

The Jib Sheet

REG. U.S. PAT. OFF.

25

NEWS FOR SMALL-BOAT SKIPPERS

Vol. 5, No. 2

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JACK HANNA'S "Q-T" of Nine Mile Point Yacht Club Sailing on Sodus Bay

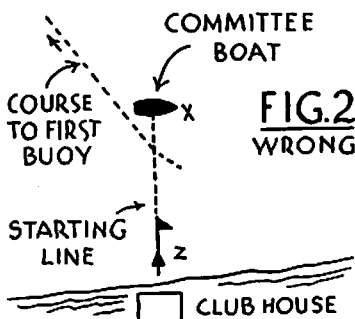
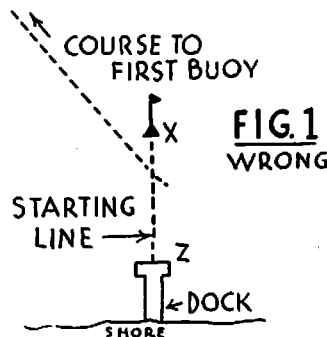
Photo Bob Vreeland

HOW TO START SAILBOAT RACES

by Wm. F. Crosby

Altogether too many inexperienced regatta committees try to run off a sail boat race for the benefit of the spectators ashore, completely disregarding the skippers who may have travelled many miles to take part. Such inexperience does no good to the sponsoring club or the committee and will frequently cause the regatta to wind up in a first class battle royal over a flock of protests.

Sail boat races should be run according to wind direction primarily and for the benefit of participating skippers and crews regardless of what the club's publicity committee may think about it. This means that the start should always be made to windward, regardless of where the committee boat and starting line may have to be placed and in total disregard to the spectators. Perhaps one of the turning marks or perhaps one whole leg of the race may run down the shore so that spectators may see the race, but if so, the course should be well off shore to avoid interference with the wind caused by trees, houses, etc. The best races are run entirely as far off shore as possible with no leg of the race nearer than half a mile to nearest land.



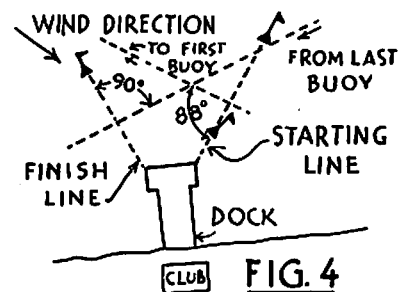
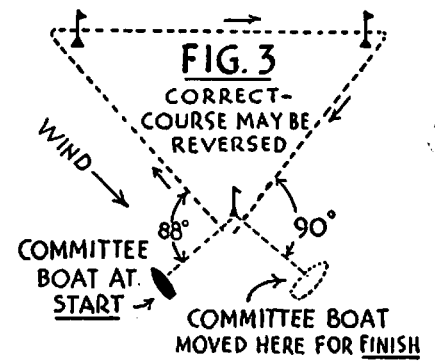
A great many clubs have a set up as shown in Figures 1 and 2. Both are incorrect. Any skipper worth his salt will at once recognize the fact that the end of the starting line marked X is a whole lot nearer the first marker than the end marked Z. In fact the closer he can get to the end marked X, the shorter the distance to the first mark of the course. As a result, outside of a few skippers

who may be too dumb to realize it, the entire fleet will congregate at X end of the line and all jam up trying to get across at the same time. This makes for protests, arguments, fights and a great deal of ill will toward the sponsoring club.

The committee boat is never considered as a mark of the course but the buoys are and when a boat finishes a race, it should have enclosed all the buoys. If such a boat had carried a ball of twine on the stern, and unreeled it as it went, the twine should enclose all the buoys at the finish. This could be done in Fig. 1, but could not possibly be done in Figure 2. If a committee told you, as in Fig. 2, to pass all marks to starboard, you would be perfectly justified in starting between the club house and the marker buoy and at the finish to come in between the marker and the club. Of course, you would have sailed a much longer course and couldn't possibly win, but if it came to a protest and an appeal, you would be declared right and all the other boats wrong.

