

The JIB SHEET

OFFICIAL SNIPE CLASS NEWS

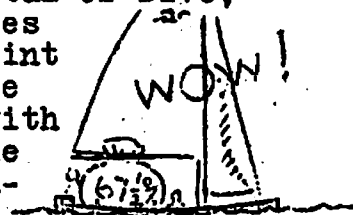


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NO. 3

Arthur Johnson, Secretary of the Avalon Yachting Club, P.O. Box E5103, St. John's, Newfoundland, is all for the JIB SHEET and wants to be put on the list. He reports the following news: The Topsail and Island Ponds Association will probably join the Snipe Association before next spring. The three American (Air Force) Fleets in Newfoundland will now probably fold. The boats from one base have already been shipped back to the U. S. The Transport Command at Gander has never been quite as active as the R.A.F. Ferry Command. The Army at Harmon Field in West Newfoundland have been using their Snipes only for pleasure. In 1946 it is expected that there will be races between R.A.F. Gander, the Topsail Club and the Avalon Yachting Club. Avalon has 11 Snipes and Topsail has 8. The R.A.F. Gander outfit has a total of five, four of them having been sent up from the States during the early days of the war. The main point against Sniping in Newfoundland seems to be the cost of boats. A standard Dunphy costs \$750 with sails by the time it gets to Newfoundland. The customs tariff alone is 57½%, plus transportation, plus differences in exchange.



Three new fleets have just been chartered for Portugal. No. 191 is the "Brigada Naval Fleet" at Lisbon with five boats; No. 192, "Comandante Tenreiro Fleet" at Lisbon and No. 193, "Clube Nautico Oficiais e Cadetes da Armada" which is the Naval School also with five Snipes. Four new Snipes were registered for the main Lisbon Fleet No. 188. Some photos are on the way and we hope to publish them later on in JIB SHEET. Dr. Antonio de Meneses is National Secretary for Portugal and reports that "all the local yachtsmen are very keen and pleased with the overall performance of the Snipes. In the recent races between Portugese and Spanish fleets which took place in Vigo Bay under strong winds and a choppy sea, their performance was entirely satisfactory. The Doctor continues; "May I state that having begun my work as Secretary for Fleet No. 188, and having now been unanimously elected to the National Secretaryship, I will now do all I can to further the development of Snipe class racing and construction in this country."



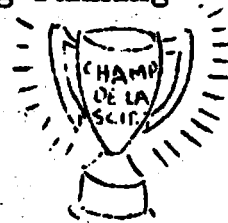
Two new fleets have been chartered in Norway, the first being the Snipeklubben of Oslo with 25 boats and the other being HAMAR Seilforening which races on Lake Mjosa about "120 km." from Oslo. The latter club has 20 Snipes. The new

National Secretary for Norway is Per Skjonberg, Hvistendahl A/S Rosenkr, Gt. 13, Oslo, Norway. He states that Norway will go 100% on Snipe Association rules from now on. The Executive Secretary has already sent measurement sheets, etc., in order to get these numerous boats registered properly.

From England comes another interesting letter. "We have no news of Geoffrey Pout, but he is believed to be in South Africa." Pout was the National Secretary for England before the war and was active in Snipe affairs from the very start in 1932 until the outbreak of war. Dr. V. G. Penman who won the Championship of the British Isles in 1937 and 1938 has had a letter from the Strangford Lough Yacht Club in Northern Ireland in which it was stated that they were going stronger than ever before. Roland Green, secretary of this club will, no doubt be heard from regarding the International Championships for 1946. Frank Gotto of this same club was the British Isles Champion for 1936 and 1939 and will also probably be a competitor at Geneva, Switzerland. R. Laroux Handley who sent in all this information says that his new Snipe is probably the record holder for length of time in building. "The lines were laid down in January 1939 and erection started just before the war started. Since then she has grown slowly. Sometimes with more than a month passing without any work being done owing to the calls of the war effort. Apart from the thrill of seeing a real boat maturing from a heap of timber, it has been wonderful to have something to turn to that had no connection with war and allowed us to forget our troubles for a time!"

