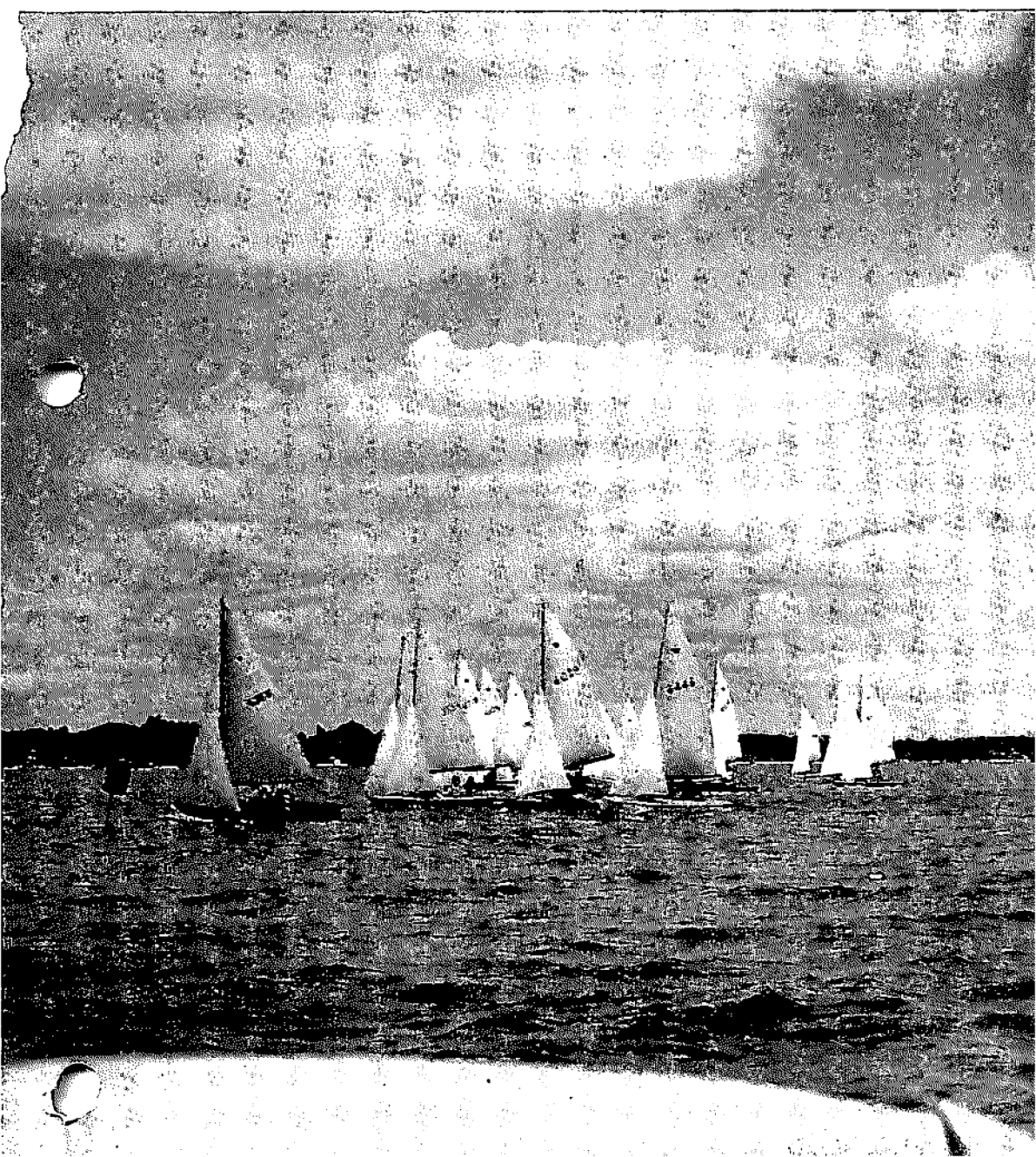


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*Sailing News* ★

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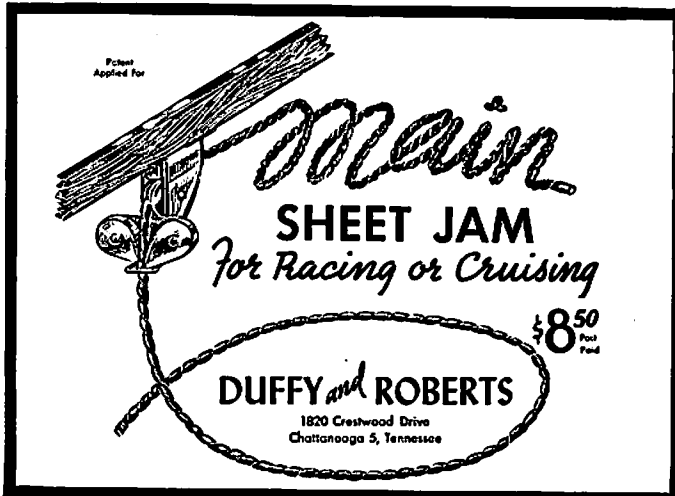
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**THE COVER**

Start of the Dunphy Snipe Team Race at Lake Wawasee, Indiana, last summer, in which eight fleets took part. Winning team was from Portage Lake Yacht Club near Akron, Ohio.

# NEWS OF THE SNIPE FLEETS

By Wm. F. Crosby, 522 Stellar Ave., Pelham 65, N. Y.

**PAUL** Beasley of Fort Worth, Texas, was recently elected secretary of the Lake Worth Sailing Club. He will supplant Lee Morris who has been secretary for the last eight years and who has been responsible for much of the activity and publicity that this fleet has received.

\* \* \*

**BOB** Grace of the Lake Harbor Snipe Fleet, Muskegon, Michigan, reports that Malcolm Hughes was elected fleet captain for 1950. Marlyn Upton was elected secretary and treasurer and Bob, the fleet measurer.

\* \* \*

**THE** Shearwater Yacht Club at Dartmouth, Nova Scotia, is an organization of the Royal Canadian Naval Air Station, and recently the members have formed a Snipe fleet. Twelve Snipes are being constructed of which six have been numbered to date. It is expected that the fleet will be chartered shortly.

\* \* \*

