

# The Jib Sheet

JUNE, 1947  
Vol. 3, No. 6

NEWS FOR SMALL-BOAT SKIPPERS

REG. U.S. PAT. OFF.

25

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

## PERSONALITIES IN SAILING

JOHN S. McINTOSH, M. D.

Algonquin Yacht Club

Any professional man, be it Doctor, Lawyer or what have you, is constantly the slave of that jangling thing with two bells, the telephone, and anything that can completely sever a man or woman from that, for a few hours each week, is a very worth-while Hobby.

One of the discoverers of this basic fact is Dr. John S. McIntosh, who finds that, with his wife, and his son, he can go out for a few hours sailing and can completely relax from a busy practice. He also will take his crew, Herb Mylacraine and Arnie Sahs and enter the Lightning races at his home club, Algonquin Yacht Club on beautiful Irondequoit Bay near Rochester, New York, and come through with flying colors.

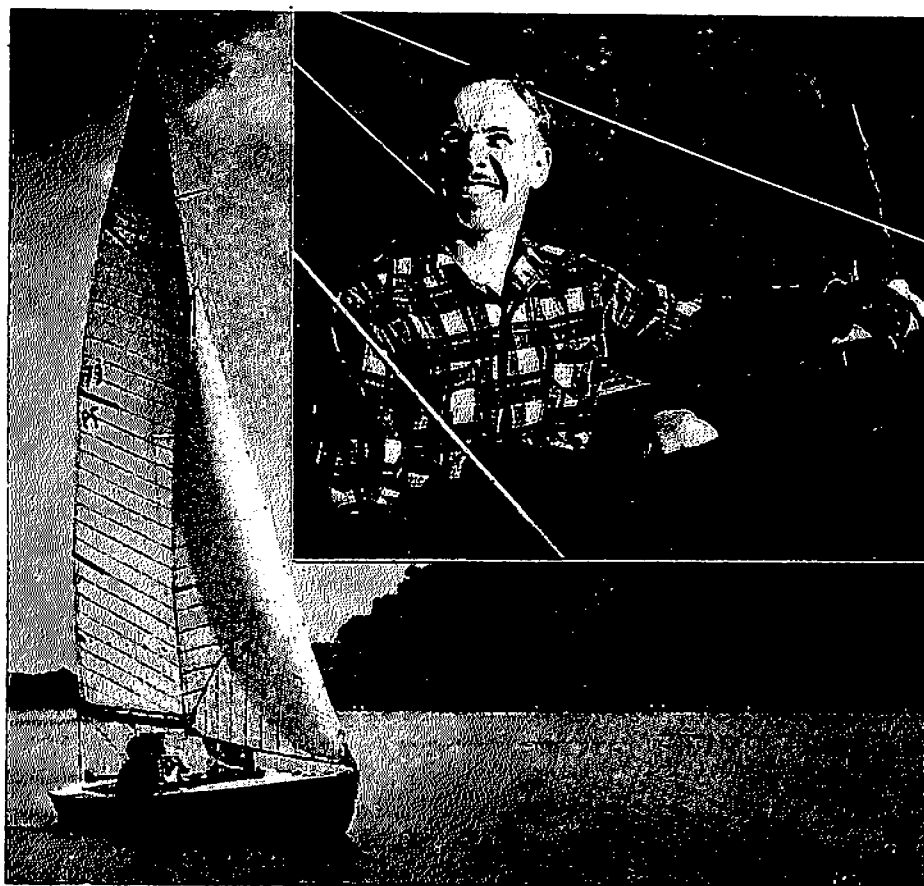
Many new skippers wonder if they should start in racing at once. John is a strong believer that they should. For that is the best way to learn to sail and to race. As he is fairly new at the game, he is an excellent example of how a man can be a winner in a short space of time.

He first became interested in sailing, the latter part of the summer of 1941. Crewed for Bill Straub in his Lightning in 1942. Bought a Lightning — Blue Jacket, in the Spring of 1943, and joined Algonquin Yacht Club on Irondequoit Bay. Won Fall series 1943.

In 1944 he won the club championship and represented the club at Lightning Nationals at Buffalo Canoe Club and finished third.

In 1945 lead Algonquin Club to victory over Pultneyville Fleet at Pultneyville with two firsts. Won the Central New York District Lightning Class championship at Canandaigua for which the Skaneateles Trophy was given by George Barnes.

