

January, 1946
Vol 2, No. 1

NEWS FOR SMALL-BOAT SAILORS

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

"Victory" Regatta . . . March 8-9-10

The Clearwater (Florida) Yacht Club will definitely hold the Midwinter Snipe Championship Regatta. The dates have been set for March 8, 9 and 10th. This, as usual, will be Friday, Saturday and Sunday. Already a considerable number of Snipe skippers have signified their desires and it looks as if it will be one of the largest Midwinters yet held.

This regatta was originally held in 1935 when "Uncle Henry" Thompson of Miami won. In 1936, he repeated his performance but in 1937, R. T. Chipman of Orlando was the winner. 1938 saw the trophy go back to Miami when Jack Wirt was the winner. Ted Kemensky of Clearwater won it in 1939 and Bob Keller of Clearwater won it in 1940. The last winner was Clewis Howell of Tampa. You will notice that so far not one northern boat has won the trophy but perhaps 1946 will see a change. Another remarkable fact is that Don Cochran in the old Bluenose has never won it.

The trophy was presented by the Snipe Association in 1935 and has been raced

for actively ever since with the exception of the war years.

The Clearwater Yacht Club is one of the very few honest-to-goodness yacht clubs in the State of Florida. Most others are owned by the Chamber of Commerce or some other interest, but Clearwater has a real yacht club run by boatmen. It is located on an island across the bay from the town of Clearwater and is reached by a long causeway which runs across. At the end of the causeway, you turn north and around the second bend of the road you can't miss the building. It is located on the inside of the island with a well protected harbor where docks and sheds can take care of a large number of boats. Races are held either in the wide open Gulf of Mexico or on an "inside" course off the town of Dunedin. In either event power boats belonging to members of the club tow the snipes from the club to wherever the race is to be held. At the club there are excellent facilities for launching boats from a trailer and, of course, plenty of room for storage of empty trailers. The clubhouse serves meals and

has a bar (or so they say). Rooms may be difficult to get and it is advisable to write early to make sure. The Fort Harrison is the number one hotel, but there are others. Contestants should contact William Charles Taylor, Osceola Road, Belleaire, Florida, asking him to make reservations.

Newly elected officers of the Fleet include Taver Bayly as Fleet Captain, Arthur Kisby, Measurer, Guy Roberts, Chairman Race Committee and William Charles Taylor as Secretary and Treasurer.

Among those who have stated that they will be present are Bill Green of Tulsa, Oklahoma; C. R. Miller, Rochester; Don Simonds, Winchester, Mass.; John T. Hayward, Tulsa; "Doc" Moyer of Olcott, New York; Commodore George Becker of New York; Charles Heinzerling, New York; Dick Shearman, Red Garfield, Bel Russell and Hal Griffiths of Jamestown, New York, and many others.

There may be a few Snipes to loan skippers who cannot bring their own boats.



CLEARWATER YACHT CLUB — The Harbor — All buildings shown belong to the club

Eric Hauschild of Lake Mohawk Wins New Jersey State Champs

SPECIAL FROM LAKE MOHAWK
(delayed somewhere down the line)

Eight red hot Snipe skippers and crews took part in the New Jersey State Championships held by the Beechwood Yacht Club at Barnegat Bay on August 18th and 19th. Eric Hauschild of Lake Mohawk came in first in two races and

second in one, thereby annexing enough points to be declared the champ. Charles Blocklin was his crew. Tom Chapman, 1944 High Point Champion, was second with a first, a second and a fourth. He represented the host club. Island Heights Yacht Club skipper Nelson was third, Money Island Yacht Club's Fleet Cap-

tain, Bud Stillmun, was fourth.

The course was four and one-tenth miles, triangular, twice around. Breezes ran from eight to ten miles an hour and the weather was perfect. One race was held on the first day and two on the second day.

According to Charlie Gabor who sent in this late report, the Beechwood Yacht Club did a good job. The buoys were well marked, no high shores to interfere, good water and the course was well patrolled.

SUMMARY of the RACES

RACES

Skipper and Club	1st	2nd	3rd	Final
Hauschild, L.M.Y.C.	1600	1521	1600	4721
Chapman, B.Y.C.	1369	1600	1521	4490
Nelson, I.H.Y.C.	1521	1369	1444	4334
Stillmun, M.I.Y.C.	1444	1296	1296	4036
Bottomly, I.H.Y.C.	1225	1444	1225	3894
Sawyer, B.Y.C.	1156	1225	1369	3780
Michel, L.M.Y.C.	1296	1156	1156	3608
Elley, M.I.Y.C.	1029	1029	1029	3087

Key to summary—Each club represented by two boats

L.M.Y.C.	—	Lake Mohawk Yacht Club
B.Y.C.	—	Beechwood Yacht Club
I.H.Y.C.	—	Island Heights Yacht Club
M.I.Y.C.	—	Money Island Yacht Club

