

The JIB SHEET

Sailing News ★

Vol. 6

PUBLISHED BY KELLY-READ CO., ROCHESTER 5, N. Y.
Chet Miller, Editor

No. 7



Sanctioned Snipe Regattas

September 3-7 — European Championships, Genoa, Italy.

September 7-8 — City of Vitoria Cup Race, Vitoria, Brazil.

September 9-10 — North Atlantic Coast Championships, Money Island Y. C., Money Island, New Jersey.

September 16-17 — Lake Lotowana Perpetual Trophy, Missouri Y. C., Lee's Summit, Missouri.

November 15-25 — Western Hemisphere Championships, Havana, Cuba.

The Southwestern Championships for the historic Commodore Hub E. Isaacks Trophy have been scheduled for September 2, 3, and 4 and will be held by the Dallas Snipe Fleet at Dallas, Texas.

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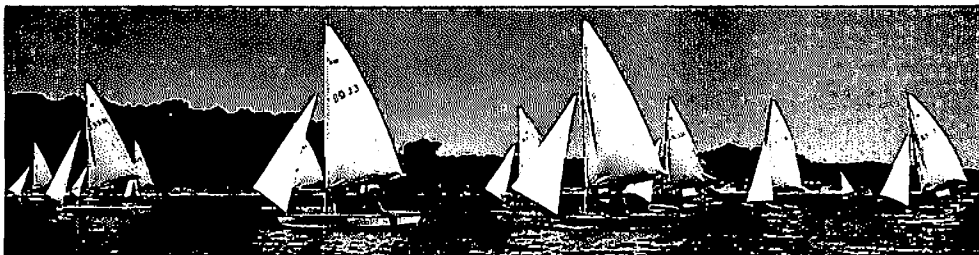
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COVER

Snipe Racing on Chickamauga Lake at Chattanooga, Tennessee, three Snipes of the Privateer Snipe Fleet battle it out. Bill Layson and son Walter in "Rascal", (4431) take the safe leeward position on Owen Duffy's Walter Mitty (6258) while the Mitty backwinds John Woody's Hobo (6480). Hank Schuette, newcomer to Chattanooga from Wisconsin is crewing for Duffy. The Privateers hope to have a fleet of 16 boats on hand for point score races this year.



One of the races in the Grand River Regatta in Oklahoma. No. 8099 in the foreground is John T. Hayward's TART and the boat directly astern of him, 6025, is owned by Ted A. Wells from Wichita. This picture was taken during the second race and was snapped by Bob McCormack of Tulsa.

GRAND LAKE REGATTA

THE Grand Lake Regatta on May 20 and 21 held under the auspices of the Sequoyah Yacht Club of Tulsa, Oklahoma and Cherokee Yacht Club of Grand Lake hardly has any news value because the champ Ted Wells of Wichita Sailing Club cleaned up, as was to be expected. The first race of the regatta was practically a drifting match and at the end of the first mile, John T. Hayward worked into the lead which he held for the next five miles. Then the wind dropped completely and the committee shortened the course by establishing a new line about 300 yards ahead of Mr. Hayward. A light breeze then came up astern and, all of the boats caught up with the leader. Apparently a number of classes were racing together because information from Hayward states that at the actual finish two scows crossed the line first. Then the champ went over and then some more Snipes. Other class boats including Lightnings, some of the Scows, an International 21 and a Thistle finished later. In the second race, there was a five to ten mile hour breeze and the Snipes and Lightnings were started together and the

rest of the fleet ten minutes later. At the end of the first half mile, Hayward had worked into the lead again and held it all the way to the finish. According to the letter received from Hayward, the Lightnings and the International 21 had parachute spinnakers and appeared to use them for two miles out of the total of ten. Nevertheless Hayward was first and Wells was second and beat all of the other boats including the scows.

Unfortunately no summary of the results was received at headquarters and apparently Wells must have finished higher than Hayward in order to win the regatta. We are giving you the story to the best of our ability with the meager data at hand. There were eighteen Snipes competing and the race was run on a handicap system devised by John T. Hayward. Perhaps some day we can get him to write it up for JIB SHEET.

FOR SALE—Rumsey Ots Snipe #6007—Dagger Board—Mahogany Deck—This was the Buffalo Show Boat—Excellent condition. \$595.00. M2 Jib Sheet, 508 St. Paul St., Rochester, N. Y.

