

# The Jib Sheet

JUNE, 1948  
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REG. U.S. PAT. OFF.

NEWS FOR SMALL-BOAT SKIPPERS



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

## THE RULES COMMITTEE MAKES SOME CLARIFICATION

John T. Hayward, Chairman of the International Rules Committee announced recently that certain minor alterations and clarifications of the Snipe restrictions have been made by his committee. First; the cut out part of the dagger board may be as shown in the official plans, flat across the bottom of the cut out with a small radius in either corner of the legs, or it may be the larger radius as shown in the restriction sheet. Dagger boards have been made either way for a number of years anyway so this will have no effect on anything existing. Of far more importance, and this is no change to existing rules, is the fact that henceforth, a racing Snipe may have but one mast measured. This has come about through the practice of some skippers of having two or three masts and then picking the mast most suitable for that particular race—obviously unfair to the skipper who has only one mast to begin with. Measurers shall not measure more than one mast for any boat and if a skipper has more than one, he cannot use any other than the one that has been measured on pain of losing his measurement certificate. If a mast is broken, it is a simple matter to have a spare mast measured for use in the next race, but otherwise, the second or third mast shall not be used. This should do something to reduce costs of Snipes and give us common guys a chance.

Then, there is the same thing as applied to dagger boards. Some boats have several boards. The idea is to pick the right one for the right weather—which is no mean feat in itself. This has also been ruled out and a boat may have but one measured board for use in all races. Only one mast and one board could be used in any series of races, inter-fleet or point scoring in the fleet. This gives us tail-enders another break and is no change in any existing rule as the rules throughout refer to both mast and centerboard as singular, not plural. Measurers must not measure more than one combination for any Snipe. If an owner has his boat weighed, he must use the board and mast

that he intends to use throughout the season. The boat must meet minimum requirements with this combination. On some boats that were built too lightly to begin with, owners have incorporated floor boards up to two inches thick in order to gain the necessary weight. These are definitely ballast, which is not permitted under the rules, and boats using such floor boards will have to be rebuilt to distribute the weight over the hull as it was originally intended. No floor board should have to be over 5/8" to 3/4" thick and heavier boards are evidence that the boat does not meet class requirements. Measurers are instructed not to pass boats with floor boards over 3/4" thick.

Then there is the subject of the elastic bolt rope in a main sail. Some few such sails have been made with the sail all puckered up for the rope in its slack condition. When stretched to the legal 16 pound pull, the sail will just measure in, but when on the mast and boom, due to the elasticity of the bolt rope, the sail may be pulled out far beyond legal limits. The restrictions state that a sail shall not be over a certain size and this means while in use on the boat, not on the measurement floor. In sails in which a committee, or on protest by competing boat skippers, arouses suspicion of this type, the owner of the boat will be required to band his mast and boom to show the maximum allowable dimensions to which a sail may be stretched. At a race meeting, a few strips of masking tape may be used in such a way as to be observable to all competing skippers. Such markings must be checked by a member of the measurement committee present—not the owner of the boat. This should cure the trouble once and for all as such puckered sails are next to useless unless pulled all the way to their limit and no skipper would care to use them otherwise.

For further clarification on restrictions, etc., mail should be addressed to the Chairman, International Rules Committee, John T. Hayward, P. O. Box 2039, Tulsa, 2, Oklahoma.

