

# The JIB SHEET

*Sailing News* ★



# JIB SHEET

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No. 8

## Important Rule Change

While not all members of the Rules Committee have answered my recent letters on the difficulties on mainsails, the majority of those who have answered prefer banding the mast and the boom as the simplest means of controlling the length of the luff and the foot of the main. The following rules may therefore be considered as officially adopted to be enforced during the coming racing season.

The luff of the mainsail shall not be stretched beyond 16 feet 7 inches in length while racing. To permit checking this, bands one-inch wide shall be painted around the mast in a color to contrast with the color of the mast. The center lines of the bands shall be located as follows:

1. To coincide with the center of the grommet in the headboard of the sail when the sail is hoisted as far as possible.

2. Six inches and twelve inches below the top band.
3. Sixteen feet and seven inches below each of the above bands.

The foot of the mainsail shall not be stretched beyond 8 feet 3 inches in length while racing. To permit checking this, a band one-inch wide shall be painted on the boom, in a color to contrast with the boom, the center line of the band being 8 feet 3 inches from the center line of the grommet in the tack of the sail when the tack is attached to the gooseneck.

In connection with publication it would be well to mention that on all new boats the location of these bands will of course be checked as part of the measurement of the boat. On all existing boats this should be considered a modification and the location of the bands must be checked by the fleet measurer.

T. A. Wells, *Chairman*  
International Rules Committee

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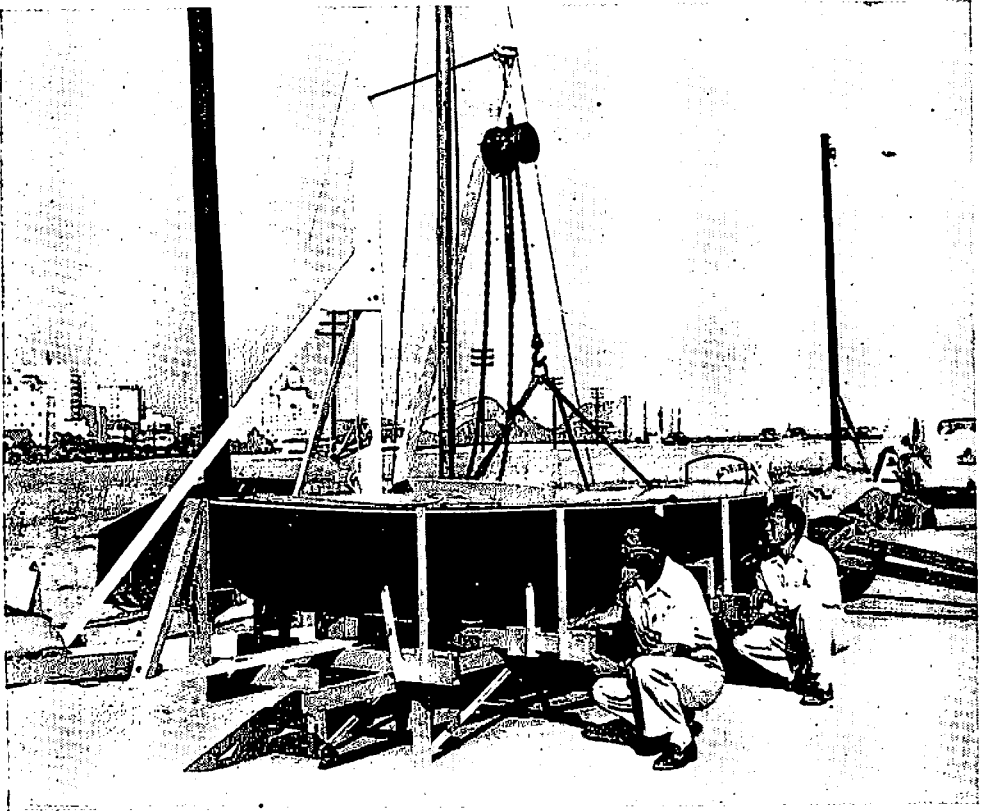
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## COVER

Clark Cassidy maneuvering his famous "Ghost" before a start at Newport Y. C. on Irondequoit Bay, Rochester, N. Y.

Photo by Bob Vreeland



**CAREFUL CHECKI**—A snipe is checked on two of its 89 check points by Louis Varalyay, left, and Francis Schwander, right, during the U. S. Snipe Championships in Long Beach. The jig, designed by Schwander and constructed by Varalyay, has cut more than an hour off the time usually spent measuring snipes. The boat above, which once won the National Junior Championship, flunked out during the measurement. (Photo by Sol Laver)

## Measuring At The Nationals

By Don Slopper

In the official rule book of the Snipe class international racing association there are 89 rules covering measurements and restrictions which must be checked on each boat. But at the U. S. national championships last August in Long Beach, California the check took just 20 minutes, compared with the usual time of two or three hours.

The speedup was due to a special measuring jig designed by Francis Schwander, official measurer for the championship and constructed by famed boat builder Louis Varalyay.

The two men knew that three hours is considered standard time for checking a boat with an hour and a half "speed

deluxe." The hull must conform within half an inch of snipe regulations at most points. The snipe must also be weighed (minimum 450-pounds) and lot's of small equipment checked.

With 32 boats to examine minutely, Schwander and Varalyay got together and devised the new rig.

The boat is picked up (and weighed at the same time), then lowered into place on the jig. The bow is placed against a stationary piece of wood and the snipe centered on a series of supporting blocks.