SHORT NEWS ITEMS OF THE FLEETS

JACK WIRT is reported to be reorganizing the long defunct Miami Fleet. There is considerable demand for this, but to date no official action has been taken . . . Clearwater is reported 100% for Jib Sheet and Charlie Gabor of Lake Mohawk states that Jib Sheet fills a long felt want . . . Carleton Pardee is Fleet Captain of Lake Fenton Yacht Club Fleet. His winter address is Belleaire Village, Largo, Florida. Summer address is 12218 Manatawanka Beach, Lake Fenton, Michigan. Make a note of this in your rule book. Herman Nickels is Measurer . . . John T. Hayward of Tulsa, reports back home after the war. He is all set to buy a new Snipe and old timers will remember him as a really tough skipper to beat . . . Ernest Stavey, Corresponding Secretary of the North American Yacht Racing Union, reports that numerous Snipers are writing to him about rule books. The racing rules of the Union are standard throughout North America and may be obtained from him in care of North American Yacht Racing Union, at 37 West 44th Street, New York 18, N. Y.

The price of the book is seventy cents . . . Jim Finch, who will long be remembered as the leading light in the 1945 Internationals at Chicago, reports that Joe Ilmberger is the new Fleet Captain. Walter Matas is Vice-fleet Captain and Jim is measurer. He says in part "We all wish to thank the Board of Governors for giving us the honor and privilege of holding the 1945 Internationals at Chicago Corinthian Yacht Club. The turnout of entries and out of town visitors was much larger than we had hoped for and added greatly to the success of the races." The Association returns the compliment with the statement that Chicago Corinthian Yacht Club did a splendid job and ran off the regatta as important as this one without one single kick—which is going some. SCIRA extends thanks to Jim and his gang . . . Hopkinsville, Kentucky, may be the next Snipe fleet to be chartered. Kentucky Lake, a T.V.A. project, has recently been filled and boating enthusiasm is running high. This will be the first and only fleet in Kentucky if it goes through . . . Richard Dawson, Akron, Ohio, is Fleet

Captain of P.L.Y.C. Fleet #110. P.L.Y.C. stands for Portage Lake Yacht Club. The reason it was called P.L.Y.C. is because there used to be another fleet, No. 85, with exactly the same name. One was located in Michigan and this P.L.Y.C. is located in Ohio. Anyway, the old No. 85, is gone by the boards, a war casualty, so from now on P.L.Y.C. will go by its real name, Portage Lake Yacht Club. (Dan MacBride please take note.) Anyway, Fleet Captain Dawson reports in on the annual Put-in-Bay Regatta of the Inland Lake Yachting Association in which C. D. Zimmerman of Portage Lake Yacht Club, won the Commodore Garfield A. Wood Snipe Trophy. This, we believe, makes three times in a row for the same skipper.

"Doc" Meyers of the City Island Fleet is having a new Snipe built by Emmons for 1946. The number will be 5576. Look out for "Doc" if you happen to get in a race against him. . . . Nearing Emmons says "Jib Sheet is the greatest forward move in the Association since its founding." Thanks . . . J. R. White of
(Continued on Page 4)

EDITORIAL

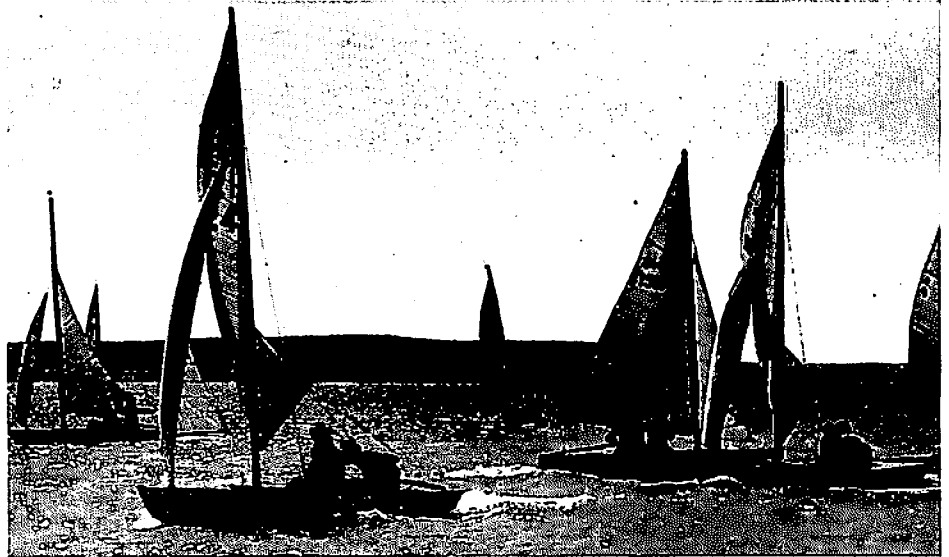
With this issue Jib Sheet booms forth under full sail as an honest-to-goodness magazine, thanks to Chet Miller and Kelly-Read & Co., Inc., both of Rochester. We hope you like it and we hope you'll let us know—with your check for two fifty. Historically speaking, Chet has been red-hot to have this mag. for a long, long time but I managed to stall him off until V-J Day, then there was no holding him. Chet is a determined cuss that way and what with the whole New York State Snipe Racing Association to back him up, there was no other way than to give in. Chet will work hard to make JIB SHEET a success and so will I. How's about you guys—and gals—doing the same. It all cost money and takes time and it's entirely up to you Snipers as to how long JIB SHEET will last. Surely with the gang that we have and with the enthusiasm that is exhibited everywhere, JIB SHEET should go over with a bang. Tell your friends about it. Tell the other fleet members. Tell non-members. Get 'em interested and get 'em to subscribe. Let the other classes know about it, Comets, Lightnings, Stars, National One-designs, Cubs, Bobscats, anyone interested in racing and sailing small boats. If news is forthcoming we will include news of all these classes.