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News of the Snipe Fleets

BY WM. F. CROSBY

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ACCORDING to a letter received from Bob Vettters, the Woodlawn Sailing Club of San Antonio and the Corpus Christi Yacht Club, both of Texas, have merged their two Snipe fleets into one for the remainder of this season. The reason for this merger is that the San Antonio fleet has no suitable water for racing at this time. The two fleets will race as one on Corpus Christi Bay. Dr. Paul Guttman was elected to serve as fleet captain and Frank Riese-necker as the new fleet measurer. Bob Vettters is the secretary. * * * The National Championships for Argentina were held early in June and the Brothers Castex again won top honors with three firsts and two seconds. Jorge Brauer was second with the National Secretary. Earle Braisted, acting as crew. Carlos and Jorge will compete in the Western Hemisphere Championships in Havana this coming year. * * * The Lake Wawassee, Indiana, Snipe Fleet has scheduled its annual invitational regatta to take place on July 22 and 23. This is a sanctioned regatta and invitations will be sent to fleets in the area. * * * Another regatta, a new one this year, will be held by the new Iowa-Nebraska Snipe Association Fleet No. 309. This regatta will be held on Lake Manawa, Iowa, August 12 and 13. This is also a sanctioned regatta and if you are interested in attending, write to Robert H. Collins, chairman of the race committee, Omar, Inc., 1910 Harney Street, Omaha, Nebraska. * * * According to E. B. Warner, secretary and treasurer of the Diamond Lake Yacht Club at Cassopolis, Michigan, the Snipe fleet has scheduled twenty-one races for this coming season in addition to the regular sanctioned invitational regatta on July 29 and 30. This is one of the largest fleets in the United States and very frequently, it will turn out anywhere from thirty to forty boats of the Snipe class.

* * *

THE Mentor Harbor Yacht Club Snipe Fleet at Mentor Harbor near Cleveland, Ohio, recently sent in information to the effect that it has at least fourteen

boats in its fleet ready for participation in races this season. This is one of the oldest Snipe fleets (No. 42) and has remained active through thick and thin ever since it was originally founded.

* * *

ROBERT HOYT, chairman of the race committee of the Beachwood Yacht Club on Barnegat Bay, informs us that they are already planning on holding the Snipe National Championships in 1951. By the end of the summer, the organization should be well under way. Bud Stillmun of the Money Island Fleet informs us that the entire area is "going to town" for the big doings next year.

* * *

ACCORDING to a note received from Paul Beasley, secretary-treasurer of the Lake Worth Sailing Club at Fort Worth, Texas, bad weather has interfered seriously with scheduled races to date. However, they expect to make this up before the end of the season. There is some talk in the southwest of the re-viving of the Sea Gull class, an eighteen foot by seven foot knockabout that was designed previous to the Snipe. * * * News has come from Sidney M. Buka, secretary-treasurer of Fleet No. 210, that the name of the fleet has recently been changed from Mile High Boating Association to Rocky Mountain Sailing Association. The fleet is located, as you may have guessed, at Denver, Colorado, and is very active. So far seven boats are active members for 1950. * * * The skippers at Havana, Cuba, working on the Western Hemisphere Championships to be held in November, have reported through Gonzalo Melendez that they have made arrangements to supply all the boats required for the series; thus making it unnecessary for skippers to bring their own boats. Before this announcement was made, a letter had come from Argentina that they were building a special Snipe to go to Havana. So possibly the new arrangement is the best after all. According to eligible entries, there would be seven countries with two boats from each, making a total of fourteen boats. The various fleets in and

around Havana have greatly improved their boats during the past couple of years and have brought them up to full Snipe standards with the result that there should be plenty available for the visitors.

* * *

THE National Secretary for Spain, Mr. Lasaosa-Dilla, has informed us that they are now working on a series of sail markings to denote a fleet champ, national champion or world champion. This will be presented in due time and undoubtedly will be acceptable to the entire Association. In the Star class, chevrons are used to denote champions and the new scheme may work out something along these lines. Ted Wells, present World's champion, has the class insignia and numbers on his sail in gold (yellow) much to the despair of regatta committees who try to make out the numbers from more than a hundred feet away.