A movable wooden joint with two vertical sticks of wood nailed to it is moved toward the boat until the vertical sticks touch the side of the boat. The wooden

*(Continued on Page 7)*

## On Selling A Boat

By Drake H. Sparkman

Sometimes boats are very easy to sell, other times not. Many times when you have a boat to sell, your next door neighbor will buy her, but as this accounts for only a small proportion of the boats sold throughout the country every year, a few observations on this subject might be pertinent.

While a great many boats are sold during the active season, most sales take place in the off seasons and it is very important, when a person wants to sell a boat, that she be laid up accessibly for inspection.

The ideal condition of course is to store a boat in a shed with just a dust cover, but as inside storage is limited, when a boat is stored outside it is very important that the opening of the winter cover be accessible to the cockpit or other point of entrance below.

After a boat has been stripped for the winter, she should have a thorough house-cleaning and left for inspection in ship-shape and well ventilated, — in other words laid up in Bristol Fashion.

In selling a boat that is laid up for the winter, a picture of that particular boat is really essential. Most pictures are taken under way, but it is surprising how effective pictures taken at anchor can be, in illustrating a boat.

If a person is going to sell a boat and does not have a good picture, one should be taken by all means before the boat is laid up.

Boat buyers want to know what they are getting with a boat, and it is always wise to make an inventory of a boat's equipment while she is being laid up. This is also a good time to take the yacht's papers ashore, as they have to be used in connection with any sale.

When a person has made up his mind to sell a boat, regardless of the time of year, she should be listed with a broker or brokers. A broker makes no charge for listing a boat and his commission is payable only when he effects a sale. Some people prefer to give one broker an exclusive listing; others list her with many brokers. Each procedure has its advantages.

The important function of the broker, after the terms have been agreed upon, is to see that all papers are in proper order to convey title, and that all Government regulations have been complied with.

A broker works on a straight commission basis; he has no financial interest in the boat he is selling and his objective should be, in connection with every sale, to bring the buyer and seller together at a price that is fair to both.

**Still The Choice of Champions!**

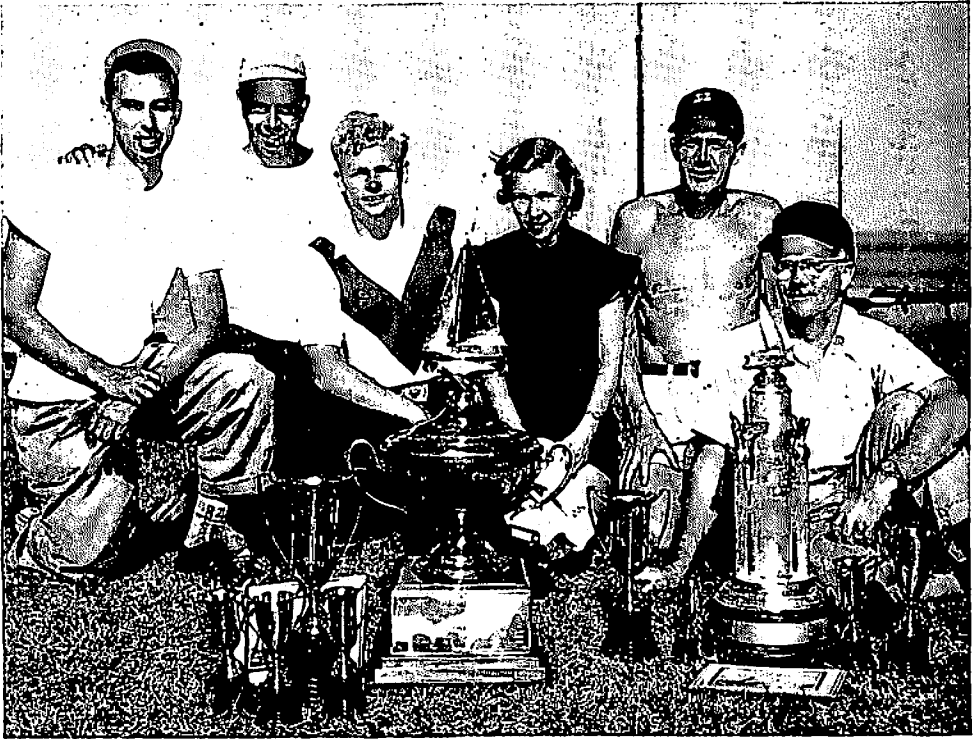
**Varalyay**

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Winning skippers and crews of the Great Lakes Championship regatta, held at Oshkosh, Wis. admire their trophies.

Left to right: Allen Levinson, crew, Frank Levinson, skipper, from Lake Wawasee, Ind. Y.C.; David Lundquist, crew for Zimmerman, Lake Chautauque, N. Y.; Mrs. Larry Wheeler, crew, and Larry Wheeler, skipper, from Portage Lakes Y.C.; Akron, O.; and Carl Zimmerman, skipper, Portage Lakes Y.C., Akron, O.

Picture Courtesy OSHKOSH DAILY NORTHWESTERN

## Great Lakes Championship Regatta

By Helen M. Klieforth

Frank Levinson, Jr., of the Lake Wawasee Yacht club, has the reputation around the Great Lakes area of being quite a hot sailor and one of the men to beat. But he's not the only sniper who made the competition keen at the Great Lakes Snipe Championship regatta, which was held at Oshkosh, Wis. this year. Carl Zimmerman from the Portage Lakes Yacht club, Akron, Ohio, and Howard A. Elwell of Mankato, Minn. also raised the racing temperature, and sailors from five states battled in the Great Lakes races which were held on Lake Winnebago August 12 and 13.

