

# The Jib Sheet

Vol. 5, No. 1

NEWS FOR SMALL-BOAT SKIPPERS

REG. U.S. PAT. OFF.

25

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## News of the Snipe Fleets

By Wm. F. Crosby

From this far off, it looks as if 1949 would see the biggest year yet for Snipe racing with all kinds of activity all up and down the line.

The first event will be the Midwinter Championships to be held at Clearwater, Florida, March 15 to 18. As usual, this will probably bring boats from all over the country. In this respect, we are still trying to get the Florida clubs and fleets together to arrange a regular series of regattas over a matter of two or three weeks so that boats that are trailed down may take part in some additional races. So far no success but we have hopes. Of course, the Orange Bowl Regatta, which was sanctioned, was held December 28-30 at Miami, but this is far too early in the season for most of us.

Dates have also been set for the National Championships—August 13 to 16 and the World's Championships for August 21-26. The locations of both are still not definite but we can let you in on a little of it—probably the Nationals will be held at Lake Chautauqua, N. Y., and the World's Championships at Larchmont. Don't tell anyone yet, but that's how it's shaping up. If the Internationals are held at Larchmont, it will mean that the various fleets in the area will have to combine forces to form a number of committees to help put it over.

There will also be a Pacific Coast Championship to be held at San Luis Obispo in California. The dates are not yet fixed but the idea will be to have it open to two or three Snipes from any accredited fleet on the Pacific Coast, including British Columbia.

Bud Stillmun informs us that plans are going ahead to hold the North Atlantic Coast Championships on August 6 and 7 and the New Jersey State Championship on August 10-11. Both will be held at Island Heights on Barnegat Bay. These dates are not yet positive but better mark 'em in on your calendar.

Stuart Griffing of Milford (Conn.) Fleet informs us that the Harrison Trophy Race will have some change in the deed of gift for 1949. Instead of being 18 miles in length, it is proposed that



Stuyvesant Yacht Club Float, City Island, N. Y.

## NEXT MONTH

John T. Hayward

Technical Editor  
presents

**ROGER JEPHSON**

in a special  
article on

**"OOCHING"**

—of interest to all  
small boat sailors

the race next year be for 12 miles. The trophy could be won outright by winning three times, but this will also be changed making it a perpetual trophy. It will be open to five members from each fleet. The dates have not yet been fixed for this race either.

Lake Millerton Sailing Association of California is about to form a new Snipe fleet if the fifth boat can be raised

somehow or other. —Franklin W. Campbell who used to race a Snipe back in the dim, dark past (about 1935) is going to be in the running again in 1949. Frank is now building his boat and will join the Manhasset Bay Fleet in the spring. —Conrad Lambert, Fleet Captain of the Sequoyah Fleet at Tulsa, Oklahoma, was recently taken to the hospital with an extremely serious illness. —Fred Horn, who doubles in brass as measurer of the Wet Pants Fleet at Sayville, N. Y., and also as Commodore for the Wet Pants Association which comprises about 280 members with about 80 boats of various classes, writes in on paper with the heading "The Cooper Union Yacht Club", in which he is also active. Fred says, in part; "You may be wondering about this stationery. It is from my yacht club at Cooper-Union, a member of the Inter-collegiate Yacht Racing Association. I find that many Snipe skippers are active in the Inter-collegiates. For example I raced against the N. Y. State Snipe Champion and the Michigan Snipe Championship runner-up in one of the recent regattas held at King's Point in Interclub dinghies. Six of our racing skippers at Cooper Union are Snipe owners." —Ted Wells is in the throes of writing a book. Yep, successful skipper turns author. Ted says that he has had so many letters from individuals asking him how to make their Snipes go faster that he feels that the best thing for him to do is to get up a book which will thoroughly cover the subject. He ought to know. Please don't ask for the book just yet, though, as its still in the manuscript stage and it may be a long time before it is turned over to the printer. The nice thing about it is that Ted intends to turn over the whole thing to the Snipe Association for publishing and selling. Incidentally, the book will be written around small sail boats in general and should be of great help to anyone interested in getting better performance out of his boat regardless of what class it's in.)

