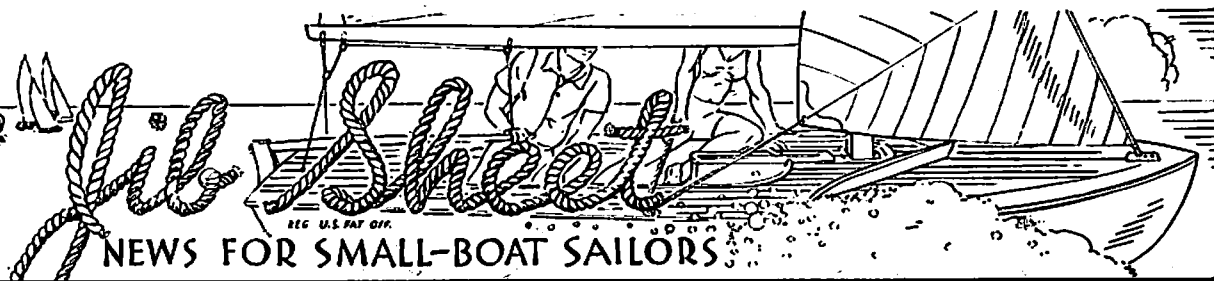


May, 1946
Vol 2, No. 5



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

NATIONAL TEAM RACE PROPOSED

Many small clubs find, in sailing one design boats that, in spite of "one design", after the first few races, it is fairly predictable as to who will be 1st, 2nd, 3rd, etc. Some of the tail-enders, who may be good skippers and crews find that because they have heavier boats, they are held in the tail-end positions and soon lose interest.

Those who have tried out team racing find that on a team, the individual boats get a lot more fun out of racing, because the race, sailed by two evenly matched teams, are much more interesting. Strategy can be worked out in advance, much as it is worked out in a basket-ball or football team.

It really takes skill for each boat to cover his man or the boat that circumstance calls for him to "take up the Lake", letting other team mates through.

Anyone who has seen how effectively one team can box the other team in, can

appreciate how much more interesting it is for all concerned.

At the Chautauqua Lake Yacht Club, a meeting, led by Hal Griffith, Dick Shearman and Les Powers, in regard to a proposal to have a National Team Race sponsored by that club, it was decided that, because of the housing situation, it would be impractical to hold it there. It was proposed, however, that some other New York State Club might sponsor such a race, so that any skippers and crews with a two weeks vacation could attend the Team race, August 13th, 14th and 15th, the North Atlantic at Nine Mile Point, August 17th and 18th, and the Internationals at Chautauqua, August 21st to the 24th.

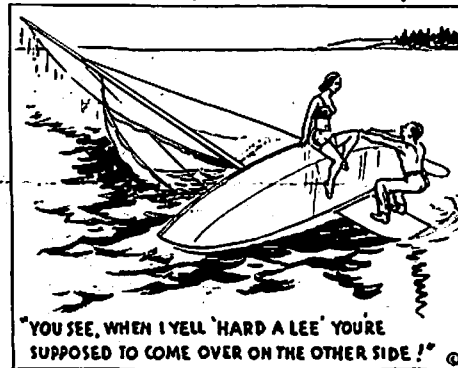
Jib Sheet is enclosing a ballot on which Individuals or Clubs can vote on a proposed team race of from 2 to 5 boats from a club. Fill it out and let's see what the sentiment is for such a race.

In any event, it is suggested, that Clubs divide their fleets at different times according to point scores and make up two teams for competition during the Summer.

With the proposed National Team Race in mind, Jib Sheet is publishing in this issue a plan for a welded Trailer.

SNIPPY the SAILOR

by RAY



HAYWARD PROVES HIS POINT

Readers of the last issue of Jib Sheet will recall that one John T. Hayward of Tulsa, Oklahoma, won the Clearwater Victory Regatta with practically one hand tied behind his back. Here is a new sidelight which bears out what we said editorially about Hayward.

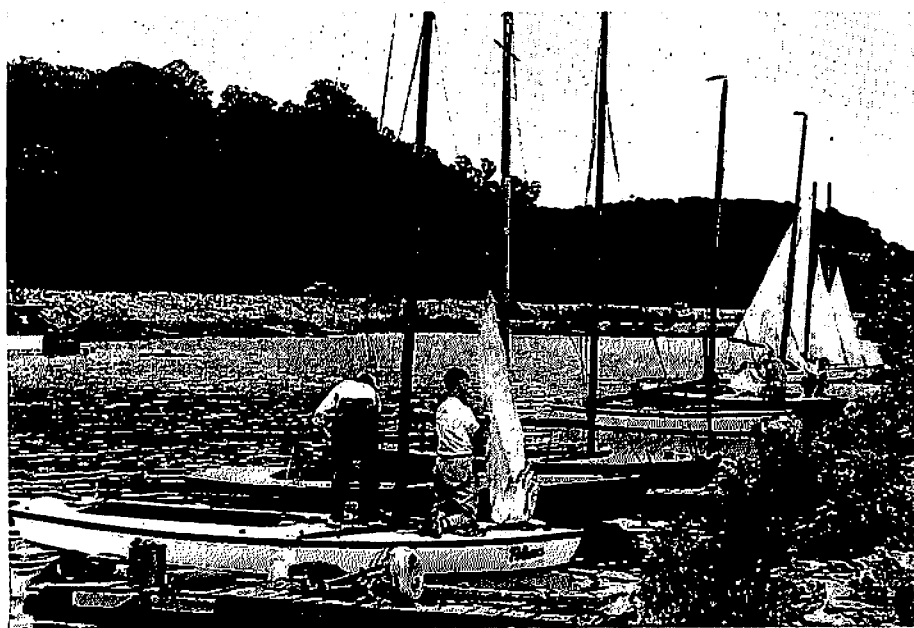
It seems that after the regatta he stuck around Clearwater for a week or two just because it was a nice place with a good group of fellows in the yacht club. Like all "champs" both he and his boat came in for some criticism and it finally reached the stage where Hayward challenged any and all comers to a race to prove his point. The claim was made that he had a "heavy weather boat", so he ups and races the whole fleet in vir-

