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NEWS FOR SMALL-BOAT SAILORS

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Dates Set For 1946 Regattas

Due to the fact that there must be thirty days between the time that an applicant takes out a passport and the date when he may leave the country, it has been necessary to step up the dates of the National Championships at Lake Chautauqua. The dates as set will be Thursday, Friday and Saturday, July 4th, 5th and 6th. The winner, who will go to Switzerland for the Internationals, must not waste any time in making out his application and must have birth certificate, passport photographs of the proper size and full credentials. (See January JIB SHEET.)

The dates for the International Championship Regatta at Geneva, Switzerland, will be August 26th to 31st. The winner of the Internationals will actually be the world's champion as it is definite that at least twelve boats from twelve different countries will be on hand. We hope, before the National Championships, to have full data on the sailings of transatlantic ships suitable for the skipper and crew but they cannot leave the country before August fourth. A ship for Italy or France would be the best but it may have to be a British ship in which case the skipper and crew would cross the Channel and take train for Geneva. Our entry does not have to bring his own boat but must have his sails. New Snipes will be assigned or drawn for at Geneva. More dope on this will be forthcoming later on.

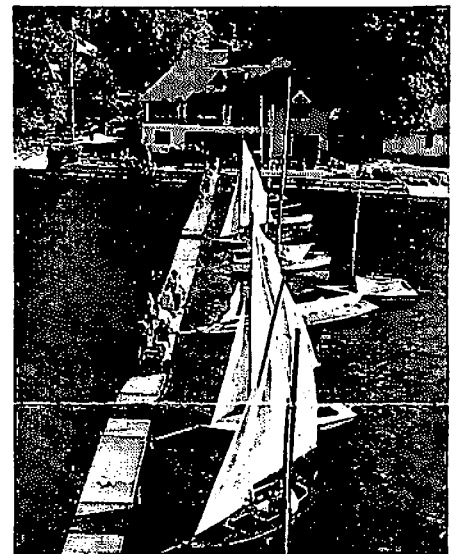
As for the National Championships, it must be clearly understood that all the requirements for the former Internationals as we have held them in the past, will apply.

The skipper must have taken part in at least five point score races during the 1946 season and must be his fleet champion or accredited alternate. He must have a letter from his Fleet Captain to this effect. All competing boats must come from recognized, active fleets, the

skipper must own a measured boat and must be a member of the Snipe Association for 1946. This means that all fleets must start competition for point scores early in the season. Each entry at the National Championships will be required to make an entry fee of \$25.00, and this sum from all entries will go to the winner to pay expenses to Switzerland. This fee may be reduced, if there are sufficient entries. Each entry must make out a proper entry blank and have it on hand before the closing date, which is still to be set. There must be two copies of this blank made out, one to go to Hal Grifiths of Chautauqua Lake Yacht Club and the other to William F. Crosby, Executive Secretary. Full data and entry blanks will be sent to each Fleet Captain in plenty of time.

Here are some DON'TS for would-be contestants: Don't wait until the last moment and then bother the life out of everybody with telegrams, phone calls and special delivery letters. Talk it over in your fleet right now and make up your minds whether or not you will have a boat entered. Don't try to chisel on the rules. Each boat is going to be completely measured. All sails will be measured. Each boat will be weighed. If a boat is found to be outside the rules of the class, it will not be permitted to start. Unattached boats will not be permitted to enter even though measured. The rules are simple and are made primarily to see that every skipper gets a fair chance at winning no matter where he comes from.

In addition to the National Championships, the Lake Chautauqua Yacht Club will hold the Junior National Championships. The requirements for entry in this series of races is that the skipper and crew shall not yet have reached his or her eighteenth birthday. Any number of skippers from any fleet may enter but each one must be the bona-fide owner of

