

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

TED WELLS WINS NATIONAL CHAMPIONSHIPS AT MARBLEHEAD

With an eighth place, three firsts and a second, Ted Wells of Wichita, Kansas, won the first National Championships of the Snipe Class, July 14th to 18th. Twenty-six Snipes competed from all over the country, each boat skippered by its fleet champion. There were no borrowed boats as each skipper sailed his own.

The races were organized and run by Winchester Boat Club and held at the Marblehead Corinthian Yacht Club. All courses were in the open Atlantic Ocean off Marblehead Rock under nearly ideal conditions. Breezes, though mild, were strong enough to push the boats around the course in good time. The first race a windward-leeward affair, straight out into the ocean, put the boys out of sight of land due to a low haze along the shore and this was the only race in which a dying and shifting wind changed the results. In the last race the breeze piped up constantly and at the finish it was about 15 miles an hour.

Commodore Don Simonds of SCIRA was in general charge of everything with an efficient measuring committee working in a small yard on Little Harbor across the bay from the Corinthian. The race committee was headed by Jack Woods, sailing master of M. I. T. This committee did splendid work in laying almost perfect courses. The judges committee was headed by Leonard Fowle, yachting editor of the Boston Globe and main works behind the Intercollegiate Yacht Racing Association.

The first race was windward-leeward, once around for a total distance of 6.8 miles, starting about half a mile off the entrance of the harbor and running almost due east to the whistler on Newcomb Ledge. The first leg was, of course, the windward one and the fleet scattered all over the ocean. Bob Davis, last year's winner, took a long hitch inshore passing inside of several large rocky islands on the theory that there might be some lift to the breeze. In this he was badly fooled



Ted Wells — National Champion

and he actually rounded the marker well down below the middle of the fleet. Ted Wells was first around the buoy with John T. Hayward not far behind him. Carl Zimmerman of Akron was third around. On the run back to the finish line it was apparent that the leading skippers were heading far high of the course. Finally they corrected their courses and as they edged over to the north, the wind began to drop at an alarming rate and then shifted further around to the southeast and strengthened a little. This brought the tailenders up while the leaders sat and waited. As a result at the finish Don Simonds, Jr., was in the lead with Eric Hauschild of Lake Mohawk in second place. Jack Wirt, Miami, was third and John T. Hayward was fourth. Then came Zimmerman, J. C. Cassidy of Olcott and Tom Chapman of Beachwood, N. J. Wells finally crossed the line in eighth position. The California boats, three of them were completely outclassed, Bob Davis finishing in eighteenth position.

In the second race, a triangular affair the start was again made off the entrance to the harbor using regular government markers for turns. The wind was almost due south about 6 miles velocity. Ted Wells took the lead right after the start and was never threatened throughout

the race being well in the lead for the entire distance. Jack Wirt was second, Eric Hauschild third and Tom Hanna of Nine Mile Point in fourth position. John Hayward got across in seventh position and Don Simonds, winner of the first race came in eighth. Bob Davis came in fifth, a considerable improvement from the day before.

The third race was again windward-leeward and was scheduled for a morning start but heavy fog made it impossible to get things going although most of the Snipes sailed out and promptly lost themselves in the soup. The committee boat and the judges boat, Panther, finally rounded them all up and herded them back to the Corinthian Yacht Club. After lunch a second try was made and although the fog had lifted, a bad thunder squall was making up so the committee ordered all boats to douse sails and tie up astern. However, Jack Wirt, John Hayward and Billy Wicker of Corpus Christi, defied the order and sailed through it, amusing themselves by challenging a couple of 110's for scrub races. During the height of the squall, which was not too bad, both Howard and Wirt sailed through the lee of one 110 and ran out ahead to cross his bow and actually run away from him. Although it didn't mean very much, the boys seemed to get a kick out of it.

Finally the race was started at 3:45 pm. A windward-leeward course, straight out to sea in a fair sailing breeze of possibly 6 to 7 miles tops. This race was two laps for a total distance of just under 7 miles. Jack Wirt was in the lead at the windward mark with Tom Hanna second around. Don Simonds, Jr., was third and Bob Davis was fourth. On the downwind leg the leaders changed again and at the leeward mark Bob Davis was first around with Jack Wirt second, Carl Zimmerman of Akron third and John T. Hayward fourth. Jack Wirt again pulled into the

lead on the windward leg and was first around with Wells now up in second position. Bob Davis was third, Zimmerman fourth and Hayward fifth. Somehow or other Wells got by Jack Wirt on the downwind run back to the finish and was first across the line with Wirt second, Bob Davis third and Zimmerman fourth.

The fourth race was a triangular two-lapper with Wells in the lead all the way. At the first mark he was 15 seconds ahead of John Hayward and he continued to lengthen this throughout until at the finish he was nearly 2 minutes in the lead. Hayward was second all the way, the two leaders pulling out ahead of the others and having their own little private race. Bob Davis was third most of the way but was nosed out near the end by Eric

Hauschild who finished third. Zimmerman was fourth and Bob Davis fifth. Jack Wirt came in sixth which just about cost him the championship. All Wells had to do was keep one boat between himself and Wirt to win.

On the 18th, a windward-leeward course was again in order and with the wind southwest, the committee had to set out a special marker about 1 3/4 miles off shore. This race saw the best wind of the series and it constantly picked up throughout. On the last downwind leg to the finish the little boats fairly flew through the water. John Hayward led throughout the race with Wells in second place and Zimmerman in third for a large part of it. At the finish, though, Hayward

was first, Wells second, Davis third, Jack Wirt fourth and Zimmerman fifth.

The usual post mortens were held at the Corinthian Yacht Club after the series and that evening most of the skippers, crews, friends and relatives gathered at the Hawthorne Hotel in Salem for cocktail parties and the final dinner. Commodore Simonds presided and the various trophies for the individual races were presented by Al Litchfield of Winchester Boat Club. The new Commodore Heinzerling Trophy was presented to Ted Wells by the Commodore and after numerous and various speeches, songs, etc., the affair broke up and everyone went to bed satisfied.

The summaries follow;

SHORTS AT THE SNIPE NATIONALS

Don Toepfer of Mason City let the boys know after the second race that he had learned such a lot that he was going home and build himself a new boat. He packed up that night and left.

* * *

Two of the California boats, Bob Davis' and Pete Schoonmaker's were sold to members of Winchester fleet.

* * *

Ted Wells was not sure he could make Switzerland and Jack Wirt sat around licking his chops just awaiting the word. Finally, after numerous long distance calls, Ted made up his mind to go - via Holland-America line.

* * *

A look at the results will pretty well prove that the fresh water sailors did things to the salt water skippers — Jack Wirt of Miami, being the only briny guy in the leaders.

