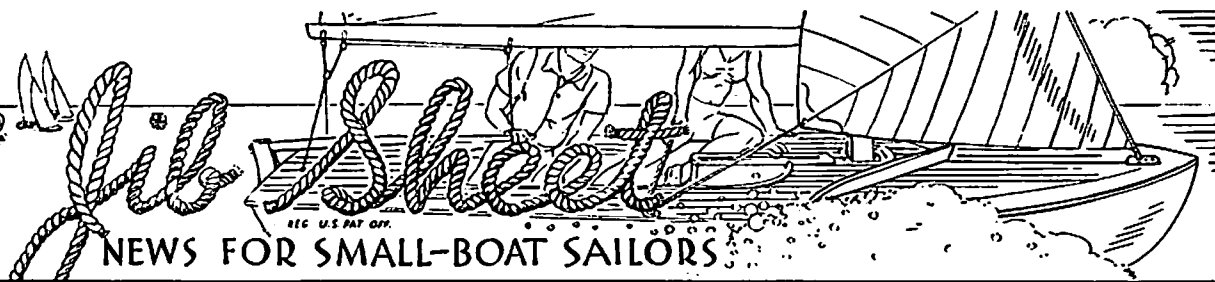


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Editor—Wm. F. CROSBY • Published monthly by KELLY-READ & Co. INC. Rochester, N.Y. • Chet Miller ASSOCIATE EDITOR

PERSONALITIES IN SAILING

One of the most interesting things to we older men, interested in sailing, is to see the young fellows enter regattas and come through with flying colors.

These boys bring their boats or borrow one and set a good example to other sailors by keeping their boats in excellent rowing condition and best of all they are out constantly sailing them, experimenting, and to watch these lads sail, bears out the fact that sailing is the greatest sport in the world, for teaching them about wood, cloth, paints, rigging, weather, etc.

Bob Carrick, who sails on Lake Merritt, in Oakland, California, is an excellent example.

When he was nine years old, with \$2.50 in his pocket and some precious old toys, he bartered with a boy who had a kayak with pontoons, sail and a rudder, for sale. Every Saturday and holiday, he took his lunch and spent the day cruising around the Aquatic Park, a small lagoon in Berkeley, Calif. It was on this lagoon that he first learned to sail a "Cat Boat." It was good sailing, for there is a stiff breeze blowing most of the time. However, in time, the lagoon lost interest for him, as it did not offer enough variation in sailing skill, so he went to Lake Merritt in Oakland. There he purchased an old snowbird, "The Pastime," with money he had earned doing odd jobs and birthday money from his father and mother. The "Pastime" needed a lot of work done on her, so he got busy with sander, paint, etc., and improved her appearance considerably. He enjoyed this snowbird very much, but as he grew in stature and sailing skill, he wanted something a little larger, so decided on a snipe. Snipes are the most popular boats on Lake Merritt. After seeking many months, he found the owner of the snipe "Melody," formerly owned and sailed by the Hall brothers, Walt and Bob, the winners of the 1939 Snipe internationals at Los Angeles. "Melody" was in bad shape as it had been stored in the boat house for over a year with no paint on the bottom and the caulking out of the seams with numerous gouges on the bottom. This meant another period of hard work before he could start sailing again.



ROBERT P. CARRICK, WORLD JUNIOR CHAMPION



Portage Lakes Yacht Club Grows Up!

Dear Chet:—

Last August our snipe sailors went en masse (twenty-seven altogether) to the Internationals at Chautauqua, and were so much enamored with that gorgeous insipid hirsute appendage on the upper lip of that famous snipe measurer, Dick Shearman, that we immediately followed suit. The attached picture is the very gratifying result.

Three new snipes are being added to our present fleet of seventeen—two from Emmons, with plywood decks, and one from Varalayay.

Incidentally, am enclosing my check for another year of *Jib Sheet*, and if you'll send along some blanks I'll sign the boys up.

Dick Dawson

Snipe Fleet Captain, Portage Lakes Yacht Club, Turkeyfoot Island, Akron, Ohio.

Home Address—197 Castle Blvd., Akron, Ohio.