## 7,000 MARK PASSED BY SNIPE

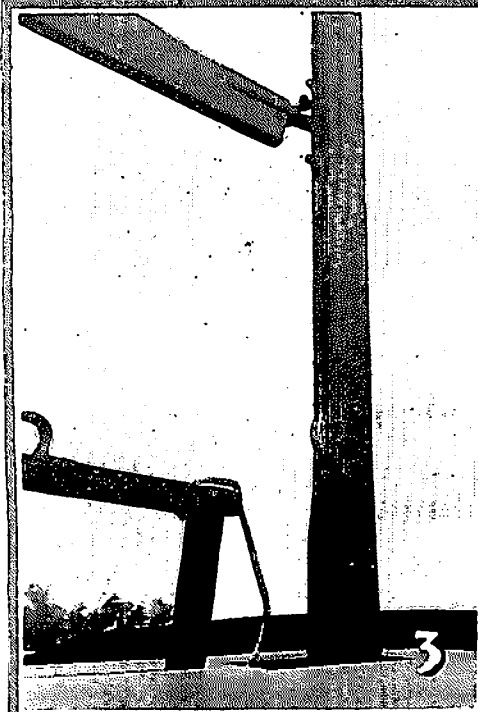
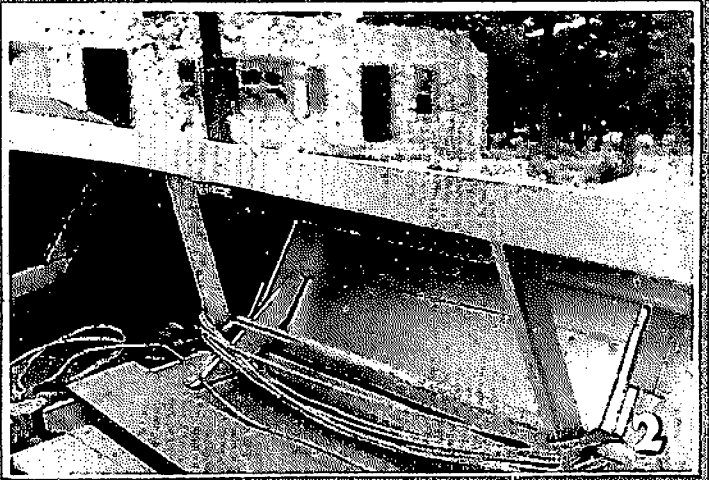
Ted Cronyn of the new Manhasset Bay fleet made the headlines not long ago when he was assigned the number 7,000 for his new Snipe. The tremendous growth of the class was indicated by passing this milestone, but already the total has jumped to 7,076 (at this writing). As for fleets, the Manhasset Bay group received charter No. 258 followed closely by No. 259 to a new fleet called Milo Aquatic Club at Yarmouth, Nova Scotia. Then came the six new Italian Fleets jumping the total up to 266. No. 267 is a brand new American fleet called Crystal Lake Fleet with E. H. Townsend, 209 South Edward St., Mount Prospect, Ill., as fleet captain. Then there were three more French fleets; Pont l'Abbe, Saint Cast and Saint Briac bringing the total up to 270. No. 271, the highest charter number to date went to a new Swiss fleet at Lausanne.

