

January, 1947
Vol. 3, No. 1
25c a Copy
\$2.50 per Year

NEWS FOR SMALL-BOAT SAILORS

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

PERSONALITIES IN SAILING

First of a Series

ERNIE COLEMAN

Fleet Captain of Newport Yacht Club
Rochester, New York

This is a story of just another sniper. A common working guy who enjoys his hobby—Sailing.

It started at Canandaigua Lake, quite a few years back. Ernie owned a canoe and he paddled the whole lake over and over, and one windy day the canoe was pretty hard to handle, so a sail was stuck up on the canoe to help out. Soon the paddle was used only to steer the canoe and not propel it. Steel lee-boards soon replaced wooden ones for more speed. From the canoe to a cat-rigged dingy, which meant still more speed and a crew to enjoy the pleasure of wind and wave.

Along came the International's at Canandaigua and the sailor was there for the start of every race, studying skippers and boats, getting more and more interested in Snipes.

From that regatta the racing bug bit, and bit hard. The dingy was soon sold and the money burned a hole in this sailor's pocket, to buy a snipe.

Well he had to have a good snipe, dagger board and good sails. All the boats available in the locality were pivot boards and what were Kenny Watts sails? So what to do, build a Snipe and buy Watt's sails.

From fall to spring there was measuring, cutting, bending, checking, inquiring, cussing, caulking, painting and plenty of sweating. Then the Kiddo was born. A dagger board Snipe with a satin smooth bottom and Kenny Watt's sails.

Next came the place to put Kiddo. Well, Newport Yacht Club on Irondequoit Bay became home. This sniper as we can call him now, still hadn't raced as yet, and didn't know Port from Starboard. His boat would go like a scared rabbit—it was the only dagger board boat in the club and the only one to have a haul-out at Newport. Well, after winning a few firsts the boys started scrubbing the bottoms and buying lumber for Haul-outs, and the following year every one kept their boats on haul-outs, high and dry, and made the necessary dagger board changes.

The trouble with this sniper, the first year, was that he wasn't racing-wise, and he placed second after winning the most firsts for the whole club but gaining second place by coping two DSQ's.

The next year was a different story. Ernie really went scientific—he sailed across the bay and tied his Snipe at different spots along the shore where he could look over the bay, tell where the winds were strongest, their direction at different points, so he knew just where to be under any sailing conditions.



ERNIE COLEMAN OF NEWPORT Y. C., ROCHESTER, N. Y.

He made a clean sweep that year and built up a lead that no one could catch. Then this Sniper became confident and trailed his Kiddo to Lake Mohawk, New Jersey, and really went to town. For the first time three firsts took the North Atlantic Championship.

Then came the call, and after a couple of years in the Navy he returned to Civilian life again. The Kiddo was sold because she really should be sailed and not put to pasture like a worn horse. She was too young and lively.

The spring of '46 found a sniper without a snipe. Fresh out of the navy and no Snipe available. So, once more a repeat performance. There was a complication, one month to sailing time. So, hurry-rush, more cussing, sweating, painting, caulking, sanding, more sweating, and in seven weeks, the R'S came flying

down to Newport to take first in the first race, right after she was launched. And a repeated performance of the North Atlantic Coast Championships and yes—fleet champion of 28 Snipes.

One of Ernie's fine characteristics is that he is always willing to help the other fellow—give a newcomer a lift, give him advice and in any way, further the cause of Sniping.

It would be hard to find a more typical, sportsmanlike Sniper than Ernie Coleman—and his wife Ruthie. May they take many more trophies and get around this country as a fine example of a fellow who can build his own boat and go out and take trophies,—the greatest one, his acquiring of many friends in the world of Snipes.

RACING OFF THE WIND

By J. T. Hayward

Observe a square rigger sailing close hauled. This may not be possible on Kansas or Oklahoma lakes, but a picture by a good artist will do. If the artist knows ships he will not have drawn the yards all parallel to each other, the upper ones should be more across the ship than the lower. The lower sails are apparently trimmed closer than the upper ones but this is only appearance—the sails being so trimmed because the apparent wind becomes more favorable with increasing height above the surface of the water. The direction of the *real* wind changes but little with height, but its velocity increases and this compounded with the ship's speed causes the direction of the apparent wind to be more favorable; that is, more abeam for the higher sails.

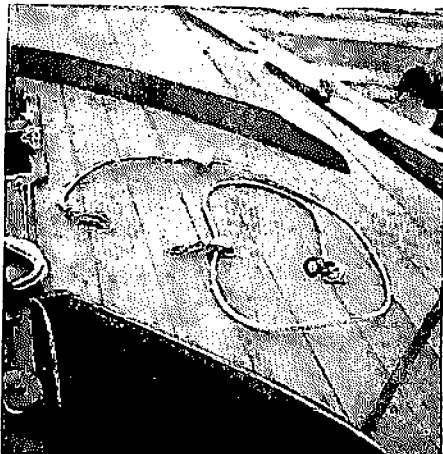
Now let us take a look at the fore-and-aft leg of mutton mainsail of our Snipe, Comet, Lightning or whatever it is, when sailing close hauled. The front cover of the July Jib Sheet will do if your boat is laid up. Trimming to the more favorable wind encountered by the upper part of the sail is taken care of automatically so to speak. In a moderate or strong breeze the boom will be strapped down almost amidships, but owing to the pressure of the wind on the sail, the leech curves off to leeward and the upper part of the sail does not appear to be trimmed as closely as the lower part. The difference should be small and the angle between the chords of the upper and lower thirds of the sail should not exceed 10 to 12 degrees.

Now see what happens when the course is changed to a reach, with the wind abeam or over the quarter. Sheets are slacked and the boom swings out. There is now little to hold it down but its weight, with the result that if the breeze is fresh it will lift, allowing the upper part of the sail to sag off far more than is required by the difference in the apparent winds at deck and masthead levels. With the boom at 45 degrees to the fore-and-aft line of the boat, the upper part of the sail may be at 90 degrees to it—they cannot both be right.