Several people had said that the Melody would never sail again, but after becoming enthused, he really put in some work and one week later, surprising even himself, he sailed the Melody for the first time. The Lake Merrit Fleet was inactive at this time, although races were held regularly every week. There didn't seem to be much competition for he was winning almost every race he entered. About a year later he was getting the bug to buy a car, which meant selling his boat. After about nine months of driving his car the sailing bug came back so he sold his car and bought "Ginger," his present snipe. It was a harder fight for the fleet championship this time, for there was Pierre Havre, the 1945 Junior Champion, to contend with. After a lot of tuning and racing, he came out on top and was ready to go to the Internationals at Lake Chautauqua. He won the Junior National Championship by taking three first places. This was the first time that anyone had won the Juniors with a first in every race. He also succeeded in placing third in the Senior Internationals.

On his way home from New York, he took part in the "Southwestern Championship" at Dallas, Texas, in which he also finished third. Altogether he won twenty trophies during the 1946 racing season.

Two weeks after returning home from his sailing adventure, he joined the U. S. Marine Corps for two years. He thought

it wise to get his military training over with before he started college.

Bob's enthusiasm is very great and we hope he will find time to continue his snipe sailing after he completes his stint in the Marine Corps. Here is his address—maybe some of his many friends would enjoy writing to him: Pvt. Robert P. Carrick, Hq. Co., W.C.R. & R. Ctr., Per Adj. Section, Marine Corps Base, San Diego, 40, Calif.

BOARD OF GOVERNORS RAISE SNIPES DUES

Following the annual Snipe Class dinner at the Hotel Shelton in New York on January 17th, the Board of Governors discussed ways and means of helping the Snipe Association stave off rising costs of running the Association. As a result the dues, starting at once, for 1947 will henceforth be \$2.00 per member instead of the \$1.00 formerly charged. In addition racing numbers will no longer be assigned free of charge. In future the charge for this service will be \$1.00.

All of this means, therefore, that we now have the following charges: Dues payable by owners and co-owners of measured Snipes are \$2.00 per year for which each receives a rule book and membership card. Assignment of numbers to new boats, \$1.00. In cases where a numbered boat changes hands, the new owner will

notify the Executive Secretary, giving his full name and address and pay \$1.00 as a transfer fee. Active fleets shall each pay the sum of \$5.00 annually as a charter fee. While the Snipe Association is definitely not out to make money, it nevertheless must at least break even and with rising costs of printing, mailing, office help, etc., the Association actually ran in the hole about \$300.00 last year, but fortunately this was made up by the generosity of a certain member who wishes to remain "incog."

ORDER EARLY

A limited quantity of SNIPES being built for delivery soon.

\$535 F.O.B. Amityville, L. I., N. Y.

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New York 1, N. Y.

NEW SNIPE ASSOCIATION OFFICERS ELECTED

The Board of Governors at its recent meeting lived up to precedent by retiring the 1946 Commodore, Charles E. Heinzerling, and advancing other officers, Donald R. Simonds of Winchester Boat Club was elected the new Commodore, R. S. Gozzaldi of Forth Worth, the new Vice-Commodore, and Harold Griffith of Lake Chautauqua, the new Rear-Commodore. Dr. H. E. Isaacks is still Treasurer and W. F. Crosby the Executive Secretary.

* * *

National Championships to be Held at Marblehead

Marblehead, Mass., famous as a great yachting center, has been selected as the site of the next National Championships. The regatta will be run by the Winchester Boat Club at the Corinthian Yacht Club at Marblehead. Dates have not yet been announced but the regatta will probably have to be held in mid-July in order to give the winner time to make arrangements to go to Switzerland for the Internationals. The National Championships will be open to only one boat from each fleet, preferably the fleet champion or his alternate. Past Commodore Heinzerling

has presented a handsome trophy to be known as the National Championship Trophy and the former International Championship Trophy will be shipped to Geneva, Switzerland, for competition there late in August. In view of the fact that the Nationals will be held so early in the season, it is necessary that every Fleet Captain get his point score races organized as early as possible in order to have an eligible entry. Each entry will be required to have taken part in at least 5 point score races. Announcements as to dates, entry fees, etc., will be made later on.