Fred Rochat has been elected by the Swiss Snipers to the office of Honorary Vice-commander of the SCIRA. Enthusiastic sportsman, former chief of Scouts, Fred Rochat enjoys the uncontested authority in Swiss nautical circles. Louis E. Favre, has been elected to the SCIRA International Rules Committee and states, in his letter, "You may rely on my active and loyal cooperation." In regard to the Internationals M. Favre's letter had best be quoted verbatim as it is of great interest to all.

"We are particularly thankful to SCIRA for having agreed to our suggestion regarding an International contest which we propose to call "Championnat du monde de la SCIRA" (World Championship of SCIRA). We accept all the terms regarding running the regatta and are forwarding to you the sanction blank together with itinerary map, etc. The regatta will be under the auspices of the three leading Swiss yachting authorities - "Cercle de la Voile de Geneve", "Club Nautique des Faces pales" and the Yachtclub de Geneve."



"As to the yachts to be used, we consider the possibility to put free of charge at the disposal of the competitors, 12 Snipes especially built at a well known Swiss yard under my own personal supervision and the special control of M. Minner, official measurer. Thus we would avoid transportation costs and

difficulties. The competitors would have to supply their own sails. Such a system would equalize the chances of winning as all boats would be exactly alike.

"Prizes; At present I can hardly give you a list of prizes but I may say that we will most certainly will have an important prize offered by the City of Geneva and very fine prizes set out by different clubs and generous donors.

"Organization; You may be assured that no effort will be spared to make this World Championship a success and a credit to SCIRA.

"Countries Invited; Do you think that the big countries should delegate several crews. For instance, your country, (U.S.A.) might delegate three of them, viz. one from the Atlantic Coast, the second from the Pacific Coast and a third from the Great Lakes Area. Great Britiam could send one crew from England, one from Scotland and one from Ireland and so on."



These suggestions will have to be acted upon by the Board of Governors of SCIRA, but in general they are very good and by using good, brand new Swiss boats, there would be a considerable saving in costs of transportation, etc. M. Favre, is thoroughly familiar with Snipe procedure and it is a safe bet that if he says the Snipes will be built under his personal supervision, that they will be splendid boats. Of course, if one country uses a Swiss Snipe, all must do the same in order to make the regatta as fair as possible. More on the subject will be published in forthcoming issues of JIB SHEET so that all may be familiar with what goes on.

CHAUTAUQUA PREPARES FOR NATIONAL CHAMPIONSHIPS

The "human dynamo" Hal Griffiths of Chautauqua Lake Yacht Club is starting in his wind-up to pitch some very fast ones to the American fleets. Hal guarantees to have an entry from every state in the Union, but, of course, there are still a few states that don't have Snipe fleets. However he is going after all of 'em, new ones, existing ones and the dead ones of which there are still quite a few. He is starting off by sending a letter to every Fleet Captain every month from now on and will probably increase the tempo as the spring and summer season approach.



If, as the Swiss say, contestants may use Swiss boats, the consequent saving in transportation costs may make it possible to reduce the original figure on the entry fee. Facts concerning costs will be ascertained in due time and SCIRA is already in touch with the State Department to find out what the red tape will be. No dates have as yet been set for either of these

regattas. The main point now is to get things organized and to let every contestant in on all the facts. One thing will be certain - there will be no last minute entries and skippers had better start working out their plans far in advance. Each year, there are always several fleets who decide about two days before the regatta to send a contestant and start wiring, phoning and "special delivering" the Executive Secretary to death. The rules are very simple; One contestant from each active fleet. Must be the owner of a measured boat and have paid his dues for the year in which the regatta is held. His fleet must have paid its \$5.00 annual charter fee and he must have taken part in at least five point score races during the current season. He must have had at least four other boats racing against him in each race (total five) and he must be the fleet champion or his alternate. Un-attached boats cannot take part and no fleet can enter more than one boat. Each competing boat will be measured and the sails measured on arrival at Lake Chautauqua. Each boat will also be



weighed. Contestants should be positive that their boats are within the restrictions before they leave home as it might be quite a disappointment to trail a boat to the Lake only to find that it would not measure in. Entry blanks must be made out in duplicate, one sent to Lake Chautauqua and the other to the Executive Secretary. Each must be signed by your fleet captain attesting as to your eligibility. In due time these will be sent out by Hal Griffiths together with all the pertinent dope, but we give it here just to make sure that there is no misunderstanding and to avoid that last minute stuff.