In 1946, regained Club championship, winning the Spring, Summer and Fall Series with Arnie Sahs and Herb Mylacraine as crew. Successfully defended the



John S. McIntosh and his Lightning "Blue Jacket"

Skaneateles Trophy. Finished 2nd in Central New York Yachting Association regatta for Lightnings.

Represented Club at Skaneateles in International Lightning Championship with 54 boats competing. In the 1st race, he was disqualified because of bumping a boat in a jam at one of the buoys. The second race was sailed in a heavy wind, he and his supposedly lightweather crew were surprised by bringing the boat in 3rd. The 3rd race he came in 9th. Despite no points for the 1st race they finished in 21st position.

He has always been interested in competitive sports and thinks that sailboat racing is one of the best.

## NEXT MONTH

John T. Hayward  
Technical Editor

Presents T. A. Wells in one of the best Articles on how to make a Sailboat go, it has ever been our pleasure to read.

Don't Miss It

# LIGHTNING CLASS ASSOCIATION NEWS

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

By BILL STUBBINS

The Lake Yacht Racing Association is expecting a fleet of approximately 30 Lightnings to participate in its forthcoming regatta the first week in August, the regatta to be held at Sodus Bay Yacht Club on Lake Ontario.

The first annual Tri-State Lightning Championship Regatta (Indiana-Michigan-Illinois), sponsored by LaPorte Yacht Club, will be held June 21-22, 1947, on Pine Lake at LaPorte, Indiana. There will be three races, one on June 21 at 3 P. M., one on June 22 at 10 A. M., and one on June 22 at 2 P. M. The entry fee is \$5.00 and there will be trophies for each race as well as a championship trophy.

Hubert Johnson, boat builder at Bayhead, N. J., is to build Lightning No. 3100 for William Sproul of 339 Broadway, New York City.

Charter for Lightning Fleet No. 125 has been assigned to Red Jacket Lightning Fleet. This fleet has three boats and Frank M. Knight of 135 Cayuga Street, Seneca Falls, N. Y. is secretary. Savannah Light-

ning Fleet, with five boats, has been granted charter No. 127 and James Hardee, Jr., of Vernon View, Savannah, Georgia, is secretary.

Mr. Frank Watson, California District Secretary, writes that Fleet 107 at Balboa suffered its first casualty during the Easter Regatta. He says that Joe Bosis-Rex Goodcell's Lightning "Breathless" No. 2272, collided with a PC, and that the local newspaper carried the headline "Lightning Strikes PC."

C. Hutton Smith of Honolulu has received his Lightning No. 1675 and there are four Lightnings at Skaneateles awaiting lifting of the freight embargo for shipment to Bogota, Columbia.

The Chicago Lightning Squadron has recently been organized, comprised of Burnham Park Fleet No. 56, Columbia Yacht Club Fleet No. 97 and Chicago Corinthian Fleet No. 5. William E. Wingard, Captain of Fleet No. 5, reports that the Squadron was formed "for the purpose of further promoting Lightning racing in this area, for the exchange of in-

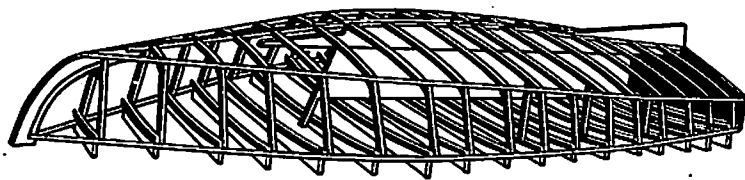
formation and for the general good fellowship of a common interest." Mr. Wingard is Squadron Commander, John Burke (Burnham Park) is Alternate Commander and Robert Pagel (Columbia) is Secretary.

Mr. P. T. Branning of 1900 Southwest 17th Street, Miami, Florida, Mr. Frank M. Knight of 135 Cayuga Street, Seneca Falls, N. Y., Mr. A. C. Oliver of St. Simon Island, Georgia, and Mr. Frederick P. Becker of 1114 North 22nd Street, Milwaukee, Wisconsin, have been appointed Official Measurers of the Lightning Class Association by Arthur Burtscher, Chief Measurer. Plans for Lightning No. 2537 have been assigned to Mr. Becker.

Awosting Fleet held its first meeting of the season on May 28th at Oscar's Steak House at Greenwood Lake, N. J.

