

Midwinter Championships, Clearwater, Florida, March 11, 12, 13, 14, 1948

The Jib Sheet

REG. U.S. PAT. OFF.

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NEWS FOR SMALL-BOAT SKIPPERS

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



Dr. Frank Moyer, Olcott Yacht Club

Photo by Dick Goodchild

HOW TO IMPROVE YOUR OLD SNIPE

There are lots of old and decrepit Snipes kicking around and in many cases, their owners do not want to race them because they don't seem to have a chance against newer boats. Usually the fault lies with the owner and his carelessness in not keeping his boat up properly.

In the first place get this straight, since the plans of Snipe first appeared in 1931, there have been no changes in the shape of the hull—the original table of offsets is what is used today and professional and amateur builders state that the closer one sticks to these offsets, the better the boat.

However, given a good hull to begin with, there are lots of other things that have an effect on speed and sailing qualities among them being the weight factor. After a boat has been used a number of years, it is bound to pick up a lot of weight just by adding new coats of paint. Some Snipes have about $\frac{1}{8}$ " of paint which should be burned and scraped off down to the wood then sanded and new coats built up until the proper finish is secured. If the inside of the boat has been painted every year for a long time, there is a lot of weight there also, don't forget that. Same thing applies to the deck. If the boat is full of intermediate frames, take 'em out as most modern Snipes do not have them or need them. If you really want to go all out, take off the deck and take out the deck beams and put in new ones with a somewhat higher crown—say about $3\frac{1}{2}$ " for the maximum. Then cover the deck with quarter inch plywood. You'll save a lot of weight here and you'll also shed water much faster

when the going is rough. All modern Snipes have higher crowned decks.

Look around inside. We've seen Snipes with a stern knee at the transom that is at least 3" thick. It doesn't have to be over three quarters of an inch. While you're at it on the deck, shorten up the cockpit and make it narrower. The aft deck should be at least 30" long and the tiller should run up to about 5 feet in length and be rigged so that it pivots upward so you can swing it over your head. The shorter, narrower cockpit will greatly increase seaworthiness and will permit you to race your boat in hard going. A great deal of the water shipped comes in at the aft end of the cockpit. Also shorten up and cut down on those spray rails forward. They don't need to be over two feet long with a maximum height amidships of 2". Longer rails will kick up the water down to leeward and send most of it into the cockpit. The sheer molding may be far too heavy and it may be eliminated altogether, if the joint at the deck edge is tight, or a much lighter piece of mahogany substituted for the heavier oak. This is a racing boat, not a canal barge. Don't use a lot of heavy deck hardware. Cut out that big galvanized or brass cleat on the forward deck. Make your mooring line fast around the mast. Cut out the other cleats also and if you must have 'em, make up some nice ones out of wood. Cut out a high coaming around the cockpit. It only serves to cut off your legs when you have to sit on deck and if the cockpit is right to begin with, you won't need it. Cut down on the floor beams and the flooring. You only have to have enough flooring to equal the cockpit opening. If you have built in lockers and extra flooring forward,

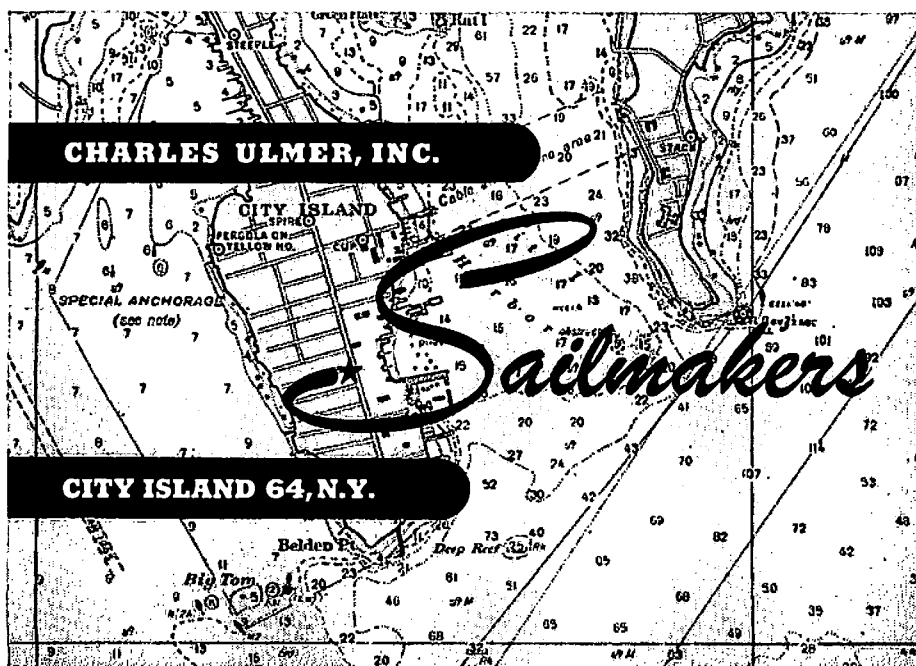
rip 'em all out. Cut down every ounce you can.

Sharpen up the rudder under water cutting as much wood off it as you can without weakening it too much. The dimension of $\frac{3}{4}$ " thickness is for the above water. On the other hand, you want a centerboard as heavy as you can get it. The weight limit is 80 pounds. If you use a steel board, try to get brass, bronze or some other similar metal which weighs nearly twice as much. Many boards are still only $\frac{3}{16}$ " thick and $\frac{1}{4}$ " is much better if you can make it go through the slot. All the championship boats have the heaviest possible boards.

As for the rig, you can't expect to do much with one of the old short masts. According to the rules, the mast may be up to 20'-3" in height above the sheer molding. If you don't want to make a new mast, cut something off it at the foot and step it on deck to get the height. Fill in the deck and reinforce it underneath with a vertical member from the keel up. If your mast is not hollow, you'd better give up right now because you'll never get anywhere without such a mast. All modern masts do not carry sail track but instead are slotted to take the bolt rope of the mainsail. Same thing applies to the boom. Move your mast step as far forward as possible and don't worry about the opening in the deck. No "hot" Snipes carry any mast wedges at the deck and some of them have a great big open hole here allowing the mast to flop around with its loose shrouds. Of course, if the mast is stepped on deck you don't have to worry about this anyway. Use light rigging, $\frac{1}{8}$ ", 6x7 stainless steel is about right. Use lightweight turnbuckles. Use lightweight blocks and an aluminum sheave at the mast head. In short, cut down on all weights except that of the centerboard but don't cut them down to the point where your boat weighs less than 450 pounds with mast, sail, and all equipment on board.