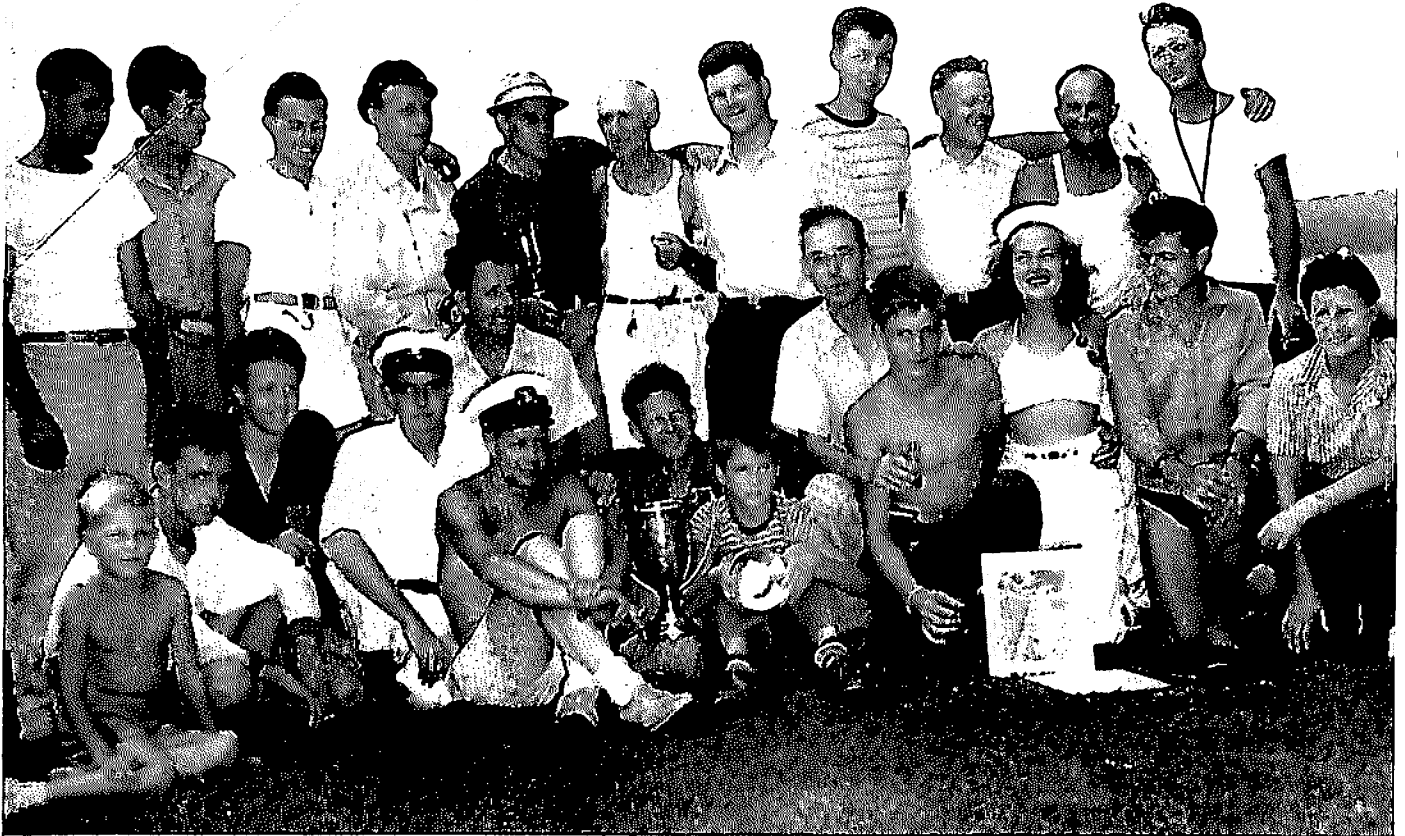


Chautauqua Lake Yacht Club

a measured Snipe and must have paid 1946 dues and belong to a recognized, active fleet. If there are less than five entries, the Chautauqua Lake Yacht Club has the right to cancel the race. The trophy is the Valspar Perpetual Junior National Championship Cup.

A series of races will also be held for the Women's National Championship if there are five or more entries. A special trophy will be put up for this race. Requirements are that each competing lady skipper be a member of the Snipe Association for the current year and is the bona-fide owner of a Snipe. Any number may enter from any one fleet.

The Chautauqua Lake Yacht Club is located at Lakewood, N. Y., on Lake Chautauqua. The club has been successful in the past in running many local and statewide regattas with great success. In the war years, it was without doubt the most active fleet on the entire roster. In 1943 more than forty regattas were held and in 1944 this was stepped up to sixty-three with a special junior series



SKIPPERS AND CREWS AT 1945 NEW YORK STATE REGATTA AT CHAUTAUQUA LAKE

added at the end of the season. By this time the Club had lost more than fifty of its membership to the armed services but much was done to interest older men and women and youngsters thus keeping the membership up around 100 all the time.

In 1945, the same program was repeated and there were twenty-one Snipes registered in the Club. During 1945 the State Snipe meet was awarded to Chautauqua Lake Yacht Club and the Club won the state championship. Later the same month Victor Larson of Chautau-

qua went to Canandaigua and brought home the Lake Mohawk Trophy, emblematic of the North Atlantic Coast Championship.

For 1946 at least five new Snipes have been added to the Club's roster. Last year twenty-one of the membership of Chautauqua Yacht Club made the trip to Chicago for the Internationals with one senior crew and two juniors for the races.

The North Atlantic Coast Championships will be set at Lake Chautauqua for

the week end ahead of the National Championships and for 1946 the Club again has a highly ambitious program. It is by far the "racingiest" club in the entire Snipe Association and enthusiasm is running high. Dick Shearman, care of Shearman Brothers, Jamestown, N. Y., is the man to contact on accommodations and Dick and Hal Griffiths are handling publicity and other details of the big regatta. Leslie Powers is Fleet Captain for 1946 and guarantees everyone a bang up time at the regatta.

Ted Wells of Wichita Sailing Club Now Heads Point Score Championship List

Last month we listed point scores from a number of Fleets with George Bridgman of Canandaigua as the leader with 1746 points for 20 races. A new champ has been crowned since that time. He is Ted A. Wells of the Wichita (Kans.) Sailing Club who with his Snipe Good News, (No. 4225) has made a record of fifteen first places in fifteen races during 1945. His score is 1750 which is theoretically perfect. He can only be beaten by someone with the same score who has been in more than 15 races. A number of other fleets are still to be heard from so the entire list will not be published again this month. To add to the international flavor, the scores have also ar-

rived from the Snipe fleet in Rio de Janeiro with Fernando J. Pimentel Duarte leading his fleet with 1558 for nine races. Scores from several other fleets have also been received but are being held up pending some adjustments of mathematics due to unmeasured or unpaid boats being listed with them. In two fleets other financial considerations are responsible for the hold-ups. After all, if a Fleet is going to have the fun of racing for point scores in competition with other fleets all over the world, a small amount of money for the Association is not going to ruin the entire season of racing. Per boat the cost is extremely low and if this is carried further and divided down by the number of races, it is an extremely few cents per boat per race. Furthermore this business of some fleets sending in points for unmeasured or unpaid boats

is ——— but why talk about it. Fleet Captains and Fleet Recorders should at least take the trouble to read the rules relative to point score racing.