* * *

NOTICE TO SNIPE FLEET CAPTAINS

The rules relative to organization of fleets, running of point score races, etc., are covered pretty thoroughly in the rule book and Fleet Captains should see to it that their fleets are in good standing. It will save a lot of time at the office of the Executive Secretary if Fleet Captains would collect all dues and send them in at the same time together with the fleet charter fee for 1947. Remember, dues are now \$2.00 and are payable only by the owners of measured boats. Each year a certain number of unmeasured boats try

to pay dues and each year the money has to be returned. Also each year at the end of the season, some fleets will still continue to send in the results of point score races from owners who own either unmeasured boats or who have not paid dues, or both. In one recent case, the scores were received from a fleet of six boats. Of the six, three had not paid dues for 1946 and as a result the entire season's racing was discarded and returned. Such a thing is squarely up to the Fleet Captain, as he should have checked his members to see that each was in good standing. One of the large fleets in upstate New York was also guilty of the same thing in 1946 with the result that their scores were also worthless. A Fleet Captain should keep a book with the names and addresses and racing numbers of each member and check these off to make sure that all are in good standing. Poor organization on the part of Fleet officers may mean bitter disappointment to some uninformed members at the end of the season when it's too late to do anything about it.

For Sale—Snipe Class Boat
—\$225. Dick Barker, 111
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SHORT NEWS ITEMS OF SNIPE FLEETS



Part of the group of 37 who left Rochester by special car for the New York Boat Show

According to Frank Levinson, Jr., of the Wawasee (Ind.) Fleet things are looking up for 1947 with four new Emons boats coming in. They are owned by Bob Nichens, John Call, Ed Stephenson and Buzz Levinson. This fleet is anxious to revive the running of the Chalmers Burns and Dunphy Trophies and it is planned to definitely do something about this situation this year.

* * *

Clearwater Yacht Club's Midwinter Snipe Championships are scheduled for March 13 to 16 and at this time it looks as if it was going to be a record-breaker. Don Cochran has been elected new Fleet Captain at Clearwater and all hands are hard at work getting things lined up. Fernando Pimentel Duarte is coming up from Rio de Janeiro to race and Don Clouston is coming down from Newfoundland bringing a boat, No. 5672, with him. The Brazilian entry will borrow a Clearwater boat. It is also highly probable that there will be at least one boat from Cuba and of course American Snipes from pretty much all over the country. So far as we know, there are no entries from California as yet so the trophy may be reasonably safe. Main difficulty at Clearwater is not in finding a place to race or store your boat, but instead, in finding a place to sleep. If you are going, better have them make your reservations at once or you may have to sleep on the beach. Reservations should be made through the Secretary of the Regatta Committee, Clearwater Yacht Club, Clearwater, Florida.

* * *

Wichita (Kansas) Sailing Club has announced its annual regatta dates as June

21 and 22. Any and all members of any chartered divisional fleet may enter—the more the merrier—according to Ted Wells. Detailed information will be sent out to all active fleets as listed in the 1947 rule book. The 1946 regatta at this club will long be remembered for its 70-mile "breeze."

* * *

Johnny Nicholson and his City Island Fleet did a splendid job of running off the annual Snipe Dinner at the Hotel Shelton in New York on January 17th. It's no easy job at best, but everything went smoothly and the only difficulty encountered was in trying to find the proper light switches to douse the lights when Commodore Heinzerling was ready to show his splendid movies of the 1946 and 1941 Snipe Internationals. The entire affair was run off smoothly and with no detectable hitches of any kind.

* * *

William C. Holbrook, Commodore of the Wilmette (Ill.) Yacht Club, writes in that although his fleet has been inactive since the war started, there is still some hope that it may come back in 1947. Snipe owners should contact Commodore Holbrook at the Yacht Club.

* * *

Another new fleet will probably be organized at Alamitos Bay, California, this spring. Arch Higman, 9235 San Juan Ave., South Gate, Cal., is anxious to hear from interested Snipers in that area.

* * *

K. E. Nicholson, 89-60 210 Place, Queens Village, 8, N. Y., is trying very hard to get a Snipe fleet started at Pine Beach Yacht Club. There are now four

boats and they need one more for a charter. Any of you fellows in that area who are interested are advised to contact Mr. Nicholson at once so that the fleet may be fully organized before the season starts.

* * *

Design Engineering Company, makers of light weight Snipe racing hardware, has recently changed its address. It is now located at 1010 Mission St., South Pasadena, Cal.