Don't carry a lot of junk below the deck. Carry life preservers for each person aboard (kapoc cushions will do). Carry a light anchor and about 25 or 30 feet of $\frac{3}{8}$ " line. Use a can for bailing or a pump. Leave your outboard motor on the dock and don't carry around a whole set of machinists tools, saws, hammers and spare parts. Carry only one suit of sails, the ones that you are using. Speed is in direct proportion to weight. Don't try to win races with your 1934 made sails. Have good ones and keep them that way.

Above all, no matter what you do, learn to sail your boat because the boat can't win for you if you don't sail it properly. (Note: Builders of new Snipes should read these words and also profit, we hope.)



PERSONALITIES IN SAILING DOC MOYER-OLCOTT YACHT CLUB

Dr. Frank Moyer began his sailing career at the age of ten. At that time his father had a large sloop at Detroit where the family spent their summers on Lake St. Clair. The kid Doc sailed a small dingy in all kinds of weather that nearly drove his parents frantic. Doc's father later had a 45 foot yawl built, in which the family cruised the Great Lakes for many years.

After sailing various types of small boats the Olcott Yacht Club became interested in the 14 foot Dingies. At that time the Genesee Dingy Club at Rochester was active and many regattas between these two clubs. Later an International series of races with the clubs of Toronto were instigated and Doc sailed for the Olcott Yacht Club for many years. After about eight years of Dingy Sailing the Snipe came into history and Doc had one built right away. At that time 17 Snipes represented the Olcott fleet. The best Doc could do was about in the middle of the fleet but, not being disappointed, he had the present Scat built which seemed to be a very good boat and he soon became Fleet Champ. He has always been out in front at various regattas. Several

times he copped the New York State Championship also the Newport trophy, highly individual of Lake Ontario and Lake Erie and many other well known trophies. While sailing various types of small boats for many years he likes the Snipe best of all. He says we expect about twelve Super Active in 48 at Olcott. The Club is making arrangements where small boats can be taken out of the water and kept out between races. Doc was one of the founders of the Olcott Club and served as its Commodore for several years, besides holding various positions in that organization.

Doc has had a cottage at Olcott for the past 40 years where the latch string has always been out for Yachtsmen. His cottage is adorned with pictures of various regattas. Doc has attended several Internationals. A few years ago he trailed his boat to Fort Worth, Texas, a trip of 4300 miles, later he went to Detroit, then Jamestown. Doc was elected Mayor of Lockport about 17 years ago and served the city for 4 years in that capacity. For the past 12 years he has been Councilman at Large. When he went to Texas several years ago he wished to retire from politics but when he returned from the Internationals his Republican friends had elected him again for Councilman. He

seems to be as popular with the electorals of Lockport as with the Snipers at Various Regattas. His new Snipe is named *The "Turtle."*

In short, Doc Moyer has been a big factor in the continued success of the Snipe Class in this country and we wish him good sailing for many years to come.

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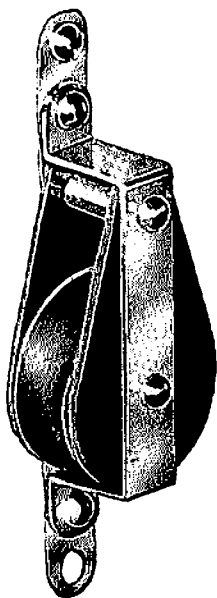
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SHORT NEWS ITEMS OF SNIPE FLEETS

All Correspondence, Fleet Reports, Snipe Dues Payments, Etc., Should be Addressed to: William F. Crosby, 522 Stellar Ave., Pelham 65, N. Y.

The North Cove Yacht Club, Island Pond, Derry, New Hampshire, charter No. 127 is going to pep things up some next year according to a letter recently received. Commodore Don Simonds recently addressed a meeting of the fleet and some movies were shown of the racing at Marblehead. These were taken by "Jack" Wood, who was chairman of the Race Committee at the Nationals last August.

* * *

Weston W. Valentine has been re-elected as Fleet Captain of the Potomac River fleet at Washington. He states, in a recent letter, that the fleet really got started good toward the end of the season and had its first real activity in nearly six years. Mr. Valentine promises that the fleet will be going great guns in 1948.

* * *

Some 16 mm. motion picture film of Snipes racing in various parts of the country will be available from the Executive Secretary after January 16th. These reels are as follows:

1. About 400 feet of Snipe racing in the Los Angeles area showing racing starts and some good close up action stuff. This picture was made 'way back in 1936 and although somewhat scratched it must be handled with care for its historic value.

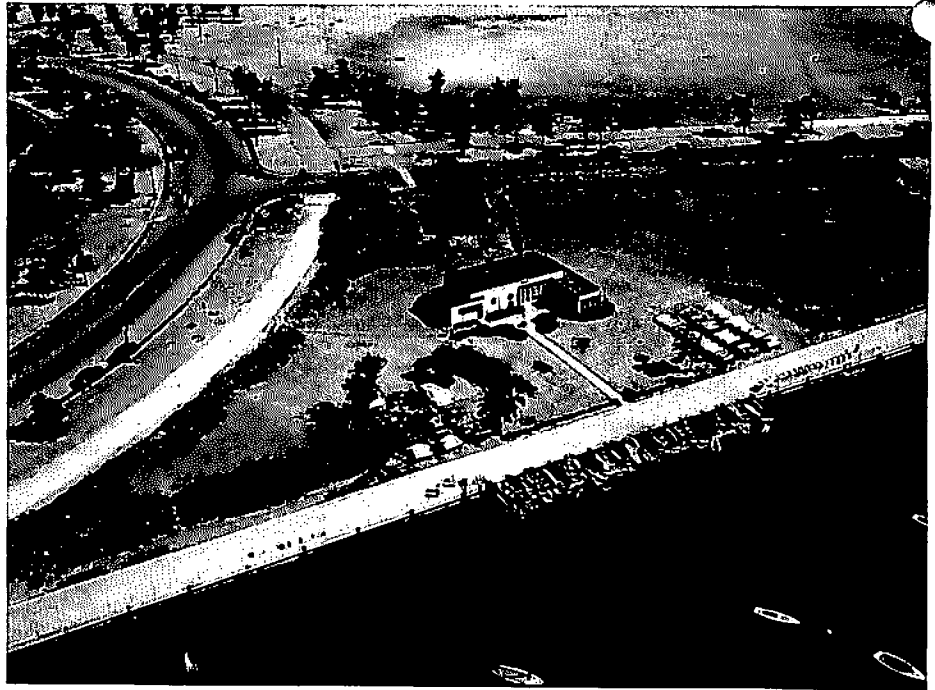
2. About 400 feet taken at the International Championships at Lake Wawasee, Indiana, in 1938. This film, made by "Charlie" Harrison, has some excellent material in it and shows Charles Gabor of Lake Mohawk winning the event.