**JAMES** Wolf, fleet captain of the Diamond Lake, Michigan, Snipe Fleet, has sent in his annual report with the scores for thirty Snipes. He states that after double checking his figures on an adding machine, he compiled some interesting statistics regarding the activities of this large and flourishing Snipe fleet. The total season races amounted to sixteen and the average number of starters per race was 24.7 boats. Eight boats in the fleet sailed all sixteen races, five boats missed only one race, and five boats missed two races. During the season, twenty-five official protests were made on fifteen different boats. No one boat had a monopoly on first place position, as it was divided around among seven different winners. Various Snipe builders were represented in this fleet. There were three Rumsey-Ots boats, four Varalays, two Emmons, six Dunphys, and five custom built. The remaining were Thompsons, Wolverines, and others. Nearly half

of the Snipes are owned by skippers who are sixteen years of age or under and they give some of the older sailors extremely tough competition. But, on the other hand, Burt Mack who admits to better than sixty years and who sailed a Snipe for years, will be back in 1950 in a brand new Emmons.

\* \* \*

**WOODLAWN** Sailing Club of San Antonio, Texas, reports that Robert Hogan is the new fleet captain for the coming year.

\* \* \*

**JAMES** Krestensen from Biloxi, Mississippi, reports that he was active in a Snipe racing fleet in Gulfport before the war and he is very much disappointed to find that the Snipe fleets in his area have not been active since his return. He is determined to do his best to start a new fleet in the area and anyone interested should address him at Box 491, Biloxi, Mississippi.