* * *

THE fact that Walter Krause has moved away from Baltimore is the chief reason why the Sue Island Fleet is rapidly going on the inactive list. Walter was one of the originators of the fleet and was the mainspring to keep things going. Two years ago, he organized a sectional regatta for that area. Last year this became known as the Middle Atlantic Championship and a trophy was presented by Commodore, John C. Young, Jr. of the Baltimore Yacht Club. So far this year, there have been no signs of activity on the part of the fleet or relative to the trophy and Bob Busby of the Columbia Yacht Club in Washington has asked the Snipe Association to have the trophy transferred to Washington for regular competition. The secretary of the Snipe Association has written to Commodore Young and he has replied giving his full consent and permission and success for the coming regatta.

* * *

MILT TAFFET is the new secretary of the City Island Snipe Fleet. Of course, this means that Rhoda, his wife, will actually do all the work. According to Milt's letter which, incidentally, was dictated to Rhoda, he says "Marriage has

much to offer". He goes on to say that this will be the best racing season that they have had yet as the fleet now has a considerable number of super deluxe racing Snipes. Several hot boats from Western Long Island Sound and Manhasset Bay have also joined. Races for this fleet are held on Eastchester Bay on the west side of City Island where, most of the time, conditions are just about perfect for Snipe racing.

* * *

Henderson Harbor Active

By Al Hoestrom

Henderson Harbor Yacht Club, in northern New York State is resurrecting sailing activities on Henderson Bay after about ten years lapse in club activities.

Commodore Henry Rouse and Fleet Captain Merton Brodie have organized a fine group of sailors. Today they have an active Rhodes Bantam Fleet and soon fleet charter applications will be made for Snipes and Lightnings.

Henderson Harbor Yacht Club announced their entrance to small boat sailing by entries to the Lake Yacht Racing Association Regatta at Chaumont Bay in July and August 5th and 6th sponsored an invitation regatta in their home waters. Skippers from Newport Yacht Club (Rochester, N. Y.) brought their Snipes and Clayton Yacht Club sent a team of Rhodes Bantams to enter the race series at Henderson Harbor. The visiting skippers were impressed by the fine sailing waters and most excellent hospitality.

A new Club House and Grounds are in the process of purchase by the Club and next year we can expect a very fine invitation Regatta at the Henderson Harbor Yacht Club.

* * *

According to Fred Horn, fleet measurer of the famous Wet Pants Snipe Fleet on the south shore of Long Island, they are trying to get the various fleets together and form a real Association for Great South Bay. An official meeting was held at Stirrup Cup Castle in Oakdale. Various movies were shown and a regular business meeting was held in order to get the various fleets together.

Another new fleet has recently been formed in Sweden, known as the Amals Snipe Club. This fleet has been chartered as No. 328. There was also some difficulty regarding measurement that came up recently in Sweden. Two or three boats were built to be raffled off and it was found that they were several inches too long over the maximum dimensions. We have not been able to find out just what happened yet but it is quite probable that they were shortened up to conform with the rules as all of these Scandinavian countries are sticklers for the rules.

* * *

If you hold a regatta in your fleet in which boats from more than two fleets take part, be sure to send a brief resume to the Executive Secretary so that it may be given proper publicity in JIB SHEET. There are a great many regattas from late July until early September and in a good many cases, no one ever takes the trouble to send in the results.

* * *

The Olcott Yacht Club held a four day two trophy regatta over July 4 under anything but ideal conditions. The two trophies that went up for competition are known as the Retzhaupt Trophy and the Broidy Trophy, both of which have been raced for over a long period of time by Snipe sailors in northern New York State. The Broidy is for the Individual Snipe Championship of Lake Ontario and the Retzhaupt is for the Lake Erie Championship. Lee Short sailing Protest II with his brother, Jay, as the crew, won the Retzhaupt series for the Sodus Bay Yacht Club. Bruce Houston also of Sodus Bay Yacht Club won the Broidy Trophy sailing Slipstic. There were twenty-eight boats in all that competed, eight from Olcott, nine from Newport, four from Nine Mile, three from Oak Orchard, two from Sodus and two from Onondaga. Three races were sailed for each trophy and conditions ran the gamut from straight up and down the mast up to forty miles an hour in a sudden squall that capsized one boat and disabled two. In the last race, there was a 170 degree

wind shift which placed the boats that were in last position right up in front.