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The Newport Yacht Club on Irondequoit Bay, near Rochester, New York, is a good example of what a Snipe Class can do for a Yacht Club. Ten years ago the Club started with a few snipes and last year they had 26. This year they are also going into other classes—Lightnings, Plywood one-designs, Seaplanes, etc. They have just bought a \$5,000 Club House. Congratulations to the previous Fleet Captains of Newport Yacht Club, and to Jack Curtis, the new Fleet Captain, who is really getting things going this year. We hear they go in for necktie snipping at New Year's parties, too!

SHORT NEWS ITEMS OF THE FLEETS

Alan V. Andrews, Fleet Captain of the Balboa (Cal.) Fleet reports seventeen Snipes actively racing. The Fleet held a Christmas regatta December 29 to 31 and eleven boats took part. Plenty of fog and light airs but hot competition, reads the report. Most of the boats were built by Varalay and most of the sails by Kenny Watts.

* * *

Reeds Lake (Mich.) Fleet turned up with a puzzler recently when a new boat arrived with two suits of sails both with different numbers. It turned out that the former owner had bought a suit of sails second hand and had never bothered to have the numbers changed. Another argument for carving the numbers into the keel.

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With the summer pretty well cut up by the National Champs over July fourth, it is going to take some planning to get in all the other important regattas. Instead of winding up the summer, the Nationals may well lead off this year and the other regattas will follow along later on. Bill Sweeney, President of the New York State Snipe Association is already working on the subject.

* * *

Owen Duffy, Commodore Privateer Yacht Club at Chattanooga, Tenn., reports that Gail deJarnette's old Snipe, Wee Willie, is now to be raced with the Privateer Fleet, Gail having sold it and gone in for Stars at New Orleans. At least two boats from this live-wire Fleet will be on hand for the Clearwater regatta on March 7, 8, 9, one of them the Commodore's Snipe and the other one owned by Belfield Carter. Commodore Heinzerling of SCIRA recently brought his Snipe movies to Chattanooga and there was a big gathering of Snipe sailors on hand to see them.

* * *

Back in the days when we were registering new boats with numbers around the 1500's, a whole fleet of some twenty odd boats were given a series of consecutive numbers. These were all in the Northport Point Yacht Club (Mich.). However, that was the end of the matter as the Fleet was not heard from again until relatively recently. Several new boats have been added and two new Dunphys are on order for this summer. Bill Bobbs and some of the other Point sailors have now gotten together and soon a regulation Association Fleet will be formed.

"Doc" Moyer is Fleet Captain of Olcott Fleet for 1946. Good! "Doc" recently had published a "defiance" of the Harrisons of Olcott who have jumped over to another class since returning to the States. Now the "defi." is taken up by Art Harrison with the following: "After reading Doc Moyer's remarks, if he means it, I'd be glad to race him in any weather in which he dares to take out his boat. Fun aside, this new Bantam is quite a boat. I sailed one the other day in a breeze on a reach where if I'd been in a Snipe I'd have been using the tiller plenty. Having broken the tiller on the Bantam I sailed it 400 yards with my hand on the rudder head. Anyway, we are going to try them out. Maybe Charlie and I feel that the Snipes got too hot for us!" Well—maybe we'll have a match race at Clearwater as both Charlie and Art are in Clearwater for the winter anyway and Doc says he'll be there too.

* * *

Speaking of Clearwater's regatta it certainly looks as if it would be the biggest and best yet held by that progressive club. Boats are going to be trailed down from all over the country and even Perry Bass from Fort Worth, Texas, writes that he expects to be on hand. What with all those northern and southern boats we hope they don't start the Civil War all over again. Then just to make it more complicated, John H. Duys, Jr., Fleet Captain of the Havana, Cuba, Fleet informs us that there is a strong possibility that at least five boats will be brought over from Havana. They will come by steamer to Tampa and from there to Clearwater is only a short haul by truck. So, we'll have an international race ahead of the Switzerland

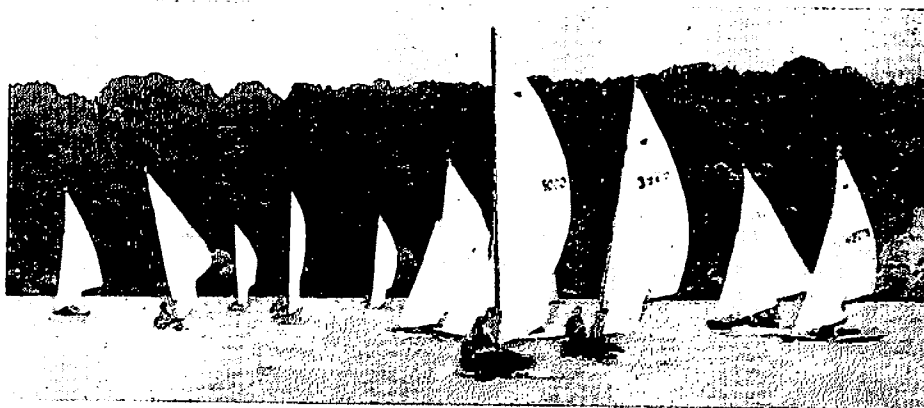
affair. Better plan to come and bring your boat but for the love of Mike, be sure to get hotel reservations ahead of time. William Charles Taylor, Clearwater Yacht Club can help some—maybe. Most of the local hotels are going to be filled because one of the big league baseball teams trains in Clearwater at just about that time and between the ball players and newspaper men, rooms are going to be at a premium. However, both Tampa and St. Petersburg are both within easy striking distance if you have a car and there are plenty of good hotels in both places.