\* \* \*

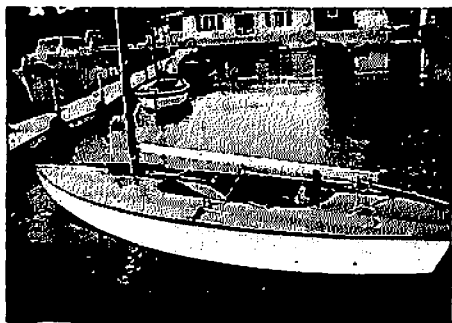
**PLEASANTVILLE**, New Jersey, which is directly west of Atlantic City, in case you don't know, may shortly have a Snipe fleet which will be the first one in that particular part of New Jersey. There are six Snipes at the present time, and according to Edwin F. Friedrich, they hope to have a fleet formally organized before the racing season starts.

\* \* \*

**NEW** officers of the Chicago Corinthian Snipe Fleet for 1950 include Douglas Drake as fleet captain, Douglas J. Kennedy as fleet secretary and treasurer, and William Morgan, Sr. as the fleet measurer.

\* \* \*

**DR. STANLEY J.** Yates is secretary of the Indian Lake Yacht Club at Vicksburg, Michigan, and he has written in regarding information on forming a fleet at Indian Lake.



**B**OB Nichens of Fort Wayne, Indiana, has sent in an interesting letter and a photograph of his Snipe, the Alice-R, No. 6027. This hull was purchased bare from Emmons and finished up by the owner who made the boom, rudder, tiller, floorboards, and all of the fittings. Bob says, "She looks as if she is loaded with aluminum fittings but I like to experiment and the whole lot weighs about the same as one brass snubbing winch and two bullet blocks. The chain plates and turnbuckles are even 24 St., aluminum alloy. In the photograph, she looks deep in the water but a small swell from a passing speed boat had just buried the chine as the picture was taken. She has practically every modernizing feature ever tried (now) and a few (sh!) I never heard of before. The bronze pivot board is just shy of eighty pounds and it is polished until you can see your reflection in it and sharp enough to cut your finger on. It runs between rubber rollers and passes through the keel between aluminum strips and formica. I can adjust it

almost micromatically by means of an aluminum and plastic winch which works through a double sheave reduction drum."

\* \* \*

**A**CCORDING to Jack Wirt from Miami, their first Sunshine Regatta was held early in January, in which 150 boats took part. On the Sunday of this series, the wind had a sustained velocity of thirty-eight miles an hour with puffs up to forty-five. Consequently the races were cancelled and trophies were awarded on Saturday's drifting match. For the first time, a girl won in the Snipe class, Anne Bellinger in the Bally Hoo. According to Jack, she had been working on the fleet for two years and was getting harder and harder to beat. Then she really hit pay dirt and cleaned up.

\* \* \*

**F**LEET No. 1 at Dallas, Texas, reports that Ben D. McCandless is the new fleet captain, and Louis Kuntz is the new fleet secretary and treasurer. Eight of the member Snipes have already paid 1950 dues. The fleet is planning to hold its well-known Southwestern Championship Regatta during the Labor Day weekend as usual.

\* \* \*

**W**ILLIAM A. Parenteau has been elected the new fleet captain of Sea Cliff Fleet No. 4, near New York. Don Bogart is treasurer and Edmund Trunk is secretary.

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R. L. Hicks, rear-commodore of the Queen City Yatch Club of Toronto, Canada, recently informed us that enthusiasm for Snipe racing is running at high levels in his club and the fact that the nearby Oakville Yacht Squadron has ten Snipes on order from Nova Scotia should make things even more interesting. At the present time, there are eleven Snipes in the Queen City Yatch Club.

\* \* \*

THE Oakville Yacht Squadron also of Toronto, Canada, has written in for information regarding forming a fleet and states that the ten Snipes it has under construction are being built at the yard of Walter Pinaud at Baddeck, Nova Scotia. Sails have been ordered in England. The Association has suggested that the Oakville and Queen City fleets join together to make one big fleet at Toronto.

