

# The JIB SHEET

*Sailing News* ★

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Chet Miller, Editor



## Sanctioned Snipe Regattas

As of March 15, 1950, the following Snipe regattas and dates have been definitely set:

April 29-30—Galveston Third Annual Snipe Regatta.

May 20-21—Hayward Grand Lake Trophy, Sequoyah Y. C., Tulsa, Okla.

June 24-25 — Midwestern Championships, Wichita Sailing Club, Wichita, Kans.

July 8-9—Pacific Coast Championship, Lake Merritt Snipe Fleet, Richmond, Calif.

July 29-30 — Invitational Regatta, Diamond Lake Y. C., Cassopolis, Mich.

July 29-30—Individual L. I. Sound Snipe Championships, Cedarpoint Y. C., Westport, Conn.

August 5-6—New Jersey State Championships, Beachwood Y. C., Beachwood, N. J.

August 12-13 — Long Island Sound Team Championships, Cedarpoint Y. C., Westport, Conn.

August 19-20 — Junior National Championships, Alamitos Bay Y. C., Long Beach, Calif.

August 21-25—U. S. National Championships, Alamitos Bay Y. C., Long Beach, Calif.

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

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

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

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

November 15-25 — Western Hemisphere June 17, 18—2 boat teams—Weed Trophy, Nine Mile Point Yacht Club, New York

July 1, 2, 4—Individual Retzhaupt and Briody Trophy, Olcott Yacht Club, N. Y.

July 15, 16—5 boat teams—Mayer Trophy Oak Orchard Yacht Club, N. Y.

July 28, 29—Central New York, Cayuga Lake, N. Y.

August 19, 20—3 boat teams—New York State, Newport Yacht Club, N. Y.

These are sanctioned regattas only. Other racing dates have been set by various Associations and Fleets but such regattas have not, at this writing, been sanctioned and therefore have no official standing.

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COVER

Snipe Internationals: Norway first around the mark with England in hot pursuit.

## Fleet Feet On Sea-Going Cupid Love Pangs Beset Snipe Crews

By Ted Cronyn

ALTHOUGH THE FLEET "braid" insists the Manhasset Bay Snipe Fleet is not to be mistaken for a matrimonial agency, the fact remains that it has been averaging a romance a year. Officials hope those involved will be able to concentrate on their helmsmanship and tactics (racing, that is) in the upcoming third season of the young organization, our bay's unit of the world's most numerous one-design yachting class.

Rival forces merged recently when down the aisle traipsed Virginia Marie Lieb, an advertising gal and co-owner of Jin Jan, to join in marriage Paul L. Earing Jr., ice cream salesman, co-owner of Frisky. The ceremony, performed January 28 at Great Neck, leaves the fleet somewhat confused as to who is going to skipper which vessel, but one clear circumstance emerges: the new team got in some practice together last year as the skipper and crew of Frisky, a red-hulled Snipe.

The bride is the daughter of Ralph Lieb, 490 East Shore Road, Great Neck. She is with Cecil & Presbrey, New York advertising agency, in the radio department. Mr. Earing is a son of Mr. and Mrs. Earing, of Floral Park. The couple reside in Queens Village.

The fleet's first romance involved two race guests who met while sailing a borrowed yacht on the Bay. Miss Lela Westergaard, social worker, of Plandome, and Ralph Heinzerling, advertising artist, of Manhasset, former Snipe national champion. They are Mr. and Mrs. Heinzerling now, living in Port Washington.

The fleet has not given up, however, for many of its best teams are husband-wife combinations, including Prof. and Mrs. Barse Miller, hardware winners in the New Guinea Hen.

\* \* \*

## ARGENTINA TO RACE AT HAVANA

ACCORDING to information received from the *Asociacion Argentina de Propietarios de Snipes* of Buenos Aires, at a recent meeting of the Snipe owners, everyone agreed with the proposal that for the Western Hemisphere Championships, each country should send two entries, taking their own boats with them. "Among other advantages, this will greatly stimulate the interest in the coming National Championships in Argentina. The proposal was published in our last monthly Snipe bulletin and a number of crews who had given up all hope of participating in any international events until the Vilar boys retired, are already polishing up their boats . . . and suitcases."