tually a flat calm—and won by a larger margin than in any race during the Victory Regatta. Then some of the locals started to question his boat—so he ups and insists that a committee of Snipers measure his boat by putting it in the special jig used for that purpose at Clearwater. Every man of the committee thought that he was now going to get some inside information on what makes a "fast Snipe". So they measured and measured, checked and double-checked and when they got all through they had to admit that the boat was built exactly to the original lines and offsets. At one point it was off $\frac{1}{8}$ inch and the restrictions allowed $\frac{1}{2}$ inch there so it didn't make any difference anyway. The com-

mittee stood around and scratched its various heads and finally gave up. They admitted that John Hayward was just a "super-sailor" and no matter how hard they tried, they could find nothing wrong with the boat. All of which goes to prove what we have said time and time again—sail your boat and forget about this chiseling. It also bears out what Nearing Emmons and others have said—the best and fastest Snipe is the one built closest to the original lines and measurements.

Just one more thought on the subject—if John Hayward comes to the Internationals at Lake Chautauqua next August we'll place our money on the nose of his boat to win despite Darby Metcalf, Victor Larson and a few others we could name. Since the Tulsa Fleet virtually admits that Hayward will be the fleet champion—you can count on it that he will be on hand. Now, don't get discouraged, you might get second place.

SHORT NEWS ITEMS OF THE FLEETS



Snipes in the Basin at the new Alton Lake, Ill. Fleet

Most amusing letter of the month came from a Sniper in the middle west who said that he liked Jib Sheet but hoped it would not be entirely racing stuff but have some copy on "just sailing". Of course, he's right, but what are you going to write about that subject? Like one guy who turned up in Long Island Sound just before the war with a cabin Snipe in which two fellows had cruised from Chesapeake Bay. Well, for the benefit of the man who wants sailing news here it is: You bail out the rainwater, get sail on the boat and sail down around the point to the dam, come back the other side of the lake and there you are. A fine afternoon, no doubt, but how much more fun to have two or three other Snipes on a cruise like that and then turn it into a race. After all, Snipe is a racing boat.

* * *

The LaPorte (Indiana) Junior Sailing Club has been organized into a Snipe fleet and has been granted charter No. 206. Steve Nickelson is Fleet Captain and there are six Snipes so far in the fleet. Three Bobs form the officers of the Club: Bob Kelsey, Commodore; Bob Neblung, Vice-commodore and Bob Miller, Secretary-Treasurer. We expect to hear a lot of the new fleet.

* * *

Another Bob, this time Bob Walters, 907 Mariposa Avenue, Los Angeles, was elected recently to be Fleet Captain of

the revived Los Angeles Harbor Fleet. The fleet is planning an active season. Louis Varalyay reports this news and also the news that Darby Metcalf will probably come to the Internationals at Lake Chautauqua in August. Darby won this trophy in 1940 and again in 1941 so look out for him. Darby is getting a new Snipe—the fifth built by Varalyay.

* * *

That relic of old days, Snipe No. 1, has turned up again. Originally built by Jimmy Brown and his dad at Pass Christian, Miss., she was sold to Milton LaPorte of Shreveport, La., several years before the war. Now Edgar W. Kimball, also of Shreveport reports that he has bought the boat. The new owner reports the hull in excellent condition with no sign of rot anywhere. Her original name, Adelaide, is still on the stern but we suggest that this be changed to "The Durable Snipe".

* * *

Le Baron-Bonney Co., 117 Merrimac St., Newburyport, Mass., has a knock-down Snipe kit for about \$5.00. Not a full size Snipe but made to 3/4 inch scale and 11 1/4 inches over all. The kit includes a hull all carved and sanded, mast, boom, sail cloth and pattern, rudder and centerboard assemblies, stand, etc., all finished and ready to be assembled and painted. Properly finished up it would make a nice prize or painted and numbered to

represent your boat it would make a nice decoration for any room.

* * *

The Wilmette Harbor Fleet, charter No. 31, is showing signs of revival. According to a letter received from Clarke F. Hine: "Interest has greatly increased and extensive plans are in process for making 1946 an excellent racing season. There are between 25 and 30 Snipe class boats in Wilmette Harbor."

* * *

John F. Karl, 11465 Torry Road, Fenton, Michigan, is the new Fleet Captain of Lake Fenton Fleet, No. 101. There are five or six boats in the fleet at present.

* * *

The old Fleet, No. 120, located at the Houston, (Texas), Sailing Club has been revived with a bang and will henceforth be known as the Seabrook Sailing Club of Houston. The racing will take place on San Jacinto Bay at Seabrook and racing has already started with four boats and two more nearing completion. Official point score races are scheduled to start in June. E. W. Gerloff, 827 Southern Pacific Bldg., Houston, Texas is Fleet Captain and Charles B. Richardson is Measurer. Other Snipers in the vicinity are requested to contact the Fleet Captain as soon as possible.