In Fig. 3 we have the proper way to start and finish a race. The committee boat is shown placed at right angles to the normal course to the first marker. In other words, the starting line would be at ninety degrees to the direction of the wind. This is good but it still isn't quite 100% correct and for sticklers the end of the line favoring the port tack boats should be made a wee bit shorter. In this case, the port tack starts would come from the committee boat end of the line, the starboard tack boats from the marker end. In order to give the port tackers a slight advantage the committee boat should be moved ahead a trifle so that the angle, instead of being exactly 90 degrees, would come to about 87 or 88 degrees. The real test of a good starting line is when the fleet divides up into about an equal number of port and starboard tackers. The starboard tack boats have the right of way, of course, but the port tackers have a slightly shorter line, so both have an advantage and the good skippers will be quick to recognize this and will pick out the tack that they think is best.

Again referring to Fig. 3, note that at the finish line, the committee boat is shifted over to the position shown by dotted lines. This, unlike the starting line, should be at 90 degrees to the normal finishing course from the last turning buoy. The length of the line may be much shorter than the starting line also unless the boats are all bunched up and a whole fleet may finish close together



in which case the committee should leave room so that no one gets crowded out.

If the race is of more than one lap around such a course, the committee boat remains in its original anchored position until the last boat is starting on its last lap. Then it moves over and is anchored at the correct angle. A cockeyed finish line may make a big difference in finishes also, because if two or more boats come in at nearly the same time, the boat that finishes on the short end of the finish line will be the winner every time. It is sometimes vary hard to tell from the last mark, which is the short end of the finish line and so it becomes a matter of luck. The committee should see to it that the line is right, even if the boat has to be anchored several times to get it right—and the boat must be anchored and not allowed to drift free or depend on the motor to hold it in position. Many committees are lazy in this respect as they deem it too much trouble to raise and lower the anchor two or three times. These are small details, to be sure, but unless properly taken care of, the sponsoring club and the committee as well as the entire community will get a bad reputation and skippers may refuse to take part another time. If you want good will and good publicity—which is the main reason why most regattas are held—be sure that the course is laid out right with particular emphasis on the starting and finishing lines.

Fig. 4 shows a more or less makeshift way of starting and finishing a regatta from a dock. It is not recommended as it brings the boats in too close to shore

EDITORIAL

JIB SHEET was started in 1943 with the idea of having one paper or magazine of general interest to small boat sailors, and snipe sailors in particular. Since snipe class was getting large and had no way to publish news to the hundreds of interested people in the class, something had to be done about it.

The general idea was to make the space available to all comers and it had to be small as there was no staff to get news, no advertising salesmen, and no "paid hands" to get it out, and that still goes.

However, the idea has taken on, and we are sticking to our guns—a sailing magazine for sailors, and we intend to keep it that way, and hope you readers will bear with us while we learn the game too. But, we need news, pictures—and they must come from you, you and you, Mr. Sailor.

Did you ever notice how a lad of 12 or 13 will take his dad's flat-bot-

tom row boat, get one of his mother's bed sheets (sometimes a good one) and get a rug pole for a spar, set up a "square rigger" that will sail before the wind? While he's out there, rowing back to the pier against the wind, he wonders how they get to windward in a sailboat. He asks questions, and finds out about a center-board.

From then on, he talks to people, reads Yachting, Rudder, or Jib Sheet and then decides to either build a small plywood boat, a snipe or comet, or he has saved enough money to buy an old boat that is within his power and pocket-book to fix up. He cuts out the dry-rot if any, and in a few weeks he has a boat that may be heavy, but he learns a lot in her—he has hard work beating the last place boat, then he does, and another year he either builds or buys a new boat—knowing what to look for this time.

He may progress through many boats in the same class—then he gets married, has a couple of youngsters and as the family gets larger he gets

an 18 footer that has space enough for the whole family. Then perhaps he's a good skipper—the family has grown up more and he wants a star—then a 6 meter (now that the job is paying more money) he then retires at 60 years old with a 60 footer!

Well, anyhow, that's the idea of JIB SHEET—to go along with any of the skippers at any stage in their career—to help him with his problems—tell him where he can get the best sails, hardware, paint, etc.—about new classes and go along on the whole deal.

That then, is our object—to go along with the skipper. We could be wrong, but we're anxious to have it that way. So let's have your news, pictures and subscriptions—and advertisements.

Let's get on the ball.