\* \* \*

WALT Gleckler, the proud owner of Snipe No. 8080 of Long Beach, California, has sent in a long letter regarding his Snipe activities and the lack of West Coast Snipe news in JIB SHEET. We would call Walt's attention to the fact that if the fleets do not send the news, we cannot very well print it. He did give us a little news, however, of the Newport Harbor Christmas Regatta which had to be held in two parts this year, on the Monday following Christmas and on the Monday after New Years. There were so many different classes racing inside the bay that they could not all be accommodated at one time. Ten Snipes took part in the regatta which is

considered pretty good as most of the boats are stored away in garages for the winter. Dick Deaver of Balboa Yacht Club finished first, followed by Don Ayres, Smith Brothers, Roger Smythe, etc. The wind was light during the entire regatta and it almost ended in a drifting match. Snipes took part in the second series of races after New Years and this series was won by Don Ayres with Dick Deaver second. Walt also reports that George and Betty White who won the Snipe International Championships in Chicago in 1945 have just returned to Snipe racing in a new Varalyay with Watts sails.

\* \* \*

A RECENT arrival on the list of chartered Snipe fleets is known as the Iowa-Nebraska Snipe fleet and is located in Council Bluffs, Iowa. Fleet Charter No. 309 was issued. The fleet headquarters is at Lake Manawa near Council Bluffs. The fleet starts off with eight boats.

\* \* \*

LOYD Roosevelt, fleet captain of the Galveston Snipe fleet, informs us that they have scheduled the Third Galveston Snipe Regatta for April 29 and 30 on Offats Bayou. This regatta was won last year by Mr. T. A. Wells and it is expected that he will defend his championship this year. It is expected that eight or ten Snipes will take part in the bi-weekly races that start early in May and continue until November and in addition, many of the boats in the fleet will take part in outside regattas during the season.

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### **Eddie Williams New Commodore of Missouri Yacht Club on Lake Lotawana**

**A** DINNER was given at the Missouri Yacht Club Wednesday night announcing the New Commodore, The Directors and Committee Chairmen.

Eddie Williams, Commodore  
Bob White, Vice Commodore  
Clarence W. Whitehorse, Secretary-Treasurer

**Directors—**

Charles N. Reid  
Allen Price  
Roland D. Rankin, Jr.  
Jack Merriman

Elmer Hughes, Chairman House Committee

William R. Branit, Chairman Activities Committee  
Robert S. Peet, Chairman Grounds Committee

Eddie Williams, the new Commodore, has done the Missouri Yacht Club Burgee proud in the six years he has been sailing. He, with his wife Eleanor as crew of his fast sailing craft, have won many regatta trophies from Coast to Coast. They have held the fleet championship of Lotawana three times. Wil-

liams has qualified and sailed in two International Championship Regattas, five National Championship Regattas and participated in over forty sectional regattas held by various yacht clubs over the country. In 1947 Williams skipped his boat to win the National and International High Point Championships.

Williams will enter his boat for the third time in the Mid-Winter regatta held in Clearwater, Florida, March 7 to 10th.

Eddie Williams is President of the Williams Meat Co., a member of the Rotary Club, Board of Governors of the American Royal, Saddle and Sirlain Club, Chamber of Commerce, President of Kansas City Meat Dealers Assn.

### **News from the Foreign Snipe Fleets**

**T**HE Scandinavian Snipe Association comprises the Snipe fleets of Norway, Sweden, Denmark, and Finland. Norway has approximately 250 Snipes of which 125 are registered with the Association, Finland approximately 200, Sweden over 100, and Denmark about fifty. The first International Regatta took place at Sandhamn near Stockholm and was won by a Sweden with Norway second, Finland third, and Denmark fourth. In all, five races were held. Because of high winds, the Individual Championship Race was not completed, the second and third events being cancelled. In this regatta, twenty-two boats started and in the singles, Charles Edding of Sweden was first and Per Skjonberg of Norway was second. The next championship of this regatta is scheduled in 1950 at Oslo.