* * *

THE Great South Bay Fleet, Charter No. 67, on the south shore of Long Island, New York, has been reactivated after a number of years of inactivity. The new fleet starts off with more than enough boats for the minimum and it is expected to grow considerably during the coming season. In this respect, a great many of the original boats have been transferred to new owners and in nearly every case, the old owner did not have a measurement certificate to turn over with the boat. As a result, the Secretary's office has been asked to supply these measurement certificates but according to Section 17 of the Association by-laws on Page 34 of the 1950 book, "A lost measurement certificate cannot be replaced by the Executive Secretary." Owners are cautioned to take good care of measurement certificates as the only way they can be replaced is by re-measurement of the boat.

* * *

EIGHT Snipes banded together in the middle of May to form a Snipe fleet at Luanda, Angola, Portuguese West Africa. The active head of the fleet is G. C. M. Post who is an American and with him, the correspondence and arrangements have been carried on. The fleet captain is Fernando Bello and at the present time, practically all of the boats are measured and ready to go. A trophy known as the McGowan Cup has been put up for competition and fifteen point score races have been scheduled starting August 6 and going through to December 10. The new fleet is really going places.

* * *

A new trophy emblematic of the National Championship of Canada has recently been given by John Leckie Ltd. and is being raced for the first time this year. The complete deed of gift has recently been received and approved by the Snipe Association.



Snipe Midwestern Championships
Wichita, Kansas

According to a letter received from the Havana Biltmore Yacht and Country Club, this fleet will shortly be reactivated and once more in full swing. It has been out of circulation for the last two years.

* * *

The language difficulty is probably partly responsible for the misunderstandings that have arisen with European Snipe fleets relative to interpretation of the Snipe restrictions and rules. But the office of the Executive Secretary and the officers of the International Rules Committee have, we hope, pretty well straightened out the situation. One of these misunderstandings had to do with an enlarged hole through the deck to permit the mast to move around. Of course, small centerboard boats have used a similar rig in this country for many years and it is not necessarily a Snipe development although it has been used by Snipe practically ever since the start of the class. The Europeans are under the impression that it was mandatory to have mast wedges at the deck to hold the mast securely in place and it was only after a considerable amount of correspondence that this was straightened out. The matter of concave frames also came up in the Spanish Snipe fleets where some builder made a few Snipes having frames that were concave from chine to keel. Of course, such frames never have been legal for the class and a number of years back, a professional builder in the U. S. was required to change a great many boats that had been built this way illegally. The Spanish National Secretary has sent notice to all fleets covering this situation.

The City Island Snipe Fleet (New York) is planning to hold an open Snipe

regatta on September 2 and 3. Their notices have been sent to all fleets within the area. According to Milt Taffet, "The fleet is terrific this year. There has been no difficulty getting official races. All of the races have had eight to ten starters with the keenest competition".

"The City Island Snipe Fleet is to be host of an open Snipe Regatta to be held at the Stuyvesant Yacht Club on City Island, over the Labor Day weekend. This regatta will consist of a series of races on Saturday, Sunday and Monday, September 2nd, 3rd, and 4th. All Snipe Fleets are invited to participate. As first prize, the Flightex Fabric Corp. is offering a suit of Snipe racing sails. Additional prizes for second, third, etc., will also be awarded."

* * *

Newport Wins Weed Trophy

THE Weed Trophy which is emblematic of the two boat Snipe Championship for Lake Ontario was won this year by the Newport Yacht Club's two entries, Jack Hanna and Bob Vreeland. The three race series was to have been held at Nine Mile Point Yacht Club outside of Rochester but after looking at the condition of the lake the skippers decided to move to Newport Yacht Club and race on Irondequoit Bay. Even here the breeze was clocked at thirty miles an hour and Bob Vreeland, who apparently likes rough going, won both of the afternoon races. The final team order for the regatta after the three races was Newport, Sodus Bay, Nine Mile Point, and Olcott. The bad weather was responsible for cutting the number of entries that would normally have taken part.