Chet Miller

and the port tack starters will be way up on the beach before they get set to go over the line. In this drawing, the starting line is arranged between two buoys set off the right hand corner of the dock. They should be in line with the dock corner so that any premature starters may be recalled. The outside buoy is the mark of the course and the buoy between it and the dock is simply put there to keep contestants from running down the dock. It's not good, but better than the arrangements shown in Figs. 1 and 2. Before the finish and after the last boat has rounded the course once, the middle buoy is removed altogether and the outer buoy moved over to the left hand side of the dock as shown to give a finish line at 90 degrees to the normal finishing course. All of these buoys must be carefully placed. To get back to the start of this particular figure, the middle buoy is placed slightly off the 90 degree angle to give a break to the port starters. However, everyone will probably start on the starboard tack because of bad air up in back of the dock under the beach.

Regardless of what class you sail in, see that your committee for this season follows these directions. You will have better races, more good feeling and a lot less protests. Skill will show up better and it won't be a matter of luck or bullying your way through a jam of boats at the start.

Remember, the ideal race is the one in which the fleet at the start divides up about equally on port and starboard tacks. By following carefully the instructions laid down in regard to Fig. 3, you can reach this ideal condition.

NEW BOATS BEING BUILT

New boat building, particularly in custom-built boats, which has been unusually quiet since the war, shows a definite indication of picking up, according to Drake H. Sparkman, President of Sparkman & Stephens, New York Naval Architects.

Mr. Sparkman reports that orders have been placed for a number of new custom-built boats for the 1949 season and while, as he says, you would hardly call it a building boom, it almost seems like one in comparison with a year ago.

One of the largest of the new boats is a 73'7" overall yawl building at Nevins' Yard, City Island, for John Nicholas Brown, Vice-Commodore of the New York Yacht Club. The new yawl is a probable entry for the 1950 Bermuda Race. She will be named BOLERO.

A 68' overall yawl is under construction for Remigio Hernandez, a prominent Cuban yachtsman whose cutter CICLON won last year's Miami-Nassau Race.

A 60' cruising power boat with more than average speed is being built at

Trumpy's Yard in Annapolis for a member of the New York Yacht Club and will be powered with two Hall-Scott Invaders.

A 44' overall yawl is building at the Jakobson Shipyard, Oyster Bay, for Percy Chubb, President of the Federal Insurance Company. Mr. Chubb was one of the original Week Ender owners, and an interesting characteristic of the new yawl is that she will have a large cockpit similar to that of the Week Enders.

William P. Burrows, former Commodore of the Rochester Yacht Club, who has probably owned more boats than any yachtsman in America, is the owner of a new 38' yawl building at Lemos Brothers Yard at Riverside, Rhode Island.

Hobart Olson of Milwaukee is the owner of a 36' overall auxiliary sloop building to the Cruising Club Rule at Nimphius' Yard in Milwaukee. The lines for Mr. Olson's new boat were tested in the towing tank at Stevens Institute.

In commenting on the yachting outlook for 1949, Mr. Sparkman says that while the demand for second-hand boats does not seem to be as active as it was a year ago, it is significant that there is no indication of any unusual desire on the part of the present owners to sell boats, so every indication points to 1949 being another banner year. Mr. Sparkman predicts that when spring comes around there will be the usual last minute demand for boats.

OOCHING

by A. C. Jophson

Ooching is an art which we believe has been developed to a maximum at Corpus Christi. We make no claims for having originated this means of increasing boat speed; however, the naming of this art has been well done by Billy Wicker of this club.

Ooching is a process of improving boat speed by using the physical energy available from wave formation. We are all familiar with surf board riding as perfected at Waikiki Beach in Honolulu and other beaches having suitable waves. Ooching is the same principle applied to sailing.

Our experience at Corpus Christi indicates that by manipulation on the part of the crew and skipper a sailboat may be induced to plane on the crest of a wave if given a little or large amount of assistance. All sailors at some time or other have experienced the thrill of having a boat "take off" when running downwind in a fair-sized chop. When conditions are just right the boat will plane without assistance. However, ooching has been developed to induce the boat to plane when conditions for unassisted "take off" are not always present.

It requires an alertness on the part of both crew and helmsman who must at all times keep one eye cocked astern to watch for suitable waves. When a suitable wave approaches and the stern commences to rise, the crew by throwing his weight forward and giving the boat a shove assists the boat to plane. At the same time it is desirable for the weight in the boat to be moved forward to bring the bow down. When the boat commences to plane the weight may be moved aft again, depending on the size of the wave. The helmsman must be exceedingly alert to keep the boat moving ahead in a straight line; otherwise it may broach and flip over; also to prevent a boat from pitchpoling if the bow should become buried in green water.