High Tor Fleet No. 41 opened its 1947 sailing season on Memorial Day. About fifteen boats competed for a new perpetual trophy known as the "Ducey-Shankey-Griffin Memorial Trophy." Each year 41's season will officially open on Memorial Day with a six-mile invitation race on the Hudson River in memory of Jack Ducey, Joe Shankey and Danny Griffin, three local boys who were killed in World War II.

**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

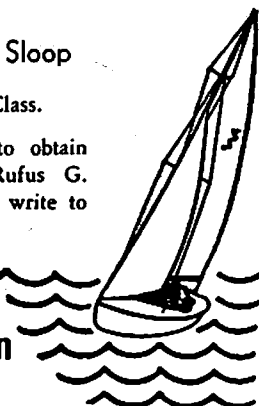
Own a **LIGHTNING** Class Sloop

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.



**Lightning Class  
International  
Championship  
Regatta**

• •  
**Sept. 9th-13th**  
• •

**Toledo Yacht Club**

FLEET NO. 42

TOLEDO, OHIO

# TECHNICAL EDITOR'S COLUMN

BY JOHN T. HAYWARD

You are sailing your Snipe single-handed, enjoying the sparkle of the sunshine on the waves, the breeze and the movement of the boat.

You feel fine.

Then you notice some little thing to be done forward, possibly the jib halyard needs setting up. Letting go of the tiller, you start for the forward end of the cockpit. Immediately the boat spins on its heel, you are cracked on the head by the boom and even if you don't fall overboard in your frantic dive for the tiller, you bark your shins.

You don't feel so good now and your blood pressure has gone up.

The cut shows a very effective gadget which enables you to avoid this unpleasant experience and which will hold the boat on its course for a time after the tiller is left. A cord (venetian blind cord is the best) is stretched across the after end of the cockpit. Two holes for this cord, one near the edge of each side of the cockpit, are drilled in the deck. One end of the cord is knotted under the deck and the other end is passed through the opposite hole and attached underneath to a large rubber band made out of a section of old innertube. This keeps the cord taut across the cockpit. Some six inches forward an ordinary round-headed wood screw is screwed into the under side of the tiller in such a manner that it sticks out enough for the cord to be hooked over it and pinched between its head and the tiller. Now at any time when it is desired to let go of the tiller, the cord can be pulled forward like a bowstring and hooked over the screw. This provides sufficient friction to hold the tiller while still allowing it to be moved for adjustment.

In addition to its value in single-handed sailing, this gadget is also of real value during racing. Occasions often crop up during which, if the skipper can get his hands free for a few moments, he can assist the crew with some particularly difficult job.

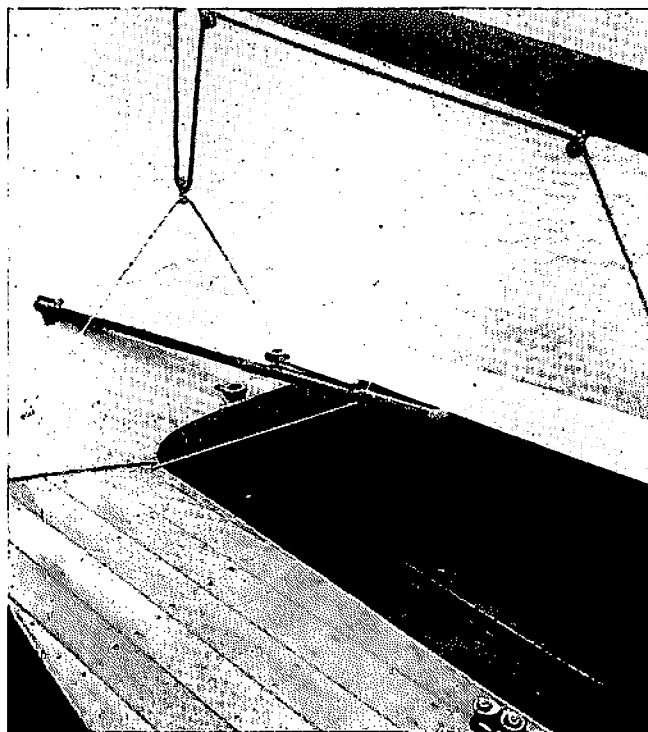
In a future issue the technical editor is going to discuss the most important of all gadgets. It is the key to successful racing and, surprisingly, though always used by the big J boats, its importance is unknown to 99 per cent of small boat racing skippers. The thing can be bought for a dollar or less.