Levinson took home the Chalmers Burns trophy as a result of winning two

of the three races for this trophy and placing second in the third. Although he didn't win the Dunphy Team trophy, he was on a team which tied for second in the races for it.

Carl Zimmerman, last year's winner of the Chalmers Burns trophy, received second place honors in this year's contest and was one of the winners of the Dunphy Team trophy. He shared the spotlight with Larry Wheeler, also of Akron.

Tied for second place in the competition for the Dunphy Team trophy, Frank and Harry Levinson, both from Lake Wawasee, Ind., won the second place cup from Roy Biebel and Pete Leach of Oshkosh, on the flip of a coin.

The Great Lakes regatta, which is sanctioned by the S.C.I.R.A. (Snipe Class

International Racing Assn.) was sponsored by the snipe fleet of the Oshkosh Yacht club. Co-chairmen of the event were Pete Leach and Roy Biebel, snipe fleet captain. During the weekend regatta five races were sailed. Competing sailors were feted at picnic luncheons, a smoker, and a banquet. At the banquet, held Saturday evening during the regatta, a movie of the famous Los Angeles to Honolulu race in 1949 was shown.

Head judge was Ed Brand of Oshkosh, who was assisted by Frank Levinson, Sr., of Lake Wawasee, Ind.; Donald Brand, Chuck Nevitt, and Frank "Strep" Kuehl (1941 winner of the Chalmers Burns trophy), all of Oshkosh. Jack Haverty was in charge of measurements, and Mary Sawyer in charge of entertainment.

Next year the Great Lakes Championship regatta moves to the Portage Lakes Yacht club, Akron, Ohio.

Final standings follow:

#### *Chalmers Burns Races*

1. Frank Levinson  
Lake Wawasee, Ind. Y.C.
2. Carl Zimmerman  
Portage Lakes Y.C., Akron, O.
3. Howard A. Elwell  
Mankato, Minn. Y.C.
4. Roy Biebel  
Oshkosh, Wis. Y.C.
5. Larry Wheeler  
Portage Lakes Y.C., Akron, O.
6. Harry Levinson  
Lake Wawasee, Ind. Y.C.
7. Pete Leach  
Oshkosh, Wis. Y.C.
8. Jack Tillman  
Lake Wawasee, Ind. Y.C.
9. Lawrence Vandervelde  
Green Lake, Wis. Y.C.
10. Richard Travis  
Green Lake, Wis. Y.C.
11. Diane Scobie  
Green Lake, Wis. Y.C.
12. Jill Zeratsky  
Green Lake, Wis. Y.C.
13. A. W. Beckman  
Eberhart Fleet, Corey Lake, Mich.
14. Patricia Leach  
Oshkosh, Wis. Y.C.
15. Joe Schrank  
Oshkosh, Wis. Y.C.
16. William Eilert  
Green Lake, Wis. Y.C.
17. Terry Anderson  
Oshkosh, Wis. Y.C.

#### *Dunphy Team Trophy Races*

1. Larry Wheeler and Carl Zimmerman  
Portage Lakes Y.C., Akron, O.
2. Frank Levinson and Harry Levinson  
Lake Wawasee, Ind. Y.C.
3. Roy Biebel and Pete Leach  
Oshkosh, Wis. Y.C.
4. Patricia Leach and Joe Schrank  
Oshkosh, Wis. Y.C.
5. Lawrence Vandervelde and Richard Travis  
Green Lake, Wis. Y.C.
6. William Eilert and Enoch Carver  
Green Lake, Wis. Y.C.

## **New Jersey State Championships Retained By Beth Olson**

By Charlie Moore

The sixteenth annual regatta for the SCIRA championship of the state of New Jersey was held at the Beachwood Yacht Club on Toms River during the week-end of August 5th and 6th, 1950. Ten Boats representing five fleets were on the starting line and at the conclusion of the three races the title was retained by last year's winner, Beth Olson of the home club. In second place was Bud Stillmun of Money Island, a perennial contender and 1948 winner, and third place went to Tom Chapman, two-time winner of the event, in 1944 and 1947 and International High Point champ in 1944. The fleets represented were those of the Toms River area, Money Island, Island Heights, Pine Beach and Beachwood and Lake Parsippany from Northern New Jersey. For the first time the Lake Mohawk fleet, home club of the trophy, was not present and was greatly missed.

The races began with a windward — leeward course for the first and concluded with large and small triangles in the second and third. The first was marked by threatening skies and shifting winds and required three laps of the up and back course. Mrs. Olson in her boat Babs, No. 7610, led for just half the contest, but was overtaken on the second windward leg by Nelson of Island Heights who held the lead until the last run for the finish and was passed by Nicholson of Pine Beach. Although Nicholson crossed the finish first a protest for barging at the start deprived him of the winning points.

The second race, twice around a triangle with a long beat, a short reach and a long run was lead half way by Nelson with Olson second. On the run to the starting mark the Olson boat took the lead and held it to the finish. Nelson was second and Stillmun held third all the way. At the conclusion of the days racing the standings showed a tie for first between Olson and Nelson; and Stillmun in third. The next morning was marked by strong winds from almost due north, rather a novelty in these waters and gave the Committee a problem in setting a real course. The race finally started, with requirement of three times around a triangle. Mrs. Olson had her own way all the way and led by about three minutes across the line. It was a real race until the last lap but she really took off on the last beat to lose the fleet entirely. It was a fine finish for a decisive win and assured retention of the championship. Nicholson finished second, Nelson, third; Chapman, fourth; and Stillmun, fifth. A protest against Nelson for crowding at a mark erased him for a chance at second place for the series. The series was ably managed by Commodore Hoyt and Vice

## Measuring at the Nationals

(Continued from Page 3)

joint must when the vertical section touches the wood, be located between two green lines. The green lines vary between half an inch to an inch, depending upon the variation allowed the snipe at that point.

