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NEWS FOR SMALL-BOAT SAILORS

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

Switzerland Postpones Internationals Until 1947

Louis E. Favre, National Secretary for S.C.I.R.A. in Geneva, Switzerland, has written the following letter to the Executive Secretary:

"As I have already written you, we have abandoned the plan to have competing boats transported. We suggested in order to avoid delays and red tape that we have twelve Snipes built here, all exactly alike and to be put without charge at the disposal of the visitors. Now, unfortunately, by reason of overwork, no Swiss boat yard can bind itself to construct such boats by the summer of 1946. We might, of course, ask the Swiss Snipe owners to lend their boats, however as many of them are of slightly different construction, the chances for competitors would not be equal. This cannot be permitted in a contest of this magnitude.

"Furthermore, war has seriously disorganized the Snipe movement in many countries which are slowly but laboriously regaining their balance.

"Under such conditions, we deem it advisable to postpone until 1947 the running of the Snipe International Championship at Geneva. In order to really serve Snipe best, such a regatta should be a faultlessly run affair. Under these conditions, I feel that the postponement until 1947 would best serve the interests of the class and is therefore thoroughly justified."

In this we are in hearty accord. Mr. Favre has been in close touch with the international picture and has been in constant correspondence with Snipe fleets all over the world. He knows, as we suspected, that in order to move a Snipe even from England to Switzerland, would entail endless red tape with probable duties to be paid at every frontier. He is working ahead on the 1947 regatta and by that time will have everything ironed out in good shape, including enough good, new Swiss Snipes to make

it unnecessary for any skipper to bring his own boat.

That means that the Snipe International Championship will be held as originally planned by the Chautauqua Lake Yacht Club, probably late in August and that there will be no National Championship. It is more than likely that some of the foreign entries lined up to go to Switzerland, notably Brazil, Cuba and Newfoundland, will probably send entries to New York State. We make no promises now, but with Hal Griffith and Dick Shearman on the job, anything can happen.

This means no change in the usual requirements. Each entry must be his fleet champion with credentials from his Fleet Captain to prove it. He must be a member of S.C.I.R.A. for the current year and must belong to an active fleet and have taken part in at least five point score races. It will eliminate the entry fee automatically and will be run just exactly the same as any other Snipe International Championship regatta.

FLASH
Internationals
WILL BE HELD
AUGUST
27 ♦ 28 ♦ 29 ♦ 30
1946
AT
CHAUTAUQUA
LAKE YACHT
CLUB
JAMESTOWN, NEW YORK

New York State Snipe Association Meeting Held In Rochester

By Bill Sweeney

The annual meeting of New York State Snipe Association was held at the Hotel Seneca, Rochester, New York, Saturday, February 9. The business meeting was conducted in the afternoon attended by the following representatives:

Vernon Brumber, George Bridgman, Canandaigua Yacht Club; Richard Shearman, Harold Griffith, Bill Russell, Leslie Powers, Bert Johnson (Fleet Captain), Chautauqua Lake Yacht Club; Chet Mitler, Walter Rochville, Hanna Sr. and the well-known Hanna boys, Nine Mile Point Yacht Club; Jack Curtis (Fleet Captain), Larry Ryan, Bert LaBaron, Al Fields, Bill Sweeney, Newport Yacht Club; "Doc" Paul, Olcott Yacht Club; Tom Bremer, Clark Cassidy (Fleet Captain), Youngstown Yacht Club.

Also surprise visitors in the person of Tom Taylor from Oak Orchard Yacht Club whose activities have been suspended for the period of the War but who plan full sailing schedule for 1946 and Nearing Emmons of the Emmons Boat Company of Brewerton, New York.

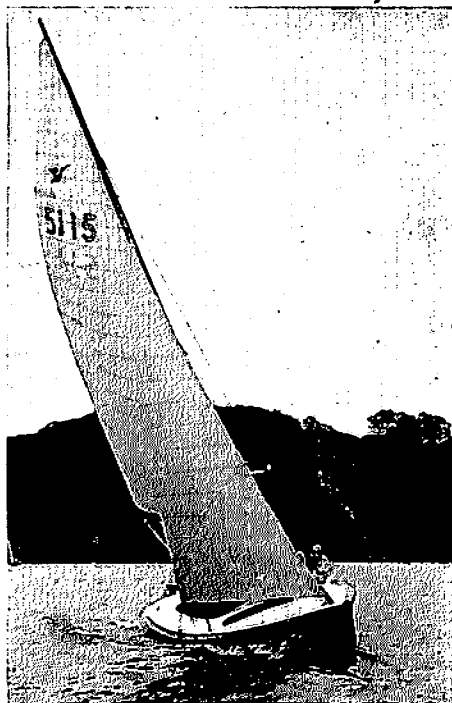
A lively discussion was held regarding the use of plywood for decks. The views of Emmons and Hanna were expounded in the last issue of "Jib Sheet".