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1945 Commodore George Becker of Sea Cliff has made the suggestion that there be a still further break down in the coming championships in that the country be divided up into four or five districts and that sectional championships be held before the National Championships. The trouble with this is that the sectional championships would have to be held in June, far too early to attract many boats. The whole thing goes back every time to that 30 day period for the passport and the necessity of having the Nationals so early in the season.

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Corpus Christi, Texas, is another new prospect for a fleet. Allen C. Jephson, 353 Baker Drive, Corpus Christi, Texas, has registered two new boats recently. In his letter, Mr. Jephson states: "The Corpus Christi Sailing Club expects to have a registered class of Snipes racing by early spring." Good. May we suggest that Mr. Jephson and some of his cohorts visit the Clearwater regatta to meet the boys and see some of the hot Snipes. (Continued on Page 7)



SNIPES RACING ON IRONDEQUOIT BAY NEAR ROCHESTER N. Y.

NOTES FROM OVERSEAS FLEETS

E. E. Cecil Law, 2 Elton Park, Sandycove, Kingstown, Co. Dublin, Ireland, writes in that he is going to call a meeting of all Snipe owners in Dublin County for election of officers and official formation of a Fleet. He states that they are all much interested in the Internationals at Geneva, Switzerland, and will probably have a skipper and crew on hand. They are also planning on a series of races between their boats and Snipes from Northern Ireland.

Probably the largest number of starters in a single race now goes to Spain because, according to Pedro J. de Galindez, President of the Federacion Espanola de Clubs Nauticos, they started fifty-one Snipes in a single group in the first race of their National Championship on August 11th, 1945. The regatta was held under the auspices of the Naval School at Marin. The question came up as to the awarding of points. The Association scores only take care of 40 boats, but they had eleven boats too many. Awarding points on the Star Class system, the championship went to the Snipe Kanana IV of Cartagena with Soplá II of Barcelona second. If points were awarded on the Snipe system the two leading boats were reversed. It is evident from the letter that there were protests and counter-protests and the Spanish Federation appealed to the Snipe Association for a ruling. Three systems were involved:

1. Awarding points on the Star system.
2. Awarding points on the Snipe system and disregarding all boats that finished beyond the fortieth.
3. Revising the Snipe system and carrying the points on up to where they would take care of all boats.

The consensus of opinion between Spanish Federation officials and Antonio Ruiz Martinez, Spanish National Secretary for SCIRA, was to use the regular system as outlined in No. 2 above and disregard the boats that finished below fortieth.

Obviously, since it was a Snipe regatta, the Snipe scoring system should be used. That eliminated No. 1. No. 3 would not change any standings of any boats over No. 2, so it was finally decided to use system No. 2.

Actually, if you ever find yourself in this kind of a predicament, it would be much better to divide the fleet up into about equal fleets, odd numbered in one fleet and even in the other. Run off five races in all. For the first three they would be divided as above and for the

last two the ten top boats of each group would race together for the championship and the others could have a scrub race for a consolation prize. This is the system used by Larchmont Race Week for the Star class where as many as fifty boats have been entered in this one class alone. It was also followed in some of the other populous classes.

In order to bring SCIRA into closer contact with overseas Fleets, several countries have been asked to elect Honorary Vice-commodores of the Association. To date, three have been elected and accepted. All are highly prominent in their national yachting circles. They are:

Honorary Vice-commodore Fred Rochat, Switzerland.

Honorary Vice-commodore Per Skjoberg, Norway.

Honorary Vice-commodore Dr. Jose Candido Pimentel Duarte, Brazil.

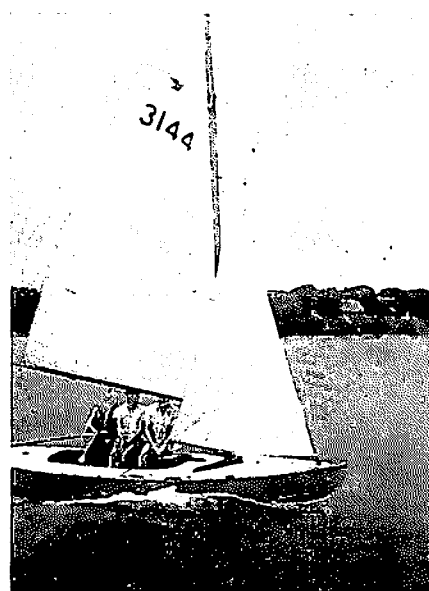
In addition Louis Favre of Geneva, Switzerland, has been appointed to the Rules Committee. Two vacancies still are open on this committee and probably both will be filled from overseas activities.