## Eddie Williams of Kansas City Wins National and International Point Championship

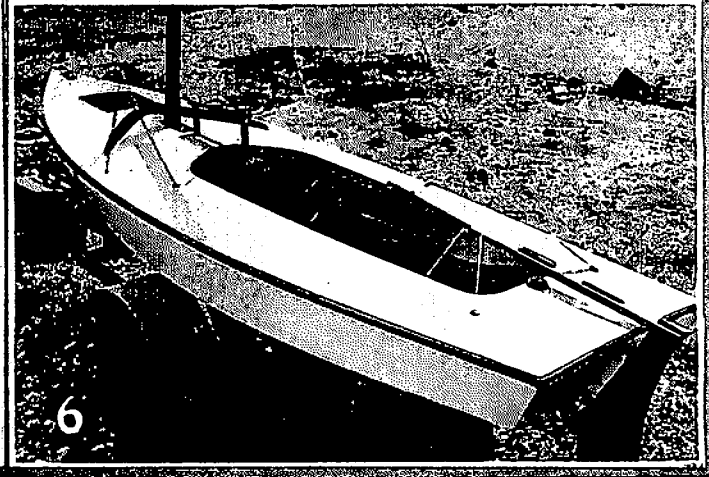
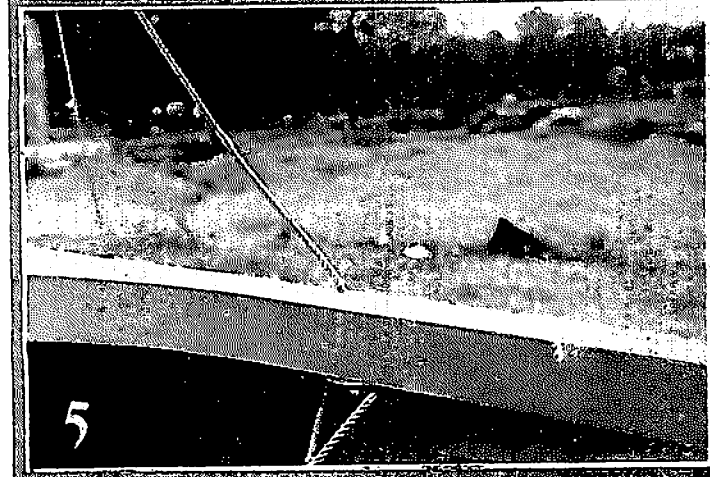
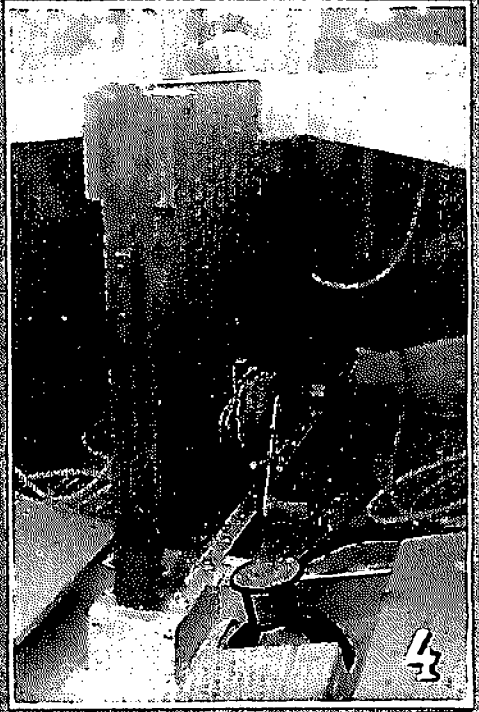
E. W. (Eddie) Williams of Missouri Yacht Club, Kansas City, has been declared the winner of the Minneford and Reichner Trophies for having the highest point score for 1947. Some scores for last season were held up until late in 1948 and have only just been compiled. Williams' score was the perfect 1,750 points for 15 firsts in fifteen races. In all, several hundred Snipes took part in this competition and the final sheets have just been compiled and will be published in an early issue of Jib Sheet. Bud Stillmun of Money Island (N. J.) was second with 1745 points, Carl D. Zimmerman of Portage Lakes Yacht Club (Akron, Ohio) was third with 1735 points; Don Simonds, Jr., of Winchester, Mass., was fourth with 1731 points and Sid Forsay of Northern Yacht Club, (Sidney, Nova Scotia) was fifth with 1717 points.

# TECHNICAL EDITOR'S COLUMN

BY JOHN T. HAYWARD



## Details of John T. Hayward's *Snipe*



## - EDITOR'S NOTE -

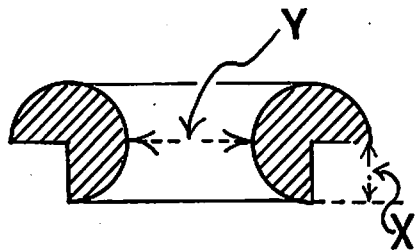
John Hayward is the Technical Editor and also the Chairman of the Measurement Committee and reports an increasingly active corre-

spondence in Snipe matters. To anyone as busy as John, with his profession and many sailing activities, the Editors greatly appreciate his

willingness to write an outstanding article such as this particularly since he went to the trouble of getting photos for us. John we thank you.

During the winter I made some changes in the deck of my boat and present them herewith in case they may be of interest. Cut No. 1 is a view of the deck of the boat and the most outstanding feature is that there is no metal on deck. The rub rail is rubber obtained from Walco Wood Fabricators, Wichita, Kansas. It is not difficult to apply and makes a very neat and efficient job.

Starting now at the bow of the boat, the cord sticking out through the deck is the painter. This passes through the deck and is carried aft to the cockpit where it is coiled out of the way on an old broom handle placed across two of the frames (see Cut No. 2). This is a very convenient arrangement because if the boat has been tied up to the pier or is being towed out to the cause, when anyone on the pier or tow boat course off, the painter can be hauled in from the cockpit and nobody has to go forward on the nose of the boat to retrieve a piece of rope which is generally hard to find later on when it is again needed. In passing through the deck, the line goes through a wooden fair leader glued into



the deck (see figure). These leaders are very easy to make. The dimension shown: X is equal to the deck thickness and Y to 1½ times the diameter of the rope. Referring again to Cut No. 2 and moving aft, the jib stay anchorage consists of two small pieces of wood through bolted to the deck, the arrangement being clear in the photo. Still moving aft, we come to a hatch. I like to have all of the inside of the hull, including the underside of the deck, treated with wood sealer or paint. Now crawling up forward inside a Snipe is an extremely uncomfortable and even painful job. Getting out again is still more difficult. I, therefore, cut a 12 x 12" hole in my deck through which one can reach in and the painting job becomes

quite easy. Since the hatch weighs more than the equivalent deck, I don't expect to have my ears knocked back by the Rules Committee certainly not by its chairman).