## Snipers To Stick With Snipe Racing

THE RECENT open race for large yachts from Buenos Aires to Rio de Janeiro saw a considerable number of the local Snipe sailors acting as crew members on the big craft. Two of them had a rather hair-raising experience on the ill-fated "Halcon Negro" which sank after fire broke out on board 200 miles from the finish. They spent six hours on a rubber raft before being rescued. The Captain died from burns that he had received. These two boys have come to the conclusion that Snipe racing offers quite enough excitement for them in the future.

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TED WELLS

## Wells Wins Clearwater Midwinters

By Owen Duffy

**I**N ALL, five races were held at the Snipe Midwinter Championships held at Clearwater, Fla., March 7-10. Those who took part in the affair thought they had really been through something.

The first race was a windward-leeward course way off Dunedin, in a S.W. wind of approximately 16 miles an hour at the start. It gradually increased to 20 as the race went on. Conditions were perfect for a good race. Jean Blanchard of Western Long Island Sound, was the first over the starting line. Most of the boats started at the right hand end of the line but the boats that started at the other end came about and port-tacked the entire fleet. At the first turn, Ted Wells was way in the lead, with Francis Seavy, of Clearwater, 2nd; Allyn Stevens, of Orlando, 3rd; and Owen Duffy, of Chattanooga, 4th. At the next mark, Stevens somehow or other fouled Seavy and dropped out of the race. Duffy managed to overhaul Seavy in tacking back to windward again and rounded the windward mark in 2nd place, with Seavy 3rd. This order was maintained to the finish.

The second race looked as if it were going to be just like the first one, with a 15 mile S.W. wind blowing but, by the time things were ready to get rolling, velocity was calculated at 27 miles an hour. Wells took the lead almost immedi-

ately after the start, followed by Don Cochran, Jr., of Clearwater; Allyn Stevens; Jorge Bustamente, of Cuba; and Duffy, 5th. The course was still a windward-leeward, the same as the day before, and just after the first boats rounded the windward mark a squall struck in from the west and for about 10 minutes it blew 40 to 45 mph. Two boats capsized and two broke masts. Some of the others abandoned the race. Visibility during the run was about 50 feet but when it cleared away, Cochran was in the lead, Stevens was 2nd, and Duffy passed Wells just after rounding the mark. The three leading boats continued on the port tack but Wells took out from under them, on a leg which ultimately proved to be the correct one, as he could lay the mark, due to the shift in the wind. At the windward mark, Wells was first, Duffy 2nd, Cochran 3rd, and Stevens 4th, and this order remained until the finish. Seavy hauled down his sail during the squall, but managed to finish anyway.

The third race, which was to have followed immediately after this, was postponed until Thursday morning but a cold gale from the northwest caused the committee to postpone the race until Thursday afternoon. At race time the wind was 25 miles an hour or better, N.W., a triangular course, again off Dunedin. Wells again took the lead right after the start, but Seavy got around the weather mark first. Larry Roberts, of Clearwater, also worked ahead of Wells and rounded in 2nd place, with Wells 3rd, and Duffy 4th. Seavy continued to lengthen his lead throughout until it was apparent that he would undoubtedly be the winner. The second windward leg was a battle royal for 2nd place and Wells somehow managed to pass Roberts on the final downward leg but at the very finish, Roberts nosed him out again, to finish 2nd, with Wells 3rd, and Duffy 4th.

On Friday, March 10, the 4th race got under way, in settled weather, and two beautiful races were held off Clearwater Beach in the Gulf of Mexico, with light N.E. breezes of 8 to 12 miles an hour. For both races, the course was triangular. Wells was first at the windward buoy, again followed by Duffy,

Seavy, Cliff McKay, of Clearwater, in that order. On the run, Duffy managed to get an overlap on Wells and passed him at the leeward buoy. Wells won out again on the next windward leg and finally won by a considerable margin. Duffy 2nd, Stevens 3rd, Seavy 4th.

The fifth and final battle was also staged in the Gulf of Mexico and, for once, Wells got off to a bad start, preferring not to try to squeeze between the buoy at the port end of the line and the on-coming fleet. He gybed and let the whole fleet go by, finally taking off on the port tack behind them all.