There are six check points in the rig located along each side of the hull with another located at the stern to determine the boat's length.

While the hull is being checked by one team of officials another group looks after the mast and other items.

"We could probably cut the time down to 15-minutes if we had to," says Schwander.

Perhaps the best tribute came from veteran Ted Wells, snipe world champion and an engineer in private life. Says expert Wells: "It's one of the fastest and best I've ever seen."

Commodore Lemmon of Beachwood and concluded with a spirit of good feeling and a hearty invitation to visit again next year. The score was as follows:

### 1st Race

3712 Nelson, Isld. Heights  
7610 Olson, Beachwood  
6914 Stillmun, Money Island  
4220 Chapman, Beachwood  
5894 Dimond, Lake Parsippany  
8042 Torpey, Money Island  
5630 Tubredy, Pine Beach  
7609 Apgar, Lake Parsippany  
4999 Reynolds, Isld. Heights  
6380 Nicholson, DISQ.

### 2nd Race

Olson  
Nelson  
Stillmun  
Dimond  
Nicholson  
Chapman  
Reynolds  
Apgar  
Torpey  
Tubredy

### 3rd Race

Olson  
Nicholson  
Chapman  
Stillmun  
Torpey  
Tubredy  
Apgar  
Dimond  
Reynolds  
Nelson DISQ.

### Series

Olson  
Stillmun  
Chapman  
Nelson  
Dimond  
Nicholson  
Torpey  
Tubredy  
Apgar  
Reynolds

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## **A Handicapping System For Small Sailboats**

By John Hayward

Many yacht clubs, especially those on inland lakes, have many small sailboats belonging to the different classes. There are "Moths", "Ghosts", "Snipes", "Lightnings", etc. These boats engage in their own class races over the week-ends, but there are many occasions upon which they desire to hold a "free-for-all" in which all the boats can take part.

The Sequoyah Yacht Club of Tulsa, Oklahoma, recently held an inter-city regatta in which five different classes took part. At this regatta the handicapping system herein described was used, there were no squawks, and to all appearances everybody was satisfied.

Let us examine a few of the handicapping methods that have been tried in the past.

The complicated formulae used for determining the time allowances of large yachts are quite unsuitable for these small boats. Not only are they difficult to apply, but the relative performance of these boats varies very greatly with the weather. The class that does relatively well in a light breeze in smooth weather may be out of it in heavier going. At any rate, around here any attempts to apply the rules intended for larger boats have resulted in a disproportionate number of wins for the Snipes. The ordinary small boat sailor, in addition, does not understand the principles underlying these ratings and if his class does not come out well is convinced that he got a "raw deal".

Another plan that has been tried where a series of "free-for-alls" are held during the season is to handicap each skipper in accordance with his past performance. In the writer's opinion this is the worst system of all, since a skipper has just as much chance of winning if he sails at his worst as if he tries his best. The best way to take part in races organized on this plan is to take along a case of beer and leave off the jib, so as not to be worried by "those durned sheets". You will have just as much chance of winning the series if you follow this procedure as if you put all you had into it and sailed your best.

Still a third method is used frequently, especially at regattas where three races are to be sailed to determine the winner. According to this system the relative finishing time of the boats in one of the races is used to determine the time allowances to be applied to each boat in each race. The participating skippers are not aware which race is used to determine their time allowance, so that at first sight this system appears fair enough. Actually, it suffers from the same drawback as the method described in the preceding paragraph. That is to say, a boat that is consistently poorly sailed has just as much chance of winning as a boat that is consistently well sailed, it being all a matter of luck which is picked as the key race. The safest and wisest thing for a skipper to do under these conditions is to purposely finish at the tail of the fleet in one race and to do his best in the other two. In this way, if there are three races, he

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has a one in three chance of winning; whereas, by doing his best in each race he would, in case there are, say ten boats, only have a one in ten chance of winning.

The system with which this article is concerned works as follows: At the end of each race the handicapper figures the average elapsed time for each class. The differences between these elapsed times determine the time allowance for every boat in each class. An example will help to make the matter clear: (See attached Table).

#### THE "A" CLASS

Boat Number	Elapsed Time		Corrected Time		Final Pos.
	Min.	Sec.	Min.	Sec.	
A <sub>1</sub>	60:00		49:00		1
A <sub>2</sub>	63:00		52:00		4
A <sub>3</sub>	64:00		53:00		5
A <sub>4</sub>	65:00		54:00		7
"A" Class Av.	63:00				

#### THE "B" CLASS

B <sub>1</sub>	51:00		51:00		2
B <sub>2</sub>	51:30		51:30		3
B <sub>3</sub>	53:30		53:30		6
"B" Class Av.	52:00				
"A" Class Time Allowance:	63:00 — 52:00 = 11:00				

In this hypothetical case we suppose that two classes, namely class "A" and class "B", are sailing together. There are four boats in class "A" and three in class "B". The elapsed times of finish for each boat are shown in the table. It will be seen that the average elapsed time for the "A" class boats was 63 minutes, and for the "B" class, 52 minutes. Each "B" class boat has, therefore, to allow each "A" class boat 11 minutes. The corrected times are shown in the third column of the table and the final positions in the fourth column.

It is, of course, necessary when using this system that each class be represented by more than one boat and three or more is desirable, although we have had cases where one of the classes only had two boats in it and everybody seemed satisfied with the result.