Let's go, guys. The starting signal has been made and it's a nice beat to the windward mark.

W. Kelly

The National Championships

This regatta is to be held at the Lake Chautauqua and on dates yet to be determined. It is more than likely that the Internationals at Geneva, Switzerland, will be held between the 15th and 30th of August, which means that with 30 days pre-filing of passports, that the National Championship will have to be held early in July, probably over the 4th. More dope will be given on this later on.



Just "milling around" after one of the Snipe races in the fifth mid-winter regatta on Medina Lake, San Antonio, Texas

Saville has this to say . . .

A. A. Saville, Fleet Captain of Lake Washington Sailing Club of Sacramento, California, has sent in a most interesting letter and since Mr. Saville has been racing Snipes ever since the dim and distant past, we believe that his letter should be quoted.

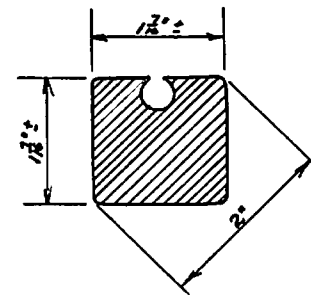
"I LIKE the idea of the Snipe Class Internationals being held in Switzerland next year, and hope we can have a large entry at our Nationals. Do not know what time of the year the Internationals will be held, but it may be that we should hold our nationals earlier so that the winner can get overseas in time to get in a little practice. Further, I think that these events should be held early so that the contestant can get back to this country in time for school, as it will be likely that some college student makes the trip. Us oldsters can hardly get away from the steady grind long enough to take such a trip.

"Have received three copies of Jib Sheet. Think this is something that the class needs very badly. Have shown it to most of our members and they are all in favor of it. The record showing that only 530 boats paid dues last year is bad. Probably so many owners being in the service accounts for a lot of it. The thing to do now is for all Fleet Captains to bear down and get these owners to pay up. No membership card—no race.

"While on the subject there are one or two things regarding the class I would like to mention, and perhaps if deemed worthy, action can be taken on some of them by the Rules Committee. Have observed in some cases where the boys are getting off the reservation a little when it comes to strict observance of the restrictions.

"1—Booms. Noticed that boats of

certain fleets had very light booms, in fact, they really amounted to a bending boom. They were neither round nor plank or tee. (Square) Owners claim they are round as they measure 2" on the diagonal. Actually, they are a very small plank boom, about 1" thick and about 2" deep. The sketch will explain.



LIGHTWEIGHT BENDING BOOM

as used by Lake Merritt, Calif., and San Francisco Bay Snipes.

CROSS SECTION Square as shown, or oval, ("streamlined") with MAXIMUM dimension 2" measured on the long axis.

(Continued on Page 5)

Suggest that there be a restriction on the minimum as well as maximum size of booms. (Maximum is shown, but no minimum.)

"These light booms can actually be bent by having a hold down line from the middle of the boom to a point on the deck, and actually flatten the sail when going to windward."

Short News Items

(Continued from Page 2)

Los Angeles, father of Bob and Betty White, the two who won the Internationals at Chicago, takes a keen interest in Sniping in general and writes as follows: "The small boat division of the Los Angeles Yacht Club, of which I am also a member, has been authorized by the board of directors of the club to support in any way possible the revival of the Snipe Fleet which used to have its headquarters at the club." With the backing of this yacht club and with Mr. White, to twist a few tails, we feel sure that the long dead L. A. fleets will soon be perking as they used to do before the war. There is altogether too much tendency on the part of most large clubs to ignore the small boat skippers, yet the future membership and life of any club depends on getting the younger element interested and in giving a chance for older men who can't afford six meters and kindred "yots".