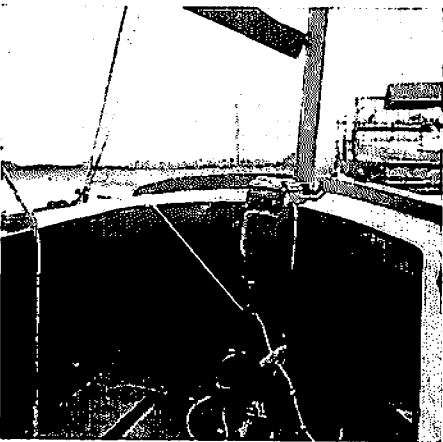
The cure, of course, is to pull down on the boom. Early in 1939 we started using a gadget for this purpose. It consisted of an outboard motor cord passing through a pulley with a hook on it and with another hook on the opposite end to the handle (see cut No. 1). In use, the end was hooked into an eye on the boom, the pulley was hooked into a deck strap a few inches abaft the chain plates and the hauling part was pulled taut and jamb cleated on the after side of the centerboard trunk (see Cut No. 2).

Generally when a new gadget is tried, the increased speed obtained is imperceptible and lengthy trials are required to determine if it is worthwhile. This is emphatically not the case with the device under discussion; and when it is used under the proper conditions, one can actually feel the boat jump forward, the increase in speed being of the order of 10 per cent. Its use caught on very rapidly and by the end of 1939 practically every boat attending the regattas was equipped with it. We still use the form shown in the cuts but others prefer a more permanent installation which consists of a line running from a point on the boom 2'6" from the mast, down through a hole in the deck just abaft the mast to a cleat in the cockpit. When not in use the bite of this line is hooked up out of the way over the gooseneck. This arrangement when in use is more likely to be forgotten when jibing than the one previously described. With

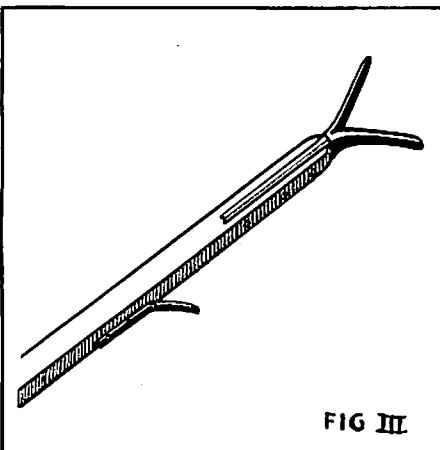
the dagger-board in the up position a jibe almost inevitably results in a capsizing if the crew forgets to slack off the hold-down.



Cut No. 1



Cut No. 2



The hold-down should be used with discretion since there are times when it can do more harm than good. In light winds the weight of the boom is sufficient to hold the sail down and if, when running before the wind, it is pulled down with the hold-down, it may be flattened too much with an actual

loss in drive. There is just one condition under which the use of the hold-down pays in a light air and that is when using a new sail with a very big roach. When the wind is less than five miles per hour the roach of such new sails often flops over like a barn door, but judicious use of the hold-down will cause the roach to stand out like a rooster's comb.

As the apparent wind moves more and more aft owing to a change in the course followed by the boat, there comes a time when the jib will not draw owing to its being blanketed by the mainsail. We believe that the jib should be trimmed in its usual position to leeward as long as it will draw but as soon as the wind is over the quarter and the jib begins to collapse, resort should be had to the whisker pole. A popular form of whisker pole has a spike on the outboard end which the unfortunate crew is supposed to insert in a small hole in the clew of a violently flapping jib whilst standing on a wet and heaving deck. The wonder is that they succeed as well as they do. We prefer the type shown in Cut No. 3. This pole is equipped with a V at the outer end which is slipped over the sheet close up to the clew. This can be done very easily even in a strong wind. The other end of our whisker pole is also equipped with a V which rides on the mast, the V's at the two ends being at right angles to each other. The length of the pole, bottom of V to bottom of V, is 7'4" and the reason for this unusually long pole is as follows: On our boat the rigging is carried very slack and when the jib is hoisted and the boat on the wind, all the tension is taken by the luff of the jib and the jibstay hangs loosely. When running before the wind, the jib halyard is slacked off allowing the jib to blow forward and outward somewhat like a parachute, all of which is helped by the long whisker pole. There is nothing illegal in this operation though, of course, the length of the jibstay must not be changed. It is a good wrinkle and certainly helps when running dead before the wind.

There are occasions, especially in light winds, when a somewhat shorter whisker pole is desirable. For this purpose an extra piece of brass has been fixed 8" in from the outboard end of our pole (see Cut No. 3). It is also very easy to catch the sheet in this notch whenever it is desired to use a pole of a shorter effective length.

There is a procedure that is well worth following when setting or taking in the whisker pole in a strong breeze when the wind is over the quarter. It can make the job of that much-abused and long-suffering individual, the crew, a lot easier, and of possibly greater importance from the callous skipper's point of view, gain many yards. The trick is to bear off almost dead before the wind for a few moments while poling out the jib. When this is not done the jib has to be forced out against the wind requiring great physical strength on the part of the crew and killing the boat's way. The distance lost by being off course for a few moments is much more than made up by the enumerated advantages.

Dr. Manfred Curry* was the first we believe to expound the technique of bearing off in the flaws and luffing in the intervening lulls. By flaws, Curry meant gusts or puffs. Even on the coast the wind, for short periods, does not blow with constant velocity but is continually varying. On inland lakes this varia-

(Continued on next page)

*Yacht Racing. The Aerodynamics of Sails and Racing Tactics by Dr. Manfred Curry, Page 246, 1935 edition published by Charles Scribner's Sons.

A Race Proposed for Determining the International Sail Boat Skipper

Vineyard Haven Yacht Club has come along with a most interesting proposal in which it is suggested that a regatta be held to determine who really is the best skipper in the country if not the entire world, regardless of class.

