarbe"	6:21.18
8	Andy Scholtz	"Sabrina"	6:13.52	21	L. Beck	"Aye-Aye-Aye"	6:21.33
9	Timothy Edlund	"Blue Wing"	6:14.14	22	Roy Moore	"T. M. II"	6:22.14
10	J. B. Jenkins	"Lolo"	6:14.26	23	Al O'Neal	"Aron"	6:22.20
11	Robert M. Delisser	"Bobedee"	6:16.34	24	W. F. Cronin	"Banshee"	6:22.55
12	Brad Beck	"Alfalfa"	6:16.51	25	John Drew	"Bedlam"	6:23.36
13	Jack Hawkins	"Scamp II"	6:17.22				

* * * * *

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PACIFIC INTERNATIONAL YACHTING ASSOCIATION REGATTA

As Reported by District Secretary — Hunter Vogel

The dates of July 2-3-4 were circled on many a calendar far in advance of the Pacific International Yachting Association Regatta, held in English Bay, Vancouver, B. C. Canada.

Under the auspices of the Royal Vancouver Yacht Club, Commodore Harold Jones, assisted by a committee that was representative of all the member Clubs in this International organization.

The R. V. Y. C. is on Point Gray Peninsula, which projects into the Gulf of Georgia. English Bay lies between Point Gra and the lovely Coastal Range, making a glorious setting for the 146 Yachts of all classes that congregated for the three days of racing, and the fun that was served up so efficiently.

It was the second time Lightnings had raced as a Class, and the first authorized event for a District Championship, leading to the Internationals.

Eric Dowell of Royal Victoria Lighting Fleet No. 66, outclassed the Fleet to come home with three first places and a clear cut victory. His faithful "Ariel", built by Eric in his basement, performed like a charm as Eric seemed to be incapable of making errors.

The winds were light and fluky, the tides were something else to contend with. Eric Dowell and his crew Bill Halbert and Spencer Davies were on the line with the gun, "Harlequin" to windward and abeam and "Amanda" covering "Harlequin". Dowell went through "Harlequin's" lee, pulled out in front and was never headed. The course was triangular three and one-half nautical miles twice around. Bucky Kennett was second, with Ray Chaster and Bill Smith crewing his "Vampire", while Hunter Vogel with crew Isabel and Winkle Vogel, as crew in "Hardtak II" placing third.

The breeze felt like it might make up for the previous race when the starting gun was fired at 10:40 A. M. on July 3rd, but soon faded and stayed light and fluky 4 to 6 M. P. H. The first leg was a beat, and the three leading boats were bunched at the mark with Dowell, Kennett and Hunter Vogel taking the lead. The second leg should have been a run but the wind fluked around abeam. Kennett stood well out, Dowell took Mid-channel and was held with tide while Vogel gained on a better breeze inshore so it was Kennett, Vogel, and Dowell, with seconds between the boats. The wind seemed to drop to just a whisper and Dowell went through for his second win with Kennett second and Hunter Vogel third.

The third race started at 10:40 on July 4th, over the same triangular course 6½ nautical miles. The breeze being kinder to the skippers (E. to S. E. 8-10 M. P. H.), livened things up considerable in different quarters. Dick Vogel in "Harlequin" with Bill Vogel and George Seymour crewing got into the battle. Dennis Ashby was a hot contender with "Amanda" and it looked as though anything could happen, and many things did happen. The Vogel boys led the Fleet on the first leg, Buck Kennett got through to lead and Dennis Ashby was in there pitching but at the finish line it was good ole Eric Dowell in front again, with the Vogel boys in second place and Dennis Ashby up for a nice third.

Eric Dowell won our first District Championship with a clean sweep and we certainly hope he goes to Skaneateles in September to represent the Pacific Northwest District and Fleet No. 66. He is well liked and a grand sailor.

In the Ladies' Race, Peggy Wanstall sailed "Gin Fizz" to victory having as crew Gerry Wanstall and Buck Kennett. The "Gin Fizz" had only been in the water a few days and looked better each time out.