* * *

Bluenose and its intrepid skipper Don Cochran went down to Miami for the Orange Bowl Regatta and according to Jack Wirt and other witnesses, Don did it again—easily and with never a sign of doubt. All three races were sailed in light airs and while Jack managed to put it over on Don in one of the races, the "Clearwater Clam Scow," Bluenose, only showed her white stern in the other two stanzas. Jack was praying for some "Clearwater weather" but the chances are that the story would have been the same anyway.

* * *

Bill Wicker of Corpus Christi, Texas, was the winner of the Corpus Christi Sailing Club's Mid-winter Regatta on Dec. 7 and 8. Entries came from all over the Southwest and most of the racing was done in a hard, puffy breeze that was said to have reached 48 miles an hour at times. Raymond Luckett, also of Corpus, was second and Ted Wells of Wichita, Kansas, was third. It is planned to make this an annual event.

* * *

SNIPE RACING DATES FOR 1947

(Send in the dates of your important regatta and have them printed with these others.)

March 13-16—Clearwater, Florida, Mid-Winter Open Regatta

June 21-22—Wichita, Kansas, Sailing Club, Open Regatta

July — National Championships at Corinthian Yacht Club, Marblehead, Mass. Sponsored by Winchester Boat Club.

August 26-29—Geneva, Switzerland, International Championships

Total numbered Snipes—6,163.

SNIPE NOTES FROM OVERSEAS FLEETS

Canada is finally starting to show some signs of Snipe life with frequent letters all of which tend to show that where there is so much smoke there must be some fire. There are 6 Snipes at the Queen City Yacht Club and on Toronto Island and it is quite probable that a fleet will be chartered there this spring. A. R. Finn, 133 Parkhurst Blvd., Leaside, Ontario, Canada, is the mainspring of the proposed fleet. Another is the Northern Yacht Club of North Sydney, Nova Scotia. According to B. Gallop, Secretary of the Club, things are looking up with seven of the old boats racing last year and more now being built for competition this summer. It is expected that there will be between 15 and 18 boats when all are completed. Maybe, we will be able to hold a Canadian Snipe Championship in 1947 after all.

* * *

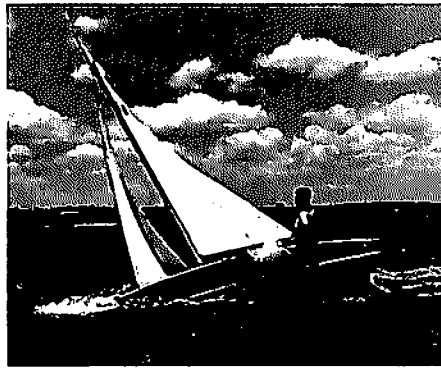
Dr. Antonio de Meneses, National Secretary for Portugal, reports in a recent letter that two new fleets have recently been formed under his guidance. One is in Luanda (Angola, Portuguese West Africa) at the Club Sportivo Nun'Alvares and also in Lourenco Marques (Mozambique, Portuguese East Africa) where the Naval Club is sponsoring the fleet. Dr. de Meneses says in his letter: "We, therefore, have, both on the eastern and western coasts, the expansion assured of the Snipes and I think this can be considered a good propaganda of the National Secretariat of Portugal." In this we can fully agree.

* * *

Dirk and Ljuba van Eyken of Rio de Janeiro will be long remembered by those of us who were at the 1946 Snipe Internationals at Lake Chautauqua. In their boat, racing on home waters, they have

Point Scores to be Printed at Season's End

Snipe point scores have been piling in on the Executive Secretary by the hundred and since it would take a lot of the valuable space in *Jib Sheet* to print them all at this time, it has been decided to hold off until the first issue after the official end of the season, which is March 31st. The leading boats at this time are as follows: Libby R. of Chicago Corinthian Yacht Club Fleet, owned by Ken Schmid with a score of 1740 for 16 races. Wee Willie, owned by Donald Munson, Jr., of the Privateer Fleet at Chattanooga, Tenn., is second with 1719 points for 15 races. Jo-Anne, owned by Jim and Bill Wagner of the Clear Lake (Iowa) Fleet, is third with 1710 points for 16 races. Sylph, owned by George Whittle of



Javiere Quintana, Winner of Governor's Trophy at Watanza's Bay, Cuba

now won the National Brazilian Championship in point scores with a score of 1582 in fourteen races. They had to beat 11 other Snipes to do it and Fernando Pimentel Duarte, who has had everything his own way in the fleet for so long, was just nosed out for the championship.