3. About 400 feet on racing at the Midwinter Championships at Clearwater, Florida. This film was also made in 1938 and shows some rough going on the Gulf of Mexico in typical Clearwater weather.

4. About 400 feet of film with sound track taken at the Ft. Worth Internationals in 1941. This film is fair and can only be used with full sound equipment as it cannot be run through an ordinary silent projector. The photography is good but the sound man, unfortunately, was not particularly familiar with his subject and is usually about two feet behind the picture.

5. About 400 feet of color film made by past-Commodore C. E. Heinzerling in Texas and elsewhere. This is probably the best film of the lot.

6. About 200 feet of film made at Marblehead last August during the National Championships.



Chicago Corinthian Yacht Club

Fleets desiring any of these films for showing may have them in rotation with not more than two films being shipped at the same time. Film must be returned promptly as soon as possible after showing and must be rewound in the proper direction. Some of the older film is dried out somewhat and a little brittle and if broken must be patched before returning.

* * *

James A. White has been elected Fleet Captain of the Peoria Snipe Fleet and will start off the new season with at least 12 boats and possibly 16. He promises plenty of action with spring, summer and fall races as well as several "cruises" and social functions.

* * *

Just in case you missed it, the dates for the "Midwinter" championships to be held by the Clearwater (Florida) Yacht Club are set for March 11-12-13 and 14. The Regatta Chairman is Gardner Fuller, Clearwater Yacht Club, Clearwater, Florida. He will send you necessary entrance blanks and other dope. If you plan to go, better also contact the club regarding room reservations as they are sometimes hard to get there because of the crowd present for baseball training. The regatta is open to any Snipe owner who has a measured Snipe and who has a membership card that expires on March 31st 1948. If you want to see what a real yacht club

is like and if you want to meet Snipe skippers from all over the country and if you have a yen to sail your Snipe on the Gulf of Mexico, by all means take off a couple of weeks and go to Clearwater. Incidentally, Don Cochran was elected the 1948 Fleet Captain of this famous fleet.

* * *

Bud Stillmun of Money Island (N. J.) Fleet is having a new Rumsey-Ots Snipe built for 1948 and warns all skippers to beware of him as he expects to be as hot as a whole string of fire-crackers.

* * *

A Sniper who shall remain anonymous writes in that he still has his original Snipe but that after fourteen years he realizes that it might be advisable to get a new suit of sails for 1948. He wanted to know about the "genoa" jib. Was it safe and could he still use the small working jib which Snipe originally had or was there some jib half way in between. The boat is used for "cruising" and not for racing.

* * *

With the advent of a request from Spain for 100 racing numbers for new Snipes now being built there, the total zoomed to 6,900 numbered boats. Of course a lot of Snipes are old and some of them are out of business altogether and a great many are inactive so far as racing is

concerned but the old rule about not re-assigning numbers will have to hold as every time this was done before the war, some old boat turned up in new hands and the owner was red hot to race it. Certainly, something will have to be done within the next year or so regarding numbering because when we get over 10,000 the sails will have so many numerals on them that you won't be able to see the sail at all. It is more than probable that numbers will be assigned on the basis of the International Rule and be preceded by a letter denoting the country. Thus there would be a "B-35" denoting that No. 35 came from Brazil, an "E-35" for the Spanish boat and a US-35 for the one in this country. Trouble with this scheme is that in the United States we would have such boats as "US 3233" which is six digits to go on each side of a sail. A suggestion has even been made that might confine these numbers to US boats that have won important regattas. For instance, Ted Well's new boat might be "US 1". The Junior National Champion might get "US 2" and so on, but it would complicate matters even more than now and we are open to suggestions.

The Snipe Association dinner has now developed into an affair honoring Ted Wells who won the National Snipe Championship at Marblehead and then went to Geneva, Switzerland, to win the World's Championship, racing against national champs of 12 other nations. Ted will tell the assembled throng some of his experiences in Switzerland and on the way over and back. The dinner is scheduled for Friday, January 16th, 7:30 p.m., at the Hotel Shelton, Lexington Ave., and 49th Street, New York. The dinner will be held during the Boat Show. Tickets are \$4.50 per person and available from Wm. F. Crosby.

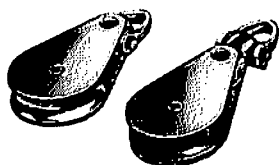
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Speaking of the New York Boat Show, for the first time on record, a real racing Snipe will be shown by Rumsey-Ots Boat Company of Buffalo. This boat will be on the fourth floor and will be well worth a visit from Snipers. Probably that particular space will develop into a sort of Snipe hangout and we expect that a lot of friends will meet there. Don't forget, though, that Sandy Ots is trying to sell Snipes so don't get in his way when a likely looking customer comes along.

Several fleets this year have sent in the results of point score races, typewritten in tabular form on a single sheet of paper. These cannot be accepted and in each case have been returned with a sufficient number of regular race result blanks to take care of the fleet. When your point scores are received at headquarters, each sheet is put in with all the others in proper order of the final standing. Thus a boat from Lake Lotawana may be sandwiched between one from Chicago on one side, and Western Long Island Sound on the other. When final standings are made up this entire heap, and we mean just that, of score sheets is taken from the file and with the high standing boat on top, it is relatively easy to go through the list boat for boat. This is particularly handy when the scores are being compiled for publication. If your fleet doesn't have these score sheets, write to the Exec. Sec., and the necessary forms will be mailed to you. Under no conditions send in the scores in any other way and above all, don't write on both sides of the sheet. Also scores from unmeasured and unpaid boats will not be considered.

RACING HARDWARE for WINNING BOATS

DESENCO 1948 Racing Hardware will be used on 1948's winning craft as in former years.