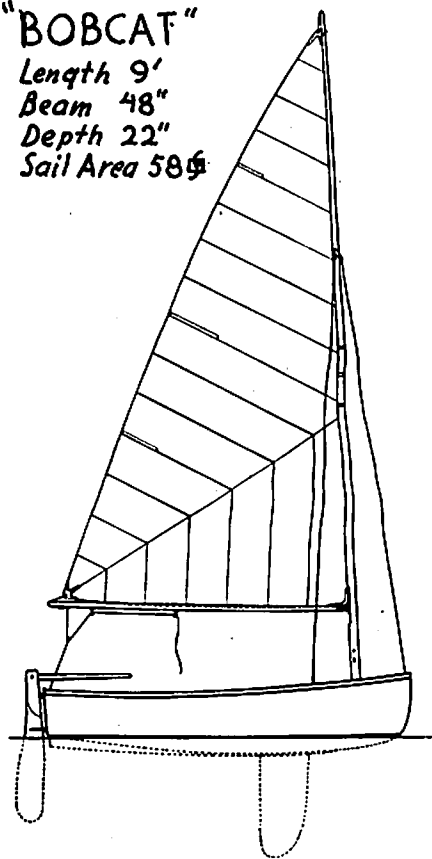
We gathered Thursday night for presentation of trophies, to have a final chat with old friends and to say our goodbyes to the sailors, wives and friends from other waters. Most of us will meet again September 1st, when we will race for the B. C. Lightning Championship at Cowichan Bay.

SUMMARY

Boat No.	Boat Name	Skipper	Crew	Total Points
1197	Ariel	Eric Dowell	Bill Halbert and Spencer Davis	18
1448	Vampire	Buck Kennett	Ray Chaster and Bill Smith	13
626	Harlequin	Dick Vogel	Bill Vogel and George Seymour	10
1264	Hardtak II	Hunter Vogel	Isabel and Winkle Vogel	9
1372	Amanda	Dennis Ashby	Walter Robinson and Jimmy Whittome	7
1520	Gin Fizz	Gerry Wanstall	Peggy Wanstall and Al Cleaver	5

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Notes of the Rhodes Bantams

By CHARLES A. HARRISON,
Sec. Rhodes Bantam Class Association,
463 Locust St., Lockport, N. Y.

The new class has made a fine start and all things considered can justifiably feel proud for several reasons.

These are difficult days for the enthusiast who wishes to build a boat, for many of the necessary materials are so conspicuous by their absence that one must admire all the more the hardy souls who manage to carry on and who, in some cases have already launched their boats.

To date two fleets have been chartered, the Skaneateles fleet has the honor of being Rhodes Bantam Fleet No. 1 and the Olcott Fleet has charter No. 2. Four races have already been held at Olcott with the honors amongst the Bantams fairly evenly distributed.

A few months ago, rumors of an unofficial challenge appeared in Jib Sheet, for Dr. Moyer of the Olcott Snipe Fleet, possibly feeling his spring onions, was alleged to be looking forward to the time when a Bantam should dare to appear on the same waters as his Snipe. Well; the Bantams appeared and the doughty Doc pulled up his socks and proceeded to give those Bantams a trimming.

Three times he did it in very light air, though he trimmed the other Snipes in the race even worse than he trimmed the Bantams but the fourth round of the epic ended, shall we say in a "no contest" or a technical knockout for when the wind piped up, lo—there were no Snipes at the starting line. Of course we wouldn't like to infer that the wind was too strong for Doc but—oh well, the season is yet young.

A little friendly banter and rivalry certainly does no harm but to be serious, these Bantams are proving themselves to all who sail them, mighty fine little boats, sensitive, balanced and a delight to handle.

A number of other Bantam fleets are forming, encouraging reports have come in from both coasts and from that hotbed of small boat activity, the mid-west. Over 110 serial numbers have been issued and reports have come in of several of the home built boats being launched. When one considers that it was March before the Rhodes Bantam plans were ready for general distribution, we are most encouraged.

It is planned toward the end of the season to hold a first National Championship for the Class. Owing to the late start and delays this year it has been proposed to make the first National Championship an open affair for all Bantams able to attend.

Aside from the fun which might result, this would have the advantage of bringing together as many Bantam owners as possible and also would assure representative voiced opinion on class matters and representative election of officers.

Whether this plan proves possible or not, the details of the first national Rhode Bantam Class Championship are at present being thrashed out and shortly an announcement of plans will be sent to all who have bought or are building Bantams.

* * *

"Doc" Moyer Gets His Wish

Back in the early days of JIB SHEET a certain well-known correspondent from the Olcott Fleet, one "Doc" Moyer, made the statement that the Harrison boys, Art and Charlie, had digressed from Snipes and had introduced the Bantams into local sailing waters. "Doc" made them a challenge and Art came back quick with a defiance. While the Bantams are good boats, no doubt of it, it was pretty well conceded that they could not stand up with the Snipes when it came to speed. Well, now it can be told in quotations from three letters received from Doc Moyer. The first one; "The Bantams are racing with the Snipes. We have had two races so far in very light breezes and in the first race I was about 20 minutes ahead and today about 18 minutes ahead. I thought they would trim us in light breezes as they are very light and carry more sail". Here's the second letter; "The Bantams were out again yesterday (July 4th) in a nor'easter with a choppy sea. They didn't do any better and in fact, I think a little worse." The third stanza for the race of July 6th reads; "We had a fine test today in a heavy sea and a strong N.E. wind of 25 miles. One Bantam capsized at the starting line. Another filled with water at the first mark and was towed in by a power boat. The third one also filled at the next mark and was towed back. Charlie kept his boat going, nearly full of water, but capsized at the finish line. The Snipes all came through in fine style, I am sure glad they brought the Bantams here as it has done more to stimulate Snipes for next year than anything else."