Letter from a guy in Belgian Congo who says: "I would like to get in touch with a firm in U. S. A. who would supply me with working size blueprints, brass screws, copper nails, glue, pulleys, fairleads, fittings, ropes, sails, etc., for constructing a Snipe. Timber, paint and varnish I could probably rake together here." If you want to help him write to C. W. Turner, Balfour, Guthrie & Co., Ltd., 67 Wall Street, New York 5, N. Y. . . . George Q. McGown, known as "Whispering McGown" to Snipe skippers all over the country, is back from Toyko for good and reports that the Fort Worth Boat Club is in excellent condition and is now spending \$20,000 in improvements to the docks, building, etc. . . . Newport Yacht Club, one of the largest and most active Snipe clubs in America, is going in heavy for ice boat racing and is trying to buy ice boats that can use snipe rig . . . Walter C. Newcomb, was elected Fleet Captain of the Nine Mile Point Yacht Club for

1946. They expect to make a strong come-back now that the boys are coming back from overseas. They've ordered several new snipes from George Glenn and Nearing Emmons . . . The Canandaigua Yacht Club, thanks to the good old spark plug Rose Martin, who incidentally is chairman of the Race Committee, have already held a successful bowling party at the Elks Club in Rochester, and a Christmas Party at the Canandaigua Hotel. They are gunning for the New York State regatta this year . . . Watch out for the Privateer Yacht Club of Chattanooga, Tennessee. They are sending envoys as far north as Rochester, N. Y. and Long Island, N. Y., to find out all they can about how to make a Snipe go. W. D. Munson, had a long visit with Charles Heinzerling in New York City and Chet Miller in Rochester. If the rest of the country shows as much enthusiasm, 1946, should be a banner year for snipe racing . . . Who can beat this . . . Vin Hall, of Atom bomb fame, Al Hartsig, of NMPYC, the Marine Architect and Chet Miller, of Jib Sheet, tried out a nine foot, molded ply-wood sailing dinghy (Bobscat class) which was designed by Rhodes and molded by Allied Aviation Corp., Marine Division, Cockeysville, Maryland, in a howling snow storm on Canandaigua Lake, December 15. This boat only weighs 125 pounds and the boys got quite a thrill out of sailing her . . . We understand Ratsey, Murphy and Nye, Larson and Watts will soon have canvas so they can make sails for delivery sometime in the Spring . . . Louis Varalyay of the Varalyay Boat Works, 2225 1/2 West 14th Street, Los Angeles, writes "Thanks for the new Jib Sheet. It is just what we need. Enclosed you will find my check. We are about ready to resume production on our Snipes. They will be an exact copy of our pre-war model. You have probably seen the "Kitten" and the "Ghost" and know what they are like. Quite a few of the prominent Snipe skippers have ordered new boats."



Rear-Commodore Donald R. Simmons of the Winchester Boat Club sails his Snipe on Mystic Lake. This just proves that SCIRA Officers do actually sail and race.

**SEND IN YOUR
SUBSCRIPTION
TO "JIB SHEET"
TODAY!**



ANNUAL NEW YORK STATE SNIPE ASS'N MEETING AND DINNER

Hotel Seneca—Palm Room, Rochester, N. Y.

SATURDAY, FEB. 9, 1946

Meeting - 4:30

Dinner - 7:30

Reservations—Com. Bill Sweeney

56 Delray Rd.

Rochester, N. Y.

Notes from Overseas Fleets

The National Secretary for Italy has been heard from as follows:

"I hope everything has been right with SCIRA during these past years. Unfortunately, it was not that way with our old Club Nautico Ligure, as our club house was blown up by the Nazis. Nevertheless the club is still existing in an emergency way, but we are planning on proper rebuilding before long.

"Before and during the war the Class rules for Italy were taken up by the Italian Sailing Federation, a fascist body which now is fortunately no more existing and I am asking you to hereby grant our club the district of SCIRA for Italy as it used to be once.

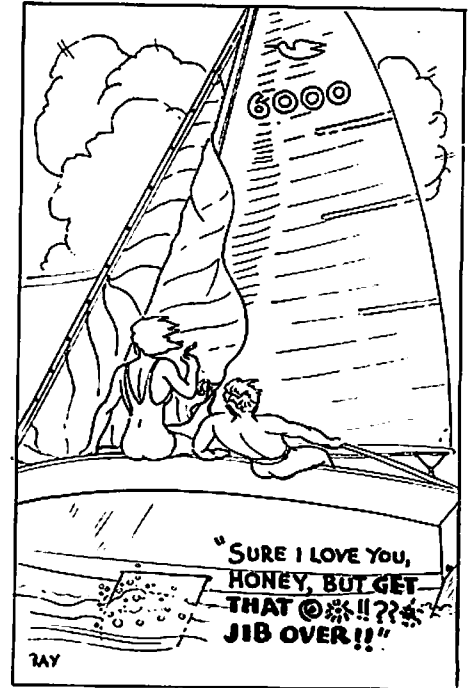
"Incidentally Snipes have been increasing in number all the time during these past years."