The old, old subject of sailing wet Snipes against those that are kept in dry storage, except when regatta day rolls

around, has come up again several times lately. The general request is for a method of handicapping the dry boats to bring them down to the level of the wet boats. Boys, it just can't be done as there is no sure fire method of handicapping any type of sail boat. Actually, in windy, rough weather, the wet Snipes might have a little the best of it while in calm weather, the dry boats would probably win. We suspect that it isn't so much the difference in weight that counts but rather the fact that a dry boat usually had a much slicker bottom for racing. A number of years ago Fearon D. Moore who was then active with the Awosting (N. J.) Fleet took the trouble to weigh some ten or fifteen Snipes at the start of the season. These boats were planked with various types of woods. Then, at the end of the season, he weighed them all again. They all, after being in the water all summer, had picked up just about fifty pounds of water. Fifty pounds is not going to make very much difference in performance, particularly as most of this weight is down low in the hull, where it will do the most good. Actually, there may be much more weight difference in skippers and crews. As stated previously, the main difference seems to be in the better finish that may be kept on the bottom of a dry boat. Lots of times a wet boat will have a thin film of slime on the bottom and this, of course, makes a big difference in performance. That slime, under a microscope, turns out to be a whole lot of little hair-like grass which, in effect, gives you a fur-lined bottom on your boat. Best way to overcome this inequality in a fleet is to make a haul-out rule for the fleet—all boats must be in the water at least 24 hours (or 48 hours) before a race—or—no boat may be hauled out for more than twenty-four hours at a time all during the racing season. A number of fleets have licked the problem by putting in a fleet rule something along these lines and it saves a lot of imaginary bad feeling. Obviously, they can't be handicapped in fairness.

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Did you notice the item under "Massachusetts Bay Flashes" in the November issue of "Yachting." Len Foyle tells of the end of season "Chowder Race" in which boats of all classes start and race boat for boat without handicaps. Some 85 miscellaneous boats started in a race held on Boston Bay and in a smoky sou'wester, at the finish, the first boat across the line was a Snipe. The second boat was also a Snipe. The third was likewise a Snipe. So was the fourth, fifth and sixth. Then came the first "110." Evidently the Massachusetts Bay Snipe fleet

has its boats in tip top shape and the skippers know how to sail 'em.

\* \* \*

One of the most remarkable comebacks of a fleet was the recent rejuvenation of the Potomac River Fleet at Washington. The fleet was practically non-existent when something happened and suddenly eleven or twelve boats started racing. Races are held under auspices of the Potomac River Sailing Association with 8 different classes starting at five minute intervals. A new fleet captain was elected this fall. His name is Nelson B. Fry and there are great expectations for 1949. Incidentally, the former fleet captain, Weston W. Valentine's Snipe Eleanor, won the fleet championship for the past season.

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According to Lloyd C. Roosevelt, fleet captain of the Galveston Snipe Fleet, No. 257, the fleet held its first big regatta in mid-September. Snipes from San Antonio, Houston and Galveston took part in the series. The weather was reported as "lousy" with rain and winds between 20 and 30 miles an hour. However, the visitors appreciated the ideal launching arrangements. Frank Reinecker and his crew, Joe Schreiber, of San Antonio, won both races to come out with high points for the meet. Leonard Adelman and Bob Hagan of San Antonio were second with a second and third place. Lloyd Roosevelt and Adele Eggers from Galveston got a fourth and second to annex third place. According to the fleet captain: "Members of our fleet took part in the Texas State Championships at Corpus Christi and the Southwesterns at Dallas this year. We didn't make much of a showing, but we had a lot of fun and learned a lot. We hope to do better next year." That's the way to do it—get out and see how others are sailing and you'll learn plenty.

\* \* \*

Both Bill Wicker and Jack Hogan, Fleet Captain and Secretary respectively of the Southwestern Yacht Club at Corpus Christi, Texas, sent in reports on their Midwinter Regatta held December 4-5. According to Billy, "The only thing wrong was that we had no out of town visitors but we had beautiful weather for the three races. However, it came on to blow for the twelve mile handicap bay race and it was postponed." This race was held on the 12th of December and "the champ" was the winner—Billy Wicker and his crew Jimmy Ward. Second was Jimmy Guszak and his crew Dr. Y. C. Smith. Third place went to John Shaffer and John Gollihar. The weather was said to have been perfect.

The regular Midwinter Series was won by—guess who—Billy Wicker and his "international crew" Bob Vetter with three straight firsts. John Shaffer and Dr. Paul Guttman were second and Wade Carruth and his crew Rod Reed were third. Tommy Mayfield's Snipe broke a rudder in the second race and Jimmy Guszak capsized in the third race. (That rudder wouldn't have broken if it had been made from plywood, Tommy.)