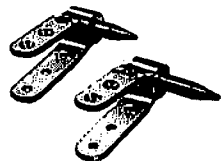
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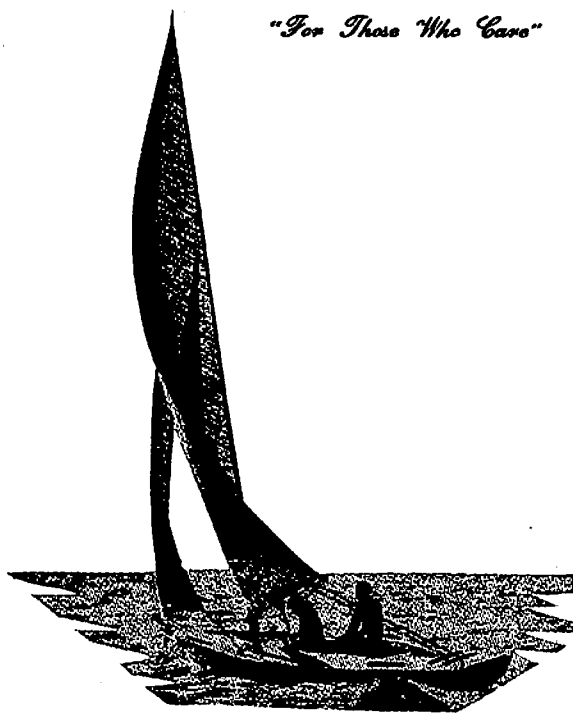
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SNIFE NOTES FROM OVERSEAS FLEETS

INTERNATIONAL SNIFE NEWS

Hereafter the International Championship Regatta will be known as the World's Championship and the winner will be the World Champion. This is much more expressive of what he really is as "international" may simply mean that he competed against some skipper from Canada or some other nearby country.

Carlos Bosch of the Havana, Cuba, fleet, now in college in Michigan, reports that Bustamente has won the Cuban National Championship for 1947. He also won the St. Pete-Havana race last spring on his Ciclon, a small cruising cutter. It is possible that he may go to Spain next year to represent Cuba in the World's Championship.

Snipe No. 6779 was recently registered by D. P. Findlay of Hobart, Tasmania, who states that there are quite a number of Snipes sailing there. He hopes to organize a fleet shortly.

From Helsingfors, Finland, comes a letter signed by C. O. Granfelt asking for Snipe measurement sheets, etc. He states in part; "I am writing you this because many of our young yachtsmen are greatly interested in Snipe and in building these boats. In Vasa, North Finland, the Snipes have been a success and here in Helsingfors they have been very popular particularly because a few of them were seen in the water this season. I have a boat built in Norway but will not race it until I have seen the measurement rules."

Jose Maria Lasasosa-Dilla, National Secretary for Spain writes in with great enthusiasm regarding the Snipe World's



F. Mauria, Geneva Switzerland

Championship Regatta to be held at Palma on Mallorca next summer. He states; "The decision that this championship will be held here has caused great satisfaction in Spanish sailing circles and it will be our desire to run this regatta with greatest care to assure everyone a fair chance to win." The Council of the Spanish Federation of Nautical Clubs has nominated Dr. D. Antonio Ruis Martinez as Honorary Vice-Commodore of SCIRA. Dr. Ruiz really started the Snipe movement in Spain at Vigo and still owns the original Spanish No. 1. In addition the Council nominated Commander D. Alvaro de Urzaiz y Silva and D. Carlos Pena Cardenal as members of the International Rules Committee. These names will be approved at the meeting of the Rules Committee in January. In addition the

Spanish Secretary asked for the assignment of 100 Snipe numbers for new boats: ten fleet charters for new fleets that have been formed in the past few months.

Andre L. Fecheyr of Tamise, Belgium, has written in to ask information on forming a fleet there. He has already been in touch with the Belgian National Secretary, "Charley" Galeyn of Ostende. The town of Tamise is located on the lower part of the River Scheldt and, according to M. Fecheyr "become a flourishing center of Snipe racing."

CORPUS CHRISTI HOLDS MID-WINTER RACES

J. C. Jephson sailing Kiwi, won the series of races held early in December by the Southwestern Yacht Club at Corpus Christi, Texas. According to the dope received, the Committee should have postponed the first race as it resulted in disaster to several boats and serious injury to one of the crew members. Out of 15 starters, only 9 finished that first race which was sailed in a breeze of 28 to 32 miles an hour right out of the southeast which kicked up a nasty sea. At the first marker all the boats had water over the floor boards and on the run back to the finish Ted Wells, who was fourth at the mark, had the experience of getting a wave under his stern which boosted all the bilge water forward with the result that the bow of his boat went under and soon was completely awash. Ray Luckett who lead at the first mark had much the same experience. John and Charles Henry, from Tulsa, also sailed their boat under

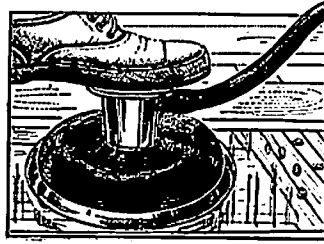
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water but kept her right side up and sailed in with a swamped boat under jib alone. Eddie Williams and his intrepid wife led through the entire race. Several boats broke masts and rudders. Jephson won the first race with Billy Wicker second and Bob Meyer also of Corpus, third. The second race was in somewhat lighter air, 10 to 12 miles an hour and Jephson lead throughout. The Henry twins from Tulsa were second and Ted Wells was third. In the third race the wind moved up again to 15 to 16 miles an hour and Wells lead all the way. Jephson was second, gaining his place right at the finish line with Ray Luckett third. There were seven boats from Corpus, one from Wichita, Kansas, one from Tulsa, one from Kansas City and one from San Antonio.

* * *

WHY YOU SHOULD BELONG TO YOUR CLASS ASSOCIATION

It makes no difference what class it is, Snipe, Lightning, Comet, Penguin or what have you, but whatever boat you own, join the Association that sponsors it. You are then protecting your own interests because you are protecting the value of your boat. Some day, you know, you may want to sell it.

Suppose there were no associations and you spent a few hundred of your hard earned dollars to buy a boat of this particular "class." Remember, its just a plain boat, marked as being eligible to race with its class. Next summer when you go out to race you find that someone has turned up with a boat having backs stays. Another boat sports a spinnaker, a third has a big overlapping jib. None of these things are on your boat because they were not furnished by the builder. You buy a set of plans and find that all these gadgets have been added by the owners. Your boat is like the plans. You are outclassed unless you go out and spend a hundred or so more dollars to keep up with the parade. Then, later on in the season you see a boat out ahead somewhere that has your class insignia on the sails, but it somehow or other looks different. Seems longer on the waterline, mast is higher. The rudder has apparently gone under the boat as it does not have an outboard rudder like yours. This boat wins your "class" race by a quarter of an hour. Next week someone has a similar boat with a longer boom and higher mast and much more sail area. He wins by half an hour. And so it goes. At the end of the season your boat having been completely outclassed is sold for about half of what you paid for it. The new owner says it will cost so much to put it back in competition that he will