It is not, of course, "chiseler proof", but then there is hardly any handicapping system that is. The skippers in any one class could get together and agree that all but one of them hold back, which would probably result in that one winning. Actually, this sort of thing can

happen in almost any race involving a number of small boats, since by collusion and team racing the prospects of any boat can be enhanced.

There is one further clarification that is required, and that is the case of the DNF. Since the DNF has no elapsed time there is no time to use in figuring the class average. A somewhat similar situation arises in the Snipe point scoring system and it is solved by crediting the boat that did not finish with the points equal to one place lower than the last boat that did actually finish. In the present system I have treated the DNF boat as follows:

Take the time difference between the first and last boat in the class that did actually finish. Divide this by the number of boats in the class. This gives an average difference in finishing times between the boats. This figure is then added on to the elapsed time for the last boat that finished, and becomes the elapsed time for the DNF boat for calculation purposes. To clarify by an example, let us suppose that boat A<sub>4</sub> did not finish. The difference in finishing times between A<sub>1</sub> and A<sub>4</sub>, boats that did actually finish, was 4 minutes. There are four boats in the class and so, by dividing we get one minute to be added to the finishing time of A<sub>3</sub> in order to get the time of A<sub>4</sub> and, in this way, we get the same elapsed time as shown in the Table.

Examination will show that this system tends to award first place to the most outstanding skipper in his class, which is probably as it should be, and the most desirable result for these mixed races. It may be that the kid in the Moth will win, while his much more experienced father, sailing a Lightning, comes in fifth. This does not seem to worry competitors much and they will say, "that kid is good, he has won every race in his class this year"—or some such statement.

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## Ernie Coleman Wins Loon Lake Regatta

By Mrs. Robert Ranger

I would like to submit a resume of the Regatta held at Loon Lake, Sept. 16th and 17th.

The Loon Lake Sailing Club held its third sanctioned Invitational Snipe Regatta Sept. 16th and 17th. Snipes from 6 fleets participated, Newport, Sodus Bay, Nine Mile Point, Onondagua and Parsippany, N. J. We were pleased to have the boys come all the way from New Jersey and hope to have them back next year and more boats from that vicinity. Ernie Coleman in his new Snipe the "Feather" won the trophy for the third year. There was also hardware for the winning skipper and crews of each race.

Final point score for the 4 races were as follows:

1. Ernie Coleman, Newport
2. Jack Hanna, Nine Mile Point
3. Bob Vreeland, Newport
4. Wally Rowarth, Nine Mile Point
5. Sam Toth, Newport
6. Bruce Huston, Sodus Bay
7. Wally Pinch, Loon Lake
8. Robert Ranger, Loon Lake
9. Lee Short, Sodus Bay
10. Robert Miles, Loon Lake
11. Ed McHenry, Loon Lake
12. J. Kroger, Nine Mile Point
13. A. Lowenthal, Newport
14. Bill Holmes, Newport
15. Marty Jones, Nine Mile Point
16. J. O'Brien, Nine Mile Point
17. Russ McHenry, Loon Lake
18. Jim Foltz, Loon Lake
19. Al and Charles Nuher, Parsippany
20. Cummings, Onondagua

## 1950 North Atlantic Coast Championship

The eighteenth renewal of the sailing for the Lake Mohawk Bowl was held at Money Island Yacht Club on September 9th and 10th, 1950. The regatta was attended by eleven boats from the states of Connecticut, New York and New Jersey. For the third time in succession the title was won by Bud Stillmun of the host fleet, after a hard struggle. Also for the second year a final race of a series ended with a dead heat for two of the boats which necessitated a runoff to decide the top position. Stillmun and Kermit Nicholson the Pine Beach Yacht Club champion each took a first and a third and finished in a tie for second in the final race.

The first race over a triangular course on Toms River, N. J. was dominated by the skippers of the four local clubs and was won by Nicholson with a three second lead over Beth Olson, the New Jersey State champion from Beachwood. Ray Kaufman of City Island Fleet was the first out-of-state skipper to cross the line. All positions in this race were closely contested, even last place was decided by only two seconds.

The second race, a long one, was held over a windward-leeward course three times around. Bud Stillmun was first around every mark and led Kaufman by a minute and a half at the finish. Mrs. Olson was unfortunate at the first mark in shaving the distance too close in a jam and fouled out by touching the stake boat. Positions were pretty closely main-

# William H. Griffin

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tained during this race with contestants seesawing back and forth in pairs.

The final event was held in lowering weather, with rain coming down at the end of the first lap of a triangular course, twice around. The rain merely added to the excitement as all marks were the scene of crowding and required skillful tiller work. Ed McHenry of Loon Lake led around the first windward mark but faded to ninth place after a run and reach to the Committee boat. Bruce Houston of Sodus Bay was first at the end of the lap but he also faded to seventh at the final gun. Such experiences were common in this scramble. But with all this the sailing was keen and clean. The final peak of excitement, however, was reserved for the finish of the race. As the first boats approached the line it was seen that Miller of Manhasset, Nelson of Island Heights fleet, Nicholson and Stillmun were all in for much trouble. Fifty yards from the finish no one could be sure of finishing in their present place. Nelson and Miller both headed for the windward end of the line with Nelson on Miller's port quarter and overlapping. Miller apparently didn't know his com-

petition was still trying to cover and didn't bear down far enough to allow room at the mark resulting in his disqualification. It was disappointing as a win would have assured him third place in the series. Following the first two boats over the line were Stillmun and Nicholson, three seconds later, in a finish the Committee decided was a tie. Bob Vreeland of Newport Y. C. was fourth here by a five second margin.