No, it is not the wind pennant.

## PROPOSED NEW RACING RULES

Copies of the new proposed changes to the racing rules are now available from The North American Yacht Racing Union, 37 West 44th Street, New York 18, N. Y. The price of the booklet is ten cents. These rules, having mostly to do with right of way, have been changed from the older, standard rules, and may be used this summer as optional rules. The Executive Committee of N. A. Y. R. U. recommends that all member associations and member clubs "which are so disposed" use these right of way rules during the coming summer. The Snipe Association rules state that all races shall be held under the rules of the N. A. Y. R. U. and since the old rules are still in force it looks as if we now have two sets, either of which may be used. In order to avoid any further confusion, it has been proposed that the National Championships at Marblehead be held under the old rules, so if your fleet is going to use the new ones better make sure that you don't forget the old. The Geneva, Switzerland, regatta will be run under the rules of the International Yachting Union which are pretty much the same as the old N. A. Y. R. U. rules. It would seem

*Continued on page 7*



Hayward's—Tiller—Holding Rig

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

# SHORT NEWS ITEMS OF SNIPE FLEETS

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

A question has come up recently regarding the possibility of a skipper sailing point score races in two fleets during the same season. It would certainly make him a very busy skipper but the Association frowns on such procedure and asks that scores be sent in from one fleet only for each boat. Sometimes fleets are located close together making such an arrangement possible, but it is not good practice and is apt to make a lot of confusion at the end of the season.

Arrangements are being made to reorganize the defunct Port Jefferson (Long Island) Fleet. There are five boats there now and all are keenly interested in forming a fleet and entering inter-fleet races.

Canandaigua Lake Fleet probably has always held more Snipe races than any other fleet in the country — if we're wrong correct us — but George Bridgman recently sent in a list of regularly scheduled races for the coming season. There are 33 official point score races and five unofficial races in addition to many races held at various parts of New York State. Snipe skippers in this fleet are always kept busy.

Ventura Boat Club in Southern California reports that it now has ten Snipes and is much interested in forming a chartered fleet. Full information was sent and we hope that next month we can announce that a charter has been granted.

It is reported in the "Lake Worth Sniper" of Fort Worth that Dr. Hub E. Isaacks is joining the Snipe fleet at the Lake Worth Sailing Club and that recently his Snipe, No. 9, showed a clean transom to the entire fleet in two races.

The new Sue Island Fleet at Baltimore wants it to be known that they are going to enter a boat at the Nationals at Marblehead, the President's Cup regatta at Washington in September and also most of the local regattas on Chesapeake Bay including the Miles River regatta at St. Michaels on August 1 and 2.

Sodus Bay Fleet reports that it will have at least 20 Snipes racing this summer, five of them brand new boats.

Lake Parsippany (N. J.) Yacht Club has requested full information on forming a chartered fleet. There are at least nine Snipes as potential members. The club has been actively racing for the past

ten years and wishes to expand its activities.

According to Ted Wells, Wichita, Kansas Fleet sent seven Snipes and 37 people to the Fort Worth regatta.

## UPPER GREAT LAKES REGATTA AT CHICAGO

The Upper Great Lakes Snipe Regatta will be held at Chicago Corinthian Yacht Club on August 8th-10th according to news just received. The Dunphy Trophy and Chalmers Burns Trophy will be raced for, the former for two boat teams and the latter for single boats from any fleet in the area. For further information write to Fleet Captain Robert P. Johnsen, 3667 Belleplaine Ave., Chicago 18, Ill.

## CANADIAN SNIPE NEWS

B. M. Blackadar, Auto Sales Co., Ltd., Halifax, N. S., Canada, has been appointed National Secretary for Canada.

A. R. Finn, 133 Parkhurst Blvd., Leaside, Ontario, reports that Toronto is now ready to go ahead with its fleet with six Snipes to start off with. Three numbers were assigned to new boats. Mr. Finn says: "We certainly would like to give the Nova Scotia fleets a run for their money. Our new fleet is most enthusiastic and looks forward to placing some of the international Snipe trophies on the club shelves.

Royal Hamilton Yacht Club has recently registered nine new Snipes and the fleet is well on the way to a charter. Wm. J. Bell, 336 Locke Street, South, Hamilton, Ontario, is the Rear-commandore of the Junior Section of the above named club.