When approaching a leeward turning mark sometimes it becomes necessary to kill a planing boat and this may be done most of the time by moving the weight as far aft as necessary.

Ooching is lots of fun and hard work. the helmsman should assist the crew in giving as much help as possible in pushing the boat into a planing motion. However, to go flying ahead of a competitor at twice his sailing speed and then to have him overtake you in the

same manner supplies additional thrills to a thrilling sport.

Ooching can be applied to most types of small centerboard boats especially of the flat bottom, hard chine type of which the Snipe is an excellent model. Keel boats show no tendency to plane, therefore cannot be ooched. We do most of our ooching with the centerboard raised and the boat's course adjusted before the planing actually takes effect. There is too much strain on the rudder to attempt to alter course while the boat is planing. Planing can be done with the boat headed in any direction from between 45 to 90 degrees to the angle of the wave.

I have sometimes forced my Snipe ahead of competition when running down wind with a small chop by setting up a rhythmic motion adjusted to the chop, where both the crew and myself lean sharply sideways toward the bow and then slowly return to a normal sitting position while seated on the cockpit decking.

If ooching doesn't work for you the first time try it again as it involves a technique which can be developed by experience. The author recently had an opportunity to try surf-boarding at Waikiki Beach and much to his surprise was dumped on all attempts.

William H. Griffin

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Gardena

California

News of the Snipe Fleets

by W. F. Crosby

Bob Woolf, Fleet Captain of San Luis Obispo (Cal.) Fleet informs us that the Pacific Coast Snipe Championships will be held at Avila, near San Luis Obispo, with dates set for July 16-17. This regatta is open to any three boats from fleets located in British Columbia, Oregon, Washington and California. Boats must belong to active chartered fleets and must hold SCIRA membership cards for the current year. Present plans call for measurement of sails only. The trophy is to be given by the Snipe Association.

Three new Snipes were recently numbered at the request of Harold Braisted, National Secretary for Argentine.

Charlie Gabor, Snipe World's Champion in 1938 reported on a recent trip to Florida. He is particularly interested in some of the new Snipes built locally by Clark Mills which sell for \$350.00 without paint, rigging or sails. He says: "Anyone competing in the Clearwater regatta in March is going to have a hard time beating some of these boats." He also reported that Don Cochran has a new Bluenose.

The first request on record for information on Snipe was received recently from Denmark. A fleet in that country will make it unanimous as Sweden and Norway are now both well on the way to having the greatest number of Snipes in Europe.

The Clearwater Snipe regatta, set for March 15 to 18 looks as if it would be the biggest ever. Definite word has been received so far that the following will be present; Ike Halsey and boat from East Hampton, L. I.; Chet Miller from Nine Mile Point; at least three boats from Privateer Fleet at Chattanooga, Tenn.; four boats from Wichita, Kansas (including Ted Wells, the 1948 winner); at least one representative from Western L. I. Sound; Jack Wirt and Johnny Montanari from Miami and maybe another; Jack Pardee from Lake Fenton, Mich.; one or two boats from Orlando and at least six or eight Snipes from Clearwater. At the time this is written, the races are more than a month and a half away and with this many assured at this early date, it begins to look as if Clearwater will have the biggest Snipe regatta they have yet held. If you plan on going, better get in touch at once and make reservations as the town is well filled in March anyway because one of the big league baseball teams

practices there and what with the influx of Snipers, it is sometimes hard to get a room.

According to Bob Billmeyer, the Norwalk Snipe Fleet is going to combine forces with the Cedar Point Fleet at Westport, Conn., for next summer. The Norwalk fleet seems to have had a tough time getting a place to call home.

Point scores from more fleets are coming in all the time and since last month there have been some changes in the standings but these do not affect the leading boats. However, you never can tell. There are still a lot to be heard from, particularly the foreign fleets, few of which have come in yet. The present standing shows the following for the first 15 boats:

T. A. Wells, Wichita Sailing Club, 1740 points, 26 races.

Roy Biebel, Jr., Oshkosh, Wis., 1728 points, 14 races.

Jean Blanchard, Western L. I. Sound, 1713 points, 12 races.