\* \* \*

You may have noted in the listing of race dates that there will be at least one new championship series next summer—the Middle Atlantic Championships to be held by Sue Island Fleet on July 30-31. This regatta will be run under the sponsorship of Chesapeake Bay Yacht Racing Association. Courses will be all triangular, according to Walt Krause, fleet captain. All starts will be to windward and there will be no limit on the number of boats competing from any one fleet. However all participants will be required to show a 1949 Snipe membership card. The area to be included takes in the states along the Atlantic Coast from New Jersey to South Carolina and the states immediately west. Further information will be printed on the races later on.

\* \* \*

There are still a considerable number of pre-war Snipe fleets that have not shown signs of activity and perhaps this may be the means of reactivating some of them. Among the more prominent absent ones are the Oklahoma Yacht Club of Oklahoma City; Barrington Yacht Club of Rhode Island; Onondaga Lake, N. Y.; Santa Monica, Cal.; San Antonio Sailing Association; Edgewood Yacht Club of Rhode Island; Wilmette Harbor, Illinois; Port Jefferson, N. Y.; Crescent Yacht Club of Watertown, N. Y.; Youngstown Yacht Club, N. Y.; Cumberland, Md.; Great South Bay, N. Y.; Elk River, Maryland; Crescent Yacht Club, Buffalo, N. Y.; Syracuse Yacht and Country Club, N. Y.; Rio Grande Yacht Club, Brownsville, Tex.; Los Angeles Yacht Club, Cal.; Tampa Yacht and Country Club, Florida; Greenwich Bay, R. I.; Klamath Falls, Oregon; Budd Lake, N. J.; Lake Lackawanna, N. J.; Sheepshead Bay, N. Y.; Redondo Beach, Cal. Lake Hopatcong, N. J.; Quivira Yacht Club, Kansas City, Kansas; Otisco Lake, N. Y.; Lake Merced, Cal.; and Norfolk, Virginia. There are, without doubt, a number of Snipes at each of these locations and all it needs is a little push from some individual to get things going again. We would be interested in hearing from any former

member of any of these fleets and the Association will offer every assistance in getting such fleets reformed. In many cases, former fleets have come back under some other name and, of course, there are a number of brand new fleets now in the process of forming. For the benefit of those who may not know what it's all about, here are the facts. You require five or more Snipes for a fleet charter which is furnished by the Snipe Association. The Association will also furnish measurement blanks and certificates as well as race result sheets. Members of fleets can race with other fleets and can also race for point scores.

\* \* \*

Point scores for the 1948 season have to be in by March 31st and to date several hundred have been received. The first twelve boats, at the present time, are as follows:

T. A. Wells, Wichita, Kansas, 26 races, 1740 points.

Roy Biebel, Jr., Oshkosh, Wis., 14 races, 1728 points.

Jean Blanchard, Western L. I. Sound, 12 races, 1713 points.

Hirum Upson, Lake Quassapaug, Conn., 18 races, 1683 points.

M. B. Jones, Jr., Northport Point, Mich., 18 races, 1664 points.

Robert Whittemore, Lake Quassapaug, 15 races, 1662 points.

James McCaffery, Diamond Lake, Mich., 8 races, 1660 points.

George Sawyer, Milford, Conn., 12 races, 1654 points.

Mrs. C. O. Hardey, Shreveport, La., 5 races, 1650 points.

Hough-Radford, Lake Chautauqua, N. Y., 15 races, 1647 points.

William Morgan, Chicago Corinthian, 18 races, 1646 points.

Jerry Chambers, Chicago Corinthian, 14 races, 1640 points.

James Harding, Shelbourne, N. S., 8 races, 1630 points.

### The Box Score

There are, at the present writing 7411 numbered Snipes in a total of 290 fleets. The newest fleet is "Cruz del Sur" at Bahia Blanca, Argentina.

Robert Moore, Burlington, Vt., 5 races, 1628 points.

Tom De Vilbiss, Northport Point, Mich., 16 races, 1626 points.