It will be seen that the shrouds go through the deck. They are attached to fittings on the hull under the deck and no turnbuckles or other means of adjustment are used. Rubber cords threaded over the wire cables make the passage through the deck watertight.

Cut No. 3 shows the mast and the centerboard in the raised position. It is important to have some arrangement to prevent losing the board should the boat capsize. I have a piece of rope attached to the handle and tied to an eye underneath the deck. In this same cut the downhaul for the boom can be seen. This consists of a short line and a clothes line tightener, which can be bought for a few cents, screwed to the mast.

Cut No. 4 is a view looking forward under the deck. I use 1/16-inch wire halyards and would not go back to manila rope for anything. The winch for the main halyard can be seen in the cut. The Step-On-It pump and anchor are also visible.

Now we are going into a matter that a lot of skippers will be interested in. The subject is Jib Sheet fair leaders:

Last year I happened to be attending a Regatta where I was not sailing. A very pleasant young person asked me to crew and having the old "urge" to try crewing for a change, I consented.

Well, the race started in a good spanking breeze, the first leg being to windward in which we did pretty well. The next leg was a run and the crew started looking for the whisker pole under the deck. The skipper pointed to the mast and I found that the whisker pole was permanently installed there, its lower end being hinged to the forward side of the mast. To pole out the jib you had to unhook the top end of this thing and bring it down so that it stuck down forward over the bow of the boat. The crew then leaned as far out forward as he could and tried to stab the clew of the jib onto a spike on the end of this pole. In this case, the crew weighed 180 pounds and the skipper 80, which caused the boat to be somewhat down by the

head, the result being that we lost several places during the five or ten minutes that the crew fumbled around with this operation.

I certainly wish that Ted Wells could be persuaded to adopt this whisker pole arrangement. The last leg was a reach, and the crew, trying to make up for his fumbling on the run, hiked out all he could trying to keep the boat on its feet. The result was he tore his pants badly. This was caused by the track and usual jib sheet leader on the deck. The difficulty of trying to hide his condition with a life preserver while walking up the yacht club pier after the race resulted in a firm resolution that no crew of mine shall ever be subject to similar embarrassment. Cut No. 5 shows how this condition has been achieved. The jib sheet passes through a fair leader in the deck and is held by a jamb cleat placed upside down under the edge of the cockpit. The whole arrangement works very well and when the sheet is cast off it runs out a lot easier than it used to through the regular pulley fair leader. The fair leader is wood and of a design already shown in the sketch, but in this case it is inserted from the underside of the deck and glued thereto so that above, everything is perfectly flush. It is true that with this arrangement you can't juggle around with the position of the leader, but, after much experimenting, I believe that I have found the right place anyhow and don't need to change it.

The last cut, No. 6, shows the after deck with the traveler passing through another couple of wooden fair leaders and the relieving line for holding the tiller in any desired position.

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# SHORT NEWS ITEMS OF SNIPE FLEETS

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

Under the auspices of the Chesapeake Bay Yacht Racing Association, the Baltimore Yacht Club will hold its annual sailing regatta on July 3, 4, 5. The Snipe racing events have been sanctioned by the Snipe Association. Next year this will become known as the Middle Atlantic Coast Championships. Any Snipe whose owner is a member of the Snipe Association and has a membership card to prove it, is eligible to take part in this regatta. For further details write to Walter J. Krause, Chairman, Sailing Regatta Committee, Baltimore Yacht Club, Sue Island, Middle River, Md., or better yet in care of P. O. Box 1244, Baltimore, 3, Md.

\* \* \* \*

Victor Larson of the Lake Chautauqua Fleet and well known for his ability as a Snipe racing skipper, has left for Sweden for three months stay where he hopes to get some Snipe sailing started. Sweden is one of the few European countries that does not yet have a chartered Snipe fleet.