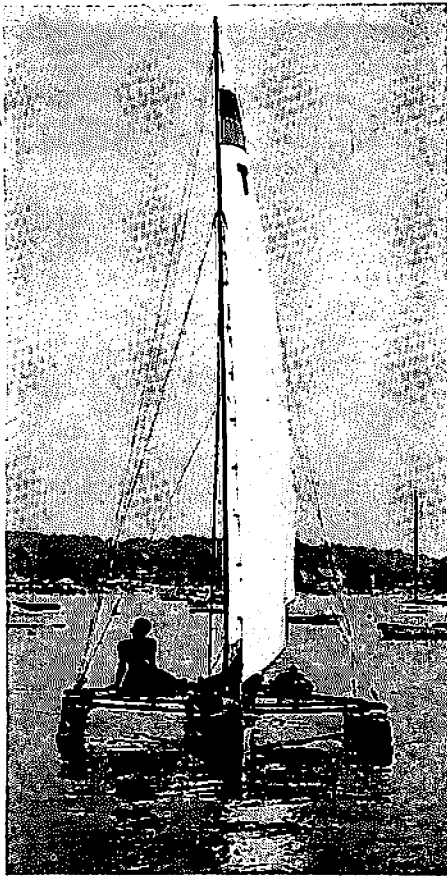
The point is that the Vineyard Haven Yacht Club retired the Prince of Wales Trophy at Lake Milo, Nova Scotia, several years ago and since then the trophy has been languishing in the clubhouse with no one to race for it. It is now proposed to put up this handsome large sterling silver punch bowl for the new competition. To quote from the letter received from Frank B. Jewett of the Vineyard Haven Yacht Club: "It is our thought that the Prince of Wales Trophy should be put back into competition as the trophy for an annual, invitational championship to be sailed each year at the Vineyard Haven Yacht Club. The purpose of this championship would be to provide for the yachting world a common meeting ground for amateur sailors similar to Forest Hills in tennis and National Amateur Golf Championships. Of course, if the idea really took hold, strong consideration would be given to holding the series under the auspices of the North American Yacht Racing Union. * * * We would like to have the competing crews and skippers made up of class champions from the United States, Canada, Bermuda and other countries later. For instance the first year we would invite the class champions of the following:

Sears Cup Winner; International Star Class Champion; International One-design Class

champion; Atlantic Class Champion; Snipe Class National Champion; U. S. One-design class Champion; Intercollegiate Champion; Interscholastic Champion; 30 Sq. Meter Champion; Frostbite Dinghy Champion; Bermuda International One-design class Champion; Class E. Scow Champion; New York 32 foot Class Champion; Representatives from Canada and the West Coast and possibly some other classes to be announced.

Boats would be provided and crews housed at Vineyard Haven. The series would be sailed at some time during the summer best suited to avoid conflicts in dates. For the present, the series would be sailed in Vineyard Haven "15's" using spinnakers and working sails—a skipper and one in crew for each boat."

The idea is certainly original and excellent and should soon become one of America's most popular yachting fixtures. Of course some requirements will have to be placed regarding just what one-design classes really are as there are many in which only a few boats race actively. There are also many in which no national or international champion is determined. The idea, the first year is to limit the entries to not more than 16 classes but we suspect that even before the first series, there will be applications from hundreds of clubs and dozens of classes. Further information on the series will be printed on these pages as we receive it and in the meantime, if you have any constructive ideas, write them in to the editor.



Trimarin Class Boat

TRIMARINS GAIN POPULARITY

By Victor Tchetchet

Almost everyone who is interested in sailing, is interested in speed and safety.

A new development of interest is a new multihulled craft that is proving itself to be both fast and safe.

It is called a Trimarin.

Because of the radical change in design, it was natural that Trimarins and Catamarins were not raced with other classes. However, a new association called the International Multihulled Boat Racing Association is being formed and will have its own rules, permitting these boats to race in various regattas. Boats will be divided into 3 groups with the letter T on their sails and a number stating the length of the class for Trimarins—Letter C for Catamarins plus the I.M.B.R.A. insignia.

By replacing the pontoons and rudder with runners, you have an excellent ice boat and if a landing gear of simple design is installed you can even sail along the beach.

Racing Off the Wind

tion is accentuated, the velocity in the gusts being twice or more that in the intervening lulls. When reaching or running it pays (and pays handsomely) to bear off when the wind velocity increases and luff as soon as it drops. The amount of change of course depends upon the extent of the wind variation, but will average about 10 to 15 degrees. Considerable practice is required to get the most out of this technique, but it is well worth the trouble. It is, of course, independent of, and must be distinguished from, what is usually referred to as tacking downhill which involves a

SEA GULL CLASS TO BE REVIVED

Alvan R. Sargent, Jr., 1252 Sherman Street, Alameda, Cal., writes in to state that the Encinal Yacht Club, of which he is a member, is anxious to restart the Seagull class which was active sometime before the war. If you know a Seagull owner tell him to get in touch with Mr. Sargent. Seagull was designed by W. F. Crosby in 1930, and is 18 feet over all with a beam of 7 feet. There is a forward deck, narrow side decks and an after deck giving a tremendously large cockpit. Original sail area was 166 square feet but this was later on increased by the use of a genoa jib. The hull is a true vee-bottom with centerboard. Plywood could not be put on the frames as there are too many compound curves. They are nicely balanced and particularly fast in heavy going.

change of course without reference to the strength of the wind. The two procedures can be profitably combined.

If wind velocity is high enough and the direction favorable for planing, the distance planned each time the boat gets up can be increased by bearing off when the boat is well up "on the step" and luffing immediately it shows signs of dropping back.

As soon as the boat starts to plane, shift the live ballast aft but get it forward again as soon as she drops back.

We prophesy that Down Wind John is not going to do so well off the wind next year.

SEND IN YOUR
SUBSCRIPTION
TO "JIB SHEET"
TODAY!

A NEW
SAILING THRILL!

Build and Sail a Trimarin.

Information and blue prints available
for \$9.50

VICTOR TCHETCHET
Kings Point, N. Y.

SHORT NEWS ITEMS OF SNIPE FLEETS

Now More than 6,000 Snipes

It took a long time to get there but when it did come, things happened with a rush. What really did it was the new fleet in Ostende, Belgium, which brought us up to 5998 and then another from Nova Scotia which made it 5999. Dick Shearman of Chautauqua Lake Yacht Club got the coveted No. 6,000 and Chet Miller got 6,001 for his new boat. Then came a rush of miscellaneous applications from individuals including 15 numbers for England. To top it off, Spain then requested nearly 100 numbers for its new fleets and 15 numbers for the new boats to be used in the Internationals at Geneva, Switzerland, next summer. All of which brings us up to No. 6,125 registered Snipes at the present moment with 215 chartered fleets.