The New York State Regatta for 1946 was voted to Olcott Yacht Club, August 10 and 11, with the North Atlantic for the Lake Mohawk trophy at Nine Mile Point, August 17 and 18. These dates may be changed now that the Nationals at Chautauqua have become the Internationals and held much later in the season.

It was voted to amend the constitution to eliminate the word "Fresh" from article III so that any duly chartered, active and recognized Division Fleet of the S.C.I.R.A. sailing the waters of New York State shall be eligible for membership. This article had previously banned the sailors from down East who sail the Briny Deep.

(Continued on Page 3)

SHORT NEWS ITEMS OF THE FLEETS



Jones Photo

TOM HANNA in "O. G." winning the Briody Trophy, August 1945

Well, we might have known it. Back in the January issue on page 2, we mentioned something about the P.L.Y.C., and how it has finally come into its own, and can use its full name because the original Portage Lake Yacht Club had folded up. Well, its all off, Dan'l McBride, because the original Portage Lake Yacht Club has come back to life with a bang, and old fleet No. 110 will still have to struggle under the initials, P.L.Y.C. Miss Marie Rosalie Harrison, Secretary of the Portage Lake Yacht Club of Onekama, Michigan, reports that at a recent meeting the club voted unanimously to renew its affiliation with the Association. 'Stoo bad, Dan'l, but on the other hand, we know you'll join with us in welcoming the Portage Lake Yacht Club back again.

The Orlando, Florida, Fleet is also coming back into circulation and its good to hear from our old friend Ray Stevens and to learn the news. Ray reports that he expects a fine racing season.

Still another revival comes in a letter from Emil Sodke of the Charleston, S. C. Fleet. Emil was in the Coast Guard during the war. He says that his first act on getting out was to look over the old boat to see what was needed. George

Bonnoitt is the Fleet Captain and things are getting wound up ready to go.

Peter V. H. Serrell who used to race back in the old days of Sniping with No. 825, Hoyden, out California way, is now the owner and manager of the Design Engineering Company, makers of attractive small boat hardware in the "California style". Oh yes, their address in case you are looking for some new stuff—999 North Los Robles Ave., Pasadena, 6, California.

Robert Miller, Secretary of the LaPorte (Ind.) Junior Yacht Club reports that he has also been appointed Measurer and asks for measurement blanks. Too bad, Robert, but we have no Fleet listed in LaPorte at present, and if your fleet will join S.C.I.R.A., we will be able to send you everything you want.

Charles E. Dinkey, Jr., of Pittsburgh, informs us that he has a Snipe, No. 5712, located at Chautauqua Lake, N. Y. Here we quote from his letter: "I hope to have this boat measured, if I can find anyone to do it". Frankly, we thought that Griff had every Snipe on the lake lined up, but here is one he somehow or other missed. Needless to say he will soon be hearing from Mr. Dinkey.

Jack Wirt reports from Miami that the newly reorganized fleet has now held its first races since before the war. He says: "It blew like hell—regular Clear-water weather!"

Up in Shelbourne, Vermont, the Shelborne Harbor Ship and Marine Construction Company, is figuring on building an entire fleet of thirty Snipes for some unnamed yacht club. Any Snipe detectives in that area might look into this just to make sure that the new Fleet joins up with the Association.

Norman H. Keeler, 1006 Arguello Street, Redwood City, Cal., reports an informal meeting of Snipers in that area with the object of forming a new Fleet. Norman is the new Fleet Captain and also Secretary and Treasurer. He reports that they have a sufficient number of boats but wants other Snipers in the area to join with them.

Fleet Charter No. 196 was recently mailed to the new Snipe Fleet of the Coconut Grove Sailing Club. John Edwards, 2256 SW 33rd Court, Miami, 33,

Florida, is the new Fleet Captain. Five Snipes make up the new fleet but more are expected.

Louis Varalyay, the California Snipe builder, makes a good suggestion regarding the Snipe booms as brought up by A. A. Saville in the January issue. "I believe that the rule on the boom should be—any shape as long as the minimum equals the area of a two inch circle." What do you think?

Elaine Kirchmann is our only "Lady Fleet Captain" and she heads the Corinthian Yacht Club (San Francisco) Snipe Fleet. She says: "We are looking forward to an exciting season. We now have ten members most of whom are young enthusiastic sailors, and we hope for many more before the close of the season." The Fleet has a new committee to not only measure boats requiring it but also to check on the amount and type of equipment used on each boat. "We feel that with a committee of this type racing will be fair to everyone."

Ray Kaufman, Secretary-Treasurer of the extremely active City Island Snipe Fleet reports: "During the war years much of the Snipe activity has been curtailed on Long Island Sound. Now that we are once more at peace our fleet is anxious for a revival of the Long Island Sound Team Championships and the Long Island Sound Distance Race as well as any other inter-fleet competition." Both trophies were won last time in 1942 by Cedar Point Fleet at Westport, Connecticut and we suggest that you write to John Benjamin, 115 Heights Court, Ithaca, N. Y., for information. He is Fleet Captain of Cedar Point. At present the City Island Fleet is the only one within the city limits of New York and is composed of nineteen Snipes. But in 1946 they expect to have about thirty.