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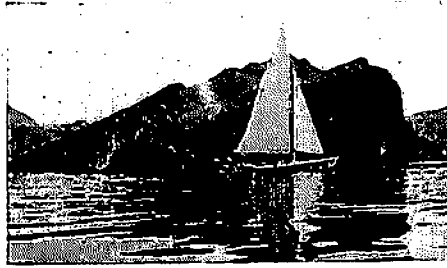
The Lake Worth Sailing Club of Fort Worth, Texas, has its own Snipe magazine for members and it certainly is a nice way to keep everyone informed and pulling together. C. Lee Morris, editor, secretary of the club and apparently the main works, has done a swell job and among other things that we note in the current issue is his invention of a new word for the English language. In referring to the Commodore's wife, he calls her the "Mommadore"—which to our way of thinking is darn good.

\* \* \* \*

Phil Klink, 1012 Oswego St., Liverpool, N. Y., is the new fleet captain of the Onondaga Lake Snipe Fleet. He reports that the fleet expects to put in an active season sending representatives to most of the big regattas.

\* \* \* \*

According to Bill Wicker, human-dynamo of the Southwestern Yacht Club at Corpus Christi, Texas, the entries at the Snipe National Championships are all going to pass out from indigestion. He says; "We plan to have a dance the first night so that everyone will get acquainted. We also have a Texas Barbeque planned, a real Mexican dinner, a Smorgasbord and, of course the final banquet on the last night." These Texuns air gonna throw a real one!



Elmer Drummond's Snipe becalmed on Lake Mead, 56 miles above Boulder Dam.

## Sanctioned Race Dates Scheduled for 1948

The following are Snipe regattas on the list for the coming season. If your race is not here, better send in the dates at once.

June 19-20—Texas State Championships, Corpus Christi, Tex.

June 26-27—Midwestern Championships, Wichita, Kansas.

July 22-24—Southeastern Championships, Charleston, S. C.

Aug. 4-8—National Championships, Corpus Christi, Texas.

Aug. 14-15—Lake Lotowana Invitational, Lee's Summit, Mo.

Aug. 29—Harrison Trophy Race (long distance) Milford Yacht Club, Milford, Conn.

Aug. 30-Sept. 5—World's Championship, Spain.

There are many other important regattas to be heard from as yet but these sanctioned races will have their dates protected against interference and no other regattas should be scheduled to take place at the same time.

Unsanctioned regattas listed so far are;

July 17-18—Lake Wawasee, Indiana.

July 31-Aug. 1—Eagle Lake, Mich.

Aug. 7-8—Upper Great Lakes Championship, Gull Lake, Mich.

\* \* \* \*

Green Lake Yacht Club of Wisconsin, has a nicely printed race schedule for the coming summer in which the entire program is given as well as all the special events. They have at least one race listed in which the crews will act as skippers and another in which skippers will sail boats other than their own. There is also a trophy to be given at the end of the season for the skipper who shows the best sportsmanship during the races and another for the best crew member. Both winners are arrived at by secret ballots.

Elmer Drummond of Los Angeles, reports that when the plans for Snipe first appeared in 1931, he promptly built one and although it has never been raced, he has used it for all sorts of "cruises" and trips. Among other places, his boat was the first sail boat to sail up the Colorado River on Lake Mead. This was before channels were smarked by the government. He says they had high winds, cloud bursts, calms and head winds for the entire 120 mile cruise. Incidentally, they are trying to get enough Snipes together to form a fleet at San Gabriel Canyon.

\* \* \* \*

Nearing Emmons, famed Snipe builder of Brewerton, N. Y., has sent in his regular monthly interesting letter and we are going to quote directly from what he says; "I cannot help but feel that too many fancy didoes and being allowed to creep into Snipe. I am an old hand at Sniping and when some of these jim-cracks give me the jitters, what must they do to the novice. I still say that because of many fancy, needless ideas and gadgets, the price has been pushed out of reason and the class, sooner or later may feel it. In order to combat this trend, my son Corey and myself, are planning to bring out a stock Snipe complete with Larson imported Egyptian duck, sails, to sell for \$500.00. We believe this can be done. It won't be a fancy boat but it will have a good bottom, fabric covered plywood deck, grooved mast and boom and everything we can think of to make it a bang up job." This, is a healthy sign and we are sure that many skippers will want a boat of this type. Trouble is that each individual skipper has some pet ideas that he wants incorporated in his boat and those are the things that cost money. What we need is a *stock* boat, well made, incorporating the best features allowable, yet not too fancy in order to keep the price down where it should be. There is a tremendous potential market for the builder who comes along and does the right kind of a job at the right price. You can buy such a boat and then fix it up to suit yourself if you want to do so, but actually, too much emphasis is being placed on the boats and not enough on the skill of the skipper. The boat will never win for you unless you are good to begin with and the only way to get good at it is to practice and sail whenever you get the chance. Good tennis players, golfers, baseball players, runners and

what have you, don't get that way talking about it in the club bar. They are out all the time practicing and if more skippers would do this, they would be surprised at how their "boats" would improve. Sailing a winning Snipe is still 99% up under the skipper's hat.