WELLS WINS

The Midwestern Snipe Championships held late in June by the Wichita, Kansas, Fleet brought out twenty-four boats from Wichita, Dallas, Fort Worth, Kansas City, Tulsa, and Omaha. The series comprised three races and the class champion, T. A. Wells of Wichita, managed to get a first, second, and third place to win the series. Close behind him was Don MacIvor also of Wichita who had a second place on points. Harold Martin of Dallas, Texas, was third and might have finished even higher if he had not gotten a tenth place in the first race. The first race was sailed in winds up to forty miles an hour according to the local airport. The second race of the series which was scheduled for the afternoon of that day was postponed to the following morning but if anything, the wind blew harder than before and the skippers decided beforehand that the race would be sailed without jibs on any of the boats. Shortly after the start, the wind velocity dropped to about twenty-five miles an hour. The third race which was held on the same day went off very nicely and held at about twenty-five. The summary of the results of the regatta is as follows:

<i>Skipper</i>	<i>City</i>	<i>Place</i>
Ted Wells,	Wichita	1
Don MacIvor,	Wichita	2
Harold Martin,	Dallas	3
Hub Isaacks,	Ft. Worth	4
John Rix,	Wichita	5
Ed Williams,	Kansas City	6
Bob Williams,	Wichita	7
R. S. Gozzaldi,	Dallas	8

John Hayward,	Tulsa	9
Art Stock,	Kansas City	10
Dwight Westhold,	Kansas City	11
Percy Pelley,	Wichita	12
Frank Rogan,	Wichita	13
Louis Kuntz,	Dallas	14
Chet Livergood,	Tulsa	15
Chet Rembleske,	Wichita	16
J. J. Arps,	Tulsa	17
Jerry Jerome,	Tulsa	18
Hunter Barrett,	Ft. Worth	—
Jack Duncan,	Kansas City	—
Byron Simpkins,	Kansas City	—
Bob Collins,	Omaha	—
Jack O'Brien,	Council Bluffs	—
Dick O'Brien,	Council Bluffs	—

* * *

National One-Design Racing Association

National One-Designs in the Chesapeake Bay area are sailing this year for a new High Point Trophy in small boat races sanctioned by the Chesapeake Bay Yacht Racing Association. This trophy was recently presented to the C.B.Y.R.A. by the Pasadena Sailing Association of Pasadena, Maryland.

The 1950 Yearbook of the National One-Design Racing Association, distributed to members last month, embodies a complete revision of material heretofore published. It contains the latest changes and additions pertaining to administration of the Association, construction and equipping of boats, and holding of National One-Design races.

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Suggested Method of Planning Deckbeams for Your Snipe

By Owen Duffy

In building several Snipes for our fleet at Chattanooga, Tennessee, one of the problems encountered which gave us the most trouble was that of working out the crowns for the deckbeams. Since Snipe was not originally planned for plywood decking, the subject was not covered in our plans, so we had to work out the problem more or less on our own.

In checking our engineering manual, we ran across the following formula with which we worked out each arch, and ended up with a very satisfactory job:

$$R = \frac{W^2}{8H} + \frac{H}{2}$$

First we determined our sheer line, carefully scribing a good straight sheer line from the transom to the Stem. In our case we used a rather high stem, taking most of the allowable 2" of extra height at the stem above the normal lines. Then we planed the sheer down within about 1/4" of the line, allowing thereby sufficient material for beveling to the crown of the deck.

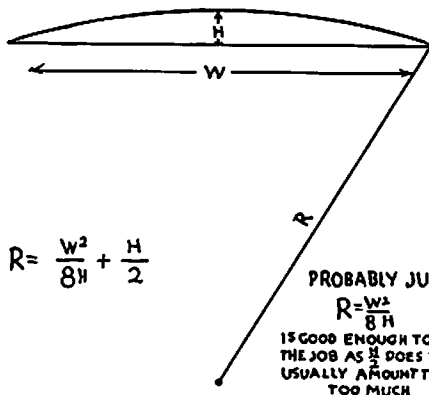
Then we arbitrarily took a crown of about 1 1/2" at the transom, and from the middle of this crown stretched a string to the stem. Then, taking another piece of string we stretched it across the boat at each point where a deck beam was to be installed, measuring the height of the crown for each beam by the simple process of measuring from the cross string to the lengthwise string.

At each deckbeam position we measured the beam of the boat, and then, calculating by means of the formula, we figured the radius for each deckbeam. Using a long batten nailed to the floor on one end, each beam was scribed out on the material from which it was to be cut.

The result of this method of calculating the arches was to simplify scribing the sheer without regard to any arches, as they were installed later, and also to run the middle line of the deck to a perfectly straight line. The resulting lines

are attractive, and maximum crown at the middle of the boat worked out to be from 3 3/4" to 4".