Every once in a while some regatta committee will run off a Snipe race under conditions when no self-respecting Snipe should leave the dock. An example of this was the mid-December regatta held at Corpus Christi when a breeze of better than 30 miles an hour blew in directly off the Gulf of Mexico and kicked up a nasty sea. Plenty of Snipes have raced in breezes of 30 miles an hour but usually in calmer water and it would seem that common sense should dictate a little more caution as it is certain to result in difficulty and breakage for *any* boat to be sent out under conditions such as this. The bad point of the business is that expensive masts are bound to get broken and sails are virtually ruined. In this particular case, one crew member was seriously injured by heavy splinters from a mast when it snapped. Of great importance also in the fact that no boat can be *raced* under conditions such as these and the best a skipper can hope for is a lucky break and the

chance to fight his boat around the course. It is hardly fair to the skipper who may have trailed his boat several hundred miles in the hope that he might win something only to have his boat damaged in the very first race. Even if repairs can be made, its not the same as having the original gear. Of even greater importance, is the unfavorable publicity that such things generate. Even though most boats come through unscathed, the fact that someone was injured, gets the newspaper headlines and as a result, possible owners may get frightened off. Of course, the same thing applies regardless of class, Lightnings, Comets or what have you and what we really need is a Society for the Prevention of Cruel Race Committees.

W. K. Lewis

buy it only at bargain prices. In two years or less time your boat has shrunk in value to half or less what it cost. Inside of another year, the new owner will get disgusted and so will some of the others and eventually, the "class" develops into a race to see who has the most money to spend.

Without restrictions and without careful measurement, no class can stay racing very long. Even with all kinds of restrictions, the chisellers are out in force every year to see if they can get away with some kind of gadget that no one else has or has thought of. A lot of this is purely an imaginary advantage but nevertheless the spirit is there to win races by other means than fair sailing and good sportsmanship. We all admit that the best possible type of race would be between identical boats all built by the same builder with hardware and sails exactly alike. Unfortunately this cannot be done in most of the large classes where some boats may be professionally built while others are built by amateurs. There are bound to be little differences and usually class restrictions take these into consideration by allowing small variations.

The whole point of the argument is that without governing associations, our classes would soon wind up in a grand free for all and the only way to be sure of real sport and at the same time protect your investment, is to join and support your racing association. If you can't race for the sport of it, don't race at all and if you can't support your association, go buy yourself a power cruiser or an outboard boat because there's no place for you in present day sailing racing.

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INFORMATION FOR SNIPE FLEETS

A Snipe fleet must have at least five boats. Each has to be assigned a number by the Executive Secretary for which there is a charge of one dollar per boat. Applications for numbers must have the complete name and address of the owner or owners. In cases of boats that already have numbers, these numbers remain with the boat always and are not changed from year to year like auto license plates, as so many owners seem to think. If your fleet has some boats that are already numbered, be sure to include these with the unnumbered so that the numbers may be checked off to see whether the boats are measured and also if the owner listed at headquarters is the owner listed in your letter. Be sure to have your numbers correct as it is very easy to transpose them thus making number 5894 come out in your letter as No. 5849. This happens all the time and makes no end of trouble.

Each fleet each year pays the Association a five dollar charter fee over and above members' dues. Applications for new charters should include this sum and the names and addresses of all fleet officers, Fleet Captain, Secretary, Treasurer and Measurer. The Association sends a charter to new fleets, numbered in the order in which they are issued. At present there are 255 chartered fleets. The Association also sends measurement data sheets, measurement certificates and race result sheets. After a boat is measured, the data sheet is sent to headquarters for filing and the owners get the certificates. The Association sends each owner a membership card and copy of the current rule book by return mail. In fleets it is somewhat easier and less work to have all sent in at once so that books and cards may be sent to a fleet officer for distribution. Dues, payable only by the owners of measured boats are \$2.00 per year and in cases where a boat may have more than one owner, each is asked to pay the dues and in turn each will receive a membership card and rule book. In cases where numbered boats change hands, the Executive Secretary must be notified and the new owner is required to pay a one dollar transfer fee to have the boat listed officially in his name. Score sheets are made out by a fleet officer and signed and sent to headquarters any time after the end of the season. Scores are compiled at the end of the official racing season which ends each year on March 31st. This gives the Snipers below the equator a chance to compete for the international high point championship.

Point score races should be scheduled at the start of a season and the schedule adhered to as closely as possible. The rules state that point score races cannot

be held unless the fleet members are given at least 3 days notification. There must be at least 5 paid up and measured boats to make a race official. All of this is covered in the rule book.

Measurement can only be made by accredited fleet measurers. No owner may measure his own boat and no professional boat builder may measure a boat. In cases where a boat is located at some distance from a regular fleet, an owner may measure his own boat, send the data sheet to headquarters with his two dollars dues and receive a provisional measurement certificate. This certificate is subject to review by an accredited fleet measurer the first time contact is made with one. There are no travelling measurers who wander all over the country measuring boats, as so many owners seem to think. A measurer is required to measure only the boats in his own fleet but sometimes they will measure an outside boat. In cases where no individual may be found to act as measurer, the fleet may have a measurement committee composed of at least three owners. If one of these members' boats comes up for measurement, he retires temporarily from the committee.

Measurers needing data sheets and certificates should ask for them from the Executive Secretary and fleets needing race result sheets should do the same.

* * *

Point scores do not close until March 31st 1948 but already a great number of fleets have sent in their scores. At the present moment, Bud Stillmun of Money Island Fleet is in the lead with 1745 points for 17 races. L. Vandervelde of Green Lake fleet is second with 1705 points for 15 races.

* * *

SEND FLEET OFFICERS' NAMES NOW

The 1948 Snipe Association rule book is about to go to press and unless you want to have your 1947 Fleet Captain listed in it, it is advisable to let the Executive Secretary know at once who the new man may be. Be sure to include full name and address and print it out so that no error can be made in the book.

SUPER RACE COMMITTEE

If you run a regatta next year in which Snipes from three or more fleets take part, you must have an official sanction from S.C.I.R.A. Section 14 of the By-laws page 21 of the 1947 rule book covers this situation and this rule has been in effect for a number of years. Sanctions are required for several reasons the first of which is to avoid conflicts in dates for regattas that are within striking distance of each other. The second reason is to assure entries that the rules regarding the class will be enforced and that the regatta will be run according to standard practice. This should, in theory, at least, make it fair for every entry regardless of where he comes from. Fleets holding such regattas without official Association sanction are liable to be suspended. In fact it would not be a bad idea for every Fleet Captain to read the Constitution and By-laws of the class so that he is sure of what he is doing.