Fernando de Avellar, the busy National Secretary for Brazil reports that they are now having printed Portuguese translations of race result sheets, measurement data sheets and the entire class rule book. In 1946 they are definitely going to run off a Brazilian National High point Championship. Two new fleets are forming which will give a total of around forty boats in Brazil. During this month, February, the Brazilian and Argentinian Snipes will meet in an international regatta at Mar del Plata. They have also run off an "overnight race" of about twelve nautical miles in which

about sixty boats started. These ranged from cruising boats, Stars, 6-meters, sharpies on down to Snipes and is run on a handicap basis. The results have not yet come in. Mr. de Avellar says further: "We are thinking over the Swiss Internationals and I believe that Mr. Pimentel Duarte will send his two sons, Jose Luiz and Fernando, our Fleet Captain, with "Vida Boa" to Europe early in August."

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Arthur Johnson, National Snipe Secretary for Newfoundland, sends in a snappy little news sheet of local interest called Snipe Snippets. There are around 35 to 40 Snipes in Newfoundland and more to be built.



Doc Moyer Racing His Snipe at Olcott Yacht Club

SEND IN YOUR
SUBSCRIPTION
TO "JIB" SHEET
TODAY!

EDITORIAL

This is probably going to be the biggest year for Snipes in the history of the class. We have reached a total of more than 5,600 boats and, despite shortages in nearly everything, more are being built by both professionals and amateurs. It is possible that we may assign the number 6,000 to some Snipe before the end of 1946 and if we do, it will be another record.

It's strange how Snipes get built. We think we may have some difficulties here, but the story was told not long ago about the Snipes in Norway. Before the German invasion of that country, there were about 85 Snipes and the Nazis promptly forbid the construction of any more boats of any type. Yet when the war was over, there were more than 120 Snipes in Norway. No one seemed to know where they came from, but during the last "occupation summer" the Snipers in Norway had the largest Snipe regatta ever to be held there.

Although it is not "verboden" to build Snipes in the United States, it might just as well be because of the extreme difficulty of securing almost everything necessary to build a Snipe. But they are being built and in large quantities.

Of course, in many cases, owners are making much of the hardware and we suspect that many new Snipes will be rigged with galvanized fencing or bailing wire—which is not as bad as it sounds. Of course too, not a great deal of wood is used in a Snipe, but the trick is to get good, seasoned stuff. The sails may present the greatest difficulty and some of the largest sail makers inform us that they just don't have any suitable cloth. And still Snipes are being built.

The only accounting for it must be in the enthusiasm of the Snipers themselves. Where there's a will there's a way and somehow or other they manage to get the materials together and before you know it an-

other "customer" steps up for a new set of numbers.

The summer of 1946 will see the first really International Championship Regatta. First the National Championships here in the United States and then on to Switzerland for the really hot competition. The amazing thing about it is that all those Snipes will be just like the ones you race here. Some may have been built in Switzerland, Brazil, England or Spain but they all measure in and will be exactly like the plans. Our rules have been translated into French, Portuguese and Spanish but no matter what the language or what system of measurement is used the answer will be a perfect Snipe, for the rules are the same no matter what the language.

We all should feel a little proud of what has been accomplished. I know I do.



Why I Like to Race my Snipe by "Doc" Moyer

Editor's Note: "Doc" Moyer, over seventy years of wiry bone and muscle, is like a fighting game-cock. Blow high, blow low, Doc can be depended on to get out there with all-comers and put on a performance of racing that few men half his years could equal. Everybody who knows "Doc" Moyer hopes to grow up someday to be as game as he is. He, himself, is the chief argument of why people should race Snipes.

I have sailed several different classes of small boats but of them all, Snipe stands out as the foremost. I wish that it were possible for me to say that Snipe sailing was the only sport worthwhile, but I don't think that anyone of us would want to go that far. We knew that every man has some favorite sport such as golf, or baseball or horses or what have you and each man is entitled to his own opinion. But of them all, perhaps the ability to get out on the water and feel the impact of the bow on the rising waves gives a thrill which is equal to any other that I know of. It must have been some sport to cause that old Tea merchant, Sir Thomas Lipton build five challengers for the America's Cup.

What if you don't win the race. If you are a real Sniper you are going to try again, and again, and again. Each time you'll try a little harder and maybe do a little better.

Snipe racing cannot be described by an ordinary mortal like me. In many ways it is like kissing—it cannot be described, but can only be experienced. You cannot describe it even when you have experienced it. It is an experience that belongs nowhere else in the category of human pleasures.

There is one thing that I always admire about Snipe racing. It is absolutely a clean

sport. The finest skippers keep their boats in immaculate condition. There is little room on the water for the chap who is slovenly and sloppy and there is absolutely no sport in a dirty boat. It just doesn't fit in and is out of harmony with its associations and surroundings.

What greater thrill can there be than to hear the winning gun go off as you cross the finish line a winner—maybe for the very first time. Where could you get the true sportsmanship of the fellow who rounded the course on his first lap, far ahead of all the other Snipes but who on the second lap, accidentally touched a buoy and then, even though no one saw him do it, he disqualified himself at the finish and lost a handsome trophy. His friends and parents argued that no one had seen him hit the buoy and that he had been foolish to inform the committee of his error. To this the boy replied: "But you would not have me win under conditions such as that, would you?" That boy had learned the lesson of true sportsmanship. He was a real Sniper.