Lake Lotowana, Lees Summit, Missouri, is the home of another extremely active Snipe Fleet and Jack Bucher, Fleet Captain rises to state: "We have an up and coming fleet here and any mention you may make of it in Jib Sheet would be a big moral boost as the members here feel that they are doing a good job and are disappointed to find that most other Snipe Fleets have never heard of us. We sail on a private lake and although we are close to Kansas City, we cannot draw members from there as only

lot owners may have boats on this lake. In spite of this handicap we have 14 boats registered and last year had 17 official point score races. In 1944 only one boat qualified by sailing in five races and only seven races were held, so you can see what a jump we have made. We have a monthly paper for members and we are holding regular meetings giving instructions on rigging, racing rules, etc., for new members." The Fleet plans to send a boat to Lake Chautauqua next summer.

* * *

Lake Mohawk Yacht Club, one of the most active Snipe fleets in existence has elected new officers for 1946. Herbert (Bud) S. Croft is the new Commodore. Vice-commodore is Russell C. Doeringer, Rear-commodore and Secretary-Treasurer is George J. Michel. Robert W. Edmonds is Fleet Captain.

* * *

Jack A. Barnes, 714 East 8th Street, Houston, 7, Texas, wants to hear from Snipers in his area with the idea in view of forming a new Fleet.

Mentor Harbor Yacht Club (Cleveland), reports an order for six new Dunphy Snipes for 1946 according to John W. Dixon.

* * *

According to Charlie Gabor of Lake Mohawk, the heading for Jib Sheet is okay except that the sheet itself looks a little frayed in spots and he wonders how much it will hold. How's about it Chet—will she hold?

N.Y.S. Meeting Held At Rochester (Continued from Page 1)

The following officers were elected to serve for the Year 1946: Commodore, Bill Sweeney of Newport Yacht Club; Vice-Commodore, Dick Shearman of Chatauqua Lake Yacht Club; Sec. & Treas., Clark Cassidy of Youngstown Lake Yacht Club.

We would very much like to have retained the services of our secretary and treasurer of last year, Harold Griffith of Chautauqua Lake Yacht Club, but Hal will have his hands full with the Internationals. The retiring Vice-Commodore, Sherman Cannon of Youngstown Lake Yacht Club is still some-

where in the Pacific skipping for Uncle Sam.

Dinner in the Palm Room was attended by 48 persons. An Old Snipe Sailor, Jimmy Donaldson of Nine Mile Point Yacht Club, was to show colored movies of previous Regattas but was laid low with the "Flu" and good old Chet Miller came up with some very wonderful Kodachrome prints which showed very well on one of the Hotel Seneca best bed sheets hastily erected as a screen.

The interest that was evidenced at the meeting makes your Commodore feel that the Year of 1946 will be tops for Snipe Activity.

New Rule Book to be Ready Soon

The 1946 S.C.I.R.A. rule book will probably come from the printer about the end of March. All owners of measured Snipes who pay their 1946 dues will receive a copy together with a membership card. The book will be the same size as 1945. No changes have been made in the restrictions but the book will contain a great deal of interest to any active Snipe skipper. The price of the book to non-members is \$1.00.

SNIPES REGATTAS FOR 1946

AUGUST 10-11

New York State Championships,
Olcott Yacht Club

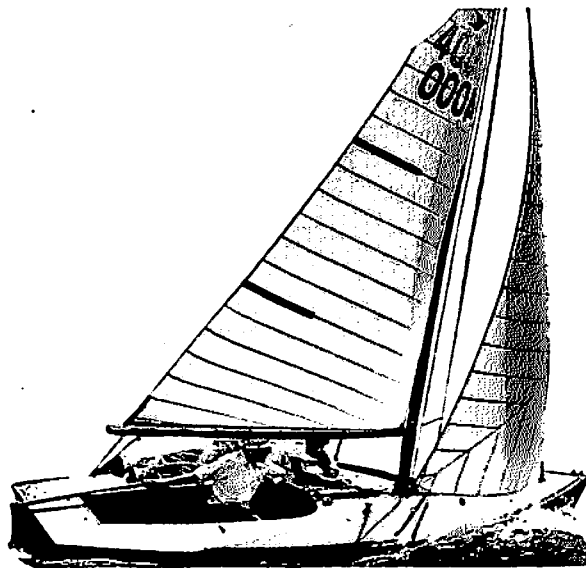
AUGUST 17-18

North Atlantic, Nine Mile Point
Yacht Club

AUGUST 27-28-29-30

International Championships, Chau-
tauqua Lake Yacht Club, Jamestown,
N. Y.

SEND IN YOUR REGATTA DATES
FOR PUBLICATION
IN JIB SHEET



SKIPPER at above Tiller is none other than the Mr. Wm. F. Crosby himself. All of which makes a pretty good line of advertising copy for the Dunphy Racing Snipe...