This represents just the first fifteen of the whole lot. More are coming in all the time and perhaps by next month there may be some upsets among the leaders. This system of racing for points, means that you can race with your own fleet and be, at the same time, racing against other Snipes all over the world. You've got to have a minimum of five Snipes in at least five races (five boats in a race) and then, at the end of the season, the scores are figured out by your fleet captain or secretary and on the sheets as supplied by SCIRA are then sent in to headquarters. All scores have to be on the special sheets as supplied so that all may be grouped together regardless of fleet but in order of final scores. The scoring system is such that if five or more boats have been in five or more races, the chances for ties are extremely remote. The more boats and the more races, the less chances there are for ties. The official season ends on March 31st of each year which gives the Snipe skippers in the Southern hemisphere a chance to compete against the others. It also permits some of the fleets in Florida, Southern California, etc., to hold point score races all winter. When the final high point champion is picked, he receives the Minneford Perpetual High Point Trophy to hold for one year. This is for the U. S. champ. If someone from an overseas fleet has a higher score, he receives the Reichner Perpetual International High Point Championship Trophy for one year. Both trophies

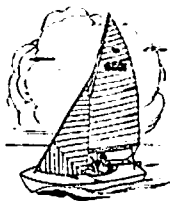
have been raced for every year since 1932. There is also a Latin Nations High Point Championship Trophy which goes each year to the skipper in Italy, Spain, Portugal, Argentina, Brazil who scores the highest number of points. This is known as the Sulacap Trophy.

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### News from Overseas Fleets

A chap who is a member of the Yacht Club Uruguayo, down in Montevideo, writes in asking about the transom of Snipe. He wanted to know whether their boats could race with international Snipes as they all had been built with vertical transoms instead of the raking transom with which we are all familiar. It's unfortunate that some builders take it upon themselves to make changes of this kind because sooner or later the owners of such boats want to get into competition and are then much surprised to find that they don't have Snipes at all and that their boats will not pass measurement. Pretty much the same thing has happened in a certain section of Canada where a number of "near" Snipes were built by a professional. When the owners tried to join the Association, imagine their feeling when they found that none of the boats were eligible. There's been quite a lot of this sort of thing in countries outside the U. S., but the rules are starting to catch up with them. On Prince Edward Island, the same thing is happening and this winter a lot of Snipe owners are rebuilding their boats to conform with the Snipes that have been properly built. Strangely enough, the real Snipes have nearly always proved to be the faster. A. Malcolm Irwin, Secretary for the Yacht Racing Association of Northumberland Strait has been instrumental in getting Snipe matters straightened out up there and it looks as if there would shortly be at least three new fleets organized in the area.

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## News from Foreign Snipe Fleets

Carl Hardeberg of Stockholm, Sweden, was a recent visitor in New York. His report on Snipe activities in his country was most enthusiastic and it now looks as if some 200 odd Snipes would be built in Sweden this winter. The main purpose of his visit was to get the new blue prints for Snipe and to get full particulars on rules, restrictions and "improvements" in tuning up which would help them in building the best possible boats. In this connection he was referred to a former member of the Detroit River Snipe fleet, V. M. Blegvad who is now located in Stockholm and who is having a new Snipe built there. Sweden is definitely on the way to becoming one of the leading Snipe countries of Europe and it is certain that other countries are going to have a hard time getting ahead of them in any international competition that may be held there next year. There is already talk of a series between Sweden, England, Belgium, Norway and Finland.

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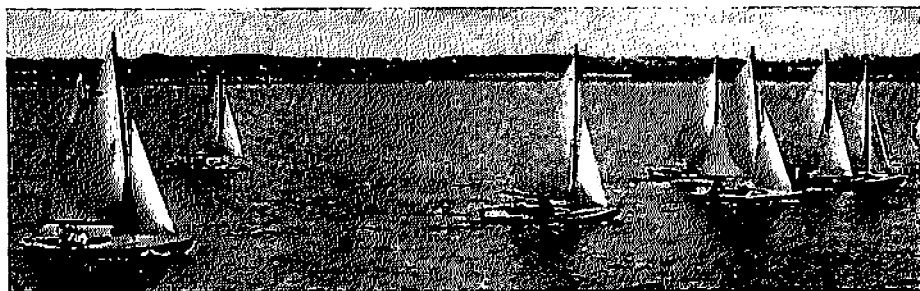
According to information received from Louis Favre, Secretary General for Europe and Great Britain, Chekoslovakia, Austria, Greece and Turkey are all interested in forming Snipe fleets. He further reports that the Belgian magazine "Wandaloer" has recently published an excellent article on Snipes. Mr. Favre will deliver several lectures in various countries of Europe this winter including one in Belgium and another in Paris. There has also been another Swiss fleet chartered at Morges on Lake Geneva.