* * *

Ed Williams, Kansas City meat packer, arrived with his usual special refrigerator full of choice steaks.

* * *

The eleven foot rise and fall of tide at Marblehead made it difficult to get boats in and out of the water and as a result many of them tied up at the floats of the Corinthian Yacht Club over night.

* * *

Bill Wicker offered to show Bill Crosby the way from the boat yard through the town over to the Corinthian, but started in typical Texas fashion up a one way street — the wrong way. Bill went the other way and arrived 45 minutes ahead of Bill.

	No. 1	No. 2	No. 3	No. 4	No. 5	Final
T. A. Wells, Wichita, Kansas	8	1	1	1	2	1
Jack Wirt, Miami, Florida	3	2	2	6	4	2
John T. Hayward, Tulsa, Okla.	4	7	7	2	1	3
Carl D. Zimmerman, Akron, Ohio	5	10	4	4	5	4
Eric Hauschild, Lake Mohawk, N. J.	2	3	13	5	6	5
Bob Davis, Los Angeles, Cal.	18	5	3	3	3	6
Don C. Simonds, Winchester, Mass.	1	8	5	12	11	7
Ed. Garfield, Lake Chautauqua, N. Y.	10	6	6	7	15	8
Ed. Williams, Kansas City, Mo.	13	13	11	11	7	9
Tom Chapman, Beachwood, N. J.	7	17	9	14	14	10
Joe Remlin, Westport, Conn.	9	15	8	10	Withdrew	11
Tom Hanna, Nine Mile Point, N. Y.	15	4	10	15	Withdrew	12
Pierre Havre, Lake Merritt, Cal.	14	DNF	14	9	8	13
Don C. Munson, Jr., Chattanooga	20	9	17	19	9	14
Billy Wicker, Corpus Christi, Tex.	23	14	18	8	13	15
J. C. Cassidy, Olcott, N. Y.	6	2	22	16	Disq.	16
H. Amundsen, Three Mile Harbor, N. Y.	19	11	12	17	18	17
Gordon Nelson, Barnegat Bay, N. J.	17	20	15	13	12	18
Don Cochran, Clearwater, Fla.	11	8	16	21	19	19
Peter Schoonmaker, San Francisco, Cal.	12	19	21	18	20	20
Bud Stillman, Money Island, N. J.	25	21	20	23	10	21
Arthur Stock, Detroit, Mich.	21	18	DNF	20	16	22
Ernie Coleman, Newport, N. Y.	22	22	19	22	17	23
Jim Nolan, Norwalk, Conn.	16	23	24	24	DNS	24
Dwight Jacobsen, Milford, Conn.	26	24	23	DNS	CNS	25
Don Toepfer, Mason City, Iowa	24	25	DNS	DNS	DNS	26

Ted Wells, Don Simonds and Bill Crosby were on the air on a nationwide hookup for four minutes on the night of the 17th.

* * *

The M. I. T. boys on the race committee figured out the Snipe scoring system in just about two minutes flat and voted their hearty approval when there were no ties after the third race. In fact none of them had ever before seen a good Snipe in action and were much impressed with the performance. In the first race, the time limit was 2 1/2 hours for a 6.8 mile course and although the first boat finished with five minutes to spare, they admitted later that the 110's were allowed four hours for the same course. That race ended the time allowance for good.

* * *

Spectators and newsmen came in from all over the country. Akron had a big delegation with a feature writer for the local newspaper. Up-state New York was well represented also and there were even visitors from Corpus Christi, Texas.

Ted Well's boat probably had the most gadgets on it. A rubber rub rail and stem band cast in one piece, tracks for jib fairleads sunken into the deck flush so they would not tear the seat out of the trousers were only a few of the innovations that would be worthwhile to anyone.

* * *

Bending booms were ruled out right at the start and there was a scramble to borrow plank booms. Some boats even glued extra pieces on the under side of their booms.

* * *

Beauford H. Jester, Governor of Texas, sent a wire inviting the class to hold its National Championships at Corpus Christi in 1948. Well, why not?

* * *

Jack Wirt is a Cracker State product. An operator of a service station, he picked up his present Snipe for a song when the Florida hurricane of 1945 precipitated the sale of many damaged boats. He has repaired and rejuvenated this into a fleet, seaworthy craft.

Continued on Page 11

DAVID LINDQUIST WINS JUNIOR NATIONAL CHAMPIONSHIP

Young David Lindquist of Lake Chautauqua Fleet did a nice job of winning the junior Championships at Cedar Point Yacht Club Westport, Conn., on July 5-6. He won two races and got a third in the other thereby giving him the points and the Valspar Trophy. Donald A. Gray, Jr., of the host club came in second with a first, second and third. Richard Miller of the Detroit Fleet was third. The races were held under almost ideal conditions on the Sound off Westport and on the last night the entire crowd were treated to a real, old-fashioned clam bake on the beach with everything from lobsters to corn on the cob. The first and last races were triangular courses and the second race, windward-leeward.

The summary:

	No. 1	No. 2	No. 3	Final
David Lindquist, Lake Chautauqua	1st	3-d	1st	1st
Richard Miller, Detroit, Mich.	2nd	4th	4th	3rd
Don Gray, Jr., Westport, Conn.	3rd	1st	2nd	2nd
Jean McCormick, Westport, Conn.	4th	2nd	Disq.	9th
Mary Hough, Lake Chautauqua	5th	6th	11th	5th
H. D. Rohrer, Jr., Canandaigua	6th	8th	9th	6th
Joan Gray, Westport, Conn.	7th	14th	5th	7th
Maryjane Scriggins, Westport	8th	12th	7th	8th
Jerry Jenkins, Detroit, Mich.	9th	10th	3rd	4th
Bruce Baldwin, Lake Chautauqua	10th	11th	8th	10th
Donald Billmeyer, Norwalk, Conn.	11th	5th	11th	13th
Donna Sandkam, Western L. I. Sound	12th	13th	10th	12th
Edw. C. Tillman, West, L. I. Sound	14th	DNS	DNS	14th
Ralph Swanson, Winchester	13th	7th	12th	11th
Robert Cohen, City Island	Disq.	Disq.	15th	15th



Dave Lindquist of Jamestown, N. Y.

PASTE THIS IN YOUR HAT

There is still some mix-up regarding Snipe Association payments and for the benefit of he who reads and runs, here's the dope in short sentences;

1. Racing numbers can be assigned only upon payment of \$1.00
2. After a boat is measured, the owner may join SCIRA upon payment of \$2.00 dues.
3. Where a numbered boat changes hands, the new owner pays \$1.00 as a transfer fee to have it officially recorded in his name.
4. Each fleet to be considered active, pays an annual charge of \$5.00 regardless of how many boats in the fleet.