DUNPHY BOAT CORP. 346 Broad St., Oshkosh, Wis.

NOTES FROM OVERSEAS FLEETS



Snipes racing at Costa Brava, Spain

Spain is "in again". This time with close to 150 new boats to receive numbers and three new fleets. We believe that this gives Spain an actual total of 579 registered Snipes. Now, if it wasn't against their law to export money, it would be quite nice to have them all paying dues. However, they are most enthusiastic and active and if and when the international situation gets ironed out, we are sure that Spain will do everything possible to support the Association and further Snipe racing.

* * *

Another new fleet has been formed in Switzerland to be known as the "Flotte du Leman-Rolle". Monsieur Paul Eynard is the Fleet Captain. Another Swiss, Jean Struchlin is now the Swiss Consul in Bucarest, Roumania, where he hopes to start a Snipe fleet before long. He is already having the first boat built.

* * *

There are ten Snipes racing regularly at Dakar in Africa. A Mr. Reyss, Avenue Roum, Dakar, Senegal, A.O.F. is President of the Yacht Club de Dakar and Louis Favre, of Switzerland, has already made contact with the idea of having them affiliate with S.C.I.R.A.

* * *

The Swiss Champion for 1945 was Aiglon I owned by the Bernasconi Brothers with a total of 1680 points.

* * *

A new Fleet is being formed in Havana to be known as the Casino Espanol de la Habana. The Fleet Captain is Dr.

Luis Humberto Vidana and the Secretary is Ernesto L. Gans. The Measurer is Ramon Busto Monzon and there are eight Snipes to start off with. The address of the Secretary is Manzana de Gomez 450, Havana, Cuba.

* * *

Arthur Johnson's "Snipe Snippets" from Newfoundland is quite a little news sheet for the many Snipers in that area. He reports that "flu" has flattened everything and that it was impossible to organize the Newfoundland National Snipe Association because there were so many absentees. Just about half of the February issue of Snipe Snippets is given over to Jib Sheet and its contents. Sixteen new Snipes have been assigned numbers and several more are expected. They would like to see an article on the use of centerboards, as applied to Snipes, in Jib Sheet so if any of you skippers feel inclined, here is a chance to write up something that so far as we know has never been done before.

* * *

Dr. Antonio de Menses, National Secretary for Portugal, in a recent communication, asks for numbers for 23 more new Snipes for his country. There is also one more Divisional Fleet. Dr. de Menses is a member of the Federacao Portuguesa de Vela (similar to our North American Yacht Racing Union) and is Secretary of its Technical Council. He is also President of the Club Nautico de Portugal.

Thomas Murphy of the Armdale Yacht Club, Halifax, Nova Scotia, reports that they are reorganizing their Snipe fleet and that several new boats will require numbers.

* * *

E. A. Williams of Devonshire, Bermuda, says that some interest is being displayed there in Snipe racing and that a fleet may be formed this year.

* * *

Dr. F. V. G. Penman, 116 Benedict Street, Hyde, Cheshire, England, reports that his Snipe, Gossamer, has been laid up since 1940 when his sailing waters were covered with moored logs to prevent Nazi seaplanes from landing. Dr. Penman won the British Championship in 1937 and 1938 and was anxious to be the British representative at Geneva up to the time of postponement.

Letters to the Editor

Gentlemen:

Glad to be aboard! A lot can be done for the class when the weight factor is more definitely defined.

Does "Ready to Sail" mean—minimum weight at delivery from builder or "soaking wet"? A boat fully equipped can be delivered around 400 # and then be weighed after soaking for a few weeks—check with Fearon D. Moore.

Dan MacBride—Akron, Ohio

Gentlemen:

JIB SHEET looks good to me. We don't have quite enough Snipes for a club as yet, but hope this coming summer will remedy that condition and then we can form the Dunes Yacht Club on the south shore of Lake Michigan.

Ralph B. Douglass—Joliet, Ill.

Gentlemen:

It may be a little early to crab or suggest, but I hope that this new magazine will contain something more than "race" data. There are many of us "Snipers" who must forego this pleasure of fleet racing, but who still love to sail our "Snipes."

Charles H. Turner—Schenectady, N. Y.

EDITORIAL

As Executive Secretary of the Snipe Association, your editor is in a fortunate position so far as the gathering of late news concerning the class is concerned. It is one thing to gather this news but quite another thing to be able to distribute it so that every Fleet and every Snipe owner will know what's going on.

From really important news, like the change in dates and location for the Internationals, down to little news items like the new fleet captain of the Squeedunk Yacht Club, they all make up the news of the class and it is totally impossible to let every owner know by letter, postal card or telegram. Our means of communication will have to be Jib Sheet and if you don't get Jib Sheet, its going to be just too bad because you'll never know otherwise what's going on.

By reason of its modest size and quick distribution, Jib Sheet will score "beats" on all other magazines when it comes to Snipe news. Jib Sheet can afford to wait until the very last minute for an important news item that is about to break and you, as a subscriber, will be kept up to date every month on the latest developments and news.