\* \* \*

From Singapore, Malaya, comes word from Lance Corporal Pratt that: "Our club is situated on the northeast shore of Singapore Island and sailing is carried out on the Straits of Jahore. We are now experiencing the monsoon weather with winds topping the thirty mark and Snipes seem to take it very well indeed."

\* \* \*

The Spanish Snipers had plenty of excitement recently when a protest was carried up to the national authority. It seems that one Snipe had the upper batten in its mainsail 11 m-m overlength. This is less than one half inch. The question was should protest be sustained. Since the rules specify the maximum length of battens and since this particular batten was less than half an inch too long, it was obviously outside the limits. The Spanish authorities required an immediate reply by cable and, of course, they got it. This was a most unfortunate



Snipe Racing at Prince Edward Island, Canada

incident and actually the original measurer of the boat should be blamed for not calling it at the time the boat was measured. The protest was made after a series of races and of course, by that time it was too late to cut off the batten. All of which goes to prove that a measurer no matter where he is, cannot be too careful because he never can tell when something will come back on him. It would have been the work of only a minute or two to cut off this batten before the races. After the races, nothing could be done.

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Dr. Frank Penan, National Secretary for England has recently reported that the Medway Yacht Club is in the process of building twelve new Snipes this winter. He also says that the Snipes in Holywood, Northern Ireland, are being measured and considerable activity is expected there next summer.

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From Stockholm, Sweden, Carl Hardeberg writes as follows; "Three weeks ago we had an information meeting here in Stockholm together with our yachting magazine 'Till Rors' at the Royal Swedish Yacht Club. During the meeting a Snipe club was started with 34 persons putting their names down to build Snipes during the winter. Nearly 50 persons applied for membership in the new club. This was in Stockholm only. Several persons from other parts of the country met up, all just as enthusiastic for the Snipe project, and as far as I can judge there will be formed four or five, perhaps more sections all around our coast. In this new club, the Stockholm Snipe Club, I was appointed as Chairman and Mr. Detlow von Braun as Secretary. I want to mention especially that Per Skjonberg came over from Oslo in Norway for the meeting and he contributed very much to rousing the enthusiasm for the Snipes. He showed some good pictures and talked keenly on the subject.

"During this past summer we have held some races for our three Snipes and

have succeeded in beating some much larger boats and once, in a long distance race, the Snipes made an exhibition that surprised and convinced even the most stubborn skeptic. Incidentally, I might mention that we crossed the finish line nearly four hours ahead of the expected time of arrival. We have had some demonstrations with capsizes and so on and the handy little Snipe has really aroused enthusiasm everywhere. We plan next summer to invite Finland and Norway to five boat team races."

The Snipe Association rule book is going to be translated into Swedish which now brings it to six languages—English, Swedish, French, Spanish, Portuguese and Norwegian. There may be a couple of more translations for all we know. The plans for Snipe are also available in a number of languages, Portuguese, Spanish, French and English and now the Swedes plan on getting out a set of their own. In all languages the plans are the same but the text matter has been translated and the measurements are given in the metric system. Finest job of the lot to date was the one done by Louis Favre of Switzerland last year in which some of the drawings, (the stem, etc.,) have been drawn full-size.

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### Note to Snipe Fleets

If there has been a change in the officers of your fleet during the year, please let the Executive Secretary know at once so that the correct name and address of the new Fleet Captain can be included in the 1949 rule and record book. Fleets should hold elections in the fall of the year—not the spring. Each year a number of new names come in, just after the book has been printed.

*This size space  
\$2.00 per issue*

## SUN SKIPPER COPS FOUR RACES IN SERIES

Peter Duvoisin, skippering the pram sponsored by the Clearwater Sun, sailed to victory Dec. 5th in the windup of the two-day first annual pram regatta in Clearwater Bay just off the city dock.

A field of 39 pram class boats from the Clearwater, Dunedin, St. Petersburg and Pass-a-Grille fleets began the six-race series Saturday afternoon and wound up with the final three races.

Duvoisin won four of the six races sailed and placed second and sixth in the other two to rack up 9,069 points. He was paced by another Clearwater fleet member, Cliff McKay Jr., skipper of the WTAN-sponsored boat. McKay won the fifth race in compiling 8,684 total points.

\* \* \*

The second race of the series, sailed Saturday afternoon, was won by Barbara Stull of the Dunedin fleet. The young skipperette finished eighth in the regatta to top the girls taking part.