Eleven Snipes have been signed up for the Green Lake Snipe Fleet for next summer according to Lawrence M. Vandervelde, Secretary and Treasurer of the Green Lake Yacht Club. This fleet has been inactive since the war started but is now coming back with a bang.

McCutcheon Boat Works of Waloon Lake, Michigan, reports that they are now building ten Snipes for next season. They were much upset by not being able to get the new plans but unfortunately the paper shortage and a truckman's strike in New York tied up the revised plans for more than two months. The plans are now ready.

John F. Karl, 1810 Kentucky Avenue, Flint, 6, Michigan reports for the Lake Fenton Snipe Fleet that his fleet is particularly interested in getting in some inter-fleet racing next season among the Michigan fleets. Fleets in that area are asked to contact Mr. Karl—active or inactive, it makes no difference. The idea ultimately is to have a Michigan State Championship. He proposes to hold this regatta on three different week ends each one race or more to be held by a different fleet. Thus boats could be trailed around from one race to the next and it would add a lot of spice and variety to the set up.

John Pyatt writes in that eleven Snipes have been racing all this past summer on Lake Quassapaug in Middlebury, Conn. He plans to form a chartered fleet next season and get into some of this inter-fleet racing. Many of the boats in this fleet have come from Long Island Sound.

Here's a note for Owen Duffy, Secretary for the Tennessee Lakes region. A group is interested in starting a yacht club and racing class at Fontana Village, Welch Cove, N. C. We are indebted to Commodore Herbert L. Moersfelder of the Buffalo Canoe Club for this information.

Another Commodore—this time Commodore Charles S. Horn of the Lewes Delaware Yacht Club of Rehoboth Beach, Del. He says that they have been racing Snipes for years but have never registered or taken an active part in the Association. Now they are ready to go places and the new fleet will be formed shortly.

New officers of the Chicago Corinthian Yacht Club Snipe fleet have been elected as follows; Robert P. Johnsen is Fleet Captain and William G. Lundgren is Vice-fleet Captain. Two new Snipes have already been added for next year and a third is being built. This will give this fleet more than 20 Snipes.

Chet Miller, Fleet Captain of Nine Mile Point Yacht Club, has just been delivered a beautiful new Snipe No. 6001—Built by Rumsey-Ots Boat Co. of Buffalo, N. Y. It has made use of all the new innovations in Plywood and has the new Plywood deck—one piece frames, plywood centerboard trunk, etc. They all go for making a very clean and beautiful racing boat. He hopes to have it near the Boat Show so people can see what a really modern snipe looks like and will enter it in the Midwinter Championships at Clearwater, Florida.

Edwards Dixon, Jr., President of Sea Island Skiffs, P. O. Box 122, St. Simons Island, Georgia, reports that his company is going to build Snipes this winter.

Guy Roberts, Fleet Captain of the Clearwater, Florida, fleet informs us that the dates for the Midwinter Championships have been set as follows; March 13 to 16th, 1947. This regatta is open to any Snipe and skipper but, of course the boat must have been measured and the skipper be a member of S. C. I. R. A. for 1946. Note the 1946 part. Your present membership card is good until March 31st, 1946. Don Cochran was elected Fleet Captain for 1947. If you are planning to go to Clearwater, better get in your hotel reservations as soon as possible. The place is always jammed and during the spring months most hotels are filled with baseball players and newspaper correspondents there for spring training. Hotels are as follows; The Fort Harrison, Gray Moss Inn; Park Inn at Clearwater Beach; West Coast Hotel; Osceola Inn; Coronado Inn, Clearwater Beach; Grey Gull Inn, Clearwater Beach; Sunset Point Hotel; The Manor; Borden Hotel and The Fenway Inn at Dunedin, Florida.

"Charlie" Gabor has been elected Commodore of Lake Mohawk Y. C. for 1947. Russell Doeringer is Vice-commodore and George Michel is Rear-commodore. Bob Edmonds is the Fleet Captain and Charlie Gabor is Measurer. Incidentally, 1946 was the tenth year that Charlie won the Fleet Championship. He reports that they burned the mortgage on the Yacht Club property in the middle of October and they are now contemplating the construction of a club house.

Emil Sodke, Fleet Captain of the Charleston, S. C. Fleet reports that interest is red hot in his area. He is building a new Snipe in which, he says, he is incorporating some of the things he has learned about Snipes during the past ten years. By now the boat is all planked and her first regatta in 1947 will be at the Clearwater Midwinter "fracas."

Commodore Wm. H. Fockelmann, of Galveston, Texas has asked for two copies of the 1946 rule book. This may mean the beginning of a new fleet there. Better look into this, some of you South Texans who are interested in getting more inter-fleet competition.

Formal application has been made to renew the charter of the Western Long Island Sound Fleet. At a preliminary meeting five owners were present. Another meeting is to be held soon at which the officers will be elected and the fleet formally put back in the swim.

Hamp "Silver Fox" Cottar has been elected Fleet Captain of the Lake Worth Sailing Club Snipe Fleet at Fort Worth, Texas.

Lee Morris is Secretary (as usual). A number of new boats are badly needed by fleet members but it is said that there are enough boats at present to make things start off with a bang in the spring. Incidentally, this Club gets out "Lake Worth Sniper" a house organ of more than passing interest. "Oscar Twerp" is the editor. From this sheet we learn that there is a Seagull Fleet at this club also. Max C. Fisher is Fleet Captain of the gulls.

From Pennsgrove, N. J., comes word that a group of young men is seriously considering forming a fleet there to race on the Delaware River. They have one Snipe so far and want to get some more but the trouble seems to lie in the fact that they are not prepared to pay more than \$150.00 per boat. We didn't want to discourage them any and we didn't tell how prices have advanced on both sails and boats. Instead we suggested that they get together and build the boats themselves. It is still possible to build a Snipe very reasonably if you don't require too much fancy work or too much high grade lumber.