The letter was signed Club Nautico Ligure, Natale Galeppini, Via Tritone 14, Genova Sturla, Italy. Mr. Galeppini's name has been carried as National Secretary in the rule books all during the war. The last letter was received from him just before Russia entered the war and came via Russia, across the Pacific and thence to New York.

Another interesting letter comes from Dublin, Ireland. This is from E.E.C. Law, Secretary of the Dublin Bay Sailing Club. He says that there are about fifteen Snipes in the neighborhood and that "we wish to establish them as a one-

design class for the regular races held in Dublin Bay. We have raced two seasons as "sundry boats" but we wish for one-design racing. As regards the boats, I may say that I have owned one for three years and find that they are very satisfactory although the class started off with a rather bad reputation due to several unfortunate mishaps. This past summer, they raced regularly each Thursday and Saturday, and proved themselves more seaworthy than the International and National 12 foot dinghies."

From the Snipeklubben in Oslo, Norway, Karl Reff, Jr., states that his club is very much interested in the Internationals to be held in Switzerland and will certainly have an entry. To quote from his letter: "In a packet I will send to you a copy of the SCIRA book translated into Norwegian and some pictures of Snipes from Oslo. The interest here are large but it could be larger. You see we have some skippers in the Royal Yacht Club and they do everything to hold the class in the background. They say that the Snipe is not a sea-going boat. To prove this, one of our members sailed from Oslo to Kragero in 1942. He sailed outside the coast line and had a very wet sailing. On the way back to Oslo he had south wind and it blew very hard up to 12 Sek. metre (Beaufort's scale). And still they said that the Snipe is not sea-going! But I think we will show them this summer."



ers could carry or not carry anchors according to their fleet's ruling. If boats are unable to make the weight it might be a good idea to copy the Lightning restrictions, which permit weight to be added to the boat but fastened up under the deck to make up the difference. Boats would then perhaps be built more to the weight when owners and builders knew that additional weight would have to be carried up under the deck where it certainly would be of no help to the boat.

"What do you think of each Fleet Captain collecting the dues and transfer fees and remitting them directly to the Executive Secretary? Perhaps in that way the Captain could get all the boys in a Fleet lined up. He would also know for sure whether an owner had paid his dues or not. (A fine idea, many Fleets already do this.)

"Another thing. I think at least once a year, each District Secretary should hold a district meeting with the Fleet Captains and go over any problems that may arise. I think this would help to pep things up. (A splendid idea—District Secretaries please note and act.)

"These are just a few ramblings of an old Sniper but one who wants to see the class kept up to what it is, the largest one-design class in the world, and the boats kept 100% 'pure.' It can be done."

We should like very much to hear from other District Secretaries and Fleet Captains along lines of what they would do to make things better and in particular make Snipes better.

Saville . . .

(Continued from Page 3)

(Ed. note: Such booms are without doubt illegal as they are under the minimum diameter for a round boom which means MINIMUM for any type boom. Par. 82 of restrictions also forbids the changing of the shape of the sail by ANY MEANS. The case is clearly one of chiseling and measurers finding such booms should withhold measurement certificate until boat is within the letter and the SPIRIT of the restrictions.)

"2—Floor boards. Minimum size should be stated and should be carried in place at all times when racing."

(Ed. note: Par 36 in restrictions means just this. The floor boards must be equal to at least the size of the cockpit opening with reasonable spacing between. Thus a cockpit 2' x 4' (opening) would have 8 sq. ft. The floor boards would also have to have 8 sq. ft. less possibly half an inch between the boards

and minus also, the space taken up by the centerboard trunk.)

"3—Anchor and Line. No mention is made of the length or size of line. Believe this should be specified. Some boats carry an excessive amount of line to bring them up to weight."

(Ed. note: Par. 71. This is pretty specific but, of course, if a skipper wants to carry 100 feet of 3" diameter cable for his 15 pound anchor, that's up to him. But seriously, Mr. Saville, is right and we believe that the entire restrictions are about due for a shake up to prevent this sort of thing. No matter how carefully a rule is drawn up, someone will find a way to beat it.)

"While on the subject of weight, of course, there can be no difficulty in enforcing the minimum weight of 450 pounds. It is that "or else." I think the weight should be arrived at without anchor or line and a provision made that boats racing in inland and protected wat-

Bridgman Again Leads In Point Scores

The point scores listed herewith are only for those scores that have been received up to the time of going to press. There are still a lot of Fleets to be heard from and the scores do not close officially until April first. If your fleet's scores are not listed here, they have not yet come to the Executive Secretary. Better get after your Fleet Captain. This year there have been several fleets which did not make out the special forms properly. The sheets must be made out in full and signed by someone who is responsible and with whom the Exec. Secretary can get in touch if necessary. Scores should be sent in only for measured and paid up boats. All boats must have taken part in at least five point score races. Do not, under any conditions, write on the back of the score sheet. Do not put the final score on the back as was done by one benighted recorder. Be sure to put the fleet name at the top of the sheet—not just the number or its initials. If you need more sheets, say so.