**Total numbered boats at this writing are 6444 with 226 chartered fleets.**

### NYLON ROPE

New War Surplus. 3/16" Olive-drab, \$1.25/60' roll. 11/16", ex-glider tow rope, white, \$8.00/25'. Occasionally other diams. Sample:

**MAUS DARLING  
Orangeburg, N.Y.**

## SNIPE CLASS 1947 RACING CALENDAR

- July 4-5-6—Dallas Sailing Club. Southwestern Championships.
- July 14-15—Provincial Championships, Halifax, Nova Scotia.
- July 14-17—U. S. National Championships, Marblehead, Mass.
- July 16-17—Maritime Provinces Championship, Halifax, Nova Scotia.
- July 18-19—Dominion of Canada Championships, Halifax, Nova Scotia.
- July 19—Michigan State Championship. Second race. Place not decided.
- July 20-27—Larchmont Race Week.
- July 24-26—Charleston Yacht Club. Southeastern Championships.
- August 2-3—Long Island Sound Ind. Champ. Cedar Point, Conn.
- Aug. 8-10—Upper Great Lakes Regatta, Chicago Corinthian Yacht Club.
- August 9-10—New York State Championships, Lake Chautauqua.
- August 12-17—Snipe Race Week. Newport (N.Y.) Yacht Club.
- Aug. 12-13—Briody Trophy, Championship L. Ontario.
- Aug. 12-13—Retzhaupt Trophy, Championship L. Erie.
- Aug. 13-14—Mayer Trophy, 5 boat teams.
- Aug. 14-15—Weed Trophy, 2 boat teams.
- Aug. 16-17—North Atlantic Coast Championships.
- August 16-17—Missouri Yacht Club, Invitational Race.
- August 23—Michigan State Championships. Third race. Place not decided.
- August 26-29—Snipe International Championships at Geneva, Switzerland.
- August 31—Harrison Trophy, (long distance) Milford, Conn.

- Yacht Paints
- Marine Hardware

# WEED'S

15

**EXCHANGE ST.  
ROCHESTER, N. Y.**

## REGARDING THE ENTRANCE FEE AT THE SNIPE NATIONALS

The question of the \$25.00 entrance fee at the Nationals for the Snipe Class at Marblehead has been brought up by one fleet and in order to straighten you out on this, here's the dope. The trip to Switzerland is going to cost, for one person, the U. S. champion, somewhere between \$800.00 and \$1000.00. No matter which way you slice it, by air or by steamer, the total cost is about the same unless you want to go fourth class by a "trooper." Even fourth class (steerage) the price will run to more than \$500.00 for a round trip. The Snipe Association has no right to use its funds to pay all the expenses because many foreign fleets pay dues into SCIRA treasury and if we send the American champion we should also pay expenses for other national champions. With 30 entries at Marblehead we can get a fund of \$750. If there are 40 entries, which is quite likely, the total would be \$1,000.00. The winner is to get the entire amount raised through entry fees for his expenses to Geneva and back. Not one cent of it goes into SCIRA treasury and if more than the necessary sum is raised, each entrant will receive a refund in proportion. It has been suggested by one member that a new Snipe, complete ready to go in the water be raffled off, but this would be a lottery and the U. S. mail people would sit on it hard and quick as it is definitely against all postal regulations. It has also been suggested that the money be raised from local merchants at Marblehead. Since the Nationals will be scattered around between Winchester, Marblehead and Salem, none of the merchants are going to be interested

as the receipts for their stores would show no increase due to Snipe activity. The only way to do the job is that we shall pay the bills ourselves by paying the entrance fee. If we can't do that, we have no right to enter international competition.

\* \* \*

## SIMPLE RULES TO MAKE YOUR SNIPE GO FASTER

If its a new boat, have them place the centerboard trunk as far aft as the restrictions permit. Use the heaviest board you can get (limit is 80 pounds). Place the mast as far forward as the restrictions permit (60" from stem head). Use a sliding gooseneck and keep the mast and boom as high as possible. Keep the jib as low as possible and the point where it intersects the deck should be *not* as far forward as possible as allowed by the restrictions but somewhere around 15" to 17". Use shrouds that are fairly slack. When you stand on deck just abaft the mast reach up and grasp each shroud, your hands should come within an inch or so of the mast. Keep weights about amidships so that the stern doesn't drag but not too far forward or the bow will plow in too much. Jib sheet fairleaders should be right out on the edge of the deck. Use the track type. The center point of this track should be at about 10 degrees less than the mitre seam of the jib. Start there and adjust fore and aft until best results are obtained. A Snipe will not go to windward properly unless this point is observed. Do NOT trim jib sheets inside shrouds. Do not use an old-fashioned "traveller" or horse for the main sheet on deck but instead use the modern two part wire job where the block stays in the

middle. Keep weights as low as possible throughout. Use aluminum mast head sheave. Use lightweight hardware and blocks. The closer you can keep the entire boat, with no one in it, to 450 pounds, the better you're off. Keep the bottom clean and smooth. Now go out and clean 'em up!