\* \* \*

**M**ARIO Bustamante, famous Cuban yachtsman and winner of the St. Petersburg-Havana race several times, has recently requested information on Snipes. His letter says in part, "Some of us, the big boat sailors, are contemplating doing some Snipe racing and joining the fun of the keen competition the class offers here in Cuba. We expect to do some violent exercise with the youngsters and I am thinking of building a Snipe for myself."

**T**HE National Secretary for Denmark, Mr. I. Trock-Jansen, has been forced to resign his office due to increased amount of work that has been thrust upon him recently. He is president, among other things, of "Skovshoved Sejlklub." The new National Secretary for Denmark is Mr. Hans Albertsen of Charlottenlund, Denmark. Mr. Albertsen has been active in Snipe work in Denmark since the class was started and since he is an engineer, he made many of the drawings of the fittings used on Danish Snipes.

\* \* \*

**C**OMMODORE Rafael Posso of the Havana Yacht Club has gone on record as accepting the handling of the Snipe class Western Hemisphere Championships which will be held sometime along about the 20th of November. The Commodore states that he would be pleased to personally offer a cup for one of the prizes and, of course, the Association is glad to accept this with thanks. Comm. Posso has also been named as National Secretary for Cuba. He is well known to yachtsmen all over the world as one of the instigators of the St. Petersburg-Havana race and various other large regattas, including Star class races. He has been kind enough to offer every possible cooperation in the handling of the new regatta and there is no question but what Snipe entries at Havana will find themselves overwhelmed with hospitality.

\* \* \*

**A**CCORDING to F. F. Pinto Eliseu, the first local fleet of five Snipes has been completed at Laurenco Marques in Mozambique, which in case you don't know where it is, is on the southeast coast of Africa. According to the information received, there are eight more Snipes at the Club Naval of Laurenco Marques and about twelve others scattered around through the area. He asked for full information on forming a fleet and this has been sent to him. Some of the boats have been built in Portugal and practically all of the sails are imported from Portugal. The main reason for forming a



The winner of the Chalmers Burns Snipe Trophy for 1949, emblematic of the championship of the Great Lakes, Joan Dawson, crew, and Carl Zimmerman, skipper, from Portage Lake Yacht Club.

separate fleet is to divorce themselves from the Portuguese National Secretary in Lisbon, which is 13,000 miles away. Mr. Eliseu states that it would be very difficult for them to send a team to Europe for the European Championships and then to the World's Championships. They would like to organize and have their own national organization for Mozambique. So far as we know, this will be the most distant Snipe fleet in the world. Of course, there are Snipes in New Zealand, Tasmania and Australia, but no real fleets have ever been organized in those countries.

## Snipe Association Elects New Officers

ON January 13, members of the Board of Governors and the International Rules Committee met at the Hotel Shelton in New York, at which time, various reports, etc. were made.

A brief summary of these is as follows: eighteen new fleets were chartered during the past year, 1949, making a total of 8,065 numbered boats as of January 1. The new book by Ted Wells is to be called SCIENTIFIC BOAT SAILING and it will be published late this spring by Dodd, Meade & Company. Mr. Wells has turned over all rights to this book to the Snipe Association. Mr. John T. Hayward, chairman of the International Rules Committee, read his report. The highlights of such report are as follows:

Aluminum masts ruled out; plywood deck beams are permitted provided the dimensions are the same as the present deck beams; a new hoist for the daggerboard, as manufactured by a mid-west concern, was approved after a considerable amount of discussion. This arrangement permits the eighty pound daggerboard to be raised or lowered with relative ease. Tail for the pivot type centerboard to make it easier to raise or lower was also approved but no design has yet been selected. Rounded stem heads and stems were ruled legal provided the radius at any point did not exceed one inch. Measurement of the mainsail headboard was decided to be made at right angles to the luff of the sail. The most important change was allowing the use of cast centerboards, thus doing away with part of Paragraph 43 of the Restrictions. It was claimed by several manufacturers that they could make a cast centerboard better and

cheaper than any other method. It was agreed that for measurement purposes, stations zero to five should be taken exactly thirty-one inches apart and that all measurements be made at these positions regardless of where the frames came. Station six should, as shown on the drawings, be taken as the line joining the corner of the transom at the sheer.