All checks should be made out to Snipe Class International Racing Association. If you send in a Postal Money Order make it out in the name of W. F. Crosby as it saves time in endorsing. Don't carry a money order around in your pocket. They are good only for 30 days. All Snipe class letters should be sent to W. F. Crosby, 522 Stellar Ave., Pelham, 65, N. Y.



Eric Hauschild wins the Crane Bowl—
Emblematic of North Atlantic Championship, Sailing Rumsey-Ots Racing Snipe.

Place Your Order Early
For One of these
Beautifully Built,
Fast Snipes

RUMSEY-OTS BOAT CO.
1700 Niagara St., Buffalo, N. Y.
Phone Delaware 1935

Norge
SAILMAKERS CORP.
Yacht Sails
HAZARD KORGLESS YACHT ROPES AND FITTINGS
170 SECOND AVENUE
BROOKLYN 15, NEW YORK, N. Y.
Cable Address: Norge Sail

TECHNICAL EDITOR'S COLUMN

BY JOHN T. HAYWARD

RACING TECHNIQUE AND TACTICS IN LIGHT WINDS

By Ted Wells

The title should probably be expanded to make clear that the following applies primarily to sailing on inland lakes with no tides, ground swells, or chop to complicate the situation; however, most of the principles will apply on larger bodies of water and can be modified as necessary by local conditions.

The most important thing is to get on the water at least half an hour or an hour before the race and study the wind conditions. In this connection it is extremely useful to carry a compass so that you can find out through what range the wind direction varies, how often it shifts, and whether the shifts are true shifts or only apparent shifts caused by increasing or decreasing wind velocity. Also, if possible, see if there is any consistent difference in wind direction between one end of the course and the other, or near any shores that must be approached closely.

When close to the time for the start stay close to the line, keep clear of other boats, and keep your boat moving. Don't sit around with your sails flopping. On the actual start keep clear of other boats at all costs. You will be much better off to start a little late or at the unpopular end of the line if it is necessary to do so to keep the wind clear. If you have had to start late; or at the poor end of the line, in order to keep your wind clear, when trying to catch the other boats don't try to cross close in front of the starboard tacker; go behind him. His wind deflection will accelerate you a little, particularly if you start your sheets when bearing off to clear his stern, and the chances are you will catch him the next time you cross when you are on a starboard tack.

Don't be afraid to come about very frequently, if it appears to be desirable because of a shifty wind. Before you come about rely upon your experience gained before the race started, and be sure the shift is actually a shift and not just an apparent one; however, if the wind is shifty it will pay you to come about as many as twenty or thirty times in one beat. The compass is invaluable in detecting these shifts.

Always save one short tack to use near the mark. It is surprising how often you can catch a wind shift when close to the mark and save one tack.

If there are no waves of any consequence don't be afraid to point high. In a light wind with no waves to slow the boat

Editor: Ted Wells an aviation designer is an outstanding authority on aerodynamics. Vice President of Beech Aircraft Corporation and proves his theories and ability by winning the Snipe Nationals. He is now in Switzerland representing the United States at the Internationals.

I have just read Ted Well's article on racing in light winds; consider it excellent and I know it is just the sort of thing that the boys who read Jib Sheet are thirsting for.

JOHN T. HAYWARD

down it is safe to point with the jib on the verge of luffing; however, care should be taken not to flatten out the jib in order to permit pointing. The jib should be trimmed so that the foot still has some curvature and is not pulled flat.

If you have found out before the race that there is a consistent shift in the wind direction between one end of the beat and the other, or if you have learned this during the first lap of the race plan your tacks so that in the first part of the beat you head for the part of the lake in the direction toward which the wind will shift. Draw this on a piece of paper and you will be surprised at the distance you will save even with a wind shift of only five degrees between one end of the course and the other.

Sit well forward in the boat. On a beat or reach the crew should lie down on the deck on the windward side about even with the stays. The skipper should have a long enough tiller so that he can sit or kneel in the bottom of the boat on the leeward side just aft of the centerboard trunk where he can just reach the tiller. The boat should be made to heel about ten degrees to improve the set of the sails. On a run, both the skipper and the crew should sit on the deck, usually on opposite sides, and about even with the centerboard trunk.

If you are behind and being covered on a beat by another boat, your tactics should depend upon whether the skipper who is covering you is a clever light-wind sailor and also on how early it is in the race. If it is early in the race and he is a clever light-wind skipper, it will not pay to split tacks with him just to get out from in under. Being in front, he can sense the wind shifts better than you can

and if you split tacks you will frequently find yourself losing ground. Stay with him and try and catch him later on. If you are covered by a skipper that you know is not good at light winds, you had better wear out the bearings on your rudder trying to get clear. Conversely, if you are ahead and are reasonably certain of your light-wind ability just watch the wind shifts and don't try to cover. It is however always a good idea to stay between the mark and your most dangerous competitor so that he can't get into another part of the lake and pick up a breeze you don't get; however, you should pay no attention to the tack that he is on, picking your own tack to suit the wind shifts. If you are covered late in a race by a good light-wind skipper on a race which is finishing on a beat, about the only thing that you can hope to do is to try to get directly leeward of him and bear off a little bit hoping that you will be a little smarter later on a wind shift or may be able to out-point him.

When reaching, watch your sails constantly. In light winds it is my opinion that it does not pay to change course by bearing off with each puff, but it definitely does pay to keep adjusting your sails constantly so that they are always as free as they can be without luffing. If you are behind on a reach, advice given earlier about keeping clear of other boats will generally really pay off. Most of the boats will generally be chasing the leader heading way up-wind of the mark. Your cue in this case is to bear way off down-wind traveling as much farther as necessary to get clearer wind. You should get at least several hundred feet away from the other boats and keep your distance away from them until it is necessary for you to head up to round the next mark.

On a run, you are likely to find that the increased drag in the wake of another boat is more effective in slowing you down than the blanketing effect of your sails on his wind. Unless you are very close behind another boat you will frequently have a better chance of catching him by getting out of his wake than you will by staying directly behind him and trying to blanket him.

If the wind is quite shifty on a run don't be afraid to jibe frequently. A smartly done jibe can be done without slowing the boat down appreciably. I use a clip on the end of a whisker pole which catches hold of a loop in the jib sheet where it is attached to the jib rather than a pin in the end of the whisker pole. By means of this clip it is possible for the

crew to shift the jib from one side to the other very rapidly without having to remove the pole from the jib. The main should be jibed by pulling in on the boom itself, rather than on the main sheet.

In very light winds sit tight in your boat. When it is necessary to move, move slowly and deliberately. Nothing will slow you down more than jumping around in the boat causing the sails to spill the wind. In drifting matches carry plenty of cigarettes and matches. A cigarette is the only wind indicator that is sensitive enough to catch the slight zephyrs that you have to catch to keep moving.