George N. Henrich, Fleet Captain of the Wet Pants Fleet at Sayville, Long Island, writes in to express his appreciation of Jib Sheet and states that although he has been racing Snipes since 1937, it was only since the publication of Jib Sheet that he knew what was really going on in the Snipe World. The fleet has 14 paid up members and was reinstated to active membership early last summer. Three of the skippers went to the President's Cup Regatta in Washington and Fred Horn in Skylark took second place with Fleet Captain Henrich in Perky, got third. Eric Hauschild of Lake Mohawk was the winner. This is the first report that we have had on the results of the regatta.

ORDER EARLY

A limited quantity of SNIPES being built for delivery soon.

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

MARINE DIVISION

SHELLEY-HEINS
COOPERAGE CORP.

225 West 34th St.
New York 1, N. Y.

SNIFE NOTES FROM OVERSEAS FLEETS

The fact that the Snipe International Championships will be held in Geneva, Switzerland, next August, has brought to sudden life a number of foreign fleets and has generally boosted Snipe activity throughout Europe and England.

Jose Maria Lasasosa-Dilla, National Secretary, has recorded this past month nearly 100 new Snipes in Spain making their total close to 800 in all. Four new fleets were also chartered at the same time. Spain has proposed that the Internationals for 1948 be held on the Isle of Mallorca under supervision of the Spanish Federation of Nautical Clubs and S. C. I. R. A. Spain has already picked its entry for Switzerland in the winner of the 1946 Spanish championship. This skipper, named Santiago Amat, of the Club Maritimo of Barcelona will be eligible to race at Geneva according to the Spanish authorities. Mr. Amat's Snipe is the third one that he has owned and his enthusiastic letters tell how deeply interested he is in the "gentle" art of Snipe racing. We predict that he will be a factor and possible winner at Geneva next summer.

The Ostende, Belgium, fleet has now been fully organized. Boats have been assigned numbers and the Fleet Captain, Andre Loze, is in touch with Geneva, relative to an entry in the championships.

Capt. C. C. Wallace of the new fleet at Gerrards Cross in England reports that the Upper Thames Sailing Club at Bourne End put on a race for their Snipes recently. So far as we know, this is the first real Snipe race in England since before the war. He says, in part, "We feel that if it were not for the prejudice against hard chine boats in this country, that Snipe would be much more popular. Our people seem to be dinghy minded and our Y.R.A. is putting up two new types of dinghys for the Olympic Games. These are 15 and 12 feet molded plywood which have just come on the market. Whether the Olympic Games Committee will accept these is a matter of conjecture as we already have the old established 12 foot Nationals and of course the International 14 foot dinghies. These, apparently, have not even been mentioned. What about the S. C. I. R. A. putting forward on the Snipes? After all, it is the largest racing class and probably more international than many of the more expensive international classes. As the Olympic regattas are to be held at Torquay, Devon, it would be a boost for our class if raced there."

This Olympic situation is being discussed right now by several of our overseas fleets and Spain and Brazil are both pulling hard to have the Snipe class adopted. Generally, the Olympic



A Swiss Snipe, Trinquette Owned
By F. Maurice of Geneva

Committee chooses some brand new class for the games so that no skipper will have too much familiarity with the boat and thus put the regatta on an even footing for all competing skippers. Each year, so far, an entirely new class has been designed and built for the games but we understand that the Star class has been adopted as one class already. We hope to announce that Snipe has also been adopted later on.

Four new Snipes have recently been completed and numbered in Brazil. Fernando de Avellar reports; "The Brazilian representative at London recently cabled to Vice-admiral Lemos Basto that the Star class boats will take part in the 1948 Olympics. Snipes and Lightnings did not come through. We will not surrender. Down here people say that the last blow breaks the stone." New fleet captain is Lafayette Silveira Thomaz. The Brazilian Naval Academy is expected to be the next fleet in Brazil and is expected to soon place an order for 6 Snipes. The report also comes through that there is a strong possibility that Fernando Pimentel Duarte will take his Snipe "Vida Boa" to Clearwater for the Midwinter Championships.

Tom Murphy, 104 Young Avenue, Halifax, Nova Scotia, Canada, is the new fleet captain for 1947 and has written in asking about the possibility of having a Dominion of Canada Snipe Championship. He says, in part! "The reason we are taking the initiative in the matter is because we feel that our fleet is the most active registered fleet in the Dominion. We have 20 Snipes in our fleet at present and we hope to have more before the coming season. In the Maritime Provinces we have two Snipe championship regattas each season one for the Maritime Championship and the other for the Championship of Nova Scotia. Next summer these races will be held in Halifax waters and we are anxious to add a Dominion Championship as well." No doubt this is a splendid idea but the only trouble is that Snipe fleets in other parts of Canada just do not exist. It has been suggested therefore that a Championship between Nova Scotia and Newfoundland Snipes be held instead. There are no other chartered Snipe fleets in Canada at present although several are now in process of forming.

The news from Louis E. Favre, General Secretary for the class in Europe is most interesting and we quote directly from his letter; "England; I wrote to Dr. Penman to thank him for the work that he is doing in reorganizing the British fleets. At the same time I asked him to delegate to Geneva the English champion for 1947.

"Spain; I wrote to Mr. Lasasosa-Dilla, National Secretary, regarding acceptance of their entry, Mr. Santiago Amat, of Barcelona. As a rule we will only accept 1947 champions but we will make an exception in this case. Their proposal to hold the 1948 Championships at the Isle of Mallorca seems most interesting. To show appreciation of the magnificent effort that Spain has made on Snipes, it would be a good gesture on the part of S. C. I. R. A. to accept the offer. The Championships held in Spain would make a great impression on all the Mediterranean countries.

"France; Here is what has happened in France. Mr. Hughes Moysan, 21 rue Voltaire, Pont l'Abbe (Finistere) has been delegated president of the French Snipe Association. Mr. Lucas of Rennes and Mr. Laydernier of Anancy have been appointed Vice-presidents. Mr. Lucas has seen Mr. Libaudiere (pre-war National French Secretary). Mr. Libaudiere admitted that Snipes no longer interested him and he has resigned. Mr. Lucas, being a friend of Mr. Libaudiere has therefore not accepted the secretaryship and proposed in full agreement with the others, the name of Mr. Marcel de Baudoin, 51 Boulevard St. Michel, Paris, VI, Mr. de Baudoin, therefore is the new French National Secretary. He is a yachtsman well known in Paris who possesses all the necessary qualifications for directing Snipe movements in France. I am under the impression that the Snipe movement in France is developing very rapidly. Mr. de Baudoin is now organizing about 20 Snipes in the Paris district as his first official act. Ten Snipes are being built at Evian on Lake Lemman. With the Snipes already in the west of France and those being built on the Riviera, we shall have by next spring about 100 French Snipes which is most encouraging.