* * *

Mr. Robert W. D. Heins, of the Marine Division, of the SHELLEY-HEINS COOPERAGE CORPORATION, 225 West 34th Street, has reported that they have designed and built a V Bottom marconi-rigged sloop called LITTLE DUCK. She is 14 feet and 3 inches l.o.a., by 5 feet 3 inches beam. She is planked with Port Orford Cedar; has Oak Keel, stem, frames, gussets, etc.; pine decks canvas covered; mahogany trim; slotted mast and T boom; and an unusually complete set of hardware and fittings. These boats will be delivered complete with Kapok cushions, anchor, dock lines, fenders, bilge pump and oar. This boat features unusual roominess, speed, and is an all purpose family boat. Instead of rear deck, there is a seat which provides for storage under. The Transom is reinforced for outboard motor power. These boats are priced subject to change without notice at \$650.00 each F.O.B. plant Amityville L. I., N. Y., as above and complete with sails and sail bag.

* * *

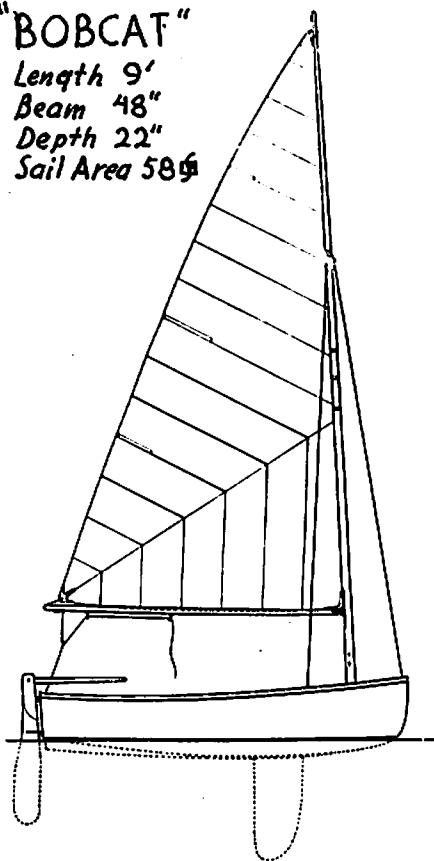
On Lake Shawnee, according to Fleet Captain John D. Armstrong, will be found the greatest amount of enthusiasm for Snipe sailing of any fleet, anywhere.

The fleet is planning a Mid-western Regatta to be held at a later date and the Fleet is also planning to send its champion to Lake Chautauqua for the Internationals. Enthusiasm runs so high that the Fleet Captain says: "It is sometimes difficult to keep order at our meetings." There are eight Snipes in the fleet and more on the way. Dates for the regatta will be announced in a later issue of Jib Sheet.

Another revival is the Ionic Sailing Club of Stockton, Cal., Charter No. 74. Six boats are in already and more coming. Robert W. Winter, Jr., 1221 N. Lincoln St., Stockton, Cal., is Fleet Captain. We are particularly glad to welcome the Ionic Fleet back into active participation and it is almost certain that

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their fleet Champion will also make the Internationals.

The Lake Lotowana Fleet at Lees Summit, Missouri, plans to inaugurate a new regatta to be known as the Lotowana Annual Invitational Snipe Regatta. They plan to invite all boats within a reasonable distance. Dates have not yet been set but will be either July 27-28 or August 3-4. Suitable trophies will be awarded. Further details will be given later on.

What's the matter with Chesapeake Bay Snipe racing? There are numerous Snipes in the area around Baltimore and Sparrows Point but no word from any of them since before the war. Recently the President of the Chesapeake Bay Yacht Racing Association, F. H. Loweree asked for information on Chesapeake Bay Fleets and we were unable to give any suitable answer. Let's hear from you fellows and let's get things going.

Mentor Harbor Fleet reports in with fifteen Snipes to start off with, seven of them new boats this season.

Balboa (California) Fleet starts off the season with about twenty boats. All are to be remeasured whether they have been measured before or not. This is a good stunt and should be done every few years anyway. Some fleets remeasure all sails every spring and this also is recommended practice as it helps the spirit of things and prevents any kicks from disgruntled members.

Andrea and Jesse Sellers, 114 Washington Road, Scotia, 2, N. Y., are anxious to get a Snipe fleet started in their area. Racing will take place on Blaine's Bay near Crescent on the Mohawk River. Three Snipes now form the beginning and it is hoped that at least two more will turn up in the neighborhood. The present boats are kept at Robert Harkness' place on Blaine's Bay.

Bill Bobbs is the new Fleet Captain for the Northport Point Snipe Fleet (Michigan). Twelve boats make up the start of the fleet. Bill's address is 4936 N. Meridian St., Indianapolis, Ind. The Fleet is about equally divided between Dunphy and Thompson built Snipes.

Walter L. Matas, Vice-captain and Secretary of the Chicago fleet reports in with twelve Snipes to start off the 1946 season and more to come. This is the Chicago Corinthian Fleet that so ably handled the last Internationals.

The Small Boat Racing Association of Northern California is scheduling eight regattas of two races each for the coming summer. The first will be held on May 19 on Lake Washington, Sacramento.

"Pop" Taylor, who ran off the Clearwater Regatta so successfully is already planning on a bigger and better regatta for next year. He says that special races will be run off for Women and another for Junior skippers if there is sufficient interest. It is also planned to make the regatta longer—possibly four or five days. One suggestion was to run a special informal race to be known as the "Sandbar Derby" starting inside the yacht basin at the Yacht Club, running north to a buoy in the middle of Big Pass and thence over off the Dunedin Yacht Club and back. This would be a distance of seven or eight miles and with crooked, narrow channels nearly all the way, it should make plenty of excitement and fun.

Emil M. Sodke has been elected Commodore of the Charleston, (S.C.) Yacht Club and reports that the club will hold its first regatta since Pearl Harbor on August 1-3. This regatta may turn into the Snipe Southeastern Championships if sufficient interest is shown. The old Charleston Snipe Fleet is back in good standing and the Commodore promises 100% support for the Association.