The first six places in the regatta were taken by Clearwater skippers with Dunedin sailors taking the next five spots. Monte D'Armand, Tinky Varanese, Ozzie Watson and Byron Ellison, Jr. followed Duvoisin and McKay in that order. Charles Pierret, Barbara Stull, Richard Clark and Joe James, all of Dunedin, rounded out the first ten.

For his winning efforts, Duvoisin not only received the winner's trophy but also brought the 42-inch fleet trophy to the Clearwater fleet. McKay and D'Armand also received trophies for second and third place. Through the generosity of the Clearwater merchants and the efforts of the local Optimist Club, each boy and girl sailing in the regatta received a prize.

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The Optimist Club, sponsor of the regatta, plans to make it an annual event open to all pram class boats. Clearwater is the home of the pram and as yet only this city, Dunedin, St. Petersburg and Pass-a-Grille are known to have organized fleets.

Other entries in the regatta in the order in which they finished were Adlar Boyd, Dunedin; Neil Alexander Jr., Clearwater; Bob Truslow, Dunedin; Peter Taulbee, Lane Scheiber, David Flemings and Bobby Spake, all of Clearwater; Bill Truslow, Dunedin; Phillis Kromer, Clearwater; Bill Haney, Dunedin; Jack Russell, Jerome Forest and Riebard Deland, all of Clearwater; Anita Stanton, St. Petersburg; Ernest Green Jr. and Bobby Hitchcock of Clearwater; Anne



Pram Rogatta, Clearwater, Fla.

Leinbach and Mary Slane of St. Petersburg; Jimmy Spake and Randall York of Clearwater; Rachel McPhail and Jancy Lowe, St. Petersburg; Louise Poston, Dunedin; Barbara Scowning, St. Petersburg; Paul White, Teddy Iroine, Freddy Fitzsimmons, David Fagin, Otis Brumby and Barbara Fagin, all of Pass-a-Grille.

Don Cochran Sr. and Guy Roberts were the judges. Ernest Green and Ben Magneu are the Optimist pram committee co-chairmen.

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### Some Notes on Sail Measurement

Last summer at certain of the regattas, sails were measured in a manner that was sketchy, to say the least. According to the restrictions, a sail may not be *over* dimensions at any point, and in order to overcome this, some owners have gone so far as to dunk their sails in a bathtub to shrink them and then have the sails measured while still damp. This is decidedly not in the spirit of the rules and should not be allowed. At one sanctioned regatta a mainsail could not get within several inches down to what it should be and the measurer's committee told the owner to throw it in the lake for a little while. At another regatta, oversize sails were not even stretched hand taut but were permitted to lie in wrinkles along the edges while the measurers allegedly did their stuff. The rules state in so many words: "Sails over dimensions on any side are not allowable."

"A light pull of about 3 lbs. shall be applied to the corner which is opposite the side being measured. A roped edge shall be subjected to a direct-line pull of 16 lbs., while it is being measured and similarly an unroped edge shall be subject to a direct-line pull of 8 lbs." Surely, that is clear enough for anyone to understand and fleets permitting flagrant

violations of this simple ruling are subject to suspension under the rules of the class. The way to cure this situation is for legitimate skippers who own legitimate sails to make protest of such practices when they observe them. The Snipe Association will take immediate steps to keep such fleets from holding inter-fleet regattas. When an official sanction is granted to a fleet for any such regatta, the fleet and sponsoring club automatically agree to abide by the rules and restrictions of the class. If you don't believe it, read the sanction application form and also read the charter issued to your fleet. Professional sail makers caught making oversize sails are also subject to blacklisting by the Association. In one case a few years ago, each fleet measurer was told to refuse to measure any sails made by the offending sail maker.

The rules and restrictions are made for your protection. To make it unnecessary for you to race against boats and sails that do not meet class requirements and the Association will go to bat for you to see that the restrictions are observed—even to the point of suspending entire fleets. If a measurer or measurement committee cannot do the job right, it's up to the Fleet Captain to get someone who will do it properly. If and when irregularities in measurement are observed, they should be reported. If a sail maker makes an oversize sail, it should be reported—in both cases to the Executive Secretary. If an owner is seen or known to have deliberately soaked a sail to shrink it, this should be reported. The only way the Association can help you is for you to take the initiative in the matter. Skippers who deliberately shrink sails to get by the measurer are guilty of one of the worst forms of chiseling as they are most certainly trying to win races by other means than fair sailing and good sportsmanship. Let us cut out all this nonsensical chiseling on the rules and try to win races by ability to sail. If you won't comply, the Association will take such steps as necessary to *make* you comply or—get out and go race in some other class as we certainly don't want you in Snipes.