Following this report and discussion, Commodore Griffith read the report of the nominating committee and there being no further nominations, the secretary was instructed to cast one ballot for the election of the following officers for 1950. Commodore Roy A. Hurley, Cedarpoint Y. C., Westport, Conn. Vice-Commodore John T. Hayward, Sequoyah Y. C., Tulsa, Okla. Rear-Commodore Owen Duffy, Privateer Y. C., Chattanooga, Tenn. Treasurer H. E. Isaacks, M. D., Lake Worth Sailing Club, Fort Worth, Texas. Executive Secretary W. F. Crosby, 522 Stellar Ave., Pelham 65, New York.

Two new members of the Board of Governors were also proposed. These were George Shead of Clearwater, Florida and Earle Braisted of Buenos Aires, Argentina.

A report was then read regarding the World's Championships Regatta and since the National Secretaries, at the Regatta in Spain in 1948, voted to hold the World's Championships every other year, the following was proposed and accepted.

In 1951 the World's Championships to be held at Rio de Janeiro in Brazil. Dates and other particulars to be announced later on. In 1950 to hold a Western Hemisphere championship open to two boats from each country having regularly accredited Snipe fleets in North and South America. The 1950 Regatta to be held at Havana, Cuba, late in November. Arrangements have already

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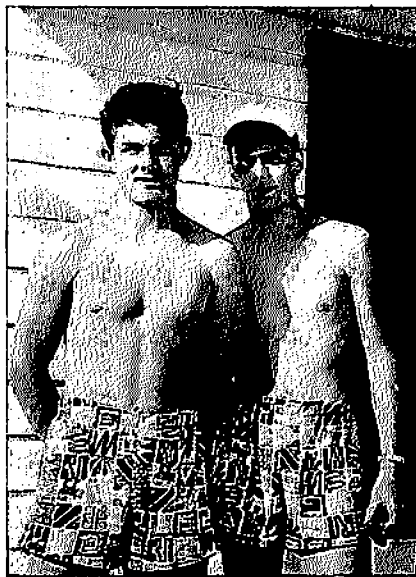


been made for the European Championships to be held at Genoa, Italy, early in September.

In respect to the United States National Championships for 1950, two proposals were received, one from Barnegat Bay, New Jersey, and the other from Alamitos Bay Yacht Club, California. During the discussion, a telegram arrived withdrawing the offer from the Barnegat Bay area. The Board of Governors voted to accept the offer of the California fleet. The dates for the U. S. Nationals will probably be somewhere around August 20 and as in previous years, competition will be open to one entry from each fleet for every five active boats. No entry fees will be charged in 1950 for the simple reason that it is estimated the expenses of attending the Western Hemisphere Championship would not be too great.

Mr. John T. Hayward resigned as chairman of the International Rules Committee and Mr. T. A. Wells was appointed to take his place.

The meeting adjourned late in the afternoon and was followed by the annual dinner of the Association.