Just a few words as a requiem for the late and (by me at least) unlamented bending boom. With properly cut light-wind sails a bending boom is a disadvantage at all times except on a beat within a very narrow range of wind velocities. The only place that the bending boom is an advantage is when the wind velocity has gotten high enough so that it is impossible to hold the boat down without slacking off somewhat on the main sheet. With a bending boom it is possible to hold the boat down for a couple of more miles per hour of wind before it is necessary to slack the main; of course, as soon as the main is slacked off the bending boom ceases to function. In lighter winds than this it is undesirable for the boom to bend as you want full draft on your sails and it is impossible to keep the boom from bending a little bit on a beat and particularly on a reach where a boom down-haul is used. On a reach it is impossible to pull the down-haul down tightly enough to straighten out the leach without putting enough bend in the boom that the curvature of the sails is adversely affected. Requiescat in pace.

Even in light winds a down-haul should be used on the boom when reaching or running to keep the leach straight. It is particularly helpful if there are a bunch of power boats around tossing their wake at you.

At this point I come to the parting of the ways with the technical editor. It is my opinion that every possible attention must be paid to the smoothness of all parts under water. The importance of this increases rapidly as the speed of the boat decreases. With high winds the drag of the hull is made up largely of form drag, the skin drag being a relatively small proportion of the total water drag. In light winds where there are very small waves the form drag drops rapidly and the skin drag assumes a larger proportion. The surface of the bottom of the boat, of the centerboard, and of the rudder should be as smooth as it is possible to get them. The centerboard and rudder should have well sharpened edges and the slot where

the centerboard comes through the keel should fit closely around the centerboard. Incidentally, in my opinion this is the greatest advantage of the dagger board as it is possible to make a slot which fits closely at all usable positions of the dagger board.

Light-wind sails should be cut fairly full but it is easy to go too far on them. They must, of course, approach the maximum permissible area but there is a definite limit beyond which it does not pay to put on additional roach. If you have good light-wind sails treat them with loving care. Don't wad them up under your arm and then dump them down in the bottom of the car. If they are damp, spread them out to dry. If you hang them up be sure

that you do not put any pull on the leach. As soon as possible after using them fold them carefully and put them away where a lot of other junk will not be piled on top of them.

After putting out all the above words of wisdom, I hate to admit it, but good luck helps a lot in winning races in light winds. As for bad luck — I've had the various tactics suggested above backfire on me, and there is nothing you can do about it when the wind stops blowing where you are and blows on everybody else. However, the hardest thing to do is to recognize the times when you were mentally picking daisies instead of sailing a race when that alleged bad luck came along.

CONGRATULATIONS TED WELLS

For Winning the 1947
Nationals in your

Varalyay
BUILT SNIPE

"GOOD NEWS III"

It's also good news to all other "Varalyay Built" Snipe owners to know that their Snipe is a potential winner in any competition.

1710 WEST 166TH ST.

GARDENA, CALIF.

SHORT NEWS ITEMS OF SNIPE FLEETS

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

City Island Snipe Fleet, through its live wire Fleet Captain, Ray Kaufman, announces that the Long Island Sound Team Championship Regatta will be held September 6-7. This regatta will be run in cooperation with the Eastchester Bay Yacht Racing Association and the Stuyvesant Yacht Club, on the outer end of City Island, will probably be used as a base of operations and anchorage for visiting boats. The series is open to teams of three boats from any active fleet located on Long Island Sound. Further details may be had from Ray Kaufman, 109 Sherman Ave., New York, 34, N. Y. The trophy is probably the handsomest one in Snipe competition.

* * *

Wichita Sailing Club of Wichita, Kansas, proposes to put into competition for 1948, a new Midwestern Snipe Championship Trophy. A deed of gift will be drawn up shortly and further details printed in Jib Sheet.

* * *

The Snipe Association of Great South Bay (Long Island) has been reorganized with 14 boats to start with. Emma Jewel Picken is Fleet Commander and Sally May Walker is Secretary-Treasurer.

* * *

Royal Nova Scotia Yacht Squadron of Halifax has recently been organized with five boats to start with. James L. Bell is Fleet Captain and Jack Brett is Secretary. Several boats in the new fleet will have to be measured before they can start competition.

* * *

John Pyatt, Jr., has offered a special trophy to be sailed for by measured boats of his new Lake Quassapaug (Conn.) Fleet. The trouble in the past has been that all kinds of unmeasured Snipes and near Snipes have been racing together and the new trophy will be awarded to and raced for by only the measured boats in the group. This will probably bring the others into line in short order.

* * *

Clark Cassidy Produces Secret Weapon at Nationals!

Warning skippers that he had a "secret weapon"—giving it a great build-up through four races, the Olcott Yacht Club representative, knowing that of course he would be disqualified sprung out a balloon spinnaker on the last down-wind leg of the last race. Bill Crosby nearly fainted when he saw such a flouting of rules! Leave it to "fly-away Cassidy" to be different!

Word from Switzerland puts the entries for the Internationals definitely at 14 nations. They are; Canada, Newfoundland, Brazil, Argentina, England, Norway, Portugal, Spain, Belgium, Italy, France, Roumania, Switzerland and United States. Argentina will probably be taken off the list because of the impossibility of getting organized in time. An entry from Holland was also turned down because there were no chartered fleets there. The Commodore Hub E. Isaacks Trophy for the International Championship was shipped from Bob Davis', the 1946 winner, to New York, where it has been overhauled and is now well on its way to Switzerland. A special shipping case, made in real boat building style, was built by Varalyay Boat Works of Los Angeles.

Present box score is 6661 numbered Snipes in the Association.

Harbor Lights — Menlor Harbor Yachting Club News Sheet for June was real colorful and just bursting with news.

* * *

Elaine Kirchman, Fleet Captain of the Corinthian Yacht Club of San Francisco Snipe Fleet, reports that there is much excitement in the fleet regarding the Nationals and the Junior Championships. She is also anxious to hold a Womens National Championship but it's a little late in the season for this in 1947 so we'll see what can be done about it for next year.

* * *

Frank Sauer, 724 New York Street, West Palm Beach, Florida, is working on the reorganization of the Palm Beach Snipe Fleet and has seven boats lined up right now and more to come. Snipers in the area are requested to contact Mr. Sauer as he is Fleet Captain.

* * *

Harry Lund reports that the Oshkosh fleet have about 12 Snipes racing this summer — mostly juniors. He states that the fleet has been all fouled up by a big boom in inland lakes scows but that it will continue racing anyway.

* * *

Marr Grounds who came from California last summer to race in the Internationals at Lake Chautauqua has recently written in from Australia to find out whether or not there are any active Snipe fleets "down under." He says that if

there were a Snipe fleet in Australia and that if he should win the championship, he might go to Geneva for the Internationals. In case you're interested in writing him, his address is; Marr R. Grounds, "Moordai," Buxton, Victoria, Australia.