Winchester, Mass., Fleet through its Secretary, W. L. Hall, reports that things are getting under way and that he is endeavoring to collect all Snipe dues and send them in at one time as suggested in Jib Sheet back in the March issue. We hope that more fleets can accomplish this as it is so much more efficient and makes for easier and quicker handling at this end.

Gilbert L. Lawrence sends a cry for help. He lost his Snipe sails through an accident and has written to all the sailmakers he can find and each replies: "No cloth—sorry". Perhaps someone has a spare set. Mr. Lawrence says he sails for relaxation and not for racing and therefore almost any kind of sails will do. His address, Clerk's Box, Post Office, Tulsa, 1, Okla.

Robert A. Boucher, 183 Baylies St., Fall River, Mass., writes in that the local Sea Scouts propose to run a sail boat regatta some time this summer, inviting Snipes and other small boats to participate. The chief purpose is to promote

(Continued on Page 7)

NOTES FROM OVERSEAS FLEETS

Manuel Lopez Ramis, P. O. Box 646, Havana, Cuba, reports that the original Havana Fleet, No. 22 is back in circulation again with five boats to start off with. He reports that the Fleet has been racing hard right along and will continue to do so.

Dr. de Menses of Portugal is back again asking for more racing numbers for new boats this month and reports that they now have more than 30 Snipes to measure. Measurement sheets have been sent. He also reports that the National Championship of Portugal will be held June 22 to 30th. Dr. de Menses has also been elected Honorary Vice-commodore of S.C.I.R.A. He has also been asked to edit a new Portuguese magazine to be called "Vela" (Sail).

The Newfoundland Snipe Racing Association has been officially formed according to a letter received from National Secretary Arthur Johnson. The new Commodore is Donald M. Clouston; vice-commodore, George C. Giannou; Executive Secretary, Arthur Johnson; Governor, R. Carmen Mews and Measurer, Captain Emmanuel Parsons. An Honorary Vice-commodore of S.C.I.R.A. was also elected, J. Max Barbour who is Manager of the Western Union for Canada and Newfoundland and who has recently been transferred to Toronto. The letter goes on: "The meeting was excellent and all that we had hoped for. You can count on a most enthusiastic branch in Newfoundland. We are

endeavoring, by hook or crook, if at all possible to be represented at the Internationals at Lake Chautauqua and are working direct with the Chautauqua Yacht Club."

From Antonio Ruiz of Vigo, Spain, National Secretary, the following letter has been received: "Through the racing circulars sent to you and also the photographs of our regattas, you have become aware of the great importance that the Snipe Class has attained in Spain. This has even been extended to Portugal against whom we are even now planning to start the first real international races.

"We submit for your consideration and ask you to study the idea of holding the International Championships in Europe and considering that our country has the greatest number of fleets, and because of its geographic location and the ease with which arrangements could be made to ship boats here by steamer, therefore our country should be the place to hold this important event. Such a regatta would be of great help in spreading the popularity of the class throughout Europe."

Senor Ruiz was notified that the Internationals are already scheduled for Switzerland for next year.

Per Skonjberg, National Secretary for Norway suggests that England be chosen as the site for the next Internationals in 1948. It's still a little far ahead to promise anything just now particularly in view of the fact that

the British fleets have not yet shown any signs of returning life. One of the difficulties attendant to holding an International Championship on the other side of the Atlantic lies in the fact that most countries are forbidden to send any money by mail or cable with the result that most of these countries have paid no Association dues for the entire duration. Portugal's restrictions were lifted recently and within a day's time Dr. de Menses sent in charter fees and dues for all their fleets. Switzerland is, of course, able to pay also, but Great Britain and all her colonies (except Newfoundland) are tied up tight as is Spain, France and Norway. How long these restrictions will last is anybody's guess but at present there are now signs of relaxing them.

Incidentally our Norwegian friend is translating most of Jib Sheet into his language and printing the whole thing in their own Snipe magazine.

The Geneva, Switzerland, Fleet will definitely have an entry at the Internationals at Lake Chautauqua in August. According to a letter from Louis E. Favre, Dr. Martin-duPan will be the skipper and probably Robert Galli will be the crew. Dr. Martin-duPan has been actively racing Snipes at Geneva since 1937 and Mr. Galli was also active there until he joined the American Army where he served as a Captain. That makes a probable three

(Continued on Page 7)

CALDWELL SAILS

GENERAL SPECIFICATIONS—Grade: Deluxe Racing
MAINSAIL

Headboard, Duraluminum set in special design calf-skin reinforcement, fabric reinforcements of Tang type, extending deep into sail and along leech. Seaming is zig-zag stitch, distance between panel seams app. four inches, all points super reinforced with calf-skin tangs, Sail hand roped with finest imported Italian tarred hemp bolt rope, Insignia and numbers of Byrd cloth, any color desired. Sails made for either slotted spars or track. Track slides hand sewn thru No. 00 bronze grommets. Reef-points where used are of "tear drop" shape calf-skin.

JIBS

Jibs are mitre cut, reinforced at all points with calf-skin tangs and extra long fabric tangs at clew. Fitted with stainless steel flexible cable and latest type bronze jib snaps.

SPINNAKERS

All spinnakers made with exclusive "center panel", a development of Caldwell's and used by no other Sailmakers. This center panel eliminates the pointed effect and gives the sail a more rounded contour. All points nicely finished, for strength, appearance and lightness.

PRICES IN EFFECT, including sail bag for each unit. All F.O.B. Factory—Subject to change without notice.

	American Duck 30 Day Delivery	English Egyptian Late Fall Delivery
PENGUIN	\$ 35.00	\$ 40.00
SNIPE	55.00	60.00
COMET	65.00	75.00
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YACHT CLUB NEWS

WATKINS GLEN

Watkins Glen (N.Y.) Yacht Club, an organization of leading Elmira and Watkins Glen residents, are planning extensive activities on Seneca Lake this Summer.