Owen E. Duffy, Privateer Yacht Club, 1695 points, 11 races.

Hirum Upson, Lake Quassapaug, 1683 points, 18 races.

H. E. Schenck, Galveston, Texas, 1680 points, 8 races.

Mason B. Jones, Jr., Northport Point, 1664 points, 18 races.

Robert Whittemore, Lake Quassapaug, 1662 points, 15 races.

James McCaffery, Diamond Lake, 1660 points, 8 races.

Robert Polhemus, Norwalk, Conn., 1655 points, 9 races.

George Sawyer, Milford, Conn., 1654 points, 12 races.

Bruce Jamieson, Dallas, Texas, 1651 points, 14 races.

Mrs. C. O. Hardey, Shreveport, La., 1650 points, 5 races.

Hough-Radford, L. Chautauqua, 1647 points, 15 races.

William Morgan, Chicago, 1646 points, 18 races.

The three leaders are the same as last month, but Owen Duffy, popping into fourth place, set Hirum Upson back a place and H. E. Schenck sneaked in ahead of Mason Jones to set him back still another place. Bruce Jamieson pushed Mrs. Hardey down a notch and with what she had already been pushed, she is four places less than last month. The last four boats of last month have been shoved out of the first fifteen altogether and Jerry Chambers of Chicago, Jim Harding of Canada, Bob Moore of Burlington and Tom De Vilbiss of Northport Point do not appear in this

round up at all. And there are still more fleets here that have not yet been compiled. One fleet, City Island, sent in scores on one small sheet that was not standard and it had to be sent back but in these scores Bill Errico of City Island is right up there with 1681 points which would put him in fifth place and put Mr. Schenck and all the rest down another notch.

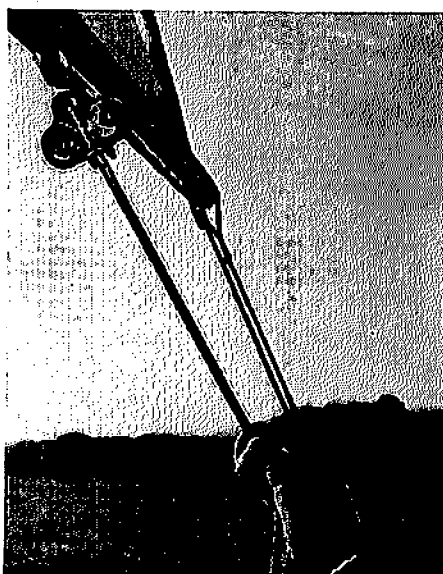
A great many of these boats could have had much higher scores if their skippers hadn't stopped racing. Each race up to 15 you get a 10 point bonus. For instance take Mr. Schrenck of Galveston and his score. He was in 8 races and had 8 firsts. His score is perfect—for eight races—1600 points plus 80 points bonus, making a total of 1680 points. It's not enough to put him up in the lead but if he had been in 15 races and had 15 firsts he would have had the perfect score of 1750 points—average of 1600 plus 10 points bonus for 15 races. As it was Ted Wells came very close to this 1750 score but he got one second place in his third race last May and that's what did it. His score is 1740. Another "all firsts" was Mrs. Hardey of Shreveport, but she only went in 5 races and only got a 50 point bonus. Had she gone in 10 more races with 10 firsts, plus her bonus she would have had 1750 also. Of course, the more races you go in, up to 15, the more bonus you get. If you have 15 firsts and a perfect score and someone comes along with 16 firsts, even though the score cannot be any higher, he will be the winner because he will have risked more than you on that last race. The idea is to go into every possible point score race, even beyond the 15 race point.

George Q. McGown of Fort Worth, SCIRA Commodore in 1938, reports that he is going to buy old Snipe No. 1 from the Shreveport fleet and proceed to put her through a course of refinishing, dry kilning, etc., and that he expects to put her back in competition just to prove that No. 1 can still race and give a good account of herself with the latest Snipes. After all, old No. 9, owned by Dr. Hub E. Isaacks, won the Southwestern Championships last year in the hottest kind of competition and there's no reason why No. 1 couldn't do the same thing if George Q. still knows how to race.

Spain has reprinted the Snipe rule book, in Spanish, of course, and with it has a small book giving the fleets and the numbers of boats in each. The grand total shows 49 Spanish fleets with 740 numbered Snipes.