* * *

Six Snipes make up the new fleet at Queen City Yacht Club in Toronto, Canada. A. R. Finn, 133 Parkhurst Blvd., Leaside, Ontario, Canada, is the Fleet Captain. Jim Pickard is secretary and J. Hunt is the measurer.

* * *

Several times lately the question has come up about moving the fore and aft stringers in a Snipe from the location shown in the plans to a point up under the deck at the sheer. As indicated in the plans, these stringers, called clamps, are bent around inside the frames at the point where the deck beams will rest on them and since these beams are fastened to the clamps, they play an important part in holding the boat together and keeping the deck down where it belongs. Moving them up to the sheet and notching the frames to take them is not according to the plans and will seriously weaken the hull. Builders are urged not to build Snipes that way as they will not pass measurement.

* * *

A new fleet has been organized by the Ventura County (Cal.) Boat Club with five boats to start off with. Calvin A. Graham, Route 1, Box 331, Ventura, California, is Fleet Captain and owners of Snipes in the area desiring to join should get in contact with him. Fleet charter No. 228 was given the new organization.

* * *

The old pre-war fleet at Bras d'Or Yacht Club, Baddeck, Nova Scotia has been reorganized and is now actively racing with six boats. B. Macaskill is Fleet Captain.

* * *

A chap in Canada has written in to ask for a number for his Snipe, but states that he has changed it "a little" to improve performance, including a "slightly larger" sail plan. It would make a great Snipe Association if everyone did this sort of thing. Of course, he didn't get the number.

SEND IN NEWS

SNIPES NOTES FROM OVERSEAS FLEETS

Sixty-nine new Snipes were recently assigned numbers through the Spanish National Secretary. This makes an even 700 numbered Snipes in Spain divided up into 45 fleets. The largest fleet is at Valencia with 30 Snipes in it. Santander has a fleet of 18 and Barcelona has 23. A complete roster of all Spanish fleets was recently received. A formal request has also been made to hold the Snipe International Championships at Mallorca in 1948, and National Secretary Jose Maria Lasosa-Dilla reports that if such an arrangement is approved that all contestants will be quartered in several of the "luxury" hotels on the island. New Snipes will be built and allocated to contestants the same as Geneva, Switzerland, has done this year. Spain has done a wonderful job in making Snipes popular and the chances are that the Board of Governors of SCIRA will approve the application.

* * *

Per Skjonberg, National Secretary for Norway, makes the report that the Norwegian Rules Committee has ruled against the use of nylon for sails in that country. Of course, while this material is approved for general use by SCIRA Rules Committee, any country has a perfect right to make local rules that are for the best according to their judgement so long as such rules do not affect the basic restrictions of hull, rig, etc.

* * *

Dr. Ernesto Freyre, Room 240 LaMetropolitana Bldg., Havana, Cuba, is now Fleet Captain of the newly organized Havana Yacht Club Snipe fleet. The club bought and presented as prizes three Snipes which will form the start of the fleet. Dr. Freyre writes that they have high hopes of creating a great deal of enthusiasm among their members and will soon have a large and active fleet of Snipes.

* * *

Eight boats form the old Havana fleet No. 22 and according to the Fleet Captain Manuel Lopez Ramis, they expect to have an extremely active season. There are two other fleets near Havana and it will not be long before there will be a real Cuban National Championship.

* * *

At the request of the French National Secretary, Marcel de Baudoin, sixty racing numbers were recently assigned to new boats in France. This brings the total up to more than 300 Snipes in that country and great things are planned in the way of sectional and national championship regattas. France will, of course, be one



Louis E. Favre, Sec'y-Gen. for Europe

of the leading contenders at the Geneva Internationals.

* * *

Fleet number 229 was recently chartered in Morat, Switzerland with Edouard Bossy as Fleet Captain. Another fleet has been formed with charter number 230 at Bucharest, Roumania. The Fleet Captain is Mme. Helen Fournaraki and there are 12 boats ready to race.

* * *

Alberto J. Sotelo of La Plata, Republic of Argentina, reports that recently they held the first Snipe races on record in Uruguay. The Colonia Rowing Club was host and the Argentines shipped three

Snipes for the regatta to meet the three Uruguay Snipes. One of the Argentine Snipers, Artura Lagisquet sailed his Snipe across the River Plate for the regatta "a cruise of about 30 miles through very dangerous waters, known for the instability of weather and fearful short, steep chop." There are now a total of about 55 Snipes in Argentina and more interest and activity will soon bring the class into national prominence. Their boating magazine "Barlovento" is literally jammed with Snipe news.

* * *

Brazil has picked a unique way of finding out its best skipper to send to Geneva, Switzerland. Seven of the top skippers and crews will race in a series of six weekly races, changing boats in each race. The winner will have thus proven that he is the most skillful regardless of boat and will have proven himself worthy of being the Brazilian entry and quite capable of sailing any of the boats loaned to him at Geneva.

* * *

The fleet at Recife, Pernambuco, Brazil, now has 11 Snipes and have already held six races. The fleet captain is Jayme Teixeira Leite.

* * *

Yachting magazines, particularly in South America, are going all out for Snipe news and in a recent issue of Yachting Brasileiro, 8 pages out of 56 pages were devoted entirely to Snipe racing, pictures, etc. A great many of the Snipe items appearing in Jib Sheet and other magazines

CHARLES ULMER, INC.

Sailmakers

CITY ISLAND 64, N.Y.

appear each month under the heading "A Classe Snipe" and one can get a liberal education in Portuguese by comparing the paragraphs. SCIRA's National Secretary for Brazil, Fernando de Avellar, is one of the editors of this magazine. Not to be outdone, though, Dr. Antonio de Menses, National SCIRA Secretary for Portugal is also one of the editors of the Portuguese yachting publication "Vela" (sail). Dr. de Menses in Lisbon, Portugal, keeps in close touch with Mr. de Avellar in Rio de Janeiro, Brazil. "Barlovento," in Spanish, published in Argentina also uses a lot of Snipe news. SCIRA is now planning to send Snipe news through Jib Sheet to other boating magazines all over the world allowing them to quote or rewrite items of interest.

* * *

Ernesto Freyer, Fleet Captain of Havana Yacht Club has organized a "Five Clubs Confederation" comprising the various fleets on the island of Cuba and will hold a series of races late in July.