If you are already a subscriber, get someone else to subscribe for without circulation, Jib Sheet cannot exist. If you like Snipes, and you wouldn't have one unless you did like 'em, you will find yourself looking forward to getting Jib Sheet every month because Jib Sheet is fast becoming the very life blood of Sniping.

The news of the changes in dates in the Internationals alone should be worth the price of subscribing. If you don't subscribe yet, do so now. Try to get your other Snipe friends to subscribe for by helping Jib Sheet, you are also helping the class. Bring it up at your next Fleet meeting and show a copy of Jib Sheet to the other skippers. Constitute yourself to be a committee of one to help make Jib Sheet larger and better. The magazine will grow in direct proportion to the support that you fellows give it.



"Gizz" Has His Say In The Matter

R. S. Gozzaldi, known throughout the southwestern Snipe country as "Gizz", is one of the best racing skippers to be found anywhere. He dates back to the earliest days of the Snipe Association and is the perennial Fleet Captain of the Corinthian Sailing Club of Dallas, Texas. "Gizz" had a tough time keeping the old Fleet No. 1 going during the war but he surprised himself. Here are parts of a recent letter.

As usual, we just finished our last point score race as the lake froze over. Next season we hope to get an earlier start. Although we were late in the series, the season has been the best one since 1941. The scores plainly show that no one in this fleet was a heavy contender for the point score championship. None of us had a monopoly on first places. This tended to make the series more interesting and close. Got my antique Snipe going pretty good this year but due to a number of mishaps ceased to be a serious contender for first place. Next season, I hope to be able to retire my battered old relic and induce Maurice Martin to build me a souped-up California model that has to be kept out of water when not in use to keep the planking from buckling. Perhaps I might see the boys at the Nationals but it is not going to be any push-over because Bruce Jamieson has his order in for a new boat also.

I am highly in favor of 'JIB SHEET' and sincerely hope that it will prosper. We should have had an official publication such as this a long time ago. If it can survive the formative period it may go places and will be a great help in promoting the Association. I stand ready to do all I can to help the venture along.

There is a good possibility that you will receive a letter from one Marshall E. Boykin of Abilene, Texas. He wrote me in October after reading the publicity you gave me in Snipe News in Rudder. He wished to buy a Snipe. He admitted that he never was in any kind of a sail boat but wanted me to tell him where he could buy a Snipe. I thought the best thing to do with this rank novice would be to have him come to Dallas and get a practical demonstration. He arrived about the end of November and we spent a Sunday on White Rock Lake. In the meantime he had located and bought Snipe No. 365. He began his education the hard way but Marshall is most enthusiastic and will probably organize a fleet. Abilene has a lake 5 miles long and 2 miles wide and Boykin says the wind is always strong in West Texas. As his Snipe was equipped with the small working jib he talked me out of one of my genoas. He climaxed his visit to Dallas by purchasing Snipe 1696 off the lake and took it back to Abilene with him. He is a live wire and I hope his enthusiasm stays with him because according to the 1945 rule book there is only one active fleet in Texas.

We expect to revive the Southwestern Championships during 1946. The last one was held in 1942 and this was the last sectional race held in the southwest. Let us

hope that more fleets will again become active in this section because, to date, there is only one fleet in Texas, one in Oklahoma and two in Kansas.

While I am on the Southwestern subject, I want to straighten out a matter which I have been working on for years. I think it is only fair to Doc Isaacks (first Commodore SCIRA) that it be recorded accurately in the year book. If you will turn to page 43 of the 1945 rule book you will see the deed of gift of the "Shaw Perpetual Trophy". I have no criticism of the deed of gift but I don't see where they get this stuff about its being "emblematic of the Southwestern Championship". Years before any Shaw Perpetual Trophy ever existed we were racing for the Southwestern Championship Trophy donated to the Association by Comm. H. E. Isaacks in 1932. I never heard of anyone, outside the San Antonio Fleet ever competing for this Shaw trophy. At the bottom of page 43 is listed the previous winners. Now this list represents, with one exception, the winners of the Isaacks trophy. This exception is the 1941 winner, Johnny Shaffer won the Shaw Trophy but he was a long way from winning the Southwestern Championship. He competed and I believe he finished in 15th place. He was kidded so much about it that he sold that particular Snipe and had a new one built by Martin with which he won in 1941—the Bill Green Perpetual Trophy at Tulsa. The Southwestern in 1941 was actually won by John T. Hayward of Tulsa. I think he should be given credit for this race as he had a tough time winning it. In all the years that I have been Fleet Captain, we have never been extended an invitation to compete for the Shaw Trophy. I am enclosing a revision of this whole page in the hope that it will be corrected in the 1946 book. (It will, Ed.)

R. S. Gozzaldi

2945 University Blvd.,
Dallas, Texas.

SEND IN YOUR
SUBSCRIPTION
TO "JIB SHEET"
TODAY!