A New Type of Main Sheet Rig

Owen Duffy of Privateer Snipe Fleet at Chattanooga, Tenn., has developed a new rig for holding his main sheet that can be instantly released, yet which will hold the sheet most of the time and allow the skipper to concentrate on the tiller and handling of the boat. He has applied for a patent on the device which is shown in the photographs herewith. He has taken one of those cam action cleats and attached it to the underside of the boom with a swivel arrangement made from a short length of tube in such a way that the rope will lead fair at all times no matter what the position of the boom. Mr. Duffy says that he will be glad to answer questions about the new rig and will supply them at low cost to anyone who may desire one. His address is 1820 Crestwood Drive, Chattanooga, 5, Tenn.



TECHNICAL EDITOR'S COLUMN

by J. T. Hayward

Editors Note:

When Hayward's article arrived at this office, it was accompanied by a layout of Hayward's Measurements. It was lost, however, and Mr. Hayward has replaced the lost sheet, so here are the measurements of his "TART". The blank form printed beside it is for the use of other skippers who would send in their measurements. We'll publish each month a set of measurements from another boat.

C. M.

* * *

Report of Annual Meeting of the Snipe Association

Members of the Board of Governors, Rules Committee and guests held the annual meeting of the Snipe Association at Hotel Shelton in New York City on January 14th. The meeting was presided over by Commodore Simonds.

Here is a condensed resume of what happened. A listing of 18 fleets to be dropped from membership was read. The report was made that 92 fleets had paid their Association obligations in 1948. Total receipts from foreign countries was listed as being \$837.50.

There were approximately 2,500 numbered boats in foreign countries, the rest of the 7,400 boats being in U. S. A report of the meeting of International Secretaries held after the World's Championships last August in Spain, was read. John T. Hayward said that he would report back on the proposed changes made at this meeting. A brief report of the financial condition of the Association was read and approved. This report had already been approved in detail at a meeting held last October.

Mr. Hayward gave a report of the International Rules Committee and displayed two large files of correspondence that he had answered. Some of the letters contained 12 to 15 technical questions. The meeting thanked Mr. Hayward for his wonderful work as Chairman of the Committee.

Mr. T. A. Wells reported on the progress of the book that he is preparing on getting the most out of any small sailing boat. When completed, Mr. Wells intends to turn over the manuscript to SCIRA for publication.

CHAIN PLATE		JIB STAY	
MAST		C.B. SLOT	
CHAIN PLATE		JIB SHEET LEADER -	
SNIP NO. _____			
OWNER - _____			
CENTER BOARD			
TYPE	WEIGHT		
INTERSECTION OF SHROUDS ON MAST		ABOVE SHEER	
INTERSECTION JIB STAY		ABOVE SHEER	
HEIGHT JIB TACK ABOVE DECK			
CHINE - ROUNDED SHARP			
RECENT RACING RECORD			
REMARKS			

CHAIN PLATE 4"		JIB STAY 11"	
MAST 64"		C.B. SLOT 70 1/2"	
CHAIN PLATE 81"		JIB SHEET LEADER - 98 1/2"	
SNIP NO. 4584			
OWNER - J.T. HAYWARD			
CENTER BOARD			
TYPE	DAGGER WEIGHT 75 ^{LB}		
INTERSECTION OF SHROUDS ON MAST		15'0" ABOVE SHEER	
INTERSECTION JIB STAY		14'10" ABOVE SHEER	
HEIGHT JIB TACK ABOVE DECK 5"			
CHINE - ROUNDED - SHARP			
RECENT RACING RECORD			
5TH 1948 INTERNATIONALS			
3rd MIDWESTERN CHAMPS			
FLEET CHAMP SNIP FLEET # 68			
REMARKS			
BOAT DOES BEST IN STRONG WIND - MINIMUM WEATHER HELM...			

The Executive Secretary reported on the sale of Snipe plans since last March when the rights were purchased from The Rudder. The report showed that CIRA had made a profit of a little over \$500. A report was also made on the status of the 1949 rule book.

Vice-commodore Griffith then reported on the Lake Chautauqua Yacht Club and its ability to hold the U. S. National Snipe Championships next summer. Detailed plans were discussed and it was finally decided to hold the National Junior Championships on August 11-12 and the U. S. Nationals August 13 to 17.