EDITORIAL

CLASS JEALOUSIES HURT ALL RACING

It has recently been apparent that certain racing class "fathers" have gone out of their way to knock other classes in which they are not financially interested and, of course, such knocking usually acts in exactly the reverse of what was intended. We will not name any names or classes, but would call to the attention of these knockers, that there is room for all of us and more besides and frequently one skipper may start in one class and then work over into another thus bringing a new "customer" to the very class that did the knocking. Speed, seaworthiness and other factors have no bearing on the situation as racing in a one design class means that a boat of that class only competes against other boats of the same class and it is absolutely silly to claim that any one class is faster than any other. After all, if Mr. Vanderbilt wished to, he should say that his J boat Ranger

was a lot faster than any International Class yacht. It ought to be — it carries about five times the sail area, is longer on the waterline and has everything in its favor. Mr. Vanderbilt has no intention of racing the Ranger against an International, an Atlantic or a Q boat and such a race would be ridiculous. Therefore when we say that a Z class boat is much faster than a Y class boat, we are saying exactly the same thing and being equally ridiculous. The main idea is to get a good class competition and keep people interested in racing regardless of what class they enter. To each one, regardless of class, his class is best and aren't we all entitled to our own opinions? We would all get a lot further, save money and have a lot more fun if we organized an American Small Boat Racing Association and handled all regattas and other matters from one central agency. We would all be better off also if these petty jealousies and knocks were piped down for good.

Wm. F. Crosby

MAYFLOWER SAIL CO.

SAILMAKERS

All Class Racing Sails

Workmanship Yet Unsurpassed

TEL. HOWARD 2-0914

1254 S. 15TH ST.

PHILA. 46, PA.



\$22.50°

YACHTING TIMER

Indispensable while maneuvering in yacht races, between the preparatory and starting guns. 5-minute indicator; large sweep second hand for quick vision; start, stop and fly back from crown. 7 jewel fine Swiss movement, non-magnetic, double back nickel chromium plated case.

Also available in 1 jewel quality fully guaranteed \$14.50

°No Tax

Scheer

253 Main St. E.
Registered Jeweler
American Gem Society
Rochester 4, N. Y.

**RED GARFIELD AND VIC LARSON
WIN NEW YORK STATE RE-
GATTA, RED GARFIELD
WINS INDIVIDUAL
CHAMPS**

Repeating last year's performance in the hot competition that the New York State skippers usually furnish was a real accomplishment and speaks well for the team of Garfield and Larson on their home waters, Chautauqua Lake.

The first race, sailed in a 15 to 18 mile wind was a hotly contested affair with boats changing positions all through the race. It was won by Vic Larson with Ray Kaufman, City Island, finishing second.

The other two races were sailed in light shifty winds that were a constant test of the skill of all skippers involved, keeping them on their toes. Winner of the second and third race was Red Garfield and his crew David Lundquist, sailing "Shady Too," the last years International Championship snipe winner.

The team work of Red Garfield and Dave Lundquist was a beautiful thing to see. When Red jibed over his main sail, Dave would snap the jib over equally as fast, and this, in our estimation had plenty to do with their winning this series. It is seldom that one sees such perfect cooperation between skipper and crew—a tip to other skippers to practice that perfect team work.

The outstanding thing about these regattas sponsored by the Chautauqua Lake Yacht Club is the excellent manner in which they handle the arrangements. Remember that 1946 Internationals?!



3 Top Teams N. Y. State Regatta.

**New York State Snipe Meet — Chautauqua Lake Yacht Club
Aug. 9-10, 1947**

No. of Boat	Skipper	Club	1st Race Pos.	1st Race Pts.	2nd Race Pos.	2nd Race Pts.	3rd Race Pos.	3rd Race Pts.	Tot.	Final	Rank
3518	Red Garfield Dave Lundquist	Chautauqua Lake	3	1444	1	1600	1	1600	Tot. 2nd 6165		
5895	Vic Larson Augie Erickson	Yacht Club	1	1600	2	1521	6	1225	Tot. 3rd 2825		— 1st
		Total		3044		3121		2825	Final 8990		
6001	Chet Miller Jack Hanna	Nine Mile Point	7	1156	5	1296	3	1444	Tot. 2nd 4910		
5115	Tom Hanna Jed Hanna	Nine Mile Point	4	1369	8	1089	5	1296	Tot. 3rd 2740		— 2nd
		Total		2525		2385		2740	Final 7650		
5894	Ernie Coleman Fran Coleman	Newport	5	1296	3	1444	4	1369	Tot. 2nd 4926		
4571	Jack End Tom Sullivan	Newport	10	961	6	1225	7	1156	Tot. 3rd 2525		— 3rd
		Total		2257		2669		2525	Final 7451		
4700	John Nicholson Chas. Nicholson	City Island	8	1089	7	1156	9	1024	Tot. 2nd 4666		
5256	Ray Kaufman Harry Klein	City Island	2	1521	11	900	2	1521	Tot. 3rd 2545		— 4th
		Total		2610		2056		2545	Final 7211		
3777	Clarke Cassidy Al Spafford	Olcott	6	1226	4	1369	8	1089	Tot. 2nd 4642		
3144	Howard Fletcher Chas. Burton	Olcott	9	1024	9	1024	10	961	Tot. 3rd 2050		— 5th
		Total		2249		2393		2050	Final 6692		

"EMMONS"

Builders of the well-known "Emmons" Snipes, have a few open dates for delivery of 1948 "Emmons" Snipes.



"EMMONS"

BREWERTON

NEW YORK

SOME ITEMS WE CARRY

- 1 x 19 Rigging Wire
- Plow Steel
- Stainless Steel
- Sail Battons
- Cotton Rope for Sheets
- Sailboat and Outboard Hardware
- Anchors
- Bilge Pumps
- Bumpers
- Yachting Caps
- Paddles
- Pumps
- Canvas
- Man-O-War and Pettis Paints
- Step-On-It Pumps

MAYER BOAT COMPANY

1333 St. Paul St., Rochester 5, N. Y.

Glen. 3028

LIGHTNING CLASS ASSOCIATION NEWS

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

Charter for Lightning Sailing Fleet No. 128 has been granted to Patapskut Lightning Fleet and for Fleet No. 129 to Madison Beach Lightning Fleet.

Frank Watson, Secretary of the California Lightning District, writes: "Dick Dashner (Dash Boat Works) of Fleet No. 114 of San Diego exhibited a brilliant red Lightning at the Los Angeles Boat Show. Its number was 2665. This boat demanded more attention than any other single one-design sail boat."

The International Lightning Class Championship Regatta will be held September 9-13, at the Toledo Yacht Club (Fleet No. 42), Toledo, Ohio.

Dr. A. C. Dumke of Beacon, N. Y., has purchased Lightning No. 3102 from Lars Olsen, boat builder of Red Bank, N. J. Dr. Dumke was formerly Vice President of the Lightning Class Association.

San Diego Bay Lightning Fleet No. 114 is expected to have entries in both the LaSemana Nautica Regatta and the Pacific Coast Regatta which will be held the first week in July and the second week of August, respectively, at Santa Barbara, Cal.