\* \* \* \*

The Southeastern Championship Regatta to be held at Charleston, S. C., July 22, 23, 24, has been sanctioned by SCIRA. Twenty-three Snipes took part in this regatta last year and in all probability there will be considerable increase in 1948. Incidentally, the rule restricting entries to not more than five boats from any fleet in a sanctioned regatta has been repealed and the lid is now off on the number of entries possible.

\* \* \* \*

Danny Elliott of the Alamitos Bay (Cal.) Fleet says that they expect to have at least fifteen Snipes racing actively this summer. The fleet expects to send at least three boats to the Nationals also. In case you don't know, Danny crewed with Bob Davis at the Nationals in Marblehead last summer. He states in his letter that

### VARALYAY TO BUILD KNOCK-DOWN SNIPE KITS

Varalyay Boat Works, 1710 West 166th St., Gardena, Cal., report that they are about to introduce a complete knock down kit to be used for constructing a Snipe. According to Louis Varalyay, the parts will be the same as used in the Varalyay Snipes and will consist of stem, keel, frames, transom, centerboard trunk, deck beams and instructions on how to set it up. No planking is to be supplied.

Western Long Island Sound Fleet is planning a full season of racing with all the Saturday and Sunday dates taken up from mid-May until the end of September. Most of the races will be run under auspices of the Yacht Racing Association of Long Island Sound, but when these races are held too far down the Sound to the eastward, the fleet will hold its own races off Larchmont. There are twenty-eight potential members for this fleet lined up this year.

they are going to learn to speak Spanish if possible in order to be fully qualified for the World's Championships in Spain.

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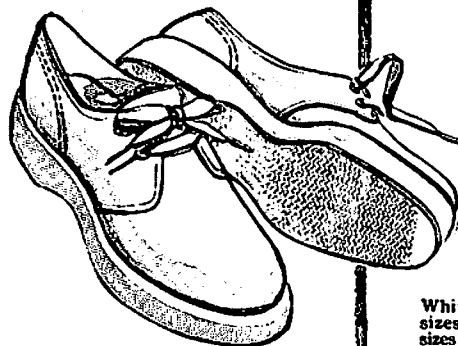
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**NEWS FROM  
FOREIGN SNIPE FLEETS**

The French Snipe Association has recently published a bulletin for the French fleets that will be continued from time to time until the European Secretary, Louis Favre of Switzerland, can complete plans to get out a monthly publication which will be printed in French, Spanish, Italian and English. H. Moysan, President of the Association Francaise des Snipes reports that before too long Snipe will be the top boat in French one-designs and a new yard has been established at Pont l'Abbe which will specialize in building Snipes. This yard will be equipped to put out fifty Snipes a year and every boat will be checked during construction and after built to make sure that each complies fully with restrictions. On March 29th the French Association held a meeting at Vannes at which sixty-six Snipe owners were present. During this meeting it developed that there were still five of the old Snipes in existence, built before 1939. It was also pointed out that 25 Snipes built in France had been re-

fused measurement certificates because of departures from the restrictions. As of January 1948, 85 Snipes were members of the Association with at least 35 more under construction. It was shown that during this year there would be close to 160 Snipes racing in the country. The French National Championships will be held at Benodet August 3 to 6.

\* \* \* \*

Six new fleets were recently chartered in Italy at the request of the Italian National Secretary, Natale Galepini. One of these is on the Lake of Como, two are near Genoa and three are on the Adriatic. All twelve Italian fleets will compete in their National Championships to determine who will go to Spain.

\* \* \* \*

Luis Alberto Leites, Secretary of the Yacht Club Paysandu of Uruguay has written in to ask about getting a fleet charter for their club in order that they may start organizing a series of races to determine their national champion who will be sent to Spain.