The importance of a good start cannot be stressed too strongly. More races are won at the start than at any other point in the race. The reasons are partly physical, partly psychological and partly chronological. The physical reason is that a boat head has many defenses which she can use against the boats that follow. It is easier to keep a boat behind you than to catch the one ahead of you. For the greater part of any race, the boat ahead can blanket or backwind the boat astern and also interfere by means of the broken water of her wake.

The psychological reasons are nearly as important. A boat that is ahead is sailed joyously, freely and lightly. A boat thus sailed is bound to behave better, respond better and sail faster. A pursuing boat is driven harder, the skipper worries and keeps pressing and when the failure to overtake the boat ahead becomes conviction, the trailing boat is hope-

lessly outclassed. All of these things, for some unknown reason, slow down the following boat.

The chronological reason is also important. The boat that is two seconds late at the start may find that those two seconds are all that was necessary to win the race at the finish. Hitting the starting line with the gun gives skipper, crew and boat "a lift". It adds to joy and confidence and ties right in with reason No. 2.

One final word on Snipe racing. It is a game, not a business. To excel at any game you must play at it. The minute racing becomes deadly serious, the boat slows down. Remember, the joyously sailed boat is the fastest every time. And remember when the Great Scorer comes to write against your name, He writes not that you won or lost but how you played. *That's* the real answer to Snipe racing. How do *you* play it?

* * *

Keep the luff of a sail tight and the leech slack if you would win races.

* * *

New sails should be broken in by reaching slowly back and forth across a light wind on a clear, dry day. The more you can put in of this, the better the sail will last. Rain, fog and spray should be total strangers to new sails for just as long as you can make it so.

Sailing after sundown is good sport but the dew that forms on your sails will cause mildew quicker than anything else. Sails used after dark should be thoroughly dried as quickly as possible.

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No boat can be expected to win races with a foul bottom. Even a little slime will kill the speed and barnacles, whiskers, etc., just don't go with racing at all. Yet, there are lots of skippers who sail their boats that way.

Arguments For And Against Plywood

For Snipes Help Clear the Picture

The use of waterproof plywood for some parts of Snipe has been mentioned several times on these pages but no definite rule permitting plywood has as yet been passed upon by the Rules Committee. According to the rule book, Paragraph 25 of the restrictions still holds good. It reads: "Plywoods. No patented woods, veneers, plywoods or other patented compositions permitted ANYWHERE in the construction of hull, deck or spars or at any point whatsoever." That means that you CAN'T use plywood. The rule has not been changed and will not be changed unless the opinion is overwhelmingly in favor of plywoods and then, if permitted for the decks, the weight would be figured out so that it would weigh exactly the same as the standard deck. Anyway, here are two arguments for and against. What are your ideas on the subject?

Builder's Standpoint

By NEARING EMMONS

Snipe, when properly constructed, requires no additional strength to meet the strains of sailing. But, how often have we seen canvas covered decks cracking along the seams of the decking sometimes even causing the fastening in the deck to loosen causing deck boards to rise and curl and causing ridges in the deck. It is wrong to glue a canvas deck to an ordinary planked up deck but it would be a different matter with a plywood deck and a deck so finished with canvas glued to it, would be virtually impossible to tear. Even if the canvas were accidentally cut, it would still not cause a leak because of the tightness of the plywood underneath. There is a growing tendency on the part of owners of new boats to ask for natural finish decks and plywood either mahogany or birch finished face would give a wonderful finish. Plywood will cost more for materials but the time saved in applying it would more than compensate for this. An amateur builder would not only save time but have a better looking and tighter job.

Lots of Snipes get dry rot in them along the deck edges and cockpit and sometimes it is an expensive job to repair such a job. Plywood would do away with most of this difficulty.

I am told that many Snipe owners have strong objections to plywood. That they fear it is the opening wedge to extensive changes. It need not do this. If these same owners knew how hard it was to get simple improvements entirely within the present rules by the Board of Governors, I don't think they need worry. I believe that we should keep Snipe the way it is but at the same time we must keep abreast of developments, particularly on things that may lower cost and "improve the breed".

Owner's Standpoint

By THOMAS A. HANNA

The proposed change in the rules allowing Snipes to be built of waterproof plywood, (no such proposal has ever been made. Ed.), has aroused much unfavorable comment in northern New York State and I would like to express my humble opinion.

During the fourteen years that Snipe has been in existence very few changes from the original have been made, and none of these changes has been so drastic as to outmode the pioneer. Because of this and because the Snipe is an inexpensive boat to build, this little lady has sailed herself into the hearts of countless hundreds of sports loving men, women and children.

There are, apparently, a few professional boat builders who want to make a radical change in the hope of saving an hour or two and incidentally, saving a few dollars.

Plywood decks would not affect the existing Snipe to the extent of rendering them obsolete, but it is the beginning of changes that may lead almost anywhere. Builders would soon start to call for plywood deck beams, then plywood frames and possibly plywood planking. It might even lead to a molded plywood boat eventually. Surely, you can see the dangerous shoals ahead if the proposed change is sanctioned. We have been warned in type again and again about refinements that would destroy the chances of some 5,000 odd boats.

Let us keep the Snipe sailing a matter of skill and ability. As the 1945 rule book says: "Too many championships in other classes are won in the machine shop, the carpenter shop or the drafting board, weeks or even months ahead of the actual race."