The Pfaff Boys

### Snipe 1949 Point Scores

SNIPER point score results are still coming in at the time this goes to press, but there is no change from the two leading boats as listed in the last issue of JIB SHEET. Jack and Bob Pfaff of Eagle Lake Yacht Club are still in the lead with a perfect score of 1750 for fifteen races. Bill Errico, City Island Fleet, is second with 1724 points for fifteen races. Third place last month went to R. H. Hunt of Lake Worth Sailing Club. He has now dropped back to fourth place as Malcolm Hughes and Pat O'Connor of the Lake Harbor Snipe Fleet turned in a score of 1722 points, only two points under Bill Errico but quite a jump ahead of R. H. Hunt's score of 1690.4 for twenty-two races. Malc and Pat took part in twelve races and had they been in the full fifteen races, they probably would have been ahead of Bill Errico. Eddie Gavney has dropped back a place to 1690.2 only two-tenths of a point behind the boat from Lake Worth Sailing Club and Dick Tomlinsen dropped back two places because Lawrence M. Vandervelde of Green Lake Yacht Club nosed him out by two points for seventh place and putting Dick back to eighth place. Dick was in twenty-two races at the Portage Lake Yacht Club.

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## NATIONAL ONE-DESIGN NEWS

### National One-Design Racing Association

#### Rules Changes

FEBRUARY 27, 1950

THE National One-Design Racing Association has recently adopted a number of changes applying to design and construction, effective for the beginning of the 1950 racing season.

A thicker centerboard is now permitted. Instead of limiting it to  $\frac{1}{4}$ -inch plate, it can now be increased in thickness to  $\frac{1}{2}$  inch, at the option of the owner. In this thickness the board can be cast in manganese bronze, with neatly streamlined edges all around.

Extensive systematic sailing tests, conducted over the past two years by the enterprising Alamites Bay Fleet of Nationals, have shown that the principal advantage of the thicker board is its greater *rigidity*, and its resulting ability to prevent undue leeway when the boat is beating to windward. The more rigid board gives promise of equalizing the

sailing characteristics of all boats which carry it—an end greatly to be desired in any one-design class.

The rudder blade may now be welded or brazed to the stock with a short overlap, or the blade and stock may be cast in one piece. Compared to the original design, this makes for easier construction, an improvement in streamlining, and a reduction in drag.

The Vee-shaped breakwater is now an optional item. Canvas-covered decks are preferred but not mandatory.

The Class is now working on improved methods for measuring and checking sail sizes, and on means of checking these sizes by eye when the sails are set on a boat.

The racing rules of the Class are being revised and rearranged in more convenient form. They will be embodied in the 1950 yearbook of the Class, to be issued before the beginning of the forthcoming racing season.

The Commodore of the Association is Harold E. Saunders, 206 Maple Avenue, Washington 12, D. C., to whom inquiries concerning the Class may be addressed.

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## New England College Sailors Prepare for Spring Card Containing More than 40 Racing Dates

The New England Intercollegiate Sailing Association, now in its second year, announces a Spring racing season of more than 40 events for the next four months. Of this list, some 15 events fall into the major championship or regatta categories, culminating with the 14th annual National Dinghy Championship for the Henry A. Morss Memorial Trophy to be held at Newport Harbor, California, during the week of June 19.

Howard Fawcett of Fall River, vice commodore of the M.I.T. Nautical Association and dinghy chairman of N.E.I.S.A. for the past year, is the new president, succeeding August L. Putnam, Harvard. Fawcett, one of the top ranking dinghy skippers in the East and a Narragansett Bay racing product, is also chairman of the National Dinghy Committee. Putnam is the regional vice president of the I.C.Y.R.A. of North America.

Glen Foster of Brown has been named vice president to succeed Randall W. Bliss, also of Brown.

Thomas Carroll of Harvard has been named New England Dinghy Chairman to succeed Fawcett. Other members-at-large of the executive committee for the coming year are Francis Charles of Boston College, crack 110 Class skipper from Hull; John McDonald of Dartmouth, and William Maclay of Williams, former national junior champion from Stage Harbor and the third of three brothers to star for the Berkshire school in sailing.

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**FOR SALE — Rumsey-Otts Deluxe Snipe,** trailer, sails and all equipment. Used one season. Natural finish Mahogany plywood deck, oak trim, padded cockpit. \$800.00. Ken Peterson, 198 Flint St., Rochester, N. Y.

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