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### Full-size Snipe Patterns Available Soon

Don't send for them yet, but before long the Marine Mart of Buffalo will probably bring out a full size set of patterns for Snipe. The deal is now on the fire and although paper patterns have a way of shrinking and stretching with changes in the weather, it is more than likely that such patterns would be of great help to amateur builders.

**TECHNICAL EDITOR'S COLUMN**  
by J. T. Hayward

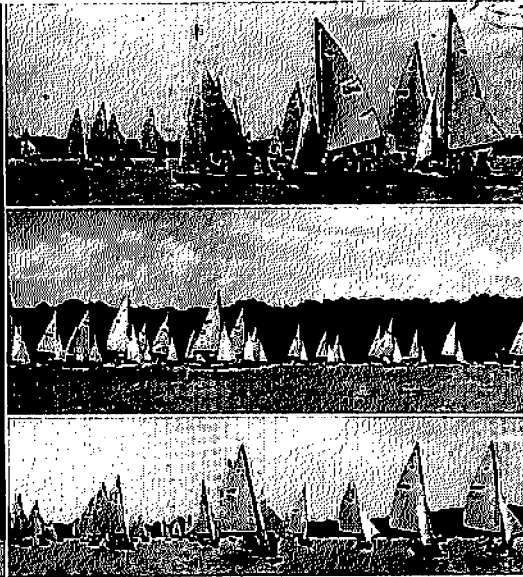
Take a look at the winning boat after the first race in any important regatta. The other skippers will be clustered around it like flies. It is not considered etiquette to pull out a ruler and measure things, probably because one might be accused of suspecting the measurements and also in the belief that the skipper wants to keep his adjustments secret. Now take a look at the same boat after dusk has fallen. If you hide out of sight, you will see a hunched-up individual approach surreptitiously and after looking to right and left to be sure that he is not observed, produce a ruler from under his coat, hastily make some measurement and silently steal away. This will be repeated every few minutes.

Now I believe that all champions are only too pleased to reveal any adjustment that they may have on their boat. I know that for one I am highly flattered when somebody asks me how far my mast is from the bow, or some such question.

Sometime ago I had the idea that we could take the measurement sheets of winning boats and, with the owner's permission, publish them one by one in *Jib Sheet* and that they would be of great interest to other skippers. A cursory examination of a few measurement sheets dashed these hopes. The laziness and-or carelessness of many official measurers is shocking. Although the idea of publishing these sheets had to be given up, therefore, I believe that something less ambitious along the same lines is still possible.

Although it is difficult to make hull measurements, there are many other measurements on the boat which, while very important, are easily made, and I am suggesting to the editors of *Jib Sheet* that they publish these figures for some boat in each number of *Jib Sheet*. I have drawn up a form with what I consider to be the interesting and easily obtained information and this form would be published in duplicate in each issue. One example would contain the information supplied by some reader regarding his own boat. The other example would be printed on some part of the page that could easily be torn off without mutilating the magazine, the pertinent figures filled in and mailed back to the editors of *Jib Sheet* for publication in due time.

It should be noticed that in measuring the position of chain plates, jib sheet leaders, etc., the distance is measured back parallel to the axis of the boat and in from the edge of the deck. The information regarding recent racing records



Scenes at the Diamond Lake (Mich.) Regatta of August 14 and 15 in which 44 Snipes crossed the starting line at one time. The winner was No. 6266 skippered and crewed by the Pfaff boys of the sponsoring club.

should be included in each case for obvious reasons.

Now come along, skippers, lend a helping hand. Tear it off and mail it in.

**Regatta Dates**

Some dates have been set for next summer's racing in Snipe class boats and fleets are urged to send in those that have been omitted. The dates listed so far are:

- March 15-18, Clearwater, Florida.
- July 30-31, Middle Atlantic Championships, Baltimore, Md.
- August 6-7, New Jersey State Championships, Island Heights, N. J.
- August 7, Gull Lake, Michigan.
- August 13-17, Snipe U. S. National Championships, Lake Chautauqua, N. Y.
- August 22-26, Snipe World's Championships, Larchmont, N. Y. (tentative location).