"Italy; I have been in touch with Mr. Galeppini who is reorganizing the Italian Snipe fleets.

"Ireland; I have written to the Royal Northern Yacht Club at Belfast asking about their

COOKIE JAR

JAR

Aromatic
PIPE
MIXTURE

R. R. TOBIN TOBACCO CO.

406 E. Woodbridge St., Detroit, 26 Mich.



Snipe fleets and also asking for the whereabouts of Mr. Ronald Green.

"Belgium; I congratulated Lieut. Andre Loze, Captain of the Osetnde Fleet. Knowing that Snipes exist in Antwerp I asked him to see Mr. Fritz Mulder and the possibility of creating a fleet there.

"Russia; I am going to write to Captain Ivan Matveyev of the Leningrad Yacht Club to propose the creation of a Snipe fleet on the Baltic.

"Portugal and Norway; I am writing to the two National Secretaries relative to their entries at the Geneva Snipe Championships.

"South America; I am awaiting the names and addresses of Snipe officers in Uruguay and Argentina which will be forthcoming from Mr. de Avellar in Brazil.

"Australia; It is a certainty that the Snipes goes marvellously in the fresh breezes of that continent, but I doubt that the Australian champion will cross half the world to come to Geneva. However, we can always try."

And that will give you some idea of how the Secretary General for Europe spends his evenings and spare time. It will also give some idea of how things are shaping up for the Internationals next summer.

Dates have been set for the International Snipe Championships at Geneva Switzerland. They are August 26-29, 1947. Entries will close on July 31st 1947. Louis Favre of Geneva has been appointed Secretary General for Europe and Great Britain in order to speed up handling the great amount of mail. He reports that the shipyard of Paquis at Geneva is now building 15 identical Snipes under the personal supervision of T. H. Minner, official measurer for Switzerland. Arrangements are also being made with various consulates to speed up the visa problem on passports. Circulars will soon be mailed to all National Secretaries explaining exactly what is to be done in order to enter. Mr. Favre also reports that he is in touch with Snipe fleets in France, Belgium, Holland, Norway and Northern Ireland. The regatta, of course, will be open to only one entry from any country and each will be his national champion. It should make some regatta.

Dr. F. V. G. Penman National Secretary for England reports that the Manchester Cruising Association is now building 15 Snipes. This will be a regularly chartered fleet and all boats will be measured. Dues will be collected but since they cannot be shipped out of the country at present, Dr. Penman is going to deposit them in a special account until the time restrictions are lifted.

Karl Reff, Jr., of Oslo has written in that he would like to build and export to the United States 15 or 20 Snipes for spring delivery. The boats would be unpainted and would have no masts, sails or centerboards. More data on this will be forthcoming later on.

Also from Norway comes the news from Per Skjonberg, National Secretary that his brother has won the Norwegian National Championship for 1946. His score was 1603 points, his boat's name is "Liten" and the champ's name is Pal Skjonberg. They are building 30 Snipes right now for next season. Quoting direct from Mr. Skjonberg's letter; "I am looking forward to the Internationals in Switzerland in 1947 and hope to be there. How about the championship in 1948 and later? I am very interested in arranging the races in Norway sometime in the future. Is this possible? We are going to combine our two fleets, Snipeklubben and Trim and make one big fleet. We could then easily handle the cham-

pionships in 1949. How about the Olympics for 1948?"

Arthur Johnson, National Secretary for Newfoundland writes in on his "schnazzy" new Snipe letterheads. He says that probably George Jost (who raced this year at Chautauqua as crew for Don Clouston) will go to Switzerland next summer to represent Newfoundland. George won the Lipton Trophy for dinghies of the Lake Ontario watershed and is said to be quite a sailor in his own right. Mr. Johnson also informs us that the National Geographic Magazine took a whole series of photos of Snipe races at the Topsail and Island Ponds Snipe Club regatta.

Two new Snipes have been assigned numbers recently and will form the start of another new fleet in Brazil. Both will be at Praia Comprida (Long Beach) near Vitoria. The Yacht Club of Espirito Santo is sponsoring the class as well as the Stars. This will make six Snipes in the new fleet. Dr. Roberto Garcia Guevara and his team mates who recently raced in Brazil have left for their homes in Argentina and will do everything possible to make the Argentine Snipes comply with the rules and restrictions. It is reported that there are five fleets with more than 50 boats in Argentina, most of them not even numbered. The Latin Nations Championship to be held

next year is what has stirred up this enthusiasm. It is expected that there will be Snipes from Brazil, Argentina, Uruguay, Portugal and possibly Spain. Both the Argentinian and Brazilian National Yachting Federations are pressing the Olympic committee to have Snipes included in 1948. If enough Snipers start working on this the Olympic committee will have to include Snipes.

From way around on the other side of the world comes a letter from Ronald G. Taylor of New South Wales in Australia stating that they are now building a number of Snipes and expect to be organized soon. Strange thing about it is that they have little or no lumber but plenty of plywood. They want to plank with plywood and want to know if they are still eligible to join the Association. Of course, the answer is that if all the Australian Snipes are planked the same way everything would be okay—if they can get the plywood on the frames. Of course, these boats would not be eligible to compete with regularly planked Snipes from other countries but so long as they race among themselves, what difference does it make?

Ten Snipes have recently been built in Ostende, Belgium, and formal application has been made for a charter.