Gentlemen, I beg of you to keep the welfare of more than 5,000 Snipers at heart. Don't sacrifice the enjoyment of thousands in the interest of the few. Keep Snipe as she is!

Bill Crosby's Standpoint

They say that "the world do move" and them as don't keep up with it, may find themselves out in the cold. Maybe so but let's look at what we have done. The plans of Snipe were originally published in Rudder in the July 1931. At that time it was designed to fit in with the requirements of the Florida Trailer Class which were, maximum length 16 feet over all, maximum sail area 100 sq. feet. Snipe was designed 15 feet 6 inches in length in order that builders might use a standard 16 foot plank for the sides without having to buy a premium priced 18 foot plank.

After two or three years, it was apparent that the Trailer Class was a washout. Few were ever built and most were freaks. The small sail area on Snipe with the foolish little working jib was not entirely satisfactory. In order to increase this area but at the same time keep all existing boats in the class, the overlapping jib was experimented with. Exhaustive tests were made between equally matched boats and skippers and no matter what happened, the boat with the overlapping jib was better on every point of sailing.

In 1933, I think it was, the overlapping jib was made optional. You could use either jib in a race. In 1934 the over-lapper was made mandatory and the small jib was outlawed. Thus it took two full seasons before everyone had to use the larger jib and by that time the older boats needed new sails anyway so it was no strain on anyone's budget.

Snipe was originally designed in 1931. In the winter of 1932 Minneford Yacht Yard at City Island built the first ones to be used on Long Island Sound. They built one for me, old No. 3, and built a whole fleet for Indian Harbor Yacht Club at Greenwich, Conn. Snipe called for a dagger board but Minneford and Indian Harbor insisted that pivot boards

were more satisfactory and these other boats therefore had that type board. In order to make it possible for them to race, the first rules permitted either board and the pivot board as it is today is still the same shape as in those original boats for Indian Harbor.

Thus the centerboard and the overlapping jibs are the only changes that have been permitted since the start of the class.

Now comes waterproof plywood. Some of it is good, particularly the mahogany and birch finished stuff. Most of the fir is frankly lousy. When used with the outer grain running fore and aft on a deck, the crown of the deck sets up so much stress in the outerlayer that it will shortly start to crack and check. Unless canvas covered, it is next to worthless.

You may recall that in the last two New York Boat Shows before the war, not one Snipe was exhibited. There were Comets, Lightnings and other small classes but no Snipes. Questioning the exhibitors brought forth the answer that there was so little money in building Snipes that they could not afford to show them and as a result showed the boats where prices were unlimited and where they could at least break even. Many hundreds of Snipers were disappointed at both these shows.

Snipe is not an easy boat to build, even for a professional, and it therefore costs money. Comet is much easier and cheaper to build. There are other classes that are also much cheaper and easier to build. Without the backing of the professional builders, if they have an in-

quiry for a Snipe or a fleet of Snipes, they will try every time to swing the buyer over to some other class. This has already happened within the last few months in one well authenticated case. A Snipe fleet in the middlewest wrote to the builder requesting prices and delivery dates. He replied that he could supply another class boat for no more money in much less time. The original inquirer, being a loyal Sniper, was much upset by this but there was nothing he could do about it. The builder could charge as much as he liked for the other class and even if sold for the same price as Snipe he could make more money because of easier and cheaper construction. Heaven alone knows how many other would-be Snipe fleets were thus weaned away into some other class.

The use of plywood for decks on Snipe would help make Snipes easier and cheaper to build and would encourage professionals and amateurs to build more Snipes. The weight, though, would have to be the same as with present decking. The weakest part of Snipe is the rudder. Thousands made from oak and mahogany have split, often at the worst possible moment. A rudder made from a single piece of $\frac{3}{4}$ inch, seven ply waterproof plywood could never break. This would be a decided improvement of the entire breed.

As for Tom Hanna's arguments about the use of plywood for deck beams, decking, etc., these would automatically disqualify themselves because of weight. There would be no saving in cost or assembly by using any of these. Furthermore, the shape of Snipe is such that

sheet plywood could not be bent around to form planking. Plywood cannot be bent into compound curves and Snipe has plenty of these. As for molded construction, this does not lend itself to vee-bottom hulls and is far more expensive in any boat because of the great original cost of the molds. The use of plywood for decking and for rudders would not affect any existing boat in the slightest. It would help professionals and amateurs as well to make better Snipes for less money and you must still remember that more than half the new Snipes being built are amateur constructed. These guys have a tough enough time getting the planking on and if we can give them a little lift by making it easier to deck the boat with plywood, let's give it some consideration.

Please remember, though, that plywood is still "verboden" in the rules and no steps have as yet been taken to make any changes whatever.