NEWS NOTES FROM FLEETS

A determined effort is being made to revive the now defunct Miami fleet. This used to be one of the most active before the war, but something has gone wrong somewhere and the new owners of the old (and new) boats just don't seem able to get together. * * * Louis Varalyay, the Los Angeles Snipe builder rises to report progress in the pulmotoring of the long defunct Los Angeles Harbor Fleet. Snipers in that area are urged to get in touch with him. Incidentally, he has a new address - 2225 1/2 West 14th Street, Los Angeles, 6, Cal. Better make a note of this for your new boat. * * * William L. Hall of the Winchester fleet reports that Robert Swanson in By-George, No. 3877 won the New England Championship at Marblehead race week. Bart V. Sullivan, 38 Roosevelt Road, Medford, Mass., has been elected the new fleet captain for 1946. Four new Snipes are under construction for this fleet and several more are under consideration. * * * Clear Lake Fleet No. 173, through its Fleet Captain, L. F. Cook, is first under the wire for the Lake Chautauqua regatta with the assurance that "We are going to send a Snipe to take part in these races and our fingers are crossed on the trip to Switzerland, but we will be sailing plenty hard to be the top boat." Mr. Cook reports that they are considering holding a special regatta to be known as the Mid-west Championship open to boats from Chicago, Kansas City, Peoria, Oshkosh, etc. A handsome trophy is to be put up for annual

competition. We want to keep informed as to the progress of this regatta, Mr. Cook, so please send us the dope. * * * Alan Harder, 213 River Alto Canal, Long Beach, 3, Cal., writes in to inform us that a definite movement is on foot to enlarge the Alamitos Bay fleet. There are eight Snipes in the new fleet and more to come. Dredging of the Bay will do a lot to further racing in that area. * * *

"Ike" Halsey of the old Three Mile Harbor Fleet on Long Island reports that his fleet has been as dead as the proverbial herring all this past summer but Ed Osborne and some of the other boys are back from the services now and 1946 should see things perking again. * * *

DOC MOYER - I GOTTA GET THESE PRESSED BEFORE THE INTERNATIONALS IN SWITZERLAND!
ORANGE PANTS

This should have been under the news of foreign fleets but it just came in. Mack Blackadar, 22 Maplewood Drive, Armdale, Halifax, Nova Scotia has just returned from five years in the armed services and the first thing he does is to write in about the status of his old Snipe No. 3192. He says that there is a strong possibility of at

least four new Snipes for 1946 and he is certain that the old fleet will be back stronger than ever. * * * "Doc" Moyer of Lockport, N.Y., reports that he will be at the Nationals and also the Internationals if it is humanly possible. He says that the club and Lake Chautauqua are perfect for the regatta and that everyone will like it.

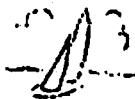
"Doc" also reports that the Harrison boys, Arthur and Charlie are back from England and have gone in for another class boat. "Doc" says he will "take" them if he can catch them out on Lake Ontario some day when its a little choppy. * *

* W. G. Croucher is making a valiant effort to revive the Sodus Bay fleet. He recently registered five new boats and has checked on the measurements of eight or nine other goats. If he can get them all going, he will have a fine fleet by next summer. All the boats have been assigned numbers but none of them have been measured yet. Paging Mr. Rocheville!!

* * * Miss Marcia Fite, 135 S. 72 E. Avenue, Tulsa, Oklahoma, is the secretary of the Sequoyah Yacht Club and Snipe fleet No. 68. She gets out a monthly mimeographed sheet called "Shore Leaf" and, boys, its darn good. It goes to club members only. The last issue reports that John Hayward and John Shaleen have returned after helping the Navy and Coast Guard respectively. To quote from one paragraph; "A Snipe from Kansas City was entered in the Internationals at Chicago this past summer sailed by Mr. Eddie Williams. In the first race, Mr. Williams came in last. In the second race he didn't improve his position a bit and in the third race he made a repeat performance. On Sunday night, when the skippers gathered for the awarding of prizes Mr. Williams heard his name called from the platform. Now Mr. Williams knew that he hadn't enough points for any prize so he was somewhat surprised. The officials announced that Mr. Williams had won the ODT prize and Mr. Williams went up front to receive a small slip of paper on which was written; "Were those trips necessary?"