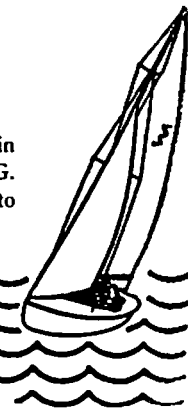
Own a LIGHTNING Class Sloop

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

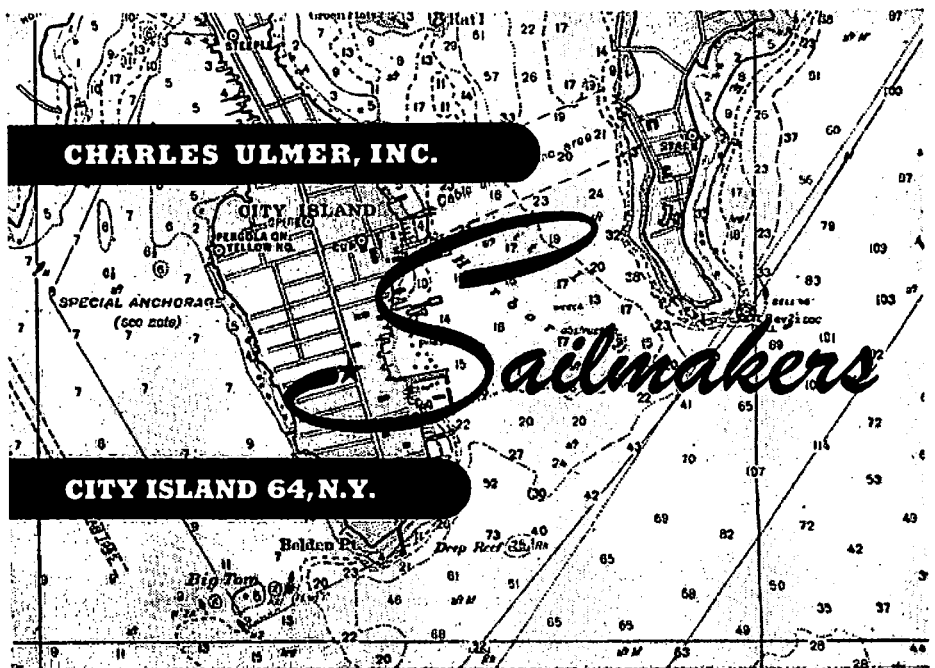
Lightning Class Association

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



CHARLES ULMER, INC.

CITY ISLAND 64, N.Y.



LIGHTNING CLASS ASSOCIATION NEWS

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

By Bill Stubbins

Mr. Michael F. Pinto of New Rochelle, New York, is the owner of Lightning No. 1324, formerly owned by Mr. J. Burr Jenkins of Pelham, New York. Mr. Jenkins now owns Lightning No. 2190.

We have been informed that Saybrook Yacht Yard, Inc., Saybrook, Conn., is about to build the following Lightnings: Nos. 2390, 2391, 2392, 2393, 2394, 2395 and 2396. They will be for Robert R. Hall, Luther Beck, John C. Hawkins, Robert Lofgren, Dr. H. B. Duckworth and Niels Fossum, respectively.

For his new Lightning, Jack Orelup, the president of the Lightning Class Association, has been assigned number 2400. His new boat is to be constructed by Hubert Johnson of Bay Head, New Jersey.

Mr. T. C. Tuerrant of Charlotte, N. C., writes that he expects to complete his new Lightning No. 2040 in time for next season and is contemplating the formation of a new Lightning Fleet at the Catawba Yacht Club.

Mr. Maxwell DeVoe from Norris, Tennessee, says he is giving a great deal of thought to the idea of building a Lightning

this winter. He also reports that the lakes created by the T. V. A. program provide some excellent sailing water and have caused him to become Lightning minded.

Mr. Stratton Wynkoop, 3474 North Marengo Avenue, Altadena, Cal., writes that he spends his summers sailing from the Split Rock Yacht Club on Lake Champlain, New York, and during the winter at Newport-Balboa where he would like to see a Lightning Fleet started.

Hugenot Yacht Club, Harbor Lane, New Rochelle, New York, is reported to be contemplating the organization of a new Lightning Fleet. They now have six Lightnings and are expecting more before next season.

Lightning No. 1940 has been sold by Weston Jenks of East Hartford, Conn. to Hayden N. Smith of 32 Liberty Street, New York City. Mr. Smith has named her "Trouble II."

Lightning No. 2382 will be built for Ronald Brocking of Vancouver, B. C., by Woodruff & Co., Vancouver, B. C., Canada. The Woodruff Company, in a recent letter, described Lightning No. 1748 they built for Sid Crowther as having natural finish, B. C. red cedar planking with white pine plugs over the screws, International black racing bottom with a narrow pirate red water line. Mr. Woodruff

has his own Lightning, No. 1853, framed and should be sailing her this coming season.

Walt Swindeman, the 1946 International Champ, will be host at a "Yankee Doodle" cocktail party preceding the annual banquet of Lightning Fleet No. 42 at Toledo, Ohio, that being Walt's home fleet. The banquet is to be held sometime this month. The 1946 International movies are to be shown at this affair.

Owner of Lightning No. 1134, Dr. E. H. Sandberg of Fullerton, Cal., has donated a copy of "Manual for Lightning Skippers" to the library in his local high school. Dr. Sandberg says "the local High School and J. C. wood shop turn out lots of boats, both in day school and night adult classes. The local library has a pretty good boating and sailing section which is well read."

"A fellow who has been in the yachting game since 1897," says Mr. Gidge Gandy of St. Petersburg, Florida, concerning himself, "been a member of many clubs and regatta committees, desires to comment upon the Lightning Association's constitution, by-laws and yearbook which are the best I have ever read and the result of the clear, clean thinking which is making the Lightning Class what it is rapidly becoming."

SODUS BAY YACHT CLUB

By William Holmes

Sodus Bay, N. Y.—As the result of a meeting held at the Yacht Club on the twelfth of October, it looks like Lightnings too, will grace the waters of Sodus Bay this coming season. At the above meeting the three boats which are to make up the fleet were purchased, and plans were put forth to enlarge the fleet before spring.

It's fairly evident that plans are hatching in the minds of several snipe skippers in fleet "84" with regards to the coming season. It's a known fact that the Sibley brothers, of Lyons, and the Stone brothers, of Brighton, have torn the tops of their respective boats to see what makes them tick. And from all hearsay new canvas won't be too uncommon a sight on the bay next year. There's no doubt next season will be a hot one, and this statement doesn't refer to the weather.

For Sale—Registered Racing Snipe and Larson Sails
Excellent condition "Snipan No. 92. Built by Gus Ljunglof—Model of it pictured in Jib Sheet for July—\$300.