A very enthusiastic meeting, well attended, was held at the Jefferson House on April 18th.

This Yacht Club was first organized in October 1929 and incorporated in August, 1939.

Present Officers are: Commodore W. W. Clute, Jr., Vice-Commodore, William H. Snyder, Flag Officer, Matthew E. Gallavan, Treasurer, and James F. Stinson, Secretary.

CANANDAIGUA

Canandaigua (N.Y.) Yacht Club has already begun to work out its plans for waterfront improvement in anticipation of the Central New York State Regatta.

The road to the lake is being graded in the interests of improved land navigation; a new Beach House has been proposed; and a new committee boat is on its way as well. Firmly behind all this effort is a group of 27 skippers (15 Lightnings and 12 Snipes).

Bill Place, Commodore of the Fleet, believes that by August there will be more than 35 boats out every Sunday. It may be of special interest to other clubs that Canandaigua is running Saturday races in addition to the regular Sunday series. The Sunday races are divided into three series so that two fresh starts are offered for all who may not do well in the first. In all, four cups are to be awarded for the Sunday races, another for the Saturday series, and others for special events (such as July 4, etc).

Novelty races are also planned. In one race the boats will start from their customary line, but, instead of taking a regular course, they will head for an amusement park a couple of miles away. At the amusement park, the skippers and crews must ride one full trip on the merry-go-round, return to their boats, and get back to a finish line near the club. A picnic is planned early in the season with races to and from the picnic spot.

Aware of the ever-present possibilities of adding extra fun to the sport of sailing, the Canandaigua tars are interested, earnest, and active.

E. B. Brewster



Start of Lightning Races at Algonquin Yacht Club on Irondequoit Bay

Mr. R. H. Lyons, All Purpose Trailer Co., 1335 West 37th Place, Chicago, 9, Illinois, reports they are now in production of their two models of all steel Boat Trailers, the Silver Streak and the Clipper, designed for carrying Snipes, Lightning and other small Boats up to 20 feet in length. They have a unique, time-saving "underslung" design, which permits amazing ease in loading and launching boats.

CLEARWATER, FLORIDA, Y. C.

Guy Roberts got busy as soon as the Snipe shed was shut of visitors and started sawing on that fine deck of his with the 2 cock pits. Now he just has one great big one and will know what else he has done when we remeasure as I believe he is all ready.

Then I hear by the grape vine that Don Cochran is just about tearing the Blue Nose II all apart trying to find that splinter that slowed it down. They tell me he will sure need a remeasure job in the near future.

Skipper Hayward has lighted a great big fire under these Southern sailors and when he comes back next year he is going to find that he may have started another group of research engineers.

Series of 10 Point Races will start on May 5th along with our pre-war series of trophy races as we usually sail 50 races a year. One advantage of not having any ice.

"Pop" Taylor

EDITORIAL

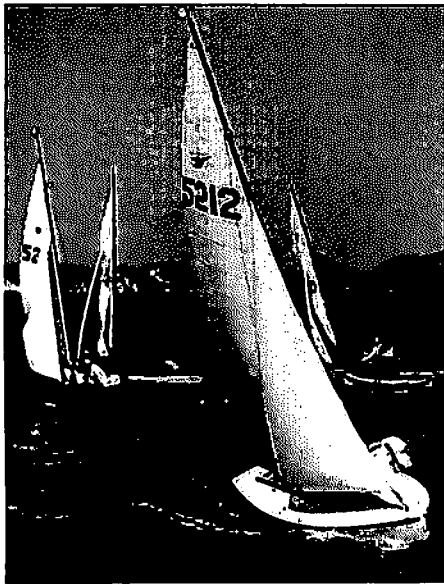
JIB SHEET goes into its 8th month, with subscribers and advertisers alike, recognizing the importance of having a magazine exclusively for the small boat sailor. It is becoming apparent that as materials become available to build boats, make sails, hardware, etc. that Jib Sheet will grow steadily and increase in size and interest.

Many Clubs with small boat classes are writing, asking to be included in the growing list of subscribers. Send in your news, schedules, reports of races, etc. whether it's Snipe, Lightning, Comet, Bantam or Bobcat—or what have you. The news will get to you while it's news—in JIB SHEET.

SNIFE CLASS BOX SCORE THIS MONTH

Number of Fleet Charters—208

Number of Boats Registered—5848



International Snipe Championship on Guanabara Bay, Rio De Janeiro, Brazil

Lake Wawasee Demands Competition for the Lake Championship Trophies

Frank Levison of Indianapolis and Lake Wawasee has brought up the subject of the Dunphy Trophy (team race) and the Commodore Chalmers Burns Trophy (individual) for competition in 1946. The Upper Great Lakes District which had jurisdiction over these trophies has fallen by the wayside due to the war. "This summer it is Wisconsin's turn to hold the regatta during which both trophies are raced for"—according to Mr. Levinson. "However, it is up to the District Secretary to decide upon the location of the regatta. Our Fleet at Lake Wawasee, Indiana, held the last regatta. In the past we have had excellent attendance at this regatta and 1946 should not be an exception. Three boats from a fleet are allowed in the Burns Trophy race and two boats constitute a team for the Dunphy Trophy race. Fleets from Wisconsin, Michigan, Illinois and Indiana are eligible. There is also a possibility that Ohio might become eligible. This district is hot Snipe country and I would appreciate the appointment of a District Secretary so we can get together and have the Great Lakes Championships again."