* * *

From Per Skjonberg, National Secretary for Norway, comes word that the Snipeklubben, fleet No. 194 and the "Trim" fleet No. 196 have been combined as of December 7th to make one fleet with the name Seilerklubben Trim, No. 194. The Fleet captain is Joffen Pedersen, the Secretary Tore Carlem and the measurer is Per Dahl.

* * *

Paolo Pallavicino, President of the Unione Societa Veliche Italiana, Via Assarotti, 8, Genoa, Italy, writes in to tell us that his Unione has taken the place of the old pre-war R. Federazione Italiana Vela. The new Unione has been entrusted with Italian National Authority regarding yacht racing and will start work im-

Money Island (N. J.) Fleet, is fourth with 1709 points for 15 races, and Slick Chick, owned by Anita Nevlin, is fifth with 1700 points. Slick Chick sails with the Alton Sailing Divisional Fleet at Alton, Ill.

If your fleet point scores have not yet been sent to the Executive Secretary better see that they are mailed at once, as the deadline is March 31st and the high boat at that time will receive the Minniford and the Reichner Trophies as national and international high point winner.

Clear Lake Snipe Club No. 173 of Clear Lake, Iowa, news.

We are holding meetings once each month starting in October and right up to sailing time in May.

We will send a boat to the Nationals in Connecticut.

diately on reorganizing the Italian Snipe fleets.

* * *

Our newest fleet has just been chartered and has received its charter No. 217. This fleet is to be known as the Snipe Section of the Manchester Cruising Association. Fleet Captain is Dr. J. A. K. Young, 473 Bury New Road, Kersal, Manchester, England. Fleet measurer is F. H. Holden. All boats will shortly be measured. Dr. F. V. G. Penman, National Secretary for Britain, has assured us that England will definitely have an entry at Geneva. He also informs us that the British government has completely forbidden the use of wood or other materials for the construction of pleasure boats. This applies to both professional and amateur builders and the Doctor winds up his letter with—"What a world." To this we can only say "Amen."

* * *

Our Secretary General for Europe and Great Britain, Louis E. Favre of Geneva, Switzerland, has, as usual, sent his most interesting letters on the progress of things. He has received further word from Italy and reports that there are between 300 and 350 Snipes in Italy with fleets at Genoa, Rapallo, Rimini, Venice, Trieste, Lake Como and Lake Maggiore. All of these are being reorganized and will race actively next summer. From France, Mr. Favre reports that National Secretary Marcel de Baudoin is going to use Swiss rule books which are printed in French. Ten racing numbers have been assigned to new Snipes in the area of Pont l'Abbe and Quimper. Twelve racing numbers were also assigned to the new boats at Bucharest in Roumania.

Emerson Decker, who quit sailing an Inland Class C Scow in 1936 and has taken no active part in sailing since, has now bought a new Snipe and will sail with us in 1947.

Bob Stoyles, Sr., Snipe 3794, has ordered a new Snipe.

Don Toepfer is building two new Snipes, one for himself and the other for his son who has just returned from the service.

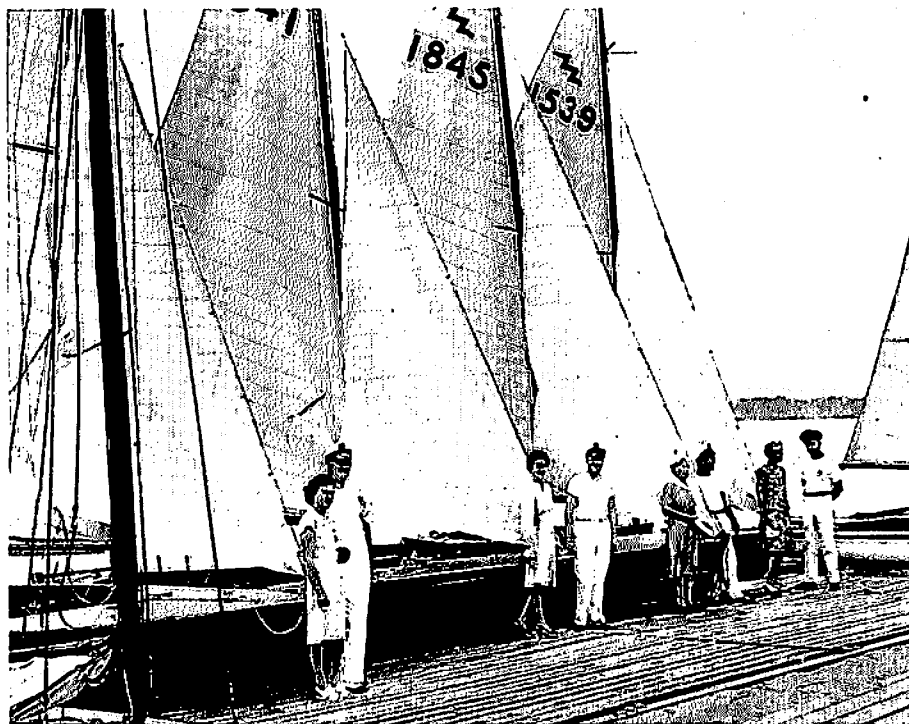
John V. Hayward and myself have ordered new sails of nylon from Guy Roberts.