1 YEAR \$2 50	FOREIGN \$3.00
2 YEARS \$4.50	FOREIGN \$5.00

The Active Mentor Harbor Yacht Club Reports

Gentlemen:

I am very much interested in your new publication, "Jib Sheet", and feel that it serves a very definite need. The field for small boats is certainly the most rapidly growing field in boating, and it has been neglected to a large degree by most yachting magazines.

Commodore Newton D. Baker III has requested me to write you and give you some additional information with respect to the Mentor Harbor Snipe Fleet and the Yacht Club, and also to inform you that we are sending you today an assortment of pictures of Snipes racing in the Mentor lagoons, an aerial photograph of the Club, the lagoons and the channel into Lake Erie. We regret that the only pictures immediately available is the fact that there are no boats in the aerial photograph of the lagoons.

It may be of interest to you to know that in spite of the small size of Snipes as boats, two of the Flag Officers of the Club are members of the Snipe Fleet. Commodore Baker is too modest to tell you that he is the Mentor Harbor Yachting Club's Commodore for 1946. Not being so modest myself, I will say that I am Rear Commodore in the Club and raced actively in the Snipe Fleet for approximately ten years.

To explain somewhat more fully the activities of the Fleet at Mentor, I should like to explain some of the special features that we participate in. On the first four Sundays of each season, it is our practice to sail eight tune-up races. A regular trophy is awarded the winner. In the middle of summer, we usually sail what is known as an Open Water Race, which originated between Catawba Island and Middle Bass Island. Middle Bass is located about a mile from Put-in-Bay. This is the place where the Inter-Lake Yachting Association's annual regatta is held. A per-



Snipe Racing at Mentor Harbor Yacht Club

Thiel Photo

petual trophy is offered for this race. On Labor Day the Fleet regularly participates in an Inter-Fleet Race. It is customary to take five Snipes, five Inter-Lakes, five Lightnings, five Great Lakes 21 class boats (a class peculiar to Mentor Harbor at the moment), and to have four skippers from each of the Club Fleets, including those listed above and the cruising auxiliary class. In this way we have one skipper from each class sailing in each class of boats raced. Of course, the winning Fleet is determined on the basis of team scores.

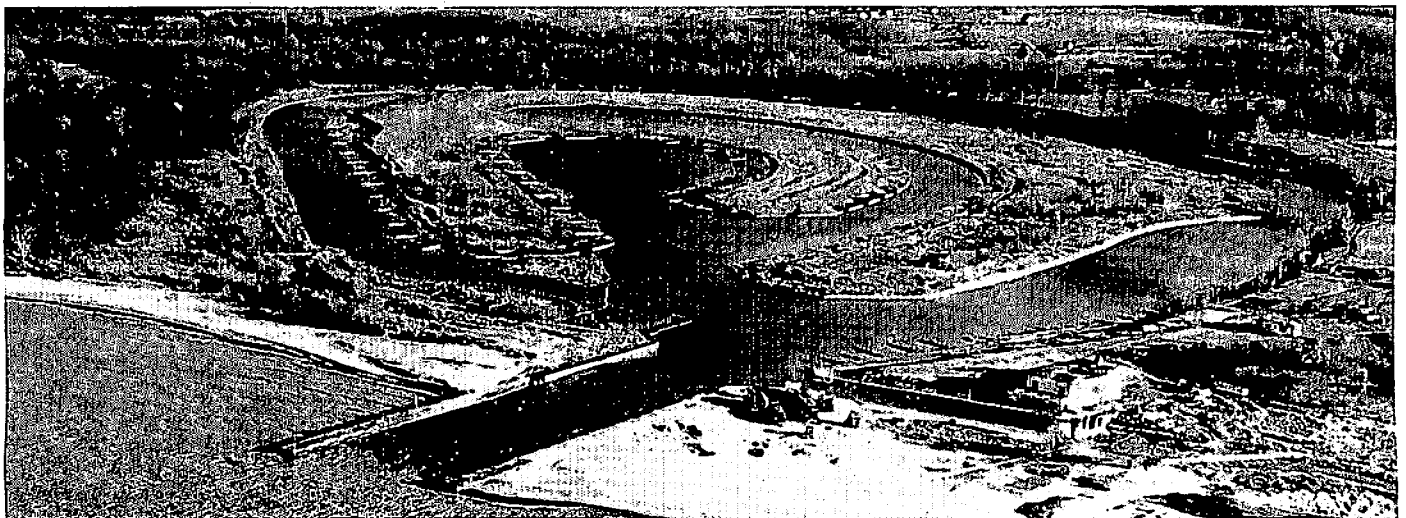
We also sail a round-robin series of races early in October in the Snipe Fleet. When practical, it is our intention to have each skipper sail his own boat and other boats entered in the round-robin. On the next to the last or last Sunday of the season we sail what we describe as a Single-Handed Race. In addition to these races, it is customary for us to give a trophy to the skipper showing the most improvement over the previous year and a trophy is offered to encourage wives to sail with their husbands, known as the Married Couples Trophy.