Both trophies have not been raced for since 1942, when the team of Nichens and Levinson won the Dunphy Trophy for Lake Wawasee and Max Lauderback won the Commodore Chalmers Burns

Duplication of Trophies Makes Southwestern Mix-Up

There are two Southwestern Championship Trophies. One was presented in 1932 by Commodore Hub E. Isaacks and the other was presented in 1935 by the Shaw Jewelry Company of San Antonio. The listing as given in the 1945 rule book of winners are for the Isaacks Trophy and the deed of gift as given is for the Shaw Trophy. At last we have this straightened out and since the Shaw Trophy came later, it has been suggested that its name be changed to avoid further conflict. The winners as they should be listed are as follows:

SOUTHWESTERN CHAMPIONSHIP

Shaw Trophy

1935 Bill Bracey, Dallas
 1936 B. J. Horner, San Antonio
 1937 Bill Bracey, Dallas
 1938 Hub Isaacks, Dallas
 1939 Don Maxwell, Dallas
 1940 W. G. Green, Tulsa
 1941 John Shaffer, San Antonio

Isaacks Trophy

1932 Merida Ellis, Ft. Worth
 1933 Lloyd B. Jones, Dallas
 1934 Perry R. Bass, Wichita Falls
 1935 Perry R. Bass, Wichita Falls
 1936 B. J. Horner, San Antonio
 1937 Frank Pemberton, Wichita Falls
 1938 Cleo Payne, Wichita Falls
 1939 Maurice Martin, Jr., Dallas
 1940 Gail De Jarnette, Dallas
 1941 John T. Hayward, Dallas
 1942 Gail De Jarnette, Dallas

Commodore R. W. Carr of San Antonio Sailing Club says that R. S. Gozzaldi of Dallas made an unwarranted and highly unethical attack upon the San Antonio club and as a result Commodore Carr sent us the data as listed above. To quote part of his letter: "The Shaw Trophy bears on its face the following engraved inscription: 'Shaw Perpetual Challenge Trophy for S. W. Championship in Snipe Int. Class. Donor Shaw Jewelry Company.' This trophy and the deed of gift accompanying it were accepted from the donor by the San Antonio Sailing Club, for S.C.I.R.A., and subsequently it was accepted and recorded with the Association. This acceptance by the Association and subsequent seven years of competition, is in our opinion sufficient evidence of the authenticity and legality of the trophy and deed of gift. None of the winners of the Shaw Trophy, and to the best of our knowledge, none of the unsuccessful competitors, including such well known Snipers as DeJarnette and Chilton of Dallas, May of Denton, Hayward of Tulsa and Payne of Wichita Falls, has ever protested the inscription on the cup, and you will note that this includes Hub Isaacks whom we of San Antonio admire and respect as the Dean of Snipe racing in the southwest as well as for other sterling qualities as a sportsman and gentleman par excellence.

"We believe that there should be no more objections now, or in the future, than there has been in the past, to the southwestern sailors competing for the Hub Isaacks Trophy and the Shaw Trophy, despite the possible ambiguity that may exist, particularly since both trophies have a fine and well established tradition. Neither of them could be truly symbolic of the southwestern championship since the competitors are not individual high-point score champions of their respective fleets. As Mr. Gozzaldi so aptly puts it, the list of winners of both trophies is practically identical (see above list) which is still further proof of the old cliché that "a little knowledge is dangerous". The exception that he cites brings up the interesting question. If John Shaffer won both the Shaw Trophy and the W. G. Green Trophy in 1941, why does that not constitute a better claim to a hypothetical championship title than the claim of John Hayward, who was defeated on his home waters (that year) but won the Isaacks Trophy at Dallas. We, of course realize that sailing champions are not chosen on a basis of the number of sports won, as in other fields. Consequently if Mr. Gozzaldi is really interested in determining who is the champion of the southwestern sailing, he might better have suggested that we have a Southwestern Championship Regatta, on the same basis as the Internationals with only the fleet champion

Trophy for the Detroit River fleet. Steps will be taken at once to appoint a new District Secretary.

or his alternate competing. This would leave little doubt as to the theoretical champion, but it would tend to diminish the friendly rivalry and spirit of competition which has always prevailed in the southwest where the only limit on entries has been the amount of time and money available. We sincerely believe that it would be better to continue the time honored cups with as many skippers in attendance as possible."

The situation is a most unfortunate one and we suggest that at the first opportunity representatives of the various fleets and donors get together and work out some suitable arrangement or compromise in order to avoid future difficulties and mix-ups. We suggest that the parties involved agree (if no other way can be found) to abide by the findings of an entirely disinterested committee to be appointed by the Commodore of S.C.I.R.A. One thing is certain, we should not have TWO trophies emblematic of the same thing and certainly either one or the other will have to be changed.

Requirements of Eligibility in a Nut Shell

To avoid mistakes and extra work Snipe owners and Fleet officers are requested to observe the following simple rules of eligibility: Fleet races and point score races: Open to members only who own measured boats and who have paid Association dues of \$1.00 for 1946.

Changes in ownership: If a numbered boat changes hands, the new owner pays \$1.00 transfer fee to have the boat officially recorded in his name.

Fleet Dues: In addition to the dollar dues of owners of measured boats, each fleet to be rated as active must pay an annual charter fee of \$5.00.

DO NOT—send in dues for unnumbered boats unless accompanied by measurement sheet. DO NOT—send in dues for any boats unless they are measured. DO NOT—send in race result sheets for unmeasured and unpaid boats. By observing these few simple rules, much work may be saved all around.

REQUIREMENTS FOR THE INTERNATIONAL CHAMPIONSHIPS: Open to only ONE boat from any active fleet. Preferably either the Fleet Champion or his alternate. Must have a letter and credentials from Fleet Captain. Must have 1946 membership card. Must have taken part in at least five point score races during 1946 season. Boat and sails subject to remeasurement at Lake Chautauqua.