## ATTENTION

### HOME SNIPE BUILDERS

• •

We have for immediate delivery a limited number of complete or partial kits of "sea-going" racing hardware of plain bronze. These are exactly the same as supplied on our famous racing snipes.

Complete kit with all necessary fastenings and stainless rod standing rigging to fit your boat. List on request.

• •

**\$64.00**

• •

### VARALYAY BOAT WORKS

Gardena

California

## SOME ITEMS WE CARRY

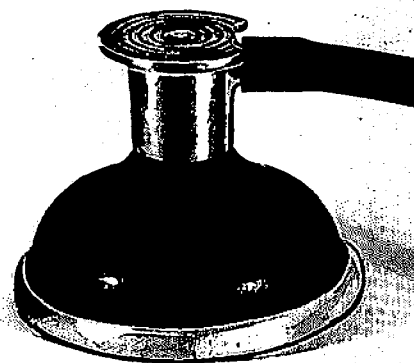
- 1 x 19 Rigging Wire
- Plow Steel
- Stainless Steel
- Sail Battons
- Cotton Rope for Sheets
- Sailboat and Outboard Hardware
- Anchors
- Bilge Pumps
- Bumpers
- Yachting Caps
- Paddles
- Pumps
- Canvas
- Man-O-War and Pettis Paints

### MAYER BOAT COMPANY

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

Glen. 3028

## SENSATIONAL-NEW



### STEP-ON-IT

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.

# SNIPE NOTES FROM OVERSEAS FLEETS

Snipes in Spain are now numbered well up into the hundreds (about 800) and they are now demanding recognition by having SCIRA hold the Internationals next year at Mallorca. "This island possesses all the necessary conditions such as good accommodation in several first class hotels, a calm sea at all times and a very large bay, etc." The matter will be referred to the Board of Governors for decision but it is probable that the Internationals will be held in the United States next year.

\* \* \*

Commodore Alberto J. Sotelo of Club Regatas La Plata in Argentina has sent in an "unofficial" inquiry regarding the possibility of sending three or four skippers and crews to U. S. this summer to take part in races, if boats may be obtained here. "In the competitions we would only represent our clubs and not the Argentine." Larchmont Race Week has been proposed as one series of races.

\* \* \*

We are pleased to announce that Mr. Natale Galleppini has been confirmed by the Italian National Yachting Authority



Spanish Snipe Champion for 1946 is Santiago Amat of Barcelona, Left, with his crew Sr. Pursals.

as National Secretary for Italy. Mr. Galleppini recently reported 75 new Snipes in Italy.

\* \* \*

Six new fleets have just been chartered in France; Paris with 14 Snipes; Rennes with 8; Annecy with 9; La Baule-St. Nazaire with 18; Loctudy with 24 and Benodet with 8 Snipes. Other fleets in at least six more localities will be chartered later on. According to the data received the "General Constitutive Assembly" of La Association Francaise des Snipes took place recently at Vannes in Finistere and Henri Moysan of Vennes was elected President of the National Association. Since France cannot export American dollars none of these fleets can pay dues or charter fees to SCIRA but the Association has made arrangements to collect all such sums of money and deposit them to the credit of SCIRA until such time as restrictions are lifted. Payments will be made to M. Valdelievre, the National treasurer. The organization is now planning a French National Championship in order to determine who shall go to Geneva for the Internationals. The financial ar-

## MAYFLOWER SAIL CO.

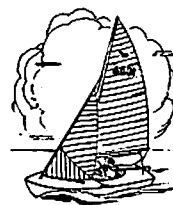
—  
SAILMAKERS  
—

**All Class Racing Sails**  
**Workmanship Yet Unsurpassed**

—  
TEL. HOWARD 2-0914  
—

1254 S. 15TH ST.

PHILA. 46, PA.