The leaders in the main body of the race, Duffy, Seavy and the rest of the crowd were astonished when they got to the windward mark to find that Wells was comfortably around the buoy before they got there. It was easily the most outstanding feat of the regatta. Nobody has yet figured out just what happened. The others rounding the buoy were Duffy, Seavy, Stevens, in order. On the third leg, Seavy managed to go by Duffy and, nearing the weather mark, the wind got very flukey and the trailers began to gain on the leaders. Out of this gang of tail-enders came Bud Stillmun, who somehow was traveling like an express train on the down hill run. He took the

course about a hundred yards to starboard of all the rest of the fleet and steadily but surely passed boat after boat to round the last buoy with a commanding lead and to ultimately win the race easily. Wells was 2nd, Stevens 3rd, and Duffy 4th.

There were 24 starters and, according to the skippers, it was one of the best Snipe regattas ever run and was a credit to the Class and to the Clearwater Yacht Club. The Club provided all with the utmost in hospitality and a fine lot of prizes.

The prize for the best looking boat went to Beth Olson, of Barnegat Bay. The prize for the most improvement went to Bud Stillmun, in a walk for the way he won the last race.

The disappointment of the regatta was when Don Cochran, Sr., was taken sick just before the start of the second race and was operated on for appendicitis a few hours later. Guy Roberts of Clearwater broke his mast in the 2nd race and never got going again throughout the series.

Allyn Stevens and Cliff McKay are both rated as sure comers for another year and it is expected that they will give Wells a tremendous run for his money next year. The summary follows:

#### SNIPER MIDWINTER REGATTA SUMMARY

	1	2	3	4	5	<i>Final Points</i>
Ted Wells, Wichita, Kans.....	1	1	3	1	2	7765
Owen Duffy, Chattanooga, Tenn.....	2	2	4	2	4	7301
Francis Seavy, Clearwater, Fla.....	3	8	1	4	5	6798
Frank Levinson, L. Wawasee, Ind.....	4	5	6	10	6	6076
Allyn Stevens, Orlando, Fla.....	Disq	4	8	3	3	5635
Beth Olson, Beachwood, N. J.....	5	9	10	11	8	5270
Bud Stillmun, Money Island, N. J.....	9	dnf	16	8	1	4662
Ike Halsey, E. Hampton, L. I.....	Disq	7	9	7	9	4649
Cliff McKay, Jr., Clearwater, Fla.....	7	dnf	13	11	5	4460
Jorge Bustamente, Havana, Cuba.....	10	6	12	17	13	4377
Guy Roberts, Clearwater, Fla.....	6	dnf	5	15	15	4197
Jean Blanchard, New Rochelle, N. Y.....	13	dnf	18	6	7	4018
Eddie Williams, Kansas City, Mo.....	12	dnf	14	9	10	3879
Edward McHenry, Loon Lake, N. Y.....	15	10	19	13	12	3746
Bob Wilbur, Clearwater, Fla.....	11	dnf	11	16	14	3478
Frank Apgar, Parsippany, N. J.....	14	dnf	15	14	17	3034
John Wesley, Chattanooga, Tenn.....	16	dnf	17	12	16	2991
Don Cochran, Jr., Clearwater, Fla.....	dns	3	7	dns	dns	2600
Alex Gregory, Orlando, Fla.....	18	dnf	21	18	18	2311
Larry Roberts, Clearwater, Fla.....	dnf	dnf	2	dns	dns	2169
Harry Vandergriff, Ft. Walton, Fla.....	dnf	22	20	22	19	1934
August Lenert, Jr., Ft. Walton, Fla.....	dnf	dnf	20	19	20	1690
Don Cochran, Sr., Clearwater, Fla.....	8	dnf	dns	dns	dns	1413

# NEWS OF THE SNIPE FLEETS

By Wm. F. Crosby, 522 Stellar Ave., Pelham 65, N. Y.

## Snipe Point Scores

**I**N THE NEXT issue, we hope to be able to print the entire list of scores as amassed by the various Snipe fleets all over the world and if your fleet has not yet sent in its scores for the past season (which ended March 31), you had better do so at once or they will be too late. Each year there are always several late comers. If you do not have score sheets, write to the Executive Secretary and they will be supplied to your fleet and while you are at it, be sure to get started on the 1950 scores right now.