NATIONAL JUNIOR CHAMPIONSHIP: Any number of skippers and boats from any active fleet. Must have membership card for 1946. Must not have yet reached 18th birthday. Eighteen years or older and you are no longer a junior.

ORDER EARLY

A limited quantity of SNIPES being built for delivery soon.

\$535 F.O.B. Amityville, L. I., N. Y.

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(Short News Items, Continued from Page 3)

interest in sailing craft in and around Fall River. When dates are announced, they will be published in Jib Sheet.

* * *

New rule books for 1946 will be ready for distribution before the middle of May.

* * *

John H. Muchmore of Los Angeles reports that many of the older Snipe skippers in that area are beginning to feel their ages and are turning things over to the younger element who have become very active during the past months. He also says that it looks as if the bulk of Snipe activity in Southern California will center around the Newport-Balboa area. Los Angeles Harbor has been considered superior but because of its reputation as a "hurricane gulch" most of the newer sailors are going in for the more sheltered waters of Balboa.

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SNIPES CENTERBOARDS

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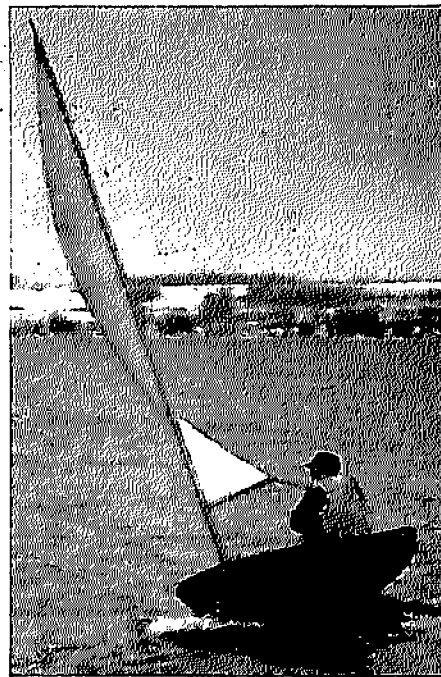
SKANEATELES BOATS, INC.

SKANEATELES, NEW YORK

(News from Overseas Fleets, Continued from Page 7)

overseas entries for Lake Chautauqua: Switzerland, Brazil and Newfoundland.

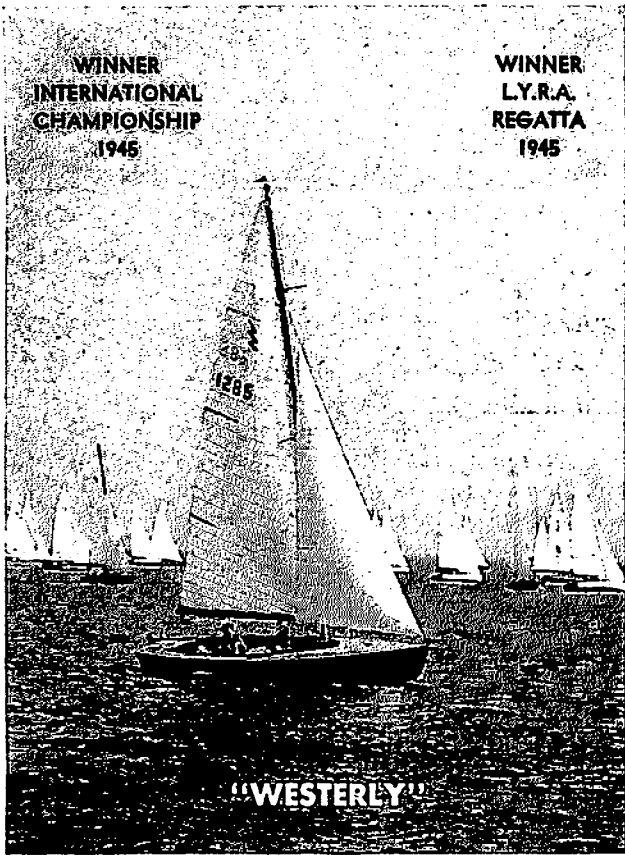
Switzerland is definitely planning on building 15 new Snipes for the Internationals in 1947, the only requirement for a skipper is to bring his own sails. These fifteen Snipes will be built over a steel frame to make them all as closely alike as possible. In using these boats skippers will save themselves a lot of red tape due to customs duties in various countries. If these boats are to be built, no skipper will be permitted to sail his own boat thus giving us the closest possible semblance of real one-design racing and making it entirely a matter of skill.



Trying out a "Bob-Cat Dinghy", December 15th. It was 10° above.

WINNER
INTERNATIONAL
CHAMPIONSHIP
1945

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The "Bob-Cat"