Mr. Crosby then reported on the status of the 1949 World's Championships and read letters from Larchmont Yacht Club and U. S. Coast Guard. It was voted to hold the World's Championships at Larchmont Yacht Club August 22 to 26 and authority was given to go ahead and form whatever committees are necessary to handle foreign entries.

In the absence of members of the nominating committee, a letter was read from C. R. Miller, Chairman of the committee, suggesting the name of John T. Hayward as the new Rear-commodore with Harold Griffiths as the new Commodore and Roy A. Hurley as the new Vice-Commodore. Commodore Simonds then turned the meeting over to the new Commodore and the meeting voted the retiring Commodore its sincere thanks for all that he has done during the two years that he was in office.

For the benefit of the class in general, Mr. Hayward went on record as definitely being opposed to any changes in restrictions and stated that the function of his committee was to interpret and clarify the restrictions and to avoid, so far as possible, any changes whatsoever.

Lightning Class News

by Wayne Brockett

A meeting of great interest to members of the Lightning Class was held at Larchmont Yacht Club, Larchmont, New York. 104 members attended and all had a very fine time indeed. First there was an excellent luncheon which was followed by the General Meeting. Many subjects relative to the welfare of the Class were discussed and voted upon. Almost the entire group of Class officers attended. Walt Swindeman Jr. came from Toledo, Ohio. Dr. W. W. Jennings, Vice-President, flew up from St. Petersburg, Fla. This is an indication of the enthusiasm of the members of the Class and is the reason for its success.

* * *

Members of the National Yacht Club, Toronto, are engaged in building six Lightnings. Three of these are being built on the Club premises. Fleet Captain Arn Gorman is supervising the building of these fine boats and competition will no doubt be very keen this Summer as there is already a good sized Fleet at this Club.

* * *

The skippers and crews of Fleets 26, 91, and 173 held a joint Mid-Winter Meeting in Philadelphia. Over fifty skippers and their crews attended. Plans were drawn up to make the annual Little Egg Harbor Lightning Regatta a larger and even more interesting affair. After the Business Meeting movies of the 1948 International Championships were shown. Every one was delighted with the films, which are fast moving professional job.

* * *

Dormant Fleets should follow the example of the Western Narragansett Bay Fleet 119. They hold bi-monthly Meetings of the members and continue the good-fellowship enjoyed during the racing season. They start the Meeting off with a dinner and then have a short business meeting followed by movies.

Letters to the Editor

Nassau, Bahamas

Star Skippers:

To all Star skippers who cannot race during the winter and feel so badly about it, get your boats out of storage and ship them down to Nassau to race in the Spring Championship Series, a Silver Star Event, which will be held March 27th to April 2nd. And to all skippers in the South who can race the year round, come on over and try your skill against these top ranking skippers from the North.

In this coming event we are expecting the 1947 and 1948 World Champions, also the Olympic Champion so we can guarantee real competition along with first class entertainment. In Nassau at that time you will meet the crowd that this event attracts.

At the present time the only transportation that is assured is from Miami, Fla., to Nassau. If you will bring or consign your boat to W. E. H. Johnson, P & O Docks, Miami, Fla., so that he may have possession of it not later than March 22nd, we will take care of shipment from Miami to Nassau and return to Miami, Fla. Further, we are hoping to make arrangements with the Cunard Steamship Company to bring star boats on the "Mauretania" from New York to Nassau on her March 8th and 18th sailings. Unfortunately, this is not definitely promised but if you anticipate coming to Nassau and will communicate with the writer as soon as your plans are definite, he will gladly advise you as to the best method of reaching Nassau, depending on the now location of your boat.

Be sure and have your entry in on or before March 12th, 1949.

Sincerely yours,

DURWARD KNOWLES,
Fleet Captain.
The Nassau Yacht Club
Nassau, Bahamas

NYLON ROPE

New Surplus

Per foot:

5/32" 1½c; 3/16" 2½c;
7/32" 3½c; ¼" 5½c;
11/16" 25c; 15/16" 50c.

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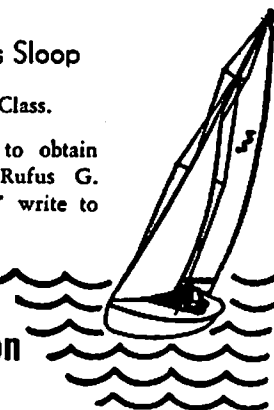
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