Rather than toss a coin for a decision on the finish, it was agreed that the two skippers would run off a match race over a windward-leeward course to prove finally a point long debated, which of them was the better. Beautiful weather prevailed with a fine breeze. Stillmun took the windward berth without competition and successfully rounded each windward mark ahead, finishing with a lead of 21 seconds.

Skippers and crews were honored at a dinner and dance attended by friends and snipe skippers of the Barnegat Bay fleets. This topped off a very pleasant event which was enjoyed by everyone, both hosts and guests.

## Results of Races for North Atlantic Coast Snipe Championships

				Series
Stillmun, Money Island .....	3	1	2	1
Nicholson, Pine Beach .....	1	3	2	2
Kauffman, City Island .....	4	2	5	3
Houston, Sodus Bay .....	7	4	7	4
Vreeland, Newport .....	8	7	4	5
Olson, Beachwood .....	2	Disq.	6	6
Nelson, Isld. Heights .....	9	10	1	7
Miller, Manhasset Bay .....	6	5	Disq.	8
McHenry, Loon Lake .....	10	8	8	9

## Open Invitational Snipe Regatta

Enclosed are the results of the "Open Invitational Snipe Regatta" held by the City Island Snipe Fleet at Stuyvesant Yacht Club on City Island, over the Labor Day Weekend. The first race was sailed on Saturday afternoon in a rapidly waning breeze and the second and third races on Sunday, despite rain and very uncertain weather conditions. Boats participating in the regatta represented fleets from Rochester, N. Y.; Westport, Connecticut; Sag Harbor, L. I.; and Morris Plains, N. J.; as well as the host fleet.

The first prize was a suit of Snipe sails presented by the Flightex Corporation and Edward Faireclaugh, Sailmaker. Second prize, a Yacht Timer, was presented by the Gerber Boat Works. The third prize was a thermo picnic bag.

Thank you for your interest in this matter.

Sincerely,  
Milton S. Taffet, *Secretary*

THIS  
MAGAZINE  
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WRITE

**JIB SHEET**

508 St. Paul Street  
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Position For The Series	Boat Name	Boat No.	Name of Skipper	Total Points	Positions In		
					First Race	Second Race	Third Race
1	Mist	7007	Wm. Errico	4277	1	2	7
2	Furious	7886	Ray Kaufman	4194	6	4	1
3	Phenomenon	7120	Al. Ciechanowski	4109	4	5	3
4	Whisper	7192	Bob Vreeland	4042	5	5	2
5	Gala	6977	Jean Blanchard	3973	2	7	5
6	Nova-Cane	7885	George Cane	3837	9	3	4
7	Jinx	5256	Harry Allen	3345	13	1	10
8	Fancy Nancy	5629	H. A. Amundsen	3200	8	9	8
9	Eight Grand	8000	Hal Winston	3043	14	8	6
10	Small Fortune	2793	Joe Lea	2885	10	11	9
11	Tiamat	6912	Dan Kleppner	2285	3	12	DNS
12	Taffy-Too	7300	Milt Taffet	1802	12	10	DNS
13	F.B.I. II	7588	Joe Remlin	1156	7	DNS	DNS
14	Allegro	7790	I. E. Marman	900	11	DNS	DNS
15	Suzy-Too	7609	Frank Apper	676	15	DNS	DNS
16	Gybe	6379	A. Nuber	625	16	DNS	DNS
17	Beat-It	6248	Russ Allen	484	DNF	DNS	DNS
18	Sea-Imp	5981	W. R. Johnson	484	DNF	DNS	DNS
19	Yo-Be	3107	Carl Barbeto	484	DNF	DNS	DNS

**EMMONS**

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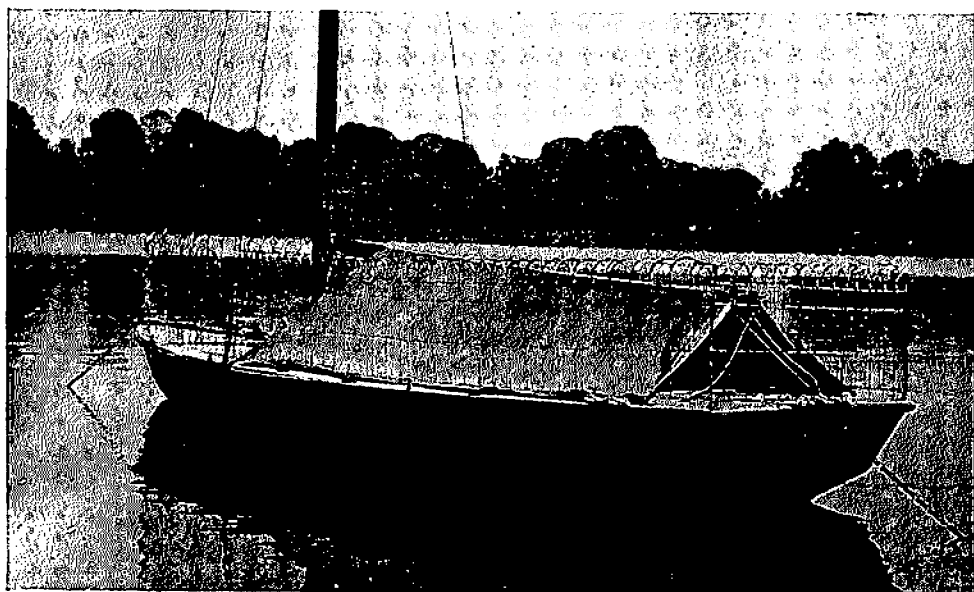
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**EMMONS**

**Brewerton, N. Y.**



Here is one for your book. As you may notice from the accompanying snapshot my Snipe, No. 7619, carries an adornment(?) with which probably no Snipe was ever insulted before.