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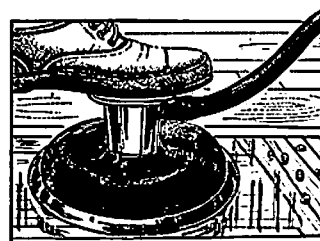
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## THE SNIPE WORLD'S CHAMPIONSHIP REGATTA

Last year this was held at Geneva, Switzerland, with thirteen nations competing. The U. S. entry, T. A. Wells of Wichita, Kansas, won all five races. He plans to go to Spain this year and repeat but there are a lot of U. S. skippers who are going to make him work hard for the honor.

The World's Championship for 1948 will be held at Palma on Mallorca Island in the Mediterranean Sea under the Federacion Espanola de la Clubs Nautico. Just one entry from any one country will be permitted. Spain has built twenty brand new, modern racing Snipes and all the skipper has to do is bring his own sails. The dates are set for August 30 to September 5. It is expected that at least twenty countries will send entries. Arrangements have been made by the Spanish authorities to feed and house skippers and crews and some elaborate entertainment, excursions, etc., are on the agenda. Arrangements are being made here in the U. S. Department of State to expedite any possible delays on getting passports and reservations will be made for a skipper and crew on a plane to Paris from New York. From Paris they will go by

train or fly to Barcelona where a small steamer will take them to the island—or they may fly. The Spanish authorities will issue a special type passport to expedite entry into that country and also to help skippers get to the island in plenty of time.

Boats will be drawn for at least twenty-four hours before the first race and all boats will be as nearly identical as possible. Sails will be measured. Countries already signifying that they will enter their champions are; Argentina, Great Britain, Italy, Portugal, Switzerland, United States, Spain, Belgium, Canada. Others that will enter are Brazil, Norway, Hungary, Roumania and there is a strong chance that a number of others will have representatives there; Uruguay, Finland, Holland, Sweden, Portugese East Africa, Cuba and others. The Spanish authorities have also invited Greece, Turkey, Trinidad and several others.

### RACING SNIPE

by  
"EMMONS"

with Larsen Egyptian Sails

\$500

EMMONS

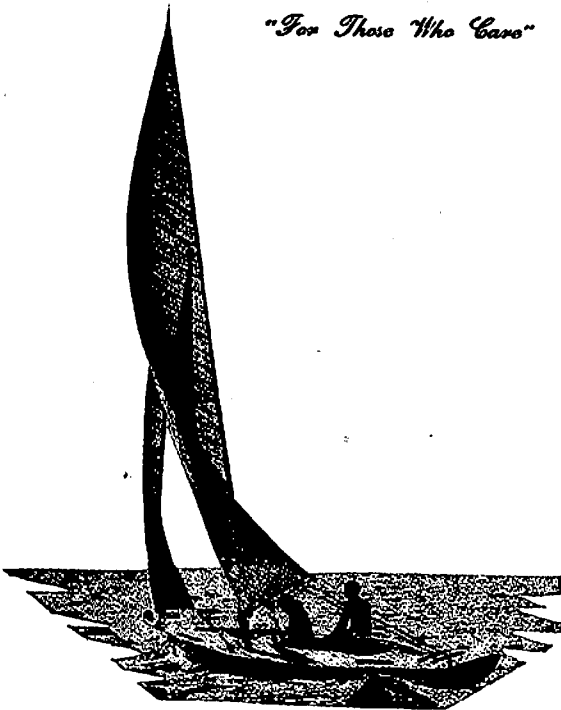
BREWERTON, N. Y.

## Junior Nationals and Women's Nationals to be Held

Corpus Christi will hold both the Junior and Women's National Championship races during the time of the Nationals—Aug. 4-8. Requirements for the Juniors are as follows; Neither skipper nor crew member shall yet have reached 18 years of age. Skipper must own measured Snipe and a membership card in SCIRA for 1948. Skippers must use their own sails.

Requirements for the Women's National Championship are that the skipper of the boat be a bona-fide owner of a Snipe and hold a membership card for 1948 in SCIRA. No men or boys will be permitted to crew. Boats may be borrowed, but the skipper must use own sails. If there are less than five entries in this event, the sponsoring club reserves the right to cancel the event. There are no requirements in either event on the number point score races that must have been taken part in. Sails, however, are subject to measurement before the first race. Entry blanks for either event may be had from Billy Wicker, P. O. Box 971, Corpus Christi, Texas. Duplicate entry blanks must be sent to the Executive Secretary of SCIRA.