When three or more wives are sailing in the regular fleet races, the race is counted toward the Married Couples Trophy.

I am sure that it would be of interest to you to know that last year Commodore Baker won not only the Fleet Championship but he was also first in the first series, and first in the second series, and he and his wife won the Married Couples Trophy. Mrs. Baker sails regularly with the Commodore and does a very fine job as crew. In addition to these activities, last year the Snipe Fleet also sponsored a series of races for junior skippers—aged 14 and under. We had nine junior skippers entered in this series, and much to the Commodore's delight, his younger son, Tony Baker, won the series.

Interest in boating in Cleveland is definitely growing. We are anticipating a large increase in the activities at Mentor Harbor. Before the war, we had 97 sail boats regularly registered for Sunday racing, including the Snipe Fleet. We expect before the end of the 1946 season that this number will be

(Continued on Page 7)



The Mentor Harbor Yacht Club near Cleveland

Thiel Photo

New Association Officers Elected For 1946

By mail vote the Board of Governors has elected a new officer for 1946 in the person of R. S. Gozzaldi, "Gizz", of the Dallas Fleet, old reliable, charter No. 1. Gizz has been sailing and racing Snipes for many a year and knows all the tricks of the trade. He has worked hard and long to keep No. 1 active all during the war and surprised himself when it continued to function. Commodore George Becker of Sea Cliff, N. Y., was retired from that job on the first of the year and will continue to serve on the Board of Governors for the next five years. The new set up of officers is as follows:

Commodore, Charles E. Heinzerling of New York.

Vice-commodore, Donald R. Simonds of Winchester, Mass.

Rear-commodore, R. S. Gozzaldi, Dallas, Texas.

Treasurer, H. E. Isaacks, Comdr. USNR, Ft. Worth, Texas.

Executive Secretary, W. F. Crosby.



COM. CHARLES HEINZERLING
On the Committee Boat watching
his sons during a race

The new Board of Governors will include Commodore Heinzerling, George Becker, C. R. Miller, Perry R. Bass and W. F. Crosby. The International Rules Committee will include Perry R. Bass, George Q. McGown, Jr., Chester R. Miller, Louis Favre and W. F. Crosby. Two vacancies will be filled at the next meeting of the Governors.

Many New Snipes Being Given Numbers

During the month of January more than fifty new Snipes were issued numbers and the average is gaining all the time. At this writing there are 5716 boats on the rolls. During January boats were issued numbers from Halifax, Nova Scotia, St. John's, Newfoundland, Lisbon and other cities in Portugal and, of course the bulk of them in the United States. The most prominent registrant of a new Snipe was Huge Jamieson, Jr., of Dallas, Texas, who is known to nearly all Snipe skippers in that part of the country for his excellent racing ability.

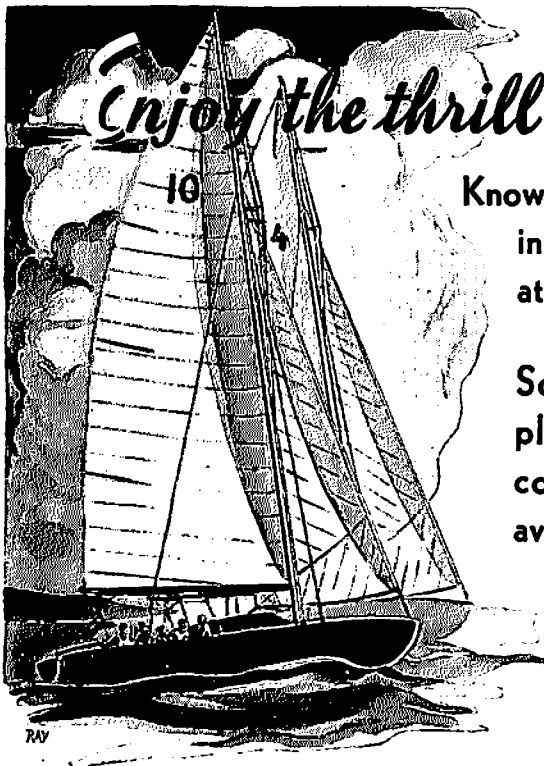
(Continued from Page 6)

equaled again or surpassed. Because of the gasoline shortage and the fact that Mentor is located at a substantial distance from Cleveland, the war years were difficult, but the Club operated each season and organized racing for at least four classes of sail boats was carried on each season.

Those of us here in Cleveland who have seen JIB SHEET are very much interested and wish it all success and good luck.

Yours very truly,

Wilbur D. Prescott,
Rear Commodore.



Enjoy the thrill of New Speed!