We hope that any club planning a regatta within five hundred miles from here will let us know, as several of our boats would like to attend next season.

By L. F. Cook

LIGHTNING CLASS ASSOCIATION NEWS

Address all correspondence to Lightning Class Association, Bank of South Haven Bldg., South Haven, Mich.



Four Lightnings just before the Christening of the Leander Boat Club, Hamilton, Ontario

By Bill Stubbins

The Lightning Class Association has four new measurers, recently appointed by Arthur Burtcher, Chief Measurer of the Association. They are Frank Watson of 927 Iliff Street, Pacific Palisades, California; Gordon Strumm of 190 Emerson Street, Boston, Massachusetts; J. Nicholas Steneck of Hockenjos Boat Company, Great Cove, Lake Hopatcong, New Jersey; and Andrew Barr, c/o C. B. Daniels, Inc., 811 Traction Avenue, Los Angeles, California.

Roy T. Hurley of Westport, Connecticut, writes: "We have a possible ten Lightnings in our fleet for next year and plan a meeting in the near future to discuss and promote Lightning races." Mr. Hurley is Rear Commodore of Cedar Point Yacht Club at Westport and is chairman of a committee appointed by the Commodore of his Club to develop the Club's 1947 racing program.

Mr. Robert L. Boyd, a member of the Newport-Balboa Lightning Fleet No. 107, at Newport Harbor, California, and vice-president of the Balboa Yacht Club, has a new Lightning. It was built for him by Shamrock Boat and Construction Company at Costa Mesa, California, and was the first boat in Fleet No. 107.

We learn that St. Joseph Yacht Club at St. Joseph, Michigan, will have at least eight Lightnings sailing next season.

Saybrook Yacht Yard, Inc., at Saybrook, Connecticut, is to build the following Lightnings: No. 2406 for L. D. Edson, No. 2407 for G. Burgess Fisher, No. 2408 for Theodore Fuller, No. 2460 for M. D. Petrie, No. 2461 for John J. McGarry, No. 2462 for D. Hayes Murphy, No. 2463 for W. R. McConnell, No. 2464 for Dr. A. G. Ansprenger, No. 2465 for J. B. Bindloss, No. 2466 for Betty Betsch and No. 2467 for Charles H. Walker.

The Boston Harbor Lightning Class Association, Inc., a cooperative group which is having eight or ten Lightnings built for them, has been assigned charter No. 100.

Plans for Lightning No. 2428 have been issued to H. D. Stevens, 321 West Outer Drive, Oak Ridge, Tennessee.

Additional Lightning Class Association fleet charters have been issued as follows: Charter No. 104 to Lavallette Lightning Fleet, Lavallette Yacht Club, Lavallette, New Jersey (sailing on Barnegat Bay); No. 105 to Groton Long Point Lightning Fleet sailing in Fisher's Island Sound, Connecticut; No. 106 to Execution Rocks Lightning Fleet, Huguenot Yacht Club, Western Long Island Sound, New York; No. 107 to Newport-Balboa Lightning Fleet, Newport Harbor, California.

Word has been received that there is considerable activity in Lightnings in Seattle, Washington, and also farther south in the State of Oregon.