For the benefit of those who are interested, these score sheets when they arrive at headquarters, are arranged in order of final points with the highest boat on top and so on down. ALL fleets are mixed in just as they appear in the list herewith. By looking at this list you will see that the first boat is from Canandaigua, the second from Chattanooga, the third from Chicago and so on. As more scores come in, they are slipped in according to point scores and ALL information has to be on each sheet or it will get mixed in and no one will ever know who or what it is. The scores are not checked for mathematical errors and the recorder had better be darn sure he is right. Each sheet is checked only to see whether the boat has been measured and the owner has paid his current dues. Unmeasured boats or scores from boats whose owners have not paid dues, simply go in the waste basket.

Anyway, enough of crabbing, but we do ask that you be more careful in making out these sheets. Here they are—to date.

Plans for snipe—the complete plans for snipe in booklet form are available only from the Rudder Publishing Company, 9 Murray Street, New York 7, New York. The price is \$1.50.

Pts.	Name	Owner	No. Races	Fleet
1746	Kitten	George Bridgman	20	Canandaigua
1734	Kabibi	Owen Duffy	15	Privateer
1693	Libby R. V.	Rodgers & Schmid	12	Chicago
1668	High Thirty	Wm. M. Hannay II	15	Missouri
1660.7	No. 4775	Carleton Pardee	10	Lake Fenton
1660	No. 4569	V. Schneider	6	Detroit
1649	By George	R. Swanson	15	Winchester
1648	Bobette II	Bob & Betty White	12	Balboa
1647	No. 4584	John T. Hayward	9	Tulsa
1639	Slalom III	Larson	11	Chautauqua
1637	Eleanor	E. W. Williams	16	Missouri
1637	Wild Honey	Roy Biebel, Jr.	12	Oshkosh
1630	Jackie II	John Bucher	17	Missouri
1628	Victory	Vernon Brumber	18	Canandaigua
1611	Aeolus	Rob't Simmonds	14	Canandaigua
1602	Tell-Tale	Griffith-Garfield	16	Chautauqua
1597	Lulu	B. Macdonald	11	Cedar Point
1591	Youani	Geo. T. Jones	17	Winchester
1589	Alibi	P. Hurley	12	Cedar Point
1576	Queenie	V. Anderson	10	Lake Fenton
1568 9/11	Flash O	Wm. Wingard	11	Chicago
1568 8/11	Flash	James B. Finch	11	Chicago
1565	Genie	Donald Munson, Jr.	15	Privateer
1555	Ewa II	Conrad Lambert	8	Tulsa
1553	Stuf	Jim Lewis	12	Balboa
1541	Sherri	Byron Simpkins	13	Missouri
1529	No. 4114	Bruce Corneil	10	Lake Fenton
1523.1	No. 4382	Arthur Trembley	10	Lake Fenton
1523	Texan	Harold Gilreath	15	Privateer
1518	No. 4568	Sandy Free	9	Detroit
1517	Pinto	Shanahan-Haar	16	Chautauqua
1515	Screw Ball II	R. Blatterman	10	Balboa
1513	Idler V	Shearman	9	Chautauqua
1508	Dusty Joe	Bradley-Benjamin	12	Cedar Point
1505	Annie E. II	Hine-Russell	15	Chautauqua
1497	Hussy	Kay Lund	10	Oshkosh
1496	No. 4567	Art Rautenberg	8	Detroit
1486	Winn Jammer	Clayton Winn	7	Tulsa
1485	Hawkeye III	B. V. Sullivan	16	Winchester
1474	Salome	Jas. T. Snow	10	Winchester
1469	Rascal	Bill Layson	14	Privateer
1440	No. 3500	Roy Bowers	10	Lake Fenton
1438	Gost	R. Allen	10	Cedar Point
1430 10/11	Sioux	Sue Wagner	11	Oshkosh
1430 1/6	Sanzie	Osborn & Scoggins	12	Privateer
1430	No. 4188	Dr. Nelson	7	Tulsa
1428	Wee Janet	P. von Schmidt	11	Cedar Point
1426	Thumper	Patsy Leach	9	Oshkosh
1425	Zombif	Lois Kemp	10	Balboa
1419	Baby Kabibi	Mrs. Owen Duffy	15	Privateer
1419	Donald Duck	Dave Merrow	11	Winchester
1413	Skipper	Pete Leach	12	Oshkosh
1406	Samoa	Jos. Ilmberger	10	Chicago
1397	Doll	Charles Otto	9	Chicago
1397	Chippee	Jas. A. Newman	7	Winchester
1396	Drip	Joyce Wyman	12	Oshkosh
1388	Rascal	Dr. Marcia Fite	8	Tulsa
1373	Rondic	Wm. L. Hall	8	Winchester
1372	No. 3351	A. L. Streit	9	Detroit
1371	Margie	F. Herschberger	12	Missouri
1367	Donnig	Dr. A. G. Campbell	13	Missouri
1359	No. 4580	I. A. Shuel	6	Detroit
1356	Dipper II	Alan Andrews	7	Balboa
1337	No. 4344	W. T. Born	7	Tulsa
1336	Slikchik	Mike Anderson	12	Oshkosh