Lake Carnegie, at Princeton, where I keep my boat most of the summer, has become overstocked with "wild" ducks. Residents along the shore feed them constantly, and what lovelier place could they find upon which to roost, than my poor Snipe, who couldn't defend herself.

When I came down for a leisurely sail, it frequently required an hour's strenuous labor with a mop to make the deck habitable, not to mention the discoloration or destruction of my nice deck-paint.

I was on the point of moving my anchorage, though this happens to be the best spot on the lake for various reasons, when someone suggested: "Why don't you try a little low chicken-wire?" I did, and it *works*. So I made a few small aluminum receptacles (9 in all) fastened them to the outside edge of the deck,

made some sections of 22-inch lawn-fencing, and inserted the stiff lower ends of the wire.

The accompanying photo, gives an idea of the result. It takes about 90 seconds to take it off, and about 2 minutes to put it on after I come in.

I hope you get a good laugh out of this.

Cordially yours,  
Carl von Nordheim

P.S. A couple of weeks ago I visited Lake Mohawk ("the largest inland Snipe fleet, etc.") and was shown an interesting time by its fleet Captain, Andrew Davlin and the Measurer Geo. Michell\*, who sails the "Challenge Me," and took me along as crew.

\*He rated 1685.9 points in your 1949 list.

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FOR SALE—Rumsey Ots Snipe #6007—Dagger Board—Mahogany Deck—This was the Buffalo Show Boat—Excellent condition. \$595.00. M2 Jib Sheet, 508 St. Paul St., Rochester, N. Y.

NYLON ROPE, new surplus. Diams: 1/4", 5/2c/ft., \$17/350' coil, 11/16", 35c/ft. or \$75/250' coil. Prepaid. Waterproof Vinyl Bag and 1950 Catalog, 15c. SAILORS SURPLUS INC., Orangeburg, N. Y.

WANTED: Four fast lightweight racing Snipes, second-hand, priced less than \$500 each. Write Guy Gupton, 2716 Lenox Road, N. E., Atlanta, Ga.

## Rhodes Bantom News

By Charles Harrison  
Lockport, N. Y.

### SOUTHERN PLANS

The advantage of an Association like ours is that while our business is seasonal, it never dies entirely. Like a certain roadside restaurant in Pennsylvania, "We doze but never close". Just as the majority of our members are tucking their boats in for the winter it is a pleasure to be able to report enthusiastic pep-up activities in the South.

From the SUNSHINE CITY BOAT CLUB, that I should not have to explain is in St. Petersburg, Fla., comes word that they are promoting a Bantom Class in the Armistice Day Regatta in that city. This is an event sanctioned by the Florida Sailing Association and includes some fifteen classes of boats. While not the first appearance of the Bantams in Tampa Bay it is their first appearance as an organized class in that area.

While this particular date is a little early to be considered as a "Midwinter" regatta it is the hope of the sponsors, SUNSHINE CITY BOAT CLUB, chartered Rhodes Bantom Fleet No. 9 that the event may be forerunner to an annual winter championship series much as is held by the Lightnings in St. Pete and the Snipes in Clearwater.

Any Bantom owners wishing to participate in this series, the date of which is Nov. 12, with a big party the night before, should contact Regatta Chairman Harvey Parke, Box 935, St. Pete.

### ORGANIZATION TIME

The period between now and Christmas is, or should be an active one for most fleets as next spring's activities are largely dependent on the efforts made this fall.

There is a Fleet Secretary to be elected and your present Secretary must, in order to retain Charter send in a report on the number of boats in, and activities of the Fleet. The end of the year is also when your Association dues become payable. According to our by-laws, "Dues are payable in January, collected by the fleet and forwarded to the Association", also, "Fleet dues are optional and if any, are to be kept by the fleet".

### MEASUREMENT

Our Chief Measurer, whose address incidentally is: 38 State St., Skaneateles and not Onondaga St. as appears on our letter-head, is very anxious to clear the problem of getting our boats properly measured. Autumn and winter is the time when these things can best be done as sailing activities are (at least in the north) at a minimum. If no one is available in your area, select a candidate who is conscientious, capable and accurate and suggest his name to the Chief Measurer. He will, if approved be supplied with all the necessary instructions and measurement blanks. Next year will see a general tightening up in all measurement matters so start the ball rolling now.

The Secretary

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# Middle Atlantic Intercollegiate Sailing Association

## SCHEDULE, FALL 1950

This is the balance of fall schedule of the Middle Atlantic Intercollegiate Sailing Association. It is arranged for easy reference in chronological order. Additional information and background on the teams competing will be furnished by the weekly press releases.

The individual sailing clubs, Athletic Departments or college publicity men will file results with newspapers and wire service offices in their area immediately after the completion of the race. The Secretary will issue monthly or semi-monthly resumes to periodicals. All agencies are urged to send their own personnel to the more important events for on-the-spot coverage.