DAGGER VS PIVOT BOARD

Here is an excerpt from a letter received by Nearing Emmons from George Glenn of Nine Mile Point. George ought to know; "The dagger board versus the pivot board argument puts me in mind of the old argument, which came first the chicken or the egg. I think that both types have points in their favor, the dagger board is harder to balance but has a better grip on the water in heavy going. The pivot board may be pulled up slightly to kill the weather helm and shift the center of lateral plane a little further aft in heavy going. Then, the tip of the blade is moving through disturbed water and doesn't have the grip that the dagger has. Pay your money and take your choice." What do you think about it?



Skaneateles Boats reports that they are not going to build any more Snipes.



There will be no Boat Show in New York this winter so don't get all excited about it.

It is reported that the Central New York fleets are on the decline because of no suitable leadership. Some racing was done on Lake Onondaga and Otisco. The Adirondack fleets have all passed out but there is hope of revival. Chaumont has gone for Lightnings. All this dope from Nearing Emmons the demon boat builder from Brewerton, N. Y.



New fleet Captain elected by Chautauqua Yacht Club is Leslie Powers, his address is 119 Fulton St., Jamestown, N. Y. - He is an enthusiastic sniper and a good organizer and when he does anything he does it well. Belford Russell is Assistant Fleet Captain, Dick Shearman is the Secretary and Treasurer and measurer for the Club and Snipe fleet. Harold Griffith is the new Commodore and wait till you see the job Griffith and Shearman are going to do on the Nationals this year, they're the publicity team also. That looks like a perfect set-up for running the National Show Regatta this year. Go to it boys!

Since Jib Sheet may easily develop into a Magazine devoted to sailing and racing small boats, here is a news item that has nothing to do with Snipes.

Eleven National One-designs at Alamitos Bay -- According to George A. Hart, Jr., Alamitos Bay Yacht Club, 244 Claremont Ave. Long Beach, Calif., eleven owners of National One-design Class boats have organized into a fleet. This is the first post-war activity of the Nationals and so far as we have been able to determine the class folded up shortly after the war started and has been inactive since. "Bill" Crosby was originally the Sec'y Treas. of the National One-design Class, but with no income, the

class could not be continued. However, if owners of these boats are sufficiently interested, it may be possible to bring the class to life again.

A HOT SUBJECT

Despite rumors that are floating around, there will be no changes in the restrictions or materials in the Snipe class at least for another year. It is possible that waterproof plywood may be allowable for use on decks and for rudders in 1947, but the restrictions as they stand will remain in force at least until the late fall of 1946. It is hoped that at that time a meeting of the Board of Governors and the International Rules Committee can be held in New York at which these changes can be thoroughly discussed and voted upon. Mail voting has not proven satisfactory except on simple matters. One thing is certain, any changes that are made will not have any effect whatever on existing Snipes nor will such changes tend to make existing Snipes obsolete. If plywood is adopted for decking, it will only simplify construction and its weight will be kept as close as possible to existing deck weights. If plywood is permitted for rudders, surely any Snipe owner can make change if he desires. However, remember, nothing has been passed as yet and may never be passed, so just forget all about it for the time being.

WHAT DO YOU THINK ABOUT PLYWOOD?

IMPORTANT!

THE SUBSCRIPTION PRICE SEEMS HIGH BUT WITH ABOUT 200 NAMES TO DATE WE'LL ALL HAVE TO GET BEHIND IT - BUT, I BELIEVE SNIPE SAILORS CAN SUPPORT THEIR OWN PUBLICATION - AND PERHAPS OTHER CLASSES WILL JOIN US IN GETTING A SMALL BOAT MAGAZINE GOING - WHAT SAY, SAILORS - CAN WE DO IT?

CHET MILLER

TODAY!!!

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