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**181 Main Street**

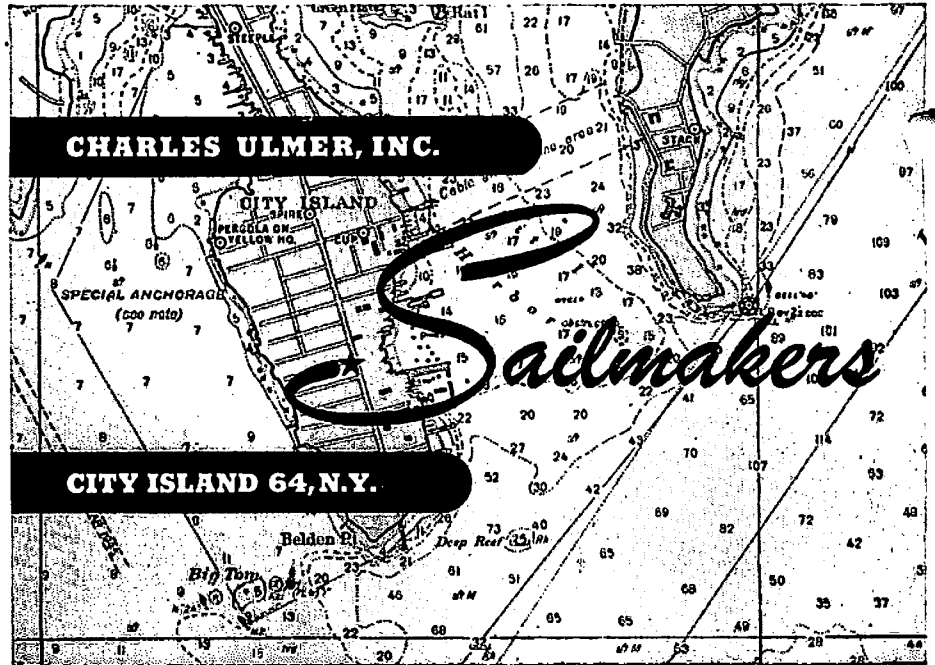
**Oshkosh, Wisconsin**

**ENTRIES IN THE NATIONAL CHAMPIONSHIPS**

The Southwestern Yacht Club of Corpus Christi, Texas, will hold the Snipe National Championships to determine the United States Snipe Champion starting on August 4 and winding up on August 8. The requirements for entry are as follows;

The skipper must be a member of the Snipe Association for 1948 and hold a membership card for same. In order to have this card, he must be the owner of a measured Snipe belonging to an active fleet, chartered by the Association. He must have taken part in at least five point score races during the 1948 season and held by his own fleet. His entry blank must be made out in duplicate on forms to be supplied to every fleet by the sponsoring club, one entry going to the club and the other to the Association's Executive Secretary accompanied by an entrance fee of \$25.00 per boat. The winner of the U. S. Nationals will receive the entire sum so collected to pay his expenses to the World's Championships to be held in Spain late in August. If the sum so collected is deemed more than necessary for the trip over and back, the balance will be refunded to entries on a pro-rate basis.

Entries for the U. S. National Championships will be confined to members of active fleets—one entry being allowed for each five boats in a given fleet. Thus a fleet with five to nine boats in it may enter one boat; ten to fourteen boats in the fleet, means two entries, fifteen to nineteen boats in a fleet allows three entries, twenty to twenty-four boats in the fleet permits four entries and so on upward. By the boats in a fleet it is meant the active boats owned by owners who have paid 1948 Association dues. All entering boats must have taken part in five fleet point score races. Further instructions and entry blanks will be sent out by Southwestern Yacht Club so get busy right now and get the dates set for your point score races. Someone is going to have a wonderful, free trip to Spain and back and a chance to win the World's Championship of the class.



*A Honey of a Tobacco!*

**COOKIE JAR**  
Aromatic PIPE MIXTURE

**R. R. TOBIN TOBACCO CO.**  
406 E. Woodbridge St., Detroit, 26 Mich.

COOKIE JAR AROMATIC PIPE MIXTURE 25¢

The advertisement features a cartoon bear on the left holding a pipe. On the right is a box of 'Cookie Jar Aromatic Pipe Mixture' with a price tag of 25¢. The background is dark with white text.

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