-A Sailing Dinghy

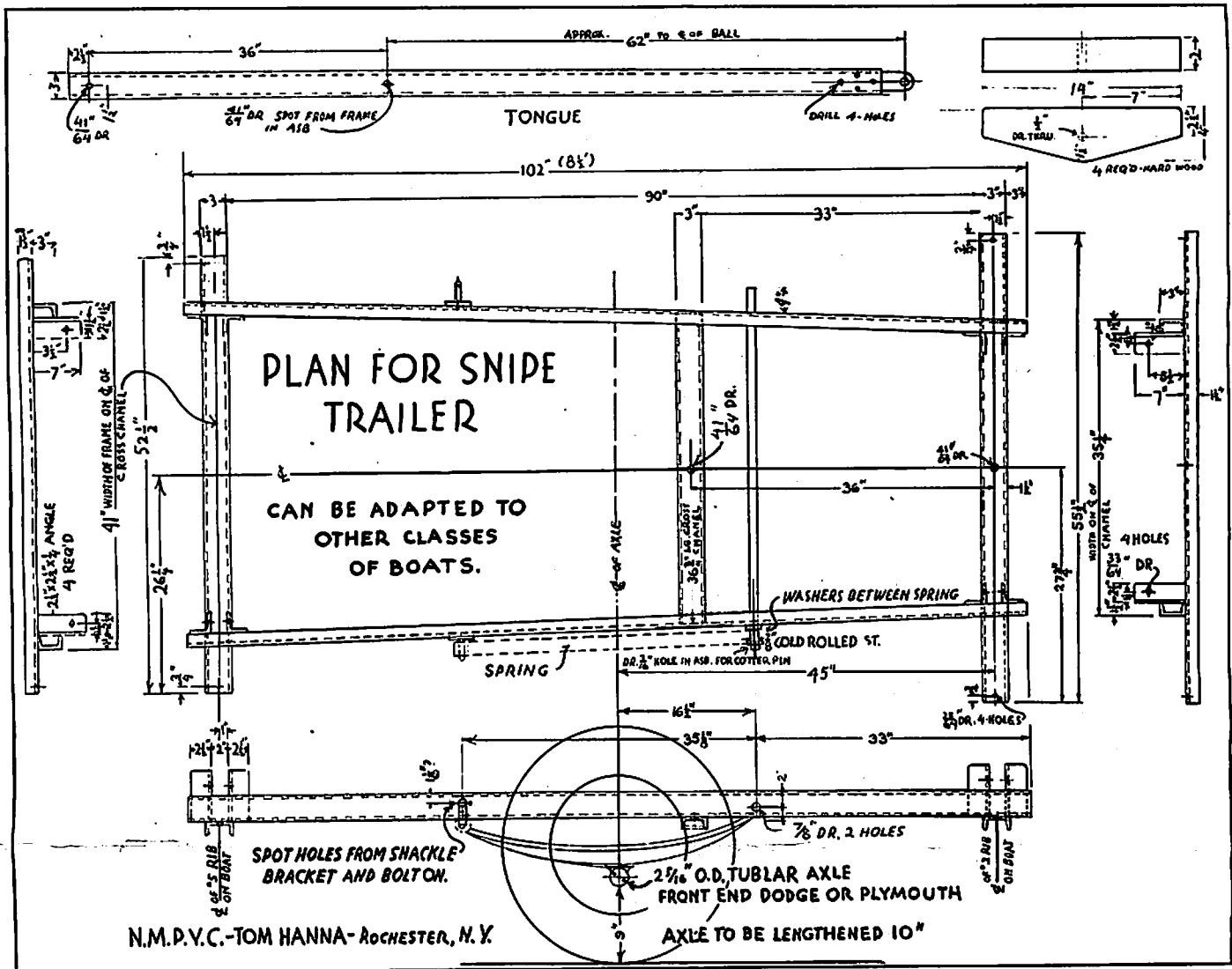
The "Bob-Cat" is a new one design class sailing dinghy that is expected to become very popular for both junior and senior sailors. The Dinghy was originally designed by Phil Rhodes and the hull is molded by the Allied Aviation Corporation of Cockeysville, Maryland. The hull is built up of three plies of mahogany veneer bonded together under pressure and heat with a phenolic resin which is completely waterproof and will resist decay and rot.

The principal dimensions are: length overall 9 feet, beam 48 inches, hull depth 22 inches, weight 82 pounds. The sail area is 55 square feet and the boat has an 18 foot mast. The centerboard can be either the pivoted type or the dagger type—the latter being preferred since it can be easily removed to lighten the boat on shore. The mast is built in two sections for ease in transportation. The dinghy's light weight makes it easy to transport on a car top and its towing qualities are excellent where it cannot be carried aboard a larger boat.

The "Bob-Cat" was rigged on the shores of Canandaigua Lake last December 15th for her maiden trials. Her performance surpassed our highest hopes. For a cat rigged dinghy she sailed well to windward and off the wind sailed extremely fast. Further trials at Clearwater, Florida proved that she had plenty of stability and was dry in rough seas. The wide flare of her blunt bow threw off the spray so that only an occasional drop landed in the boat. As to be expected, she required no soaking or swelling time, and did not leak a drop.

Yacht clubs, particularly, are invited to look into the possibility of sponsoring a class for dinghy competition. Since all hulls are identical both with respect to weight and form, competition should be extremely keen and interesting.

The "Bob-Cat" can truly be said to be an all purpose one design boat, ideally suited for class racing, rowing, use with a light outboard, and for yacht service around clubs.



WELDED SNIPE TRAILER

by Tom Hanna

CONSTRUCTION NOTES: All channels should be cut to length and drilled before assembling to the diameters shown on the drawings. The side rails should be placed on a level floor and the cross members welded to them. If a Dodge or Plymouth axle is used, the spring assembly should be first removed. Twenty-two inches should be cut out from the center of the axle and be replaced by 37½ inches of steel tubing (2½ inches

Inside Diameter), or by 2½ inches heavy duty pipe. This will give an overlap of 2¾ inches.

The next operation is to assemble the springs on the channel irons. Then assemble the axle on the springs. Wheels may be alined in one of two ways. First, with a long straight edge. Second, if this is not obtainable, find the center line of trailer and measure over from the front and rear crossing members and line up the wheels with the string stretched taut between the two members (no camber in wheels). Weld the spindles

to the axle.

Turn the trailer over and weld the 8 brackets on for the cradle. Saw gears off these pieces. Assemble four ¾ inch eye bolts into the 25/64th inch holes. The hold-down brackets are made with ¾ inch rods, threaded on the ends, with hooks bent on the opposite end.

The two-by-four's should be padded and long enough to enable the rods to extend outward from the trailer. If the builder desires, four holes can be drilled in the side channels and your snipe trailer can be converted to a box trailer.

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