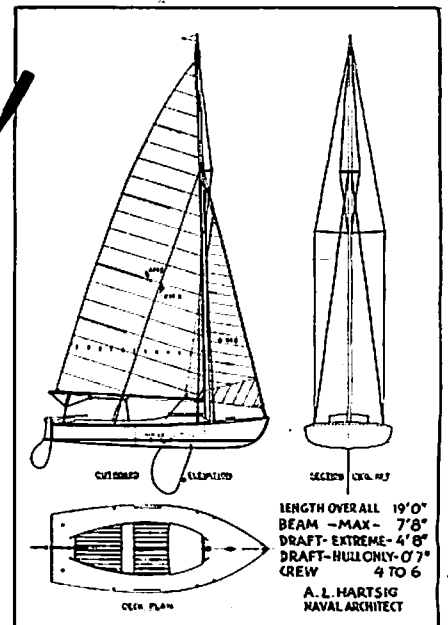
Know the satisfaction of completing your own one-design hull at a very substantial saving.

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The Fleet Captains Job And Its Duties

A Fleet can be a success or failure entirely depending on how good or bad the Fleet Captain is. Many a successful fleet has gone to pieces in one single season all because the Fleet Captain was lazy or failed to do his job.

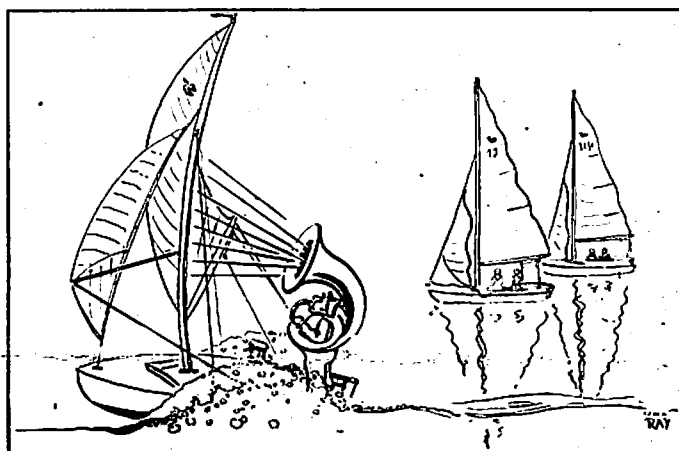
Every fleet should have regular meetings at least two or three during the summer and one or two during the winter. The most successful fleets have meetings every month the year around. The Fleet Captain sees to it that there is something interesting at every meeting.

The Fleet Captain should be personally acquainted with every member of his fleet, skippers as well as crews, for frequently the crews will become owners and skippers in a year or so. He should handle the business meetings in a business-like way and see that the other fleet officers are on the job and that there are enough committees to keep everyone interested in something. He should keep his fleet informed of racing dates, what the point scores are at the time of each meeting and what the future plans are for more races. At the start of the season he should lay out a complete racing program well in advance with a calendar handy for consultation. If possible every member should have a copy of this schedule and to make it stick, the fleet secretary should send a penny post card to every member about three days before each race telling the time of start and where. In some fleets, the officers divide up the membership and make it a point to telephone every member the night before each race just to make sure that the attendance will be 100%.

The Fleet Captain should be thoroughly familiar with the rules of the class as well as the restrictions. He should check off every member for Association dues, making sure that every member is paid up. He should check each member to see that his boat is measured and that he is eligible to race with the class. He should see to it that the measurer has sufficient blanks on hand and also that there are sufficient numbers of point score race result sheets on hand for the season. The Fleet Captain should keep in touch with the Executive Secretary and should carry on all fleet business with him direct. Arrangements should be made each spring to remeasure all the sails used by fleet members in races. If any new boats come in, the owners should be contacted and asked to a meeting with the object of joining the fleet. Arrangements may then also be made for measurement of new boats and any old boats that may have been changed during the winter. When score sheets are made out to be sent to the Executive Secretary, the Fleet Captain should sign each one and see that it is made out properly so that it includes the

full name of the fleet and each owner's full name.

The ideal set-up for a fleet is as follows: Fleet Captain to oversee that everything is handled properly and to preside at meetings. A vice-Fleet Captain to act if the Fleet Captain is away. A Secretary-Treasurer to handle the minutes of meetings and finances of the fleet. An official Recorder to keep the point scores for the season in proper form. A Measurer to handle the details of measurement of boats and sails. In some fleets there is a Measurement Committee comprising at least three members but in either case it is an important job which must be done right. In some fleets there is also a Race Committee to handle point score races and since most of these committees and individuals are appointed by the Fleet Captain, it is highly necessary for him to see that the proper men are doing the right job correctly.



THEY SAID HE'D MAKE A GOOD LIGHT-WEATHER CREW!

Running a big, active fleet is not an easy job. In some cases there may have to be a Committee of Publicity, another to handle Moorings, another for Entertainment, a committee to secure Trophies and so on. Plenty of committees will give nearly everyone some kind of a job and will help to keep up interest. It takes a good man to see that all these things are handled and it's up to the members to elect someone to the job who will do it right. Just because some member happens to be a "good guy" or has won a few races may not make him the best man for the job. Perhaps the tailender in every race may be the man for Fleet Captain. In the final analysis, the members of the Fleet should know and should act for the best interests of the fleet.

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