It would seem hardly necessary to add anything further to Doc's reports.

(Editors Note: We publish both letters—we thought you would like to hear all the news! But we're for both classes.)

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JIB SHEET
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Wichita Sailing Club Regatta

By T. A. WELLS

July 11, 1946

We had three boats from Dallas, one from Fort Worth, two from Tulsa, one from Oklahoma City, and four from Topeka, with a total of about fifty out-of-town guests. The boats from Fort Worth, Dallas, and Tulsa were out for revenge because the Wichita fleet had taken first, second, and third places in the Fort Worth regatta the month before. The Wichita fleet, however, was so inhospitable as to take the first four places here. John Hayward from Tulsa, who won the Mid-Winter Championships in Florida, came in seventh.

The first race was Saturday afternoon with light shifting winds, resulting in a course which was mostly reaching. This race was won by the writer, with Howard Elwell of Wichita second, and Dick Carpenter of Tulsa in third.

The second race, which took place Sunday morning, started out to be a three lap race but was called at the end of one lap because of the extremely light wind. The wind in this race was very spotty, blowing from all directions at once including straight up and straight down. Shortly after the start, I went from third place to nineteenth place in about two minutes while I sat still and watched everybody else go by. This race was won by Howard Elwell of Wichita, with Bill Ames and Martin Hellar in second place and Clarence Watson of Wichita in third place. (Not that it would interest anybody, but I came in tenth.) The third race in the afternoon was started with a fairly good breeze but with two thunderstorms not too far away. The boys who had been praying for higher winds did a little bit too good a job of it, because when the leading boats were just about completing the first leg of the second lap one of the storms hit, and it was a dandy. The Wichita Airport Weather Bureau reported a peak wind velocity of seventy miles an hour, dropping to slightly over sixty. There were snipes scattered all over the lake, but fortunately no serious damage was done, either to boats or crews. Several boats turned completely over, losing their dagger boards and several boats had their sails ripped as a result of dashing across the lake with crews on the center boards and top of the mast about five feet above the water.



During the Storm at Wichita

WICHITA SAILING CLUB REGATTA

JUNE 29 and 30, 1946

LIST OF ENTRIES AND PLACES

Name—City	1st Race	2nd Race	Final St'd'g	Name—City	1st Race	2nd Race	Final St'd'g
Howard Elwell—Wichita	2	1	1	D. H. MacIvor—Wichita	8	13	11
Bill Ames - Martin Heller—Wichita	5	2	2	J. W. Rix—Wichita	12	11	12
C. Watson—Wichita	4	3	3	Charles Swan, Jr.—Oklahoma City	13	12	13
T. A. Wells—Wichita	1	10	4	F. H. Rogan—Wichita	14	16	Tie 14
Dick Carpenter—Tulsa	3	8	5	Bill Dodge—Topeka	16	14	14
Fred Deere—Dallas	7	4	6	W. R. Blakely—Wichita	15	17	Tie 16
J. T. Hayward—Tulsa	6	6	7	J. P. Armstrong—Topeka	17	15	16
R. S. Gozzaldi—Dallas	11	5	8	John Gorbutt—Topeka	18	18	18
Hub Isaacs—Ft. Worth	10	7	9	Bowling—Topeka	19	19	19
A. A. Wild—Dallas	9	9	10				

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Several old fleets have joined the active list

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When Is a Starter Not a Starter?

In the July issue of Jib Sheet in a paragraph under Short News Items the statement is made that "In view of the fact that this boat did not cross the starting line it cannot be classed as a starter". This ruling raises a question which it seems to me requires further thought and clarification.

Under this ruling it is apparently within the discretion of a skipper to withdraw at any time prior to crossing the starting line after the starting signal, and in Club races under the Snipe System of Scoring this might be a great advantage under some conditions. Suppose for example that a skipper finds that because of some minor accident or poor timing he is about to make a bad start.

If the fleet is a large one his chance of sailing through it and winning would obviously be remote. If he may withdraw at will it would certainly be to his advantage to do so. He would lose nothing but 10 bonus points which could be made up later. That this withdrawal might easily be the determining factor in deciding the high boat for the season may be illustrated by an instance from my own experience.