<i>Pts.</i>	<i>Name</i>	<i>Owner</i>	<i>No. Races</i>	<i>Fleet</i>
1336	No. 4423	F. O. Runnels	5	Detroit
1322	Phooka	C. K. Freyer	10	Winchester
1320	Scuttlebutt	Nancy Coe	11	Oshkosh
1319	Frolic II	Joel Johnson	8	Chautauqua
1318	Hallory	Hal Rensch	5	Chicago
1317	Skippy	Art Stock	5	Missouri
1309	Bet'n Barb	John Thice	8	Missouri
1306	Beljean	Belfield Carter	8	Privateer
1301	Ruth	R. D. Nathan	11	Missouri
1294	Wasp	Holbrook Bugbee	9	Winchester
1291	Dry Sue	Walter Matas	8	Chicago
1282	Imp	J. Remlin	11	Cedar Point
1279	Celeste	C. H. Elting	13	Missouri
1278	Swede	M. Johnson	16	Chautauqua
1267	Skippy	Fred Joyce	5	Chicago
1264	Scout	P. Schuyler	6	Cedar Point
1259	Stormalong	E. von Schmidt	7	Cedar Point
1255	Maroav	Mary Leach	7	Oshkosh
1252	So Long	Felton	5	Chautauqua
1251	Glogus	Gust E. West	7	Winchester
1240	Gremlin	D. Gray	6	Cedar Point
1237	Zip	Howard Erickson	9	Chicago
1230	Dam-It	Leon Tuck	7	Winchester
1200	Hut-Sut	Shirley Friedrich	11	Oshkosh
1197	Satan	Byron Ellis	5	Chicago
1182	Frolic	D. Anderson	9	Unknown
1172	J. McMahon	Corsair	8	Cedar Point
1179	Yankee Doodle	J. McCormick	10	Cedar Point
1163	Mary C.	Radford	12	Unknown
1160	Seaweed	Jim Sill	9	Oshkosh
1141	Davey's Locker	Chas. Falkenberg	9	Missouri
1125 1/5	Outlaw	Steve Truhan	5	Chicago
1125 1/5	Noyoh II	J. K. Hammill	6	Cedar Point
1120	Patty Ann III	Hine-Russell	10	Chautauqua
1119	Sharon Ann	Charles Reid	6	Missouri
1118	Bud	E. Kent	13	Chautauqua
1102	Donnakér	Kenneth Foster	10	Winchester
1080	Erp	Powers	9	Chautauqua
1028	Dolphin	D. Lundquist	7	Chautauqua
812	Sooner	R. Taylor	5	Unknown

INTERNATIONALS DEFINITE FOR SWITZERLAND

Further communications have been received from Geneva and the regatta is definitely "on" according to Louis Favre. Courses will be triangular and windward-leeward of the usual length and a map of the lake at Geneva shows that there are no shore interferences with the wind. Moorings will be provided for visiting boats, if any, and the course is about a quarter mile from the club which is on the east side of Lake Geneva opposite the city. A nearby yacht yard can take care of repairs and it is 3½ miles to the center of the city. A restaurant at the club will supply light lunch for fifty cents and a real luncheon for a buck. Transportation to the city is by railroad with frequent trains. Fare is twenty cents. State police will patrol the course. Average wind velocity is given as from 1 to 30 miles an hour. Quite a difference. A special first place trophy will be given known as the Trophy of Geneva in addition to the Commodore Isaacks Trophy. Other prizes are listed as "watches of Geneva"—and you know what that means because Geneva is the watch center of the world. The racing rules of the International Yacht Racing Union will be used but these are almost word for word with those of the North American Yacht Racing Union.

Through the kindness of Mr. C. Hugh Duffy of the Department of Justice we have been informed of the requirements of the State Department. They are as follows:

Applications for passports should be filed with the nearest clerk of State or Federal Court at least 30 days before they plan to leave. If passports have not been issued to these parties before, a birth certificate and two duplicate photographs (not smaller than 2½" by 2½", nor larger than 3" by 3", front face) are required. Each application must be witnessed by a person who has known the applicant for two years or more. Further information may be had from the Passport Division, Information Section, Department of State, Washington, D. C.

Mr. Duffy who got this information for us, is the father of Snipe Fleet Captain Owen Duffy of the Privateer Yacht Club at Chattanooga, Tennessee.