In connection with these many regattas such as were held this past season, it has been suggested that the Association appoint an official Regatta Committee comprising an almost unlimited number of members scattered all over the country so that every regatta can have at least one or two of these members present. The idea, of course, is to help local race committees to observe the rules and regulations regarding Snipe racing. All members of the proposed new committee would be Snipe skippers who are familiar with regatta procedure and who have attended some of the big regattas where there were many examples of how to and how not to handle matters. Members of this Committee would be told of regattas in their areas and asked to attend to make sure that everything was on the up and up. Again, the whole purpose of this is to give the man who has trailed his boat several hundred miles an equal chance with the local skipper, thus making Snipe racing just as fair as it is humanly possible to accomplish. Announcement of the "Super-Race-Committee" will be made shortly.

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SNIFE ASSOCIATION BOARD OF GOVERNORS MEETS

A majority of the members of the Board of Governors met on October 11th and after listening to various reports, voted upon the following items;

The National Championships to be held at Corpus Christi, Texas, on dates to be as late as possible in August and still permit U. S. to enter the Internationals. Dates will be announced as soon as possible.

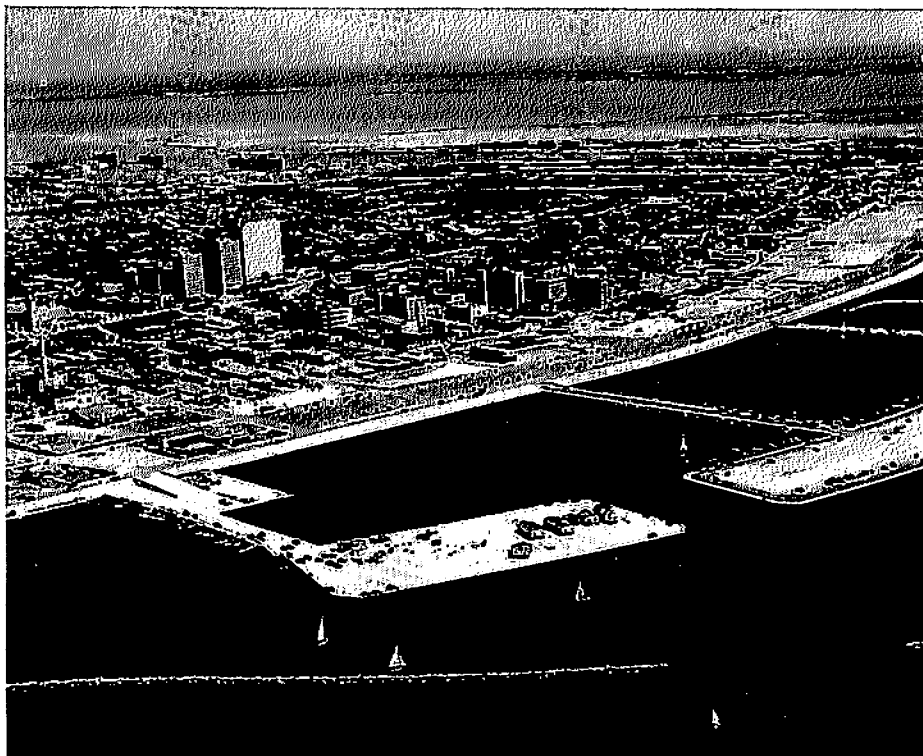
The International Championships to be held under the Spanish Snipe Federation at Palma on the Island of Mallorca.

To hold an Association sponsored Snipe dinner in New York on the last Friday evening of the Boat Show in January at dates to be announced.

To form an International Race Committee comprising a large group of interested Snipers so that some experienced men would be on hand at every major regatta.

Several other items were discussed and will be brought up at the annual meeting to be held on the afternoon prior to the Boat Show dinner. These will include some revisions of the class By-laws and Constitution and the formation of an enlarged International Rules Committee with a smaller Measurement Committee for quick action on points of measurement.

New officers, to take office on January first were voted in as follows; Commodore Donald R. Simonds of Winchester Fleet. Vice-commodore Harold G. Griffith of Lake Chautauqua Fleet and Rear-commo-



Corpus Christi, Texas

dore Roy A. Hurley of Cedar Point Fleet.

A proposal to come before the Board of Governors at the January meeting will be to reorganize the entire set up of officers so that there will be a commodore, vice-commodore and rear-commodore for Europe and a similar set up in South

America and North America. It has also been proposed to have an international set of similar officers. This will give Snipers out of the U. S. a better chance for representation, which they are asking, yet at the same time keep the entire Association a closely knit organization.

* * *

HAVE YOU GOT A—TO STAND ON?

I like a lot of people

And I have a lot of friends

Now some of them are sailors

And some have other trends

I live, and let live—mostly

But in some there is a flaw

That comes out with a question.

There ought to be a law!

They say they like my sailboat.

Even though when sailed she heels.

And she makes a pretty picture

As round the bouy she wheels.

And then —the thing that puzzles.

It gets into my hair.

Now What I don't understand is

Say the wind blows from up there

And you're down here and you want to

get up there

How do you get from here to there—

huh??

—SANDY OTS

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LIGHTNING CLASS ASSOCIATION NEWS

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

By LeRoy Amy

Three new Lightning Fleets have recently been added, to our expanding family. Charter No. 144 has been issued to Flotilba Carioca de Lightnings, sailing on the north side of Cuanabara Bay. Charter No. 145 to Spofford Lake Lightning Fleet, sailing on Spofford Lake, N. H. and charter No. 146 has been issued to the Toronto Bay Lightning Fleet, sailing on Toronto Bay and Lake Ontario.

* * *

Cyrenne L. Gillete of Kaneohe Bay, Oahu, T. H. is forming a Lightning Fleet at the Kanoche Yacht Club and has applied for a Fleet Charter. Their group comprises 6 boats who have been racing against other one design classes with excellent results.

* * *

An embryo Lightning Fleet, to be ready for launching on Decoration Day 1948, is being sponsored by the Genesee Yacht Club, at the Port of Rochester on Lake Ontario. The seven members of this group are building their own Lightnings and will soon apply for a Fleet Charter.

* * *

Margaret Maddock, Secretary of the Detroit Yacht Club advises that The Detroit Yacht Club, Bayview and Crescent Yacht Club are forming a Lightning River Association and also plan on having a Squadron made up of Lightnings from the above Clubs.

* * *

The Southern California District Lightning Class Association, held their First Annual Meeting for skippers and crews, at the Balboa Yacht Club on November 7th. This meeting was a huge success.

There were more than sixty attending the dinner, while about twenty more came later for the meeting. Enthusiastic skippers came about 85 miles from San Diego and members of Fleet No. 102 from Santa Monica motored seventy miles to be present. Frank H. Watson, Vice-Pres. of the Lightning Class Association, called the meeting to order and Commodore Robert Boyd presided. After the business meeting the 1944 Internationals film was shown.