**Hayward's Measurements Next Month**

HEIGHT OF JIB STAY INTERSECTION WITH MAST

POSITION OF MAST

FORWARD END OF C.B. SLOT

WIDTH AT CHINE

WIDTH AT DECK

POSITION OF JIB FAIRLEADERS

POSITION OF JIB STAY ON DECK

BOAT NO. \_\_\_\_\_

OWNER \_\_\_\_\_

FLEET \_\_\_\_\_

**Fill this out. Send to Jib Sheet.**

## Lightning Class News

By Wayne Brockott

The Mid-Winter Meeting of the officers of the Lightning Class will be held at the Larchmont Yacht Club on Saturday, Jan. 15. Matters pertaining to the welfare of the Class will be discussed at length. \* \* \*

Many of our Lightning sailors are taking up the great sport of frostbiting. No doubt the starts in many fleets will be much better next season as some frostbite regattas have as many as seven races in an afternoon. \* \* \*

The Second Annual Mid-Winter Open Lightning Championship will be held in St. Petersburg. It will be held on Feb. 26, 27, 1949. Fleet No. 109 will be the host and some of the best Lightning skippers in the country will compete. \* \* \*

The Coronado Yacht Club of Coronado, California, held its second annual Thanksgiving Lightning Regatta in San Diego bay. There were twenty entries and the wind was not all that could be desired. First place was taken by Ed Turner in Stormy. Second place was taken by a girl skipper, Barbara McCreery. Ray Chenhall in Flash took the third spot. They competed for the Elmer Muhl Perpetual Lightning Trophy. \* \* \*

Fleet 84 of Brazil, South America have just finished sailing the series for their fleet championship. The series was won by Joao Pinho Filho sailing "XAMEGO." Runner-up was Augusto de Padua Soares sailing "HURACAN." To most of us Lightning sailors who are sitting it out due to snow and ice this brings back memories of summer days and ourselves fighting it out for the championship of our Fleet. \* \* \*

The Lightning Class Atlantic Coast Championship will be held at the Larchmont Yacht Club at Larchmont, New York. Fleet 32 of the host club will entertain and the Regatta will be held on July 30, 31, 1949. \* \* \*

Many important matters will be discussed at the Winter meeting of the Class at the Larchmont Yacht Club. Most important of these is the subject of entries for the International Championship. Up until now it has been decided by Fleet Eliminations. The Class has grown so large that it is now necessary to hold District Eliminations and a vote of the membership is to be taken on this matter. A new office is now to be established in each District, that of District Commodore. He will pick the location for the District Regatta and choose the District Race Committee.

## Just So You Won't Forget

It's amazing how many Snipe owners, who have the rule and record books, fail to familiarize themselves with what's what and for the benefit of these as well as newcomers, what follows should be read and followed:

A numbered boat changes hands—the new owner sends in his name and address, and the number of the boat, with one dollar and asks to have it transferred to his name.

You complete a new Snipe and want to have it numbered; you send one dollar in and ask for assignment of numbers. These are assigned by return mail. (The Association does not give the actual numbers as these have to be made and sewed on by a sail-maker.

If your boat is measured, you send in two dollars annual dues. For this you receive a membership card and a copy of the rule and record book. You can't

race a Snipe unless you have the card. Don't send in the dues unless the boat is measured. In fleets, one of the fleet officers should collect all dues, list them, together with the numbers of the boats and names and addresses of owners and send in the whole business at once. It saves a lot of work.

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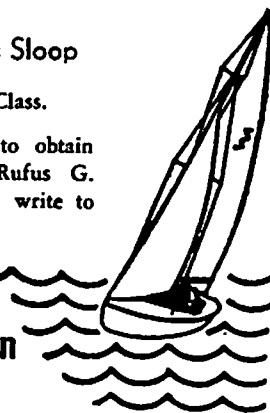
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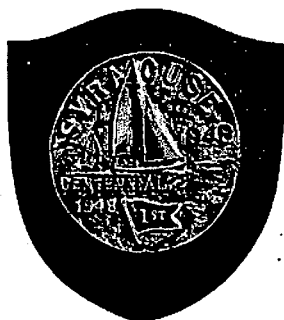
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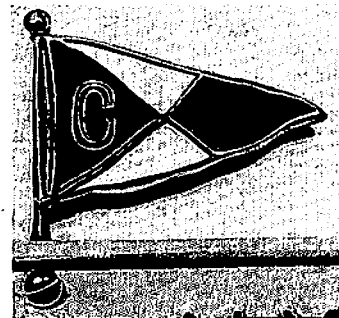
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