*We are now accepting orders for*  
**DELUXE RACING SNIPES**

*We Specialize in Spars for All Classes*

—  
**LIMITED QUANTITY**  
—

**RUMSEY-OTS BOAT CO.**

1700 NIAGARA ST.

BUFFALO, N. Y.

PHONE DELAWARE 1935

rangement just outlined is also in effect in England and Italy.

Belgian Snipes have banded together and formed the North Sea Yacht Club at Ostende. Measurement data sheets are about to be sent in on all measured boats and the Belgians will also pay their full dues as they have no restrictions. The club recently subscribed to Jib Sheet.

Dr. Antonia de Meneses, National Secretary for Portugal, recently asked for numbers for 9 more Snipes. Of these three are in Luanda, Angola, Africa and two are at Lourenco Marques, Mozambique. The others are near Lisbon in Portugal. The Doctor also reports that they had some international Snipe racing recently at Madeira Island with Portuguese Snipes from fleet No. 212 and some Spanish Snipes from the Canary Islands. (Where next). The Spaniards won the series. Portugal will send its national champion to Geneva and will hold national championships early in July.

We have a few sets of Snipe and Lightning sails on hand for immediate delivery.

**Best Quality Egyptian Yacht Cloth**

Wire or phone your order

**Pearson-Christy**

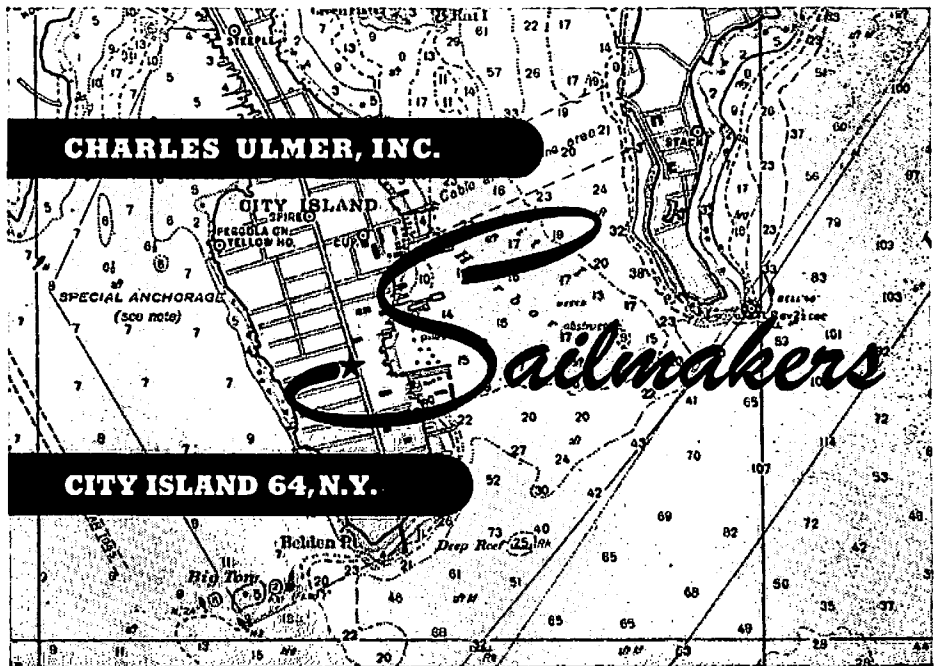
71 Lake Front  
Rochester 12, N. Y.  
Charlotte 3311

*Continued from page 3*

that the N. A. Y. R. U. should have either adopted the new rules and outlawed the old or kept the old and not brought about a situation which is certain to result in confusion and increase protests this summer. As it is now, there are two sets of rules either of which might be used and sooner or later in some inter-fleet race, we are going to have some skippers sailing by one set of rules with another group of skippers sailing under a different set of rules. It would, therefore, be best to stick to the old rules for this summer anyway.

**FOR SALE**—Rumsey-Ots Snipe brand new — Varnished inside, no paint on outside—But all sanded—Mahogany deck—newest construction — All hardware — Plated board —2 Suits Larson sails—One of Nylon.