FORMULA FOR COMPUTING DECK CROWNS



When the beams were installed, they were cut slightly full, lifted up to just touch the string in the middle, and then faired off to the sheer line.

Calculation of the radius of each arch is simple and rapid. One of the calculations is set out below. The radius of arches ran from 30" in the most forward position to about 135 inches back at the transom.

This is center station:

$$\begin{aligned} \text{Width} &= 60'' \\ \text{Ht.} &= 4'' \end{aligned}$$

$$R = \frac{C^2}{8h} + \frac{h}{2}$$

$$R = \frac{60^2}{8 \times 4} + \frac{4}{2}$$

$$= \frac{3600}{32} + 2$$

$$= 112 + 2$$

$$= 114''$$

One of our reasons for using the straight line down the middle was because we thought this would simplify covering the deck with plywood, as the two sheets of plywood could be laid right down the middle without cutting to a curve. This proved to be so, and the sheets laid very nicely when placed over the beam.

Airollers - New Handy Gadgets for Moving Boats on Shore

Here's a new useful device for small boat moving which will interest all owners of Snipes, Lightnings, Comets, Bantams—the Airoller. This unique accessory is an air-tight canvas cylinder inflated by mouth to a low pressure. To beach a boat using Airollers the boat is nosed in to the water's edge and an Airoller is placed under the bow. The boat is then pulled shoreward rolling easily and safely on the Airoller. When the boat has been hauled in far enough for the Airoller to be under the center of balance, a second Airoller is then placed under the bow. The boat is now entirely Airoller borne and may easily be moved to any desired location on the beach. Each time the boat moves its own length an Airoller is freed at the stern and must be carried around to be reinserted under the bow.

Since Airollers are inflated only to a low pressure by lung power, they are soft and yielding. They take on the shape of the hull, providing gentle support over a large area of planking—don't damage sleek racing finishes and never crush wood fibres the way wooden rollers do. They make it possible to roll a boat over rough, stony beaches, mud shores, powdery soft sand or up rough boat club ramps. Stones are "absorbed" into Airollers the same way they sink into a jumbo, low-pressure tire. At last winter's New York Motor Boat Show, The Airoller Company who make this product demonstrated the stony shore capabilities of their device by repeatedly rolling a 450 lb. boat over a brick on a simulated sand beach with no apparent increase in the small amount of effort needed to push the boat. Boatmen who have soft sand or pebble beaches should note that Airollers ride on the surface, and don't sink in or bog down the way wood rollers, logs or wheels always seem to do.

When not required for moving boats, Airollers make excellent bumpers—one tied to each side will prevent neighboring boats from chewing up your topsides while you are at dock preparing for a race. They also make good buoyancy



tanks and life preservers, adding practically no weight. And they're lots of fun for the youngsters to take in the water when swimming.

There are two models of Airollers—the Standard and the Junior. The Standard model is 9½" by 48" inflated, made of heavy duck lined with neoprene rubber to make it airtight. It is rated for boats up to 1200 lbs., and is inflated by a metal air-mattress type valve at one end. This model sells for \$12.50 each. The Airoller Jr. consists of a sturdy canvas jacket with a vinyl plastic bladder. It is 8" diameter by 42" long, and is inflated by mouth only through one of those fold-up-and-tuck-in valves often found on inflatable plastic beach toys. The Junior model sells for \$7.45 each, and is rated by the manufacturer for boats up to 400 or 500 lbs. in weight.

Both models are small in size when deflated and rolled up—a pair easily fitting into a shoe box. The Standard model may be repaired, if punctured, by a conventional gas-station vulcanized patch. A hole in the vinyl bladder of an Airoller Jr. can be repaired by a cemented patch—cement and patches are available from the manufacturer in kits.

We are pleased to bring the story of this new device to Jib Sheet readers since it promises to solve one of the toughest and most back-breaking problems of the small boat owner, that of moving his craft about on shore for launching, storage, repairs or bottom polishing. Al-

though we think we have done a competent job of telling you about Airollers, anyone wishing more data may secure, for free, a dandy illustrated brochure from The Airoller Company, 76 Broad Street, Guilford, Conn.

FOR SALE—One Snipe Trailer—Tires, 6.00x16, Very light. Good condition. All welded. \$100. Eric Hauschild, Box 931, Lake Mohawk, N. J. L.M. 3422.

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