### THE SCHEDULE

<i>Date</i>	<i>Event</i>	<i>Place</i>	<i>Crews</i>	<i>Contestants</i>
22 Oct.	Triangular	Cooper Union	2	Cooper Union - Webb - Stevens
22 Oct.	Dual	Penn	3	Penn - Princeton
28 Oct.	UPPER NY	Cornell	2	Cornell - Syracuse - Colgate - Hobart - RPI - St. Lawrence
29 Oct.	CHAMPS			
28 Oct.	GREATER	Navy (GW if	2	Navy - GW - Geotown - Maryland - Catholic U. - St. John's
29 Oct.	WASHINGTON	boats arrive)		
29 Oct.	GREATER NY	Kings Point	2	Kings Point - Adelphi - Cooper Union - Hofstra - Stevens - Webb - NYSMC
29 Oct.	GREATER PHILA.	Penn	2	Penn - Princeton - Lafayette Drexel - Lehigh - Haverford
4 Nov.	FRESHMAN	Navy	2	4 from each preliminary
5 Nov.	CHAMPS			
4 Nov.	SCHELL	MIT	2	Cornell - George Washington plus New England and Mid-West entries
5 Nov.	TROPHY			
4 Nov.	Quad	Cornell	2	Cornell - Syracuse - St. Lawrence - Hobart
5 Nov.	Dual	Princeton	3	Colgate - Princeton
4 Nov.	Quad	St. John's	2	Maryland - Georgetown - St. John's
5 Nov.	Dual			
4 Nov.	LITTLE THREE CHAMPIONSHIP	Kings Point	2	Kings Point - Adelphi - Hofstra
11 Nov.	NEVINS TROPHY	Kings Point	2	Kings Point - Cornell - Geo. Washington - NYSMC - Navy - Princeton - Hobart - Webb
12 Nov.				
11 Nov.	Triangular	Hofstra	2	Hofstra - Cooper Union - Stevens
18 Nov.	NAVY FALL	Navy	2	2 from each Area
19 Nov.	INVITATIONAL			Championship ..... 8 The Associate Champion..... 1 two New England ..... 2 1 Mid West ..... 1 Miami (Fla.) ..... 1 Kings Point ..... 1
				Navy ..... 14
25 Nov.	MID WEST FALL	Chicago	2	Georgetown - Geo. Washington
26 Nov.	INVITATIONAL			
9 Dec.	POTOMAC	GW (Navy if	2	Georgetown - Geo. Washington
10 Dec.	FROSTBITE	new boats have not arrived)		Maryland - Navy - Catholic U. 2 New England 2 Mid West 1 Mid Atlantic on basis of overall season's record

The New England and Mid West invitations will be announced in the near future.

## National One-Design News

By Harold E. Saunders

National One-Design 1950 World Championships, held on Lake Leelenau, Michigan under the auspices of the Leland Yacht Club on 18, 19, and 20 August, brought forth a new National champion, O. W. (Bud) Pendergast, Jr., Fleet Captain of the Nationals at Leland. Bud, in his appropriately-named JET JET, crewed by his sister, led John Christianson of Milwaukee, 1949 World Champion and runner-up this year, by only two seconds in the fifth and deciding race. Third place went to Jim Blackwood, also of the South Shore, Milwaukee Fleet in CHEROKEE. Gordon Brown, of the Alamitos Bay Fleet in Long Beach, brought his own crew and trailed his EL CABO all the way from California to win fourth place among the 32 starters.

Three of the five races, totaling 24.4 miles and comprising five different courses, were sailed in boisterous winds which reached 30 miles per hour. The Leland Yacht Club Race Committee, headed by J. C. Stimson, did more than its share to make this regatta a success.

Dave Saunders in NAIA successfully defended his title as Eastern Area Champion in three races held as part of the Annual Regatta of the Indian Landing Boat Club on Round Bay near Annapolis, Maryland, 26 and 27 August. Pete Bartlett with his brother Tom, sailing VIM, a former Association high-point champion, took second honors, with third place going to Pete Geis, 1949 Champion of the Severn River Fleet.

At the annual election of officers following the World Championships at Leland, Harold E. Saunders of Washington, D. C., was re-elected Commodore for another year. The new Vice-Commodore is John T. Jameson, Jr. of Leland, Michigan and the new Rear-Commodore is Gordon Brown, Jr. of Long Beach, Cali-

fornia. Pete Geis of Severna Park, Maryland, is the new Secretary-Treasurer and Terry Fisher of South Bend, Indiana, the new Great Lakes Area Governor. The Promotional Director for the coming year is to be John Makielski of Chicago, a member of the staff of the Illinois Institute of Technology.

Copies of the 1950 Yearbook of the Association may be obtained for the nominal sum of 25 cents from the Commodore, Harold E. Saunders, 206 Maple Avenue, Washington 12, D. C., or from the Secretary-Treasurer, Peter A. Geis, Severna Park, Maryland.

In three races sailed under the auspices of the South Shore Yacht Club of Milwaukee, Wisconsin, on 15 and 16 July, Ted C. Larson of the host club sailed his Frolic into the 1950 Great Lakes Championship for the Class. The first two races were sailed in rip-snooting weather on Lake Michigan, with Jim Blackwood, former Captain of the Milwaukee fleet, taking one first in his Cherokee, and Ken Drewry taking the other in his Governor, a veteran bearing the serial number 5 in the Class. Ted Larson took a first in the third race, and a first for the series. "Doc" C. C. Price of the Eagle Lake Yacht Club, Edwardsburg, Michigan, won second honors in his Downer, while third went to former Commodore Ed Merrill in Gloria III, holder of the Great Lakes Championship of the National One-Design Class for the past two years. Fourth place went to John Niland of the South Shore Yacht Club, Milwaukee, in his Tuesun.

Copies of the 1950 Yearbook of the Association, recently published may be obtained at a nominal charge of 25 cents from: Harold E. Saunders, Commodore, 206 Maple Avenue, Takoma Park, Washington 12, D. C., or Ann M. Exley, Secretary-Treasurer, 123 Ravenna Drive, Long Beach 3, California.

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