* * *

San Diego Bay Fleet No. 114 sponsored the first all Lightning Regatta on the West Coast on Thanksgiving Day at the Coronado Yacht Club.

* * *

The Second Annual Snow Ball Regatta, sponsored by Buckeye Fleet No. 43 was held on Buckeye Lake, Ohio, October 18th & 19th. Fifteen boats from nine Fleets participated. The event was won by Walt Vogel of Toledo Yacht Club Fleet No. 42, with Bob Trost, also of Fleet No. 42 runner-up and Dr. Barnes of The Cincinnati Sail Club Fleet No. 57 in third place.

* * *

Richard H. Bertram, Yacht Brokers, report they have delivered new Skaneateles Lightnings to F. T. Young, Jr., 1236 Bisoaya Dr., Surfside, Florida. No. 2861 and No. 2862 to Francis S. Dison, 2277 Sunset Drive, Sunset Island No. 3, Miami Beach, Fla. No. 2863 to James B. Townley, 120 East DiLido Island, Miami Beach, Fla. and No. 2865 to S. A. Lynch, Jr., 1717 West 24th St., Sunset Island, No. 3, Miami Beach, Fla. Also orders have been placed for five more, for the University of Miami for their sailing class and one Lightning for Ray Dodge of Los Angeles and Miami.

Saybrook Yacht Yard, Inc., reports delivery of two Lightnings. No. 3322 to Paul Palmer, Miami, Fla. and No. 3535 to Louise Phelps, Lake Forest, Ill.

* * *

Blanchard Boat Co., Inc., Seattle, Washington have delivered two Lightnings to Honolulu. No. 3262 to Charles J. Hume c/o Hawaiian Dredging Co., Ltd., Honolulu, T. H. and No. 3263 to F. C. Marques, 308 Haiian Trust Bldg., Honolulu, T. H.

* * *

H. Richard Krauss, skipper of "Gin-Rie" No. 1273 was elected Secretary-Treasurer. After the meeting a Banquet was served to ninety persons, including Lightning Class Association President Ed. McCain, Vice-Presidents Art. Burtscher and Walter Vogel and International Champion Walt Swindeman, Jr.

* * *

The 1946 International's film was greeted with tremendous enthusiasm in Rio. It has been shown at Club de Regatas, Cuanabara, at Sao Paulo Yacht Club, Paulista Yacht Club and Itaipu Yacht Club. These boys are getting an education on how we do it over here. We hope they will join us in some future International competition.

* * *

The California Mid-winter Regatta, sponsored by the Southern California Yachting Association, will be held February 21st and 22nd at Los Angeles.

* * *

Many Lightning Sails will sprinkle the Halifax River in April, when the Florida Racing Association will sponsor a Regatta at Daytona Beach, Florida.

* * *

Western Long Island Sound Fleet No. 32, based at the Larchmont Yacht Club Larchmont, N. Y., will sponsor the Atlantic Coast Championship Regatta, the most important Regatta to be held in the Southern New York and New England District, late in July or early in August 1948. Twenty of the thirty-two Fleets in this District, are expected to enter and there is a possibility of fifty starters for the Race Series. The date of this event, will be announced in March, after the Yacht Racing Association of Long Island Sound have adopted their Racing Schedule for the coming season.

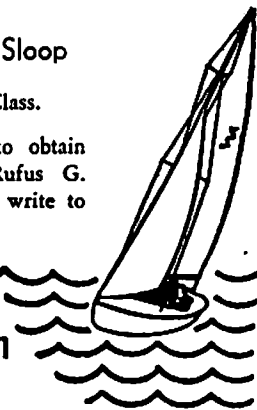
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Lightning Class Association

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The First All Lightning Class Regatta, authorized by the Southern California District, was held over Thanksgiving Day week-end November 29th and 30th, on Glorietta Bay, a Bay off of San Diego Bay. The event was arranged by San Diego Lightning Fleet No. 114 and sponsored by the Coronado Yacht Club. Eleven boats participated in this three race series, which was won by Ed. Turner in "Stormy," with Carl J. Ackerman in "Tu-Tu" runner up and Richard Daschner in "Gypsy" finishing in the third position.

* * *

The Orange Bowl Regatta, designated as the Florida State Lightning Championship, held in Miami, Florida on December 27th and 28th, brought out 20 Lightning competitors. The winner of this event was Dr. W. W. Jennings in "Hussey" of St. Petersburg Lightning Fleet No. 109.

* * *

The Florida District Championship for 1948, will be held late in March, sponsored by the Miami Yacht Club, with Fleet No. 130 as hosts. The University of Miami have just received five new Lightnings and will participate with Miami Lightning Fleet No. 111.

* * *

A Christmas Regatta sponsored by the Newport Harbor Yacht Club at Newport Harbor, Cal., was held December 27th and 28th. Eight Lightnings representing Santa Monica Bay Fleet No. 102 and Newport-Balboa Fleet No. 107 participated. The temperature was over eighty degrees and the three races were sailed in light air. Lionel E. Evans of Fleet No. 107 was the winner of this event with Earl S. Young also of the same Fleet runner-up.

* * *

At the Fall Dinner Meeting of Toledo Fleet No. 42, Jerry Garinger, skipper of "Gail" No. 120, was elected Fleet Captain.

COLLEGIATE SAILING IN THE MID-WEST

While the big nine football teams held the limelight in the Mid-West, the Collegiate sailors made their claims for fame on the small inland lakes of the western states. The center of activity in the early part of the season was Lake Whitmore where the University of Michigan has its fleet of ten DT Frostbite Dinks, but the latter part of the season focused on the Columbian Yacht Club in Chicago, where Northwestern played host to the Mid-Western Collegiate Sailing Association.

Northwestern, Denison University, and University of Michigan met at Lake Whitmore early in October to plot the course of the Mid-Western Association in 1947, and to test their sailing skill. As the result of two days of racing the University of Michigan came out on top, only by taking first and second place in the last race to push Northwestern into second place.

On November 1st and 2nd the University of Michigan Sailing Club turned its facilities over to Denison University for the Denison Invitational Meet, which brought nine schools to race on the choppy waters of Lake Whitmore. Although the University of Michigan won the eliminations, and went into the final races of the meet knowing they had won, the competition for second and third place was hot enough to boil the lake water. Scores were as follows:

University of Michigan	70 ³ / ₄	
Ohio State	61	
Northwestern	57 ¹ / ₂	
Ohio Westegon	50 ³ / ₄	
Wiscons	35	
Hillsdale	34	
Michigan State		eliminated
Youngstown		eliminated
Denison		didn't race

A meeting of the Mid-Western Collegiate Sailing Association was held in Ann Arbor on the evening of November first. Retiring Commodore Robert Schoerder of Michigan (one of the founding fathers of the Association) turned the helm over to Jim Perkins of Denison University. Paul Mute, a Michigan Alumnus, retained the office of Secretary-Treasurer. The meeting closed with a re-

port from each club present. All were in favor of adopting the University of Wisconsin's custom of awarding the winner of the week-ends racing a bucket of beer.