Saybrook Yacht Yard, Inc., Saybrook, Connecticut, has built Lightning No. 3132 for Samuel B. Brooman, Jr., Lightning No. 3164 for Orrin C. Witter of West Hartford, Conn., and Lightning No. 3165 for J. William Hope of Bridgeport, Conn.

It is reported that the Manila Yacht Club of Manila, P. I., is interested in building up its fleet again and that enthusiasm centers around the Lightning.

Frank Pfefferle of 1736 Laurelwood Circle, Cincinnati, Ohio, Ralph G. Kenney of 41 Lippett Avenue, River-view, Rhode Island and R. G. Evans, c/o Tape Company, Green Bay, Wisconsin, have been appointed Official Measurers of the Lightning Class Association by Arthur Burtcher, Chief Measurer.

Sea Island Skiffs, St. Simon's Island, Georgia, has delivered Lightning No. 2411 to Edwin Gowart of Savannah, Ga., Lightning No. 2290 to Charles Hotaling of Tom's River, N. J., Lightning No. 3066 to Dr. R. F. Herndon, Springfield, Ill., and Lightning No. 3067 to W. W. Sprague of Savannah, Ga.

Mr. C. W. Humme of Honolulu stopped at Skaneateles Boats, Inc., early in June to get particulars concerning Lightnings for their fleet there. They have two or three boats, one of which was

shipped to them by Skaneateles Boats. The boats would be used at the Kaneoye Yacht Club.

Herbert N. Cox of the North Shrewsbury Yacht Club of New Jersey, skippered his "Coxswain", No. 2230, to victory when he captured the Atlantic Coast Championship at Nyack, New York, on August 2nd and 3rd. Thirty-eight boats were entered and Cox came in in first place in the first two races and was third in the third race. He had for one of his crewmen Walt Swindeman, Jr., of Toledo, 1946 International Lightning Champion. Jack Webb of Riverside in "Rogue", No. 1587, was second place winner, and Herman F. Whiton of Seawanhaka was third in No. 1213, "Lagniappe".

Leon Frush of St. Petersburg, Florida, has been appointed Official Measurer of the Lightning Class Association by Arthur Burtcher, Chief Measurer.

The first Annual Tri-State Lightning Championship Regatta, sponsored by the LaPorte Yacht Club, was held on Pine Lake, LaPorte, Indiana, on June 21st and 22nd. N. Johnson, sailing No. 961, was the winner of the three-race series.

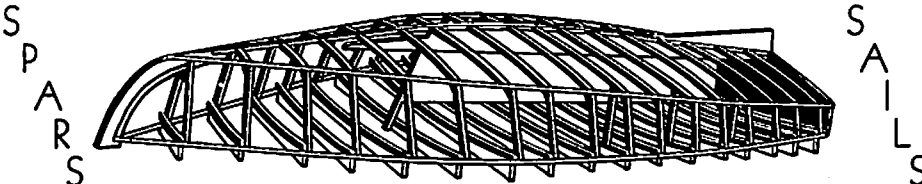
Jay Grazer, sailing "Chop-Chop," No. 138, was the winner of the South Eastern District Championship Regatta held on June 21st and 22nd on Biscayne Bay, Miami, Florida.

John W. Orelup, President of the Lightning Class Association, recently sold Lightning No. 882 to David P. Shay of North Plainfield, N. J. Mr. Shay is a member of the Barnegat Third Fleet.

The Seventh Annual Lake Michigan District Lightning Regatta was held July 10th, 11th and 12th on Lake Michigan at South Haven with Fleet No. 30 as host and sponsored by the South Haven Yacht Club. There was an entry list of 23 boats but due to cancellations all three races were sailed by 21 Lightnings from 9 fleet. H. Nickels (Fleet No. 53) took first place in the series. He sailed No. 1565, "Two Bits". Francis Poulson (Fleet No. 71) in No. 1291, "White Cloud", took second place, and Frank Pfefferle (Fleet No. 57) in No. 380, "Zefr", was third.

Carl J. Ackerman, secretary of San Diego Bay Fleet No. 114 says in a recent letter to the Association: "We enjoyed the movies of the Internationals of 1946

**COLLINS "LIGHTNING" FRAME KITS ARE SELLING
"LIKE LIGHTNING" THE QUEEN OF SAILERS.**



Specifications strictly adhered to.
Workmanship Guaranteed

RUSS-COLLINS

**3359-210th St.
Bayside, N. Y.**

BAYSIDE 9-1617

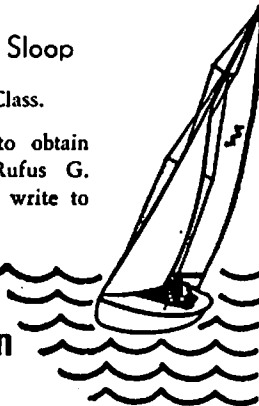
Own a **LIGHTNING** Class Sloop

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.**



very much. I had them in my own home for all the Lightning people*** and then took them over to the Coronado Yacht Club and showed them to quite a large crowd. I feel they helped us a great deal in getting people to know about Lightnings."

The annual invitation Regatta of the Royal Hamilton Yacht Club, at Hamilton, Ontario, Canada, was held July 5th and 6th. Karl Smither of the Buffalo Canoe Club, sailing "Thermis Twice" with Bob Crane and Reg Pegrum as crew, was the series winner with two first place finishes and a second. (Smither is Treasurer of the Lightning Class Association.) Bob Graf in "Rampage" was the second place winner, Earl Johnson in "Olive M." was third, and Dick Bowen in "Jay Bee" finished fourth.

Shorts of Snipe National
Continued from Page 2

Wirt is the southeastern champ. He says he owes his successes in racing to a giant, slightly weather-beaten Bahaman straw hat onto which he has pinned a beaded rabbit's foot. His crewman is Buddy Enos of Miami.

He has been sailing for 25 years. He drove north with his wife and children to get in all the boating he could. He would like to have won the Charles Heinzerling trophy and the trip to Switzerland, but didn't fool himself about the difficulty of winning. He knew only too well that one bad performance can throw any boat out of final contention with the point system.

The Miami Filling station owner was competing against another fellow Floridian who has beaten him frequently in the past. The home state rival is Don Cochran, at 55 the oldest contestant in the '48 nationals fleet. Cochran is a plumbing contractor who has been addicted to yachting for 40 years. His Snipe, the Bluenose, is almost 11 years old. Cochran, a grandfather, has his own rules, one of the most unusual is his insistence on racing barefoot. (See Jib Sheet-March 1947)

•Yacht Paints

•Marine Hardware

WEED'S

15
EXCHANGE ST.
ROCHESTER, N. Y.

The Snipes assembled at Marblehead will delight any gadgeteer. Some of them represent the ultimate in small boat craftsmanship. Although the boats are built to strict dimensions, many features are optional. Minimum cost of these 15½ footers is about \$600, but some of them cost as much as \$1500. Ted Wells' Good News III is one of the most elaborate craft. It has a rail, or "half-round," made of hard rubber, beautifully fitted and extended down over the bow, providing a neat and effective protection against bumps. The ship also has a built in bilge pump, operated by foot pedal, and exhausting water through the bottom. It can also be operated by a rope from the rail so that a hard-pressed crew can bail as they sail, with no loss of time. The device is the invention of John Hayward, from Oklahoma, one of the best skippers racing here.