Although a considerable number of scores have come in since last publication, there have been relatively few changes and the standings as of the present writing are:

Jack and Bob Pfaff, Eagle Lake Y. C., 1750—15 races

William Errico, City Island, 1724—15 races

Hughes-O'Connor, Lake Harbor, 1722—12 races

S. Gischel, P.L.Y.C., 1700,—16 races

R. H. Hunt, L. Worth S. C., 1690.4—22 races

Eddie Gavney, Gull Lake, 1690.2—14 races

L. M. Vandervelde, Green Lake, 1688—13 races

V. L. Beakey, L. Worth S. C., 1685—23 races

Dick Tomlinson, Portage Lake, 1682—22 races

E. L. Marshall, Port Jefferson, 1681—9 races

Bob Grace, Lake Harbor, 1680—12 races

H. Amundsen, 3 Mile Harbor, 1670.1—8 races

Bud Stillmun, Money Island, 1670—7 races

Frank Appar, Parsippany, 1668—10 races

T. A. Wells, Wichita, Kansas, 1659—14 races

These are the first fifteen boats. There are at least 300 and at the present moment, the points run all the way down to 422.

\* \* \*

**R**OBERT H. HUNT has been elected Snipe Fleet Captain of the Lake Worth Sailing Club and R. S. Cowan as Fleet Measurer. The Lake Worth Sailing Club at Forth Worth, Tex. is one of the old reliable Snipe fleets, No. 53, and has been operating successfully through thick and thin for a long time.

\* \* \*

**T**HE SEQUOIA Yacht Club of California (no relation to Sequoyah Yacht Club of Tulsa, Oklahoma) has been inactive for 1948 and 1949 but Norman Burke of San Jose, California, informs us that they now have five or more active boats and will start racing again in the 1950 season.

\* \* \*

**T**HE SANDYS Boat Club at Somerset, Bermuda, which was chartered several months ago, as the first Snipe fleet in Bermuda, has joined hands with the Spanish Point Boat Club in Bermuda and as a result, instead of having five boats they now have twelve. These boats were all assigned numbers recently. In order to avoid any difficulty, the fleet captains will alternate from year to year Captain for 1950-1951 and J. E. Castle, between the two clubs. The measurement

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committee will comprise members of each club. Dr. R. E. Nash was elected Fleet Commodore of the Sandys Boat Club and J. O. L. Spurling were elected as members of the measurement committee from the first named club. The Spanish Point Boat Club elected Messrs. Chiappa, Soares, and Cabral as their members of the measurement committee. The measurement committee has already started work on some of the boats. Official racing is supposed to start on Sunday, June 11 for the Trade Development Board Cup and other races will be held during the season for the Seagrams' Cup and the Darrell Cup. Incidentally the Seagrams' Cup is the Sandys Boat Club's oldest cup for interclub competition. This new fleet will undoubtedly enter with a couple of boats in the Western Hemisphere Championships in November.

\* \* \*

**SIX SNIPES** have banded themselves together and have organized the Dam Divisional Snipe Fleet at Fresno, California with charter No. 310. J. Brooke Lamkin is the Fleet Captain and John Forst, the measurer. All members of this fleet are also members of the Lake Millerton Sailing Association and will race as members of that Association in sanctioned regattas of the Small Boat Racing Association of Northern California.

\* \* \*

**GEORGE N. HENRICH** is again the Fleet Captain of the Wet Pants Snipe Fleet, charter No. 118, at Sayville, L. I., N. Y. The fleet, which is appro-

priately named, has come in for a considerable amount of publicity, largely because of the interest caused by the name. Fleet Captain Henrich says that they usually have some twelve to fourteen boats racing each weekend and, as with many other fleets; "We have five or six Snipes which were built by local people or by some builder who didn't care what type and weight of lumber went into the boat. This usually gives a boat weighing anywhere from six to eight hundred pounds. When these boats race against the much lighter jobs, you know what happens, no matter how good the skipper might be. Consequently we have made two divisions out of our class, the first division consisting of more modern, light boats and the second division comprising the heavy boats. The second division starts behind the first division in each race and at the end of each season, we give prizes to the first three in each division. This system works out very well for us and keeps most everybody happy. We have found that it keeps the owners of the old heavy boats from being discouraged and gives them something to race for. The feeling and spirit is just as high in the second division as in the first division and the big thing is that these people stay in the fleet and SCIRA instead of going over to some other type of boat."