On November 16th the University of Michigan sent two teams to Lake Lansing for a Sunday afternoon meet with Michigan State. Michigan State, who was eliminated in the Denison Invitational, claimed they could do much better in their Penguins—The University of Michigan lost.

During Thanksgiving vacation Mid-western students gave up turkeys for tillers and headed for Chicago to sail in the Northwestern Invitational, sponsored by the Columbian Yacht Club of Chicago. Teams were present from Northwestern, University of Michigan, Denison University, Ohio State, Purdue, and the two Chicago Universities. Sailing in Dyer Dinks belonging to the Yacht Club members, we are told it was only the hot competition which kept sailors warm. Coast Guard boats were needed to break up surface ice, which formed during the nights. Northwestern took the three day meet, and University of Michigan was second. After the official racing the old timers challenged the Collegiates, and we will omit the score so as not to embarrass the collegiates.

On or about December 16th the lakes of the Mid-West froze over, so now the collegiate sailors have only to wait until spring.



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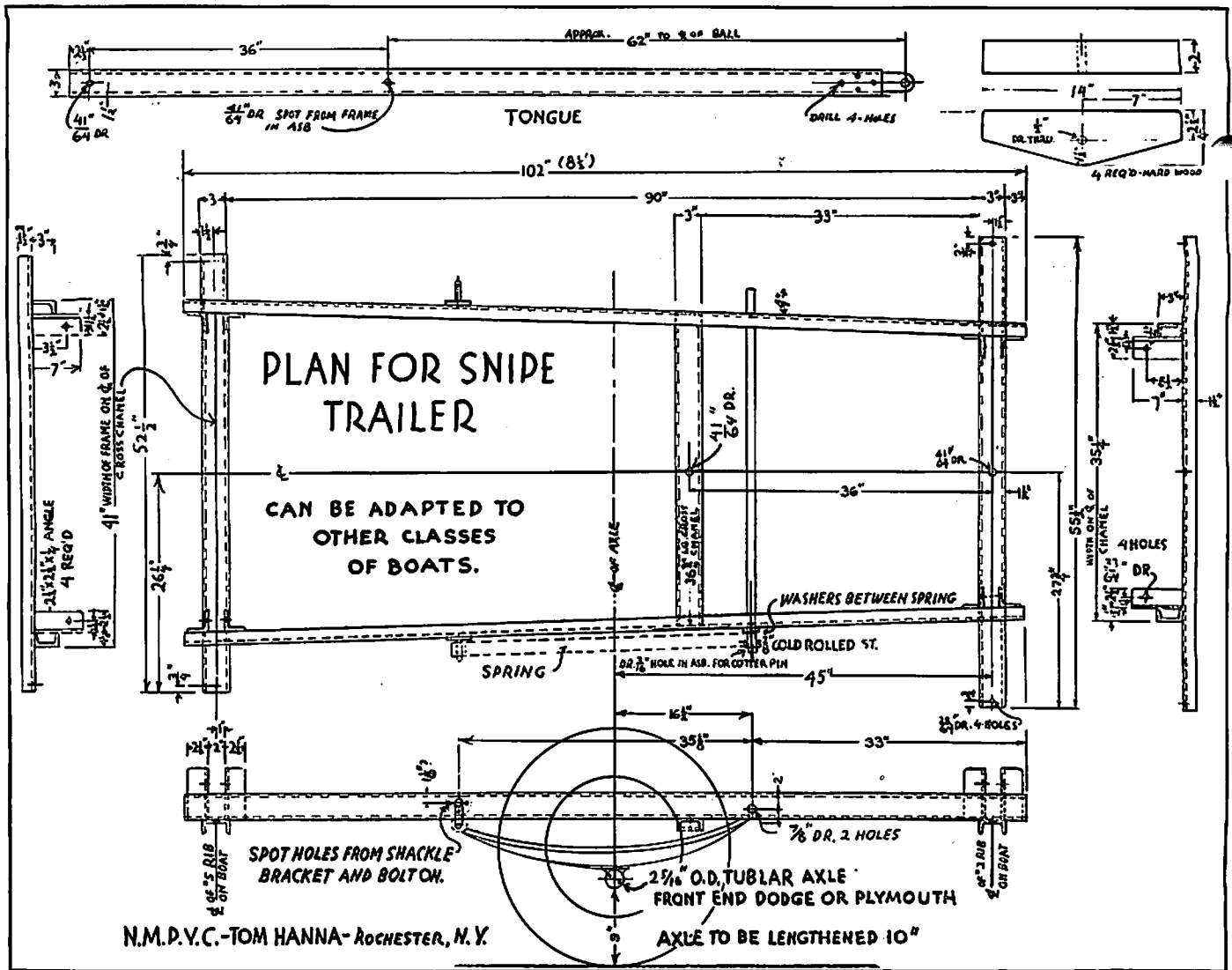
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WELDED SNIPE TRAILER

by Tom Hanna

CONSTRUCTION NOTES: All channels should be cut to length and drilled before assembling to the diameters shown on the drawings. The side rails should be placed on a level floor and the cross members welded to them. If a Dodge or Plymouth axle is used, the spring assembly should be first removed. Twenty-two inches should be cut out from the center of the axle and be replaced by 37 1/2 inches of steel tubing (2 1/2 inches

Inside Diameter), or by 2 1/2 inches heavy duty pipe. This will give an overlap of 2 3/4 inches.

The next operation is to assemble the springs on the channel irons. Then assemble the axle on the springs. Wheels may be aligned in one of two ways. First, with a long straight edge. Second, if this is not obtainable, find the center line of trailer and measure over from the front and rear crossing members and line up the wheels with the string stretched taut between the two members (no camber in wheels). Weld the spindles to the axle.

Turn the trailer over and weld the 8 brackets on for the cradle. Saw gears off these pieces. Assemble four 3/8 inch eye bolts into the 25/64th inch holes. The hold-down brackets are made with 3/8 inch rods, threaded on the ends, with hooks bent on the opposite end.

The two-by-four's should be padded and long enough to enable the rods to extend outward from the trailer. If the builder desires, four holes can be drilled in the side channels and your snipe trailer can be converted to a box trailer.

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