DWIGHT S. JACOBSEN
Grassy Hill Road
Orange, Connecticut

NATIONAL ONE-DESIGN BEING REACTIVATED

R. D. Rumsey, Commodore of the National One-Design Racing Association says the Class will stage a strong come-back in 1947.

A new set of By-Laws that will be more representative of the Country at large and correcting of some points which were either vague or indefinite, is being drawn up.

A new set of Governors and Officers have been elected as follows:

R. D. Rumsey, Commodore, Oklahoma City, Oklahoma—Craig M. Bennett, Vice Commodore, Charleston, S. C.—John M. Christianson, R. Commodore, Milwaukee, Wisconsin—George Monnot, Secy-Treas., Canton, Ohio—Ralph J. Oliver, Governor, Elmira, New York—H. C. Armitage, Member of Board of Governors, San Carlos, Calif.

There are 25 fleets which have been inactive but which are eligible for reactivation. Among active Clubs are Oklahoma City No. 2, Milwaukee No. 10, and Lower San Francisco Bay No. 29.

News items of interest to National One-Design Skippers will be published in Jib Sheet from January—on throughout the year.

For Sale—Handley Snipe—Refinished—Bronze Dagger Board—Larson Sails—No spar—Excellent condition \$350.
Bill Sweeney, 56 Del Ray Road, Rochester, N. Y.

Expert workmanship combined with long experience has built an enviable reputation for Larsen sails.

We welcome the new opportunity to serve one-design classes using nylon and other materials.

— • —
GET YOUR ORDER IN EARLY

— • —
LOUIS J. LARSEN
SAILMAKER

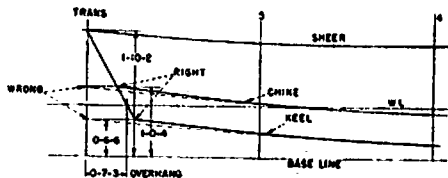
50 Warren St. New York 7

For Sale—Snipe Class Boat
—\$225. Dick Barker, 111 Penfield Cres. Penfield, N.Y.

KEEP YOUR STERN UP

By Wm. F. Crosby

There has always been confusion regarding the building of the stern of Snipe and one thing that is wrong with many Snipes is that the stern is too deep in the water with resulting drag and slower speed. Here is how the job should be done on a new boat.



From your line drawing and offset table, draw the full size plan. First draw the base line, then the station lines right back to and including the one marked "trans." which means transom. Draw in the waterline. This is 9" above the baseline. On station "trans." mark in the height to sheer which is 1-10-2 (1'-10 1/4"). Then mark in the overhang on the waterline. This is 0-7-3. Connect the sheer mark with this mark and you have the correct

angle. Where everyone goes wrong is right here. The offsets to the "trans" as shown in the offset table are to the actual transom, the slanting line we have just drawn in, and are *not* to the station marked "trans." As you can see in the sketch herewith. The offsets carried to the actual slanting line, give a nice lift to both keel and chine at the stern of the boat. If carried out to station "trans." both lines flatten out considerably and the drag caused by this will slow up the boat just enough. The words "right" and "wrong" in the sketch show clearly the points that should be looked after. The dashed lines, carried out to station "trans." show how much the keel and chine lines are thrown off. A great many Snipe builders have done this job improperly and as a result some boats are out of competition before they even start a race.

For Sale—Snipe No. 5000. This is one of the hot racing Snipes of New York State. 450 lbs. mahogany natural finished deck, Dagger Board Larson Sails. Complete \$600.00.

**Chet Miller, 508 St. Paul St.
Rochester, N. Y.**



We are now accepting orders for
DELUXE RACING SNIPES

We Will Deliver Your Boat
Between May 1st and May 15th, 1947

We Specialize in Spars for All Classes

LIMITED QUANTITY

RUMSEY-OTS BOAT CO.

1700 NIAGARA ST. BUFFALO, N. Y.

PHONE LINCOLN 0636

North Atlantic Champion ERNIE COLEMAN'S "R'S"



Nylon Racing Sails Available for Snipe, Lightning, Comet and Other Classes—Also Nylon Spinnakers.

ORDER NOW FOR EARLY DELIVERY

H. SINNHOFFER, Racing Sails
64 Centre Terrace Rochester 12, N. Y.

Entire Contents Copyright, 1946—Kelly-Read & Co., Rochester 5, N. Y.

ALL CORRESPONDENCE,
FLEET REPORTS, SNIPE
DUES PAYMENTS, ETC.,
SHOULD BE ADDRESSED TO:

WILLIAM F. CROSBY
522 STELLAR AVE.
PELHAM 65, N. Y.

From
JIB SHEET
KELLY-READ & CO., Inc.
508 ST. PAUL ST.,
ROCHESTER 5, N. Y.

Sec. 562, P. L. & R.
U. S. POSTAGE
PAID
ROCHESTER 5, N. Y.
PERMIT No. 256

ALL SUBSCRIPTIONS TO
JIB SHEET
KELLY-READ & CO., Inc., Publishers
508 ST. PAUL ST.,
ROCHESTER 5, N. Y.

Due to conditions beyond our control, mail embargo, Christmas rush etc., there was no December issue of JIB SHEET.

Our January issue, however, gives you a complete coverage of December and January news.

Starting with this issue, we are inaugurating something a little different. A series of articles called "Personality in Sailing", which will give everyone a chance to get better acquainted with other skippers throughout the world.

WISHING YOU ONE AND ALL -- GOOD SAILING FOR 1947

See you at the Boat Show

* * * * *

JIB SHEET
508 St. Paul Street
Rochester 5, New York

PLEASE ENTER MY SUBSCRIPTION TO BEGIN WITH THIS ISSUE FOR-

U.S.A.

FOREIGN

1 year- \$2.50
2 years-\$4.50

1 year- \$3.00
2 years-\$5.00

NAME _____

ADDRESS _____

CITY _____ Zone _____

STATE _____

Class _____

Boat number _____

Club _____

Boat name _____

If you have sold your boat, please send us the new owners name and address.

...the same time ... the ...

...the ... the ...

...the ... the ...

...the ... the ...

...the ... the ...

...the ... the ...

...

CO. 1st ...

CO. 1st ...

...the ... the ...