In this respect we might make a further suggestion, in that if a boat starts winning pretty consistently in the second division, the skipper should be promoted to the first division and the low standing boat in the first division

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dropped back into the second. This might serve to keep everybody very much on their toes.

\* \* \*

**B**OB VREELAND, who is secretary of the New York State Snipe Association, reports that at the recent meeting at the Newport Yacht Clubhouse near Rochester, fifty sailors were present with approximately thirty wives, despite heavy snow and bad weather. The racing schedule for the coming season was arranged in detail.

\* \* \*

**J**UST TO PROVE that the chairman of the Measurement Committee is quite capable of measuring a boat, we recently learned from Art Kisby of Clearwater that Ted Wells, chairman of the International Rules Committee, actually measured a new Snipe owned by Ed McHenry who was down there for the regatta. Probably some action will be taken by the Board of Governors in this matter, as Mr. Wells promised faithfully that he would *not* do any work. (!!)

\* \* \*

**F**URTHER WORD has come from the Queen City Yacht Club in Toronto, Canada, and it has been found impractical to combine with the Oakville Fleet which is located twenty-five miles west of Toronto. Incidentally the Canadians have organized 'The Shellbacks Club,' a sort of a luncheon club so that they will be sure to keep in touch all during the winter.

## Why Not Join Nayru

**T**HE NORTH AMERICAN Yacht Racing Union has sent out to its members a request that each member try to get a new member. Under the conditions, at the present time, the NAYRU is having a pretty tough time to get along. Of course, a great many of you may not know what NAYRU is and in case you don't know, it is the parent organization in North America which formulates the racing rules and settles protests that are appealed over the level of local racing committees. It has, in the past few years, given a new set of racing rules which are now used throughout North America. Members receive the year book which contains all the new racing rules; up to the minute information on appeals and how they were settled and a great deal of other highly useful information. The North American Yacht Racing Union should be supported by every sailboat racing man in the country but despite this, there are less than 1,400 actual members. Individuals may become members and receive a card and the racing rule book at five dollars a year. Clubs may join on the basis of ten dollars a year and all of you fellows who have been enjoying sail racing all these years should now come to the rescue and join this organization. For further information, membership blank, etc., address Corresponding Secretary, North American Yacht Racing Union, 37 West 44th Street, New York 18, New York.

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## Sweden's Paper Sails

A CONSIDERABLE AMOUNT of correspondence has been going on between the Executive Secretary of the Snipe Association, the chairman of the International Rules Committee and Carl Hardeberg, National Secretary for Sweden. Mr. Hardeberg states that "During the canoe racing last fall, paper sails were used by some of the boats and boats so equipped easily beat all of the others. The boats that used cotton sails had no chance. Because of this I think the paper sails are much superior to the cotton ones."

This is from a letter that Mr. Hardeberg sent to Mr. Wells. Mr. Wells is taking up the entire affair with the International Rules Committee and the general opinion seems to be that if these paper sails can be made more cheaply than Egyptian cotton then there might be something to it. We don't have any technical information on the sails, at the present time, or how they are made but it would seem that the material, if it could be made to stand up in wind and weather, might prove to be far superior because it would not stretch out of shape and because it would present a perfectly smooth surface. Many experts claim that the slight fuzz on the surface of a duck sail seriously affects the speed of the boat and some very successful Snipe sailors in past years have actually starched their cotton sails to eliminate this fuzz. Mr. Hardeberg, in another letter, states, "Of course, paper sails would have to be very carefully manufactured. There

is no question, however, but that they would be both tight and useful."

As soon as the JIB SHEET can get information on these sails and as soon as the International Rules Committee votes on the subject, the readers of the JIB SHEET will be informed.

\* \* \*

THE GAR WOOD Trophy which has been listed in the year book for some time past will probably be dropped altogether from the 1950 book. This trophy has not been raced for recently and was last won by Carl Zimmerman of Akron, Ohio, in 1945. It was owned by the Crescent Sail Yacht Club of Detroit which, at one time, was a very active Snipe Fleet but has since been dropped from the rolls. It was not an Association Trophy and the Association had nothing to do with it and it will no longer be recognized as an official Snipe Trophy.