* * *

Experimentation on new theories is conducted by most every skipper. The Texan boat, piloted by 24 year old Bill Wicker, is wrapped up in 36 coats of canary yellow enamel. These were put on in fine layers and carefully sanded between. They add no extra weight to the boat.

Wicker, master of the REBEL YELL, complains about the delicate New England winds. He's used to sailing in the stiff breezes off Corpus Christi. Jokingly Wicker asked the starting committee to get the race under in the face of a small rain squall.

A boatswains mate in the Coast Guard during wartime, Wicker sells marine supplies in the Lone Star state.

Middlewesterners just don't trust the East. Skipper Eddie Williams of Kansas City, Mo., went East to compete in the national Snipe Class championship and insure himself of proper protein rations by taking along his own steaks, 36 pounds in all.

Williams, who runs a meat distribution firm, preferred red meat to the products of coastal diet. He's the man, by the way, who paid \$43,000 for a prize steer last year, highest price (\$35.59 a pound) ever recorded at open auction.

Despite his man-sized, carnivorous appetite, Eddie is a Snipe enthusiast of only three years duration. He gave up flying and a series of other hobbies after his first try at piloting a Snipe. He sails a white Varalay model named the Marie Ellen and has finished 13th twice and 11th once in three rounds.

The Kansan isn't dismayed by his showing and is eagerly learning the unfamiliar salt water sailing. His wife crews for him and back in Missouri on Lake Lotowana they have lost only one race in that state.

NYLON ROPE

NYLON ROPE: New Surplus. 3/16", olive-drab, \$1.25/60'; 1/4" white, \$5.55/100'; 11/16" \$8/25'. Postpaid (U. S.).

MAUS DARLING
Orangeburg, N. Y.

A Honey of a Tobacco!

COOKIE JAR Aromatic PIPE MIXTURE

R. R. TOBIN TOBACCO CO.
406 E. Woodbridge St., Detroit, 28 Mich.

COOKIE JAR AROMATIC PIPE MIXTURE 25¢

PLEASE ENTER MY SUBSCRIPTION FOR:

U.S.A.	JIB SHEET	FOREIGN
1 year—\$2.50 <input type="checkbox"/>	508 ST. PAUL ST.,	1 year—\$3.00 <input type="checkbox"/>
2 years—\$4.50 <input type="checkbox"/>	ROCHESTER 5, N. Y.	2 years—\$5.00 <input type="checkbox"/>

NAME

ADDRESS

CITY

STATE



★

Harvey Foote and
Vic Anderson of
Lake Fenton
Yacht Club with
Snipe Stardust the
Snipe they Built
this Spring.

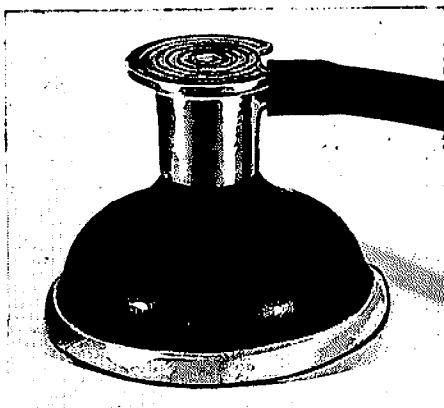
★

FOR SALE — "KIDDO" RACING SNIPE

3 Suits of Sails — 1 of Nylon
Hull and Rigging . . . \$450.00
Sails 150.00

JACK CURTIS
2583 Titus Avenue, Rochester, N. Y.

SENSATIONAL-NEW

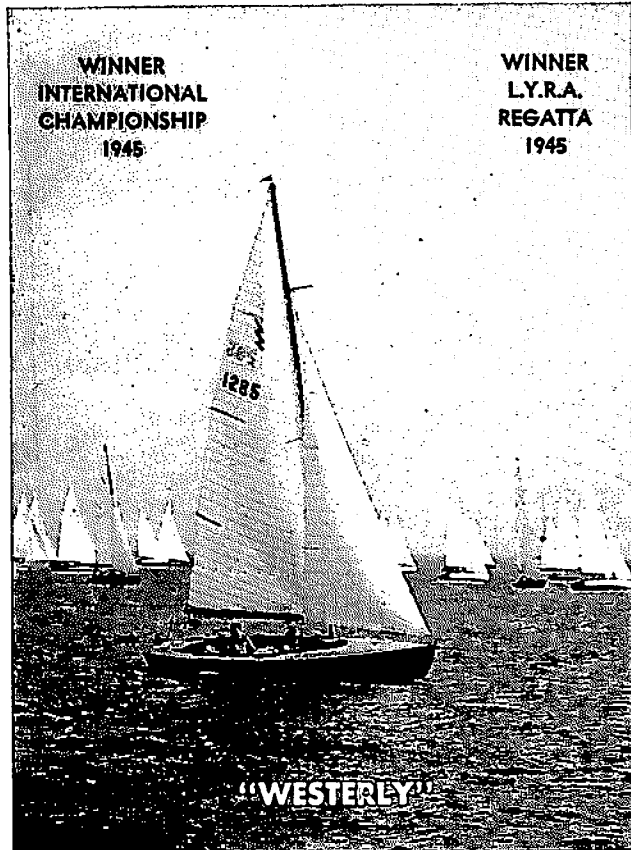


STEP-ON-IT
HAYWARD
DESIGN
Bilge Pump
for
Sailboats
Outboards
Rowboats
Etc.
\$9.85
Check or M. O.
Postage
Prepaid

- Pumps with foot
- 3½ gal. per. min.
- Keeps hands free
- 5 ft. hose
- Polished bronze
- Patent Pending

If not satisfied—Return in 10 days and
money will be refunded.

HUNT - MILLER CO.
508 ST. PAUL ST.
ROCHESTER 5, N. Y.



30

Nylon Racing Sails Available for Snipe, Light-
ning, Comet and Other Classes—Also Nylon
Spinnakers.

30

ORDER NOW FOR EARLY DELIVERY

30

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

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

ALL SUBSCRIPTIONS TO
JIB SHEET

—○—

KELLY-READ & CO., Inc., Publishers

508 ST. PAUL ST.,

ROCHESTER 5, 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