C. S. Dum of 143 Algonquin Avenue, Columbus, Ohio, writes that Fleet No. 43, Buckeye Lake, is intending to hold a good-sized party during January "to encourage the Lightning Class that is already quite well organized in this section." They plan to invite all interested persons in the locality, including owners, crewmen and prospective buyers.

Mr. Frederick R. Huntington of the R. F. Huntington Boat Building Company, Marion, Massachusetts, reports that his company is planning to build Lightnings as a stock boat this year as there seems to be an unusual amount of interest in them generally. Mr. Huntington was formerly Chief Draftsman with Sparkman and Stephens, designers of the Lightning.

At a meeting held in Bear Mountain Inn, Bear Mountain, New York, on January 6, 1947, the Mid-Hudson River Squadron was formed. This Squadron embraces three Lightning Sailing Fleets, i.e., Chelsea Fleet No. 39, High Tor Fleet No. 41 and Nyack Fleet No. 75, the present boundaries of the Squadron being

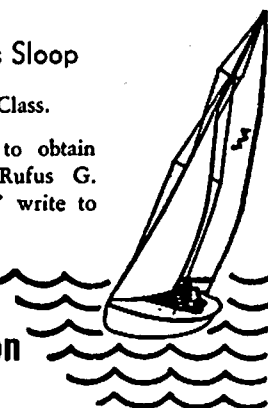
Own a **LIGHTNING** Class Sloop

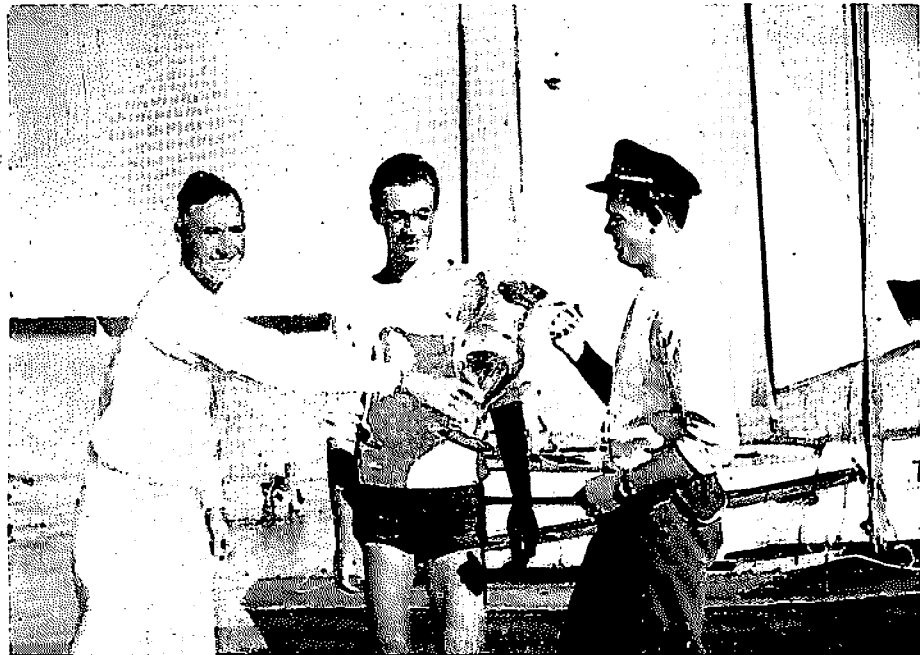
Join the fastest growing one design Class.

For complete information on how to obtain Lightning plans, specifications, and Rufus G. Smith's book "Building the Lightning" write to

Lightning Class Association

W. D. HICKIN, Exec. Secy.
SOUTH HAVEN, MICH.





George F. Cartland (Cap) the New Commodore presents the Pabst Cup to Skipper Jim Hollingsworth

News from the P.L.Y.C. No. 85 At Onekama, Michigan

By R. HARRISON

With the Labor Day series of three days racing, the wind blew with storm velocity all weekend, to bring in the Fleet Captain, Jim Hollingsworth, and make him the winner of the beautiful Pabst Cup. The skipper was ably assisted by "Lena," his dandy Dunphy, and by his swell crew, Ted Wade of Toledo, Ohio.

Jim took the first two races without too much trouble, and up to the last leg of the last race thought he had that one too. As he rounded the third buoy, he had a 45 second lead on the closest snipe (which in a stiff breeze, on a broad reach isn't bad).