\* \* \*

GEORGE HEINRICH reports as follows: "I was reading the JIB SHEET on the subway in New York the other night and the fellow next to me noticed the Snipe on the cover and proceeded to tell me that he was a Snipe sailor from South America and that he would like to get a copy of JIB SHEET. So I gave him mine along with the necessary information, in order for him to send his subscription, which he was very happy about. He further said that other members of his club would be very much interested."

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## **SNIPE CLASS INTERNATIONAL RACING ASSOCIATION**

### **To the Rules Committee:**

A meeting of the SCIRA Rules Committee was held at the Shelton Hotel, New York, at 3:00 p. m. January 13. The Chairman submitted his report, a copy of which is enclosed. The various matters raised in the report were discussed and voted upon and the Chairman was instructed to draw up a report of the meeting and the result of the voting and forward it to the Executive Secretary. The roll of the members present and the manner in which they voted were recorded at the time of the meeting by the Secretary. This present report is drawn up in compliance with the request made at the meeting, and, to save duplication, the paragraph headings correspond to those in the report submitted at the meeting.

#### **Aluminum Masts**

After a short discussion, it was moved that for the present aluminum masts not be allowed; and upon seconding and voting, this motion was carried unanimously.

#### **Plywood Deck Beams**

The decision to allow plywood deck beams was unanimous.

#### **Daggerboard Hoist**

There was a long discussion on this matter but the decision was finally to allow it.

#### **Pivotboard Tail**

The proposal made by the Chairman in his previous report was agreed to and Mr. Crosby promised to submit designs.

#### **Rounded Stem Heads**

It was moved that a radius not to exceed one inch be allowed for the curvature of the bow at the deck, and this was carried unanimously.

#### **Mainsail Headboard**

After considerable discussion, it was decided that the measurement should be made at right angles to the luff.

#### **Anchor Weight**

Although there was considerable discussion on this, no action was taken.

In addition to the subject raised in the Chairman's report, the following matters were discussed and voted upon:

#### **Cast Centerboards**

It was moved that the sentence: "Cast centerboards of any type are prohibited." be eliminated from Rule 43 of the restrictions and measurements. This was seconded, voted upon and carried unanimously.

#### **Frame Positions**

In the drawings there is an over-all tolerance on the length of the boat of 1½ inches, while at the same time the distance between stations are shown as 31 inches without any tolerance. Many builders move the frames one way or another from the stations in order to simplify building. It was agreed that for measurement purposes stations 0 to 5 should be taken exactly 31 inches apart and that all measurements be made at these positions but that the frames need not fall 31 inches apart and could be moved backwards or forwards from the stations. Station 6 should, as shown on the drawings, be taken as the line joining the corners of the transom at the shear.

There have been some misunderstandings in the past owing to the delay between decisions made by the Rules Committee and their incorporation in the printed rules and drawings. These delays are inevitable because for reasons of cost the printed rules and drawings can be only infrequently changed. It was agreed that any change in the rules made by the Committee be brought to the attention of the Executive Secretary and that he publish these changes in the Association journal, if such exists, or otherwise in some magazine of wide circulation and that upon such publication the change be effective. The publication made by the Secretary is to clearly state that the rule change or rule interpretation has been made by the Rules Committee. This is in order to prevent casual statements being taken as changes in the rules.

January 27, 1950

J. H. Hayward

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## **ADVERTISE IN JIB SHEET**

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## National One-Design Racing Association

28, March, 1950

THE NATIONAL One-Design Racing Association has just amended its By-Laws to enlarge its governing body. The retiring or preceding Commodore of the Association is now an ex-officio member of the Board of Governors. Ed H. Merrill, former Governor of the Great Lakes Area, former Secretary-Treasurer, and Commodore of the Association for the 1949 season, becomes the first additional Board member under this new rule. The Association expects to benefit greatly by the experience, judgment, and counsel of those who have served it in this position, without burdening them with the administrative duties expected of regular officers.

The present Commodore of the Association is Harold E. Saunders, 206 Maple Avenue, Washington 12, D.C., to whom inquiries concerning the Class may be addressed.

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