**C. T. GIALLANZA**  
Modern Cleaners  
HORNELL, N. Y.



**NEW RACING RULE BOOK AVAILABLE**

The North American Yacht Racing Union, 37 West 44th Street, New York 18, N. Y., has published a new booklet called "Race Committee Handbook." It is amply illustrated and has been written to cover a variety of subjects pertinent to recommended procedure for conducting sail boat races. The scope of the book should make it interesting to every racing skipper and a welcome addition to any yachman's library. The price is \$1.50 from the N. A. Y. R. U., address above. This does not include data on the proposed new rules.

**SODUS BAY, NEW YORK**

At the annual spring meeting of the Sodus Bay Yacht Club, which was held in Newark, New York, on May third, the Club's Snipe Fleet got together and elected officers for the coming season. Bill Holmes of Rochester was elected Fleet Captain; and Don Laurer, also of Rochester now holds the office of Secretary. The retiring officers, Bob Stone and Bill Croucher, reported a fleet of twenty boats ready for the 1947 season. Fleet 84 takes this space to publicly thank acting-secretary Bill Croucher, and Measurer Bill Thistlethwaite for their time and effort in reorganizing the fleet and bring about reinstatement in the Snipe Association.

Bill Holmes

PLEASE ENTER MY SUBSCRIPTION FOR:  
U.S.A.

1 year—\$2.50   
2 years—\$4.50

**JIB SHEET**  
508 ST. PAUL ST.,  
ROCHESTER 5, N. Y.

FOREIGN

1 year—\$3.00   
2 years—\$5.00

NAME .....


ADDRESS .....

CITY .....

STATE .....

## JUNIOR NATIONAL CHAMPIONSHIPS TO BE HELD

Cedar Point Yacht Club at Westport, Conn., has scheduled the Junior National Championships for July 5 and 6. The Valspar Junior National Trophy will be at stake. It was won last year by Pierre Havre or Lake Merritt, California, fleet. The rules regarding entry require that neither skipper nor crew shall have reached their 18th birthday and the skipper must be a member in good standing of SCIRA. Further particulars will be sent to each fleet by the Cedar Point Yacht Club. The regatta takes place the week before the Nationals at Marblehead thus giving entrants a chance to compete in both if eligible.



*Scheer*

**YACHTING TIMER**

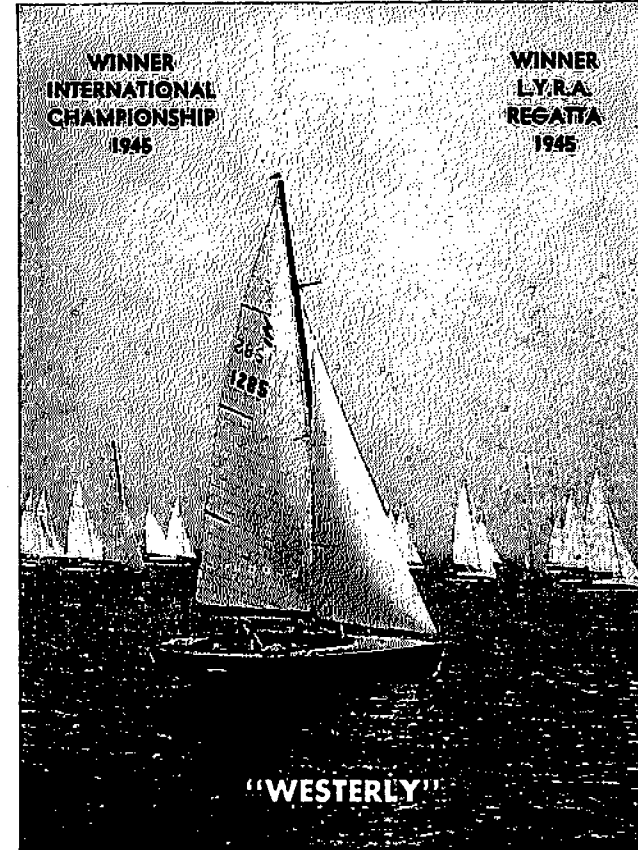
Indispensable while maneuvering in yacht races, between the preparatory and starting guns. 5-minute indicator; large sweep second hand for quick vision; start, stop and fly back from crown. 7 jewel fine Swiss movement, non-magnetic, double back nickel chromium plated case.

**\$22.50\***

*Scheer*

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

\*No Tax



WINNER INTERNATIONAL CHAMPIONSHIP 1945

WINNER L.Y.R.A. REGATTA 1945

**"WESTERLY"**

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

**ORDER NOW FOR EARLY DELIVERY**

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

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

ALL 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