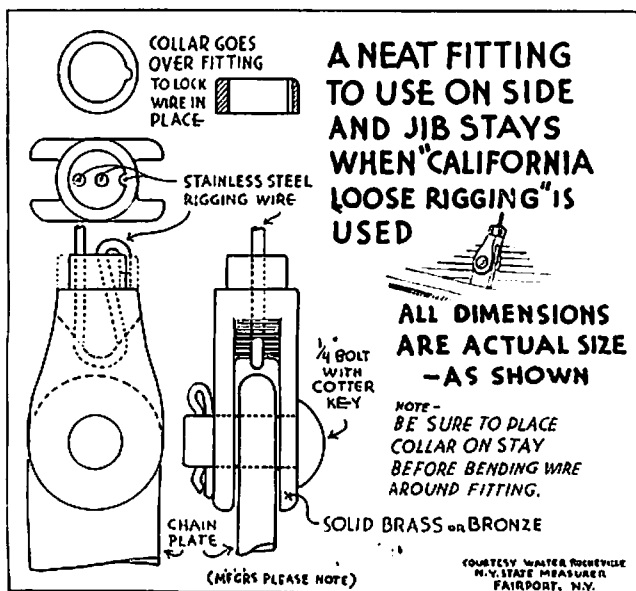
News Items From The Fleet

(Continued from Page 3)

Charlie Heinzerling and Mrs. Heinzerling were guests of W. D. Munson at Chattanooga, Tennessee, while on their way South for a vacation. Charlie showed his colored movies at the club and they were enjoyed by all. You're doing a great service to Snipers, Charlie, by showing your beautiful colored movies of snipes in action to various clubs.

Gail DeJarnette's super-doooper "Wec Willie" #4578, has been purchased by W. D. Munson for his son, Donald. They will sail at Privateer Yacht Club, Chattanooga, Tenn.

(Continued on Page 8)



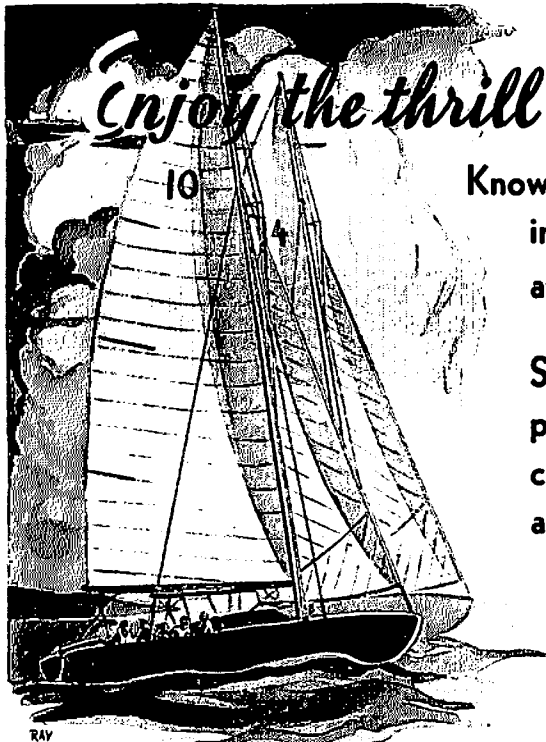
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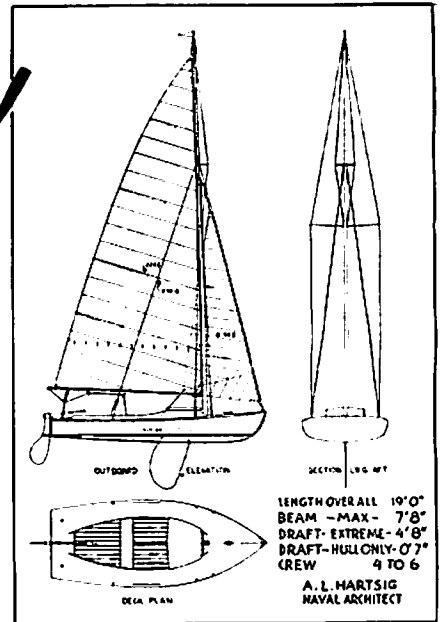
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News Items From The Fleets . . . Continued from Page 7

Here's some information for Fleet Officers, particularly some of the newer ones for 1946 who may not know the ropes; make a list of your member boats and skippers and then check each one and collect one dollar in Association dues. Send all to W. F. Crosby, 1822 River Road, Jacksonville 7, Florida, with a complete listing of numbers of boats and names and addresses of owners. Make sure that every boat is measured before doing so. If a boat has changed hands, the new owner must also pay a dollar more to have the records changed at headquarters. This is a transfer fee. Each active fleet also pays \$5.00 a year as a charter fee and unless this is done the fleet is listed as inactive. Score sheets for point score races and measurement sheets and certificates are available

from the Executive Secretary upon request by active fleets. Each member who pays dues receives a copy of the current year book, a membership card and the right to race with the class. The new rule books will not be ready for at least another two months but membership cards are ready and rule books will be sent at a later date.

* * *

All-American Sail Company has changed its address. Old address as given in 1945 Snipe rule book was on South Michigan Avenue, Chicago. New address is 3341-47 Montrose Avenue, Chicago, 18, Ill. The reason for the move—newer and larger quarters.

* * *

Frank Levinson, Lt. (j.g.) USNR, has returned from a long spell in the South

Pacific where he skippered several PT boats. Frank will soon be sailing with the old Wawasee (Ind.) Yacht Club Fleet. He has just registered a new Snipe and will soon have things rolling as of old. Frank gave us some very interesting dope on the various types and makes of PT's but this sort of material doesn't belong in a mag, such as JIB SHEET.

* * *

The old Lake Worth Fleet at Fort Worth, Texas is on the way back. Stuck in a flat calm spot ever since the war started, the fleet is now showing signs of a returning breeze. Lloyd Munson reports that most of the gang are returning or have returned and they expect to get going very shortly.

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