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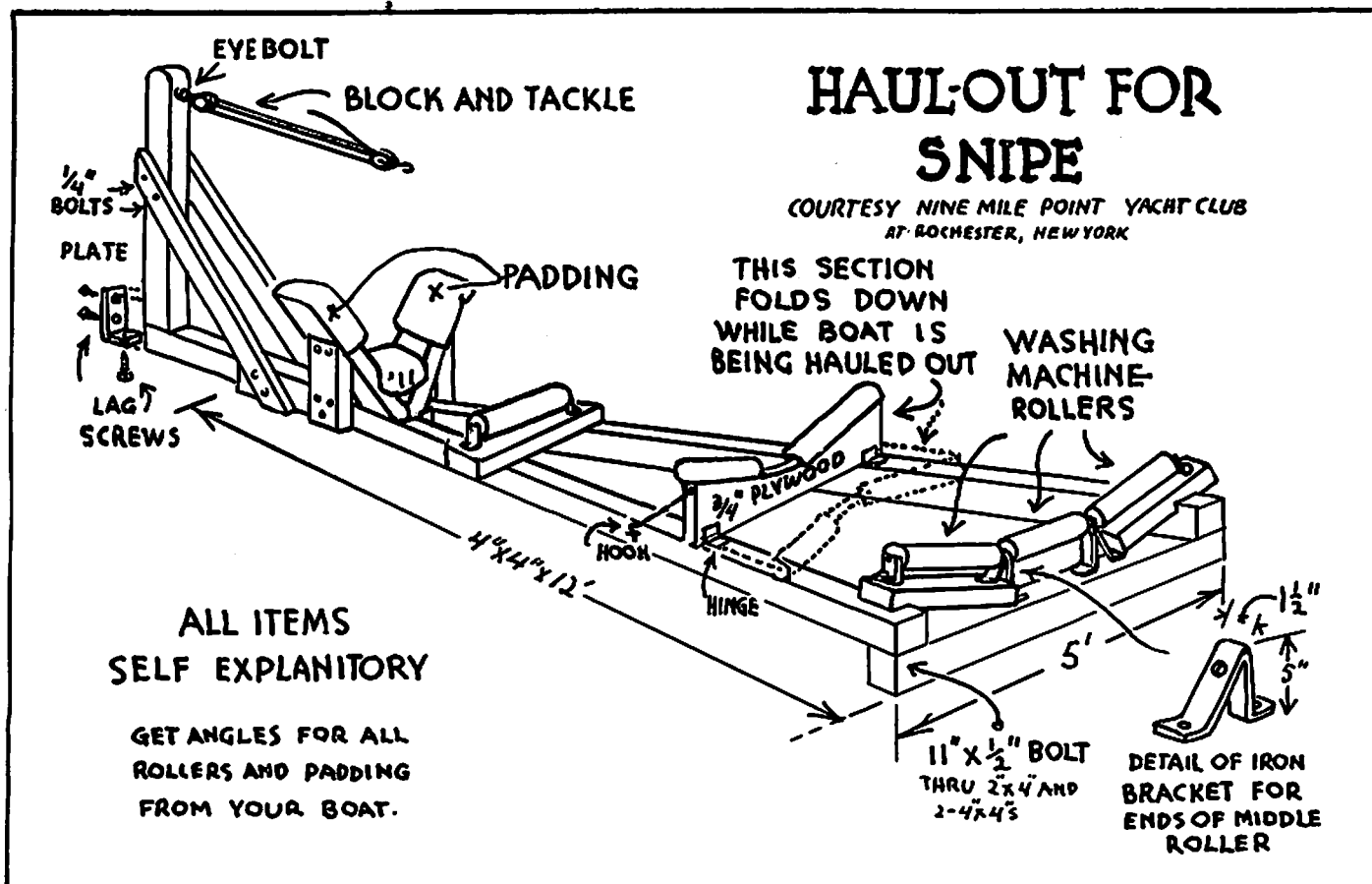
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How About It!

Dick Dawson, Fleet Captain, Fleet #110, Portage Lake Yacht Club, Akron, Ohio, has an interesting letter to all racing clubs:

"We have an idea on which we would like to have you give some thought. Inasmuch as the United States Championships will be held at Chataqua, New York, there will be a lot of interest in

snipe racing in this section this Summer. The Snipe Class has always stood for the idea of sponsoring more sailing, so that the sport has become more popular year after year. We know that only one man from the Fleet can sail in the National Championship Race, but our idea was to institute a consolation race to be started ten minutes after the national race, so that we would not get in their way, and allow a maximum of four boats per fleet to enter. In this way, we believe that you will get a lot more sailors to the National Championship Race,

and everybody will have a lot of fun.

"I know, because I attended the Championship Race last Fall at the Corinthian Yacht Club, and did not have near as much fun sitting and watching them as if I could have had out racing. My thought would also be to give a Consolation Cup, which we would like to have called the Emmons Trophy for the grand old man of Snipe Building from Brewerton, New York. This Cup would be a rotating one. Please let us hear from you."

RICHARD C. DAWSON

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