On August 4th, 1940 when we were having a hot fight to see who would represent Canandaigua in the Internationals which were held on our home waters that year, I was fouled just before the start by an inexperienced skipper. My boat was turned completely around and I found myself starting last in a fleet of 17 boats and ended with a 12th. Before this race I was in the top spot by a narrow margin.

If I could have withdrawn from this race after the foul I might still have had a chance and I certainly would have been wise to do so under the ruling under discussion, but I have always understood that the race started with the preliminary signal.

Another point is—Could a boat which had fouled another during the preparatory period escape penalty for the foul by withdrawing?

Rule 14 reads in part "A Yacht shall be amenable to Part 2 of the Racing Rules from the time the preparatory signal for her class is made". How can any rule apply during this period if the race does not start until the boats cross the line? Does it not follow that the race actually starts with the preparatory signal and that after the preparatory gun a boat maneuvering for position with the intention of

taking part in the race has actually started?

If so the boat obviously must be counted as being in the race and would have to be given a D.N.F. if she withdrew. Also the boat could be counted to make up the required minimum of starters.

The foregoing applies particularly to Club racing with Snipe scoring. In a Regatta of course no one will withdraw except from necessity.

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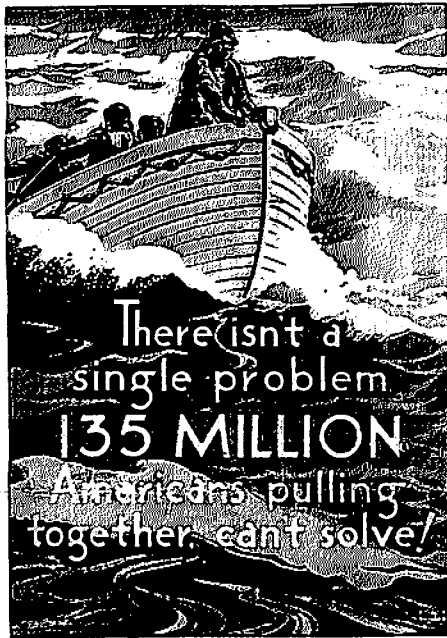
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Doc McIntosh Retains Championship at Central New York District Lightning Regatta

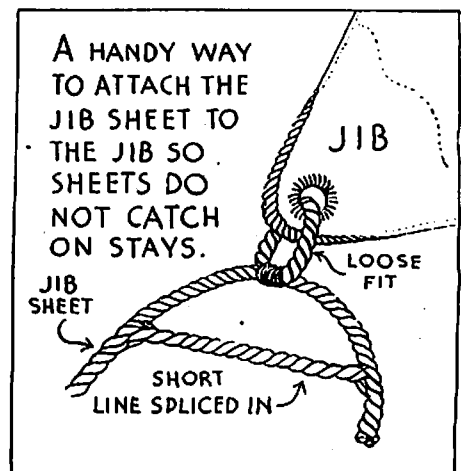
The result of the CNYD regatta on Irondequoit Bay, Point Pleasant, N. Y., demonstrated once again the soundness of the one design idea. Dr. John McIntosh, sailing one of the oldest Lightnings in these parts, proved unbeatable and his name will again be engraved on the Skaneateles trophy.

The regatta, a one-day two race affair, was sailed in extremely light McIntosh weather, July 21st on Irondequoit Bay, Fleet No. 46 the host Club.

Nine boats entered and the start scheduled at 11:30 was somewhat messed up by light sprinkles of rain just before the preparatory gun. Most of the boats immediately doused their fair weather sails and put up their old canvas. The wind dropped to just a little better than a flat calm and a start was made. Bill Straub in "Cygnus" No. 508 led to the first mark where spinnakers were broken out. At this point McIntosh took over for good and was never headed. Doc crossed the line three minutes ahead of Bill Straub who was about that far ahead of Lefty Ingerson in "Quest" No. 458.

The second race was sailed off the Newport Yacht Club in the south end of the bay with the same light weather conditions prevailing. The course called for a long tacking beat to weather on the first leg, a long straight beat on the second and a very long spinnaker run back.

It did not seem to make much difference to McIntosh whether he was beating or running, he took over from the start and continued to open up his lead all the way to the finish line. Straub and Ingerson, after a frantic down-wind spinnaker luffing and jibing match, managed to reverse their finish order of the morning race. Ingerson getting the inside track over Straub and turning the mark for a second place and a tie for second place in



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the championship. Straub finished third and Johnny Watkins in "We-Uns" No. 936 came in a close fourth.

The award of the trophy to the Central New York Champion was made by the District Secretary, Ernie Hamilton, and we presume that Mrs. McIntosh will polish the fingerprints off the silver bowl and place it back on the mantelpiece from which it had been removed for a few hours.

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