Somehow, though the "Tarid," with Brooks Appelgate at the helm, gained steadily and admist yells from the shore, Hollingsworth won by a second!

Hollingsworth was also hi-point man for the season. So you see, P.L.Y.C. is consistent!!!

* * *

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Poughkeepsie, New York, on the north, and Piermont, New York, on the south. Bill Grimm of Chelsea Fleet was elected Squadron Commander, Pete Pedersen of Nyack Fleet was elected Vice Commander of the Squadron and Frank Sutherland of High Tor Fleet was elected Squadron Secretary-Treasurer.

Plans for Lightning No. 2472 have been issued to Mr. R. J. Scallon, 1503 Edgmont Avenue, Chester, Pennsylvania, and plans for Lightning No. 2196 have been issued to Mr. Kenneth Cronfelt, 109 Boabadilla Avenue, Coral Gables, Florida.

The 1946 International Lightning films were shown at the Shattemuc Yacht Club, Ossining, New York, on January 21st, "to a group of about thirty enthusiastic Lightning prospects," writes Mr. William H. Rothe of Fuller Gardens, Ossining, New York. Mr. Rothe further states: "There is a good possibility that Shattemuc will have a fleet this summer to take part in the Hudson River races."

Mr. Fred Harris of 7 North Street, Brattleboro, Vermont, writes that he is interested in forming a Lightning Sailing Fleet at Spofford Lake, New Hampshire; Mr. E. C. Ordway of 284 Pearl Street, Eugene, Oregon, is working on a prospective Lightning Sailing Fleet at the Eugene Yacht Club, Eugene, Oregon, and Mr. James E. Warner of Talbot County, Sherwood, Maryland, reports that there are plans under way to organize a Lightning Sailing Fleet in connection with the Miles River Yacht Club.

Plans for Lightning No. 2351 have been issued to Mr. Rolf Tiefenthaler, Rua Campos de Carvalho, 311 A. P. 202,

Heblon, Rio de Janeiro, Brazil, S. A.

Charter for Lightning Sailing Fleet No. 108 has been issued to Great Sodus Bay Fleet, Sodus Bay Yacht Club, Great Sodus Bay and Lake Ontario, New York; Charter for Lightning Sailing Fleet No. 109 has been issued to St. Petersburg Lightning Fleet, St. Petersburg Yacht Club, Tampa Bay, Florida; Charter for Lightning Sailing Fleet No. 110 has been issued to the Higgins Lake Lightning Fleet at Dearborn, Michigan; and Charter for Lightning Sailing Fleet No. 112 has been issued to Green Bay Lightning Fleet, Green Bay Yacht Club, Green Bay, Wisconsin.

Plans for Lightning No. 2474 have been issued to Mr. Fred Myers of 58 Park Avenue, New York 16, New York.

**A NEW
SAILING THRILL!**

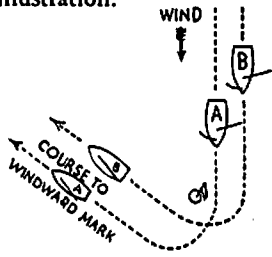
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VICTOR TCHETCHET
Kings Point, N. Y.

ROUNDING THE LEEWARD MARK

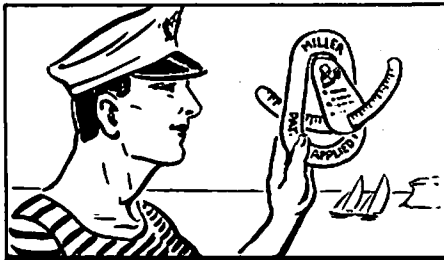
A familiar tactic to the more experienced sailors, but one that the beginner learns the hard way, is covered in the following illustration.



Boat A, running free, sets a course to pass the Leeward Mark close, and then rounds the mark, losing from 5 to 15 feet off his proper course to the next windward mark. Boat B sails a course about a boat length away from the next mark, will round and come close to the mark after his turn, thus gaining from 5 to 15 feet over Boat A, on the Beat to Windward.

Where Boat A comes close to the mark losing several feet, Boat B, can swing inside of A with some smart tiller work, and can go up to Windward of A.

A little practice will make this obvious to any skipper and "practice makes perfect."



**WIND VELOCITY
ESTIMATOR
NEW PRODUCTION MODEL**

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