

# The Jib Sheet

MAY, 1947  
Vol. 3, No. 5

REG. U.S. PAT. OFF.  
NEWS FOR SMALL-BOAT SKIPPERS

25

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

## PERSONALITIES IN SAILING

CLIFTON H. BAKER  
Rochester Yacht Club

About 12 years ago, Clifton H. Baker, or "Cliff" as we know him, who had always liked the water, was searching for an interesting hobby that would get him some relaxation from the grind of being a general agent for various insurance companies, and though he had done considerable canoeing, swimming and surf-boat riding, he had never been in a sailboat.

He was greatly interested in pastels as an art, and one day happened to pick up a "Rudder" magazine, looking for a subject to sketch. It occurred to him that it would be fun to learn how to sail. He has been at it ever since.

Along about that time, some skippers were sitting out on the club porch at Nine Mile Point Yacht Club, at night, and happened to see a sailboat coming into the harbor, apparently in distress. It was Cliff. In coming into the harbor, he had hit a submerged log and had lost a pintle off his rudder. As soon as his boat was tied up, some members of the club went "all out" and created another pintle from scrap materials.

Before Cliff left, he wanted to reward the club and offered to put up the Baker trophy which has been one of the most hotly contested trophies ever raced for at Nine Mile Point.

Since then he has trailed boats to California, New Orleans and Great South Bay, and on two occasions has shipped boats to Cuba. His scrap book, which he keeps religiously, shows that he has sailed upwards of 200 races and has finished first seventy-four times, which is really a remarkable record, particularly for a pastel artist!

A recapitulation of the Lake Ontario (American) Fleet's 1946 racing season, recently received, shows an outstanding record of 16 firsts in 21 starts in a fleet of 9 boats, for Clifton H. Baker's Star, Zoa II. It goes without saying that Zoa won every series, although for the Doyle Trophy she was very hard pressed by Oscar Marth's Tario, and only squeaked through with a tie score. Baker of course



also won the 12th District Championship, showing that he could do as well in strange waters as in his own.

Among his trophies are the following which speaks well for a typical American sailor.

**FINAL SNIPE SCORES  
FOR 1946  
THIS ISSUE PAGES 6-7**

1. THE POST TROPHY  
(Twelfth District Championship)
2. THE GANNETT TROPHY  
(R.Y.C. Star Championship)

(Continued on Page 2)

## HAYWARD'S PUMP

At the New York Snipe dinner, John T. Hayward, the Jib Sheet, technical editor, came up with what was, for many, the sensation of the New York Boat Show. It was the "Hayward Pump!"

John, in his talk, brought out the fact that a dry boat has a much better chance to win a race than one that has gallons of water sloshing around the bilge, just where you don't want it.

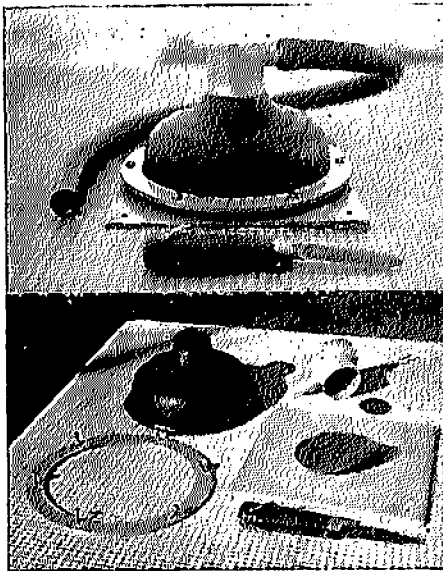
In case you don't know what a "plumber's friend" is, it is a rubber cup about 5" across, that has a wooden handle on it. The first thing to do is get one of these from your local hardware dealer. Remove the handle.

In the spot where the handle threaded into the rubber part, you'll notice that the inventor left a slab of rubber across the hole—get out your sheath knife and make a neat hole that lines up with the original threaded hole. Measure the diameter of the "plumber's friend" at the base and get a sheet of brass or plastic that you can use for a base and another sheet from which to cut a ring.

Buy a sink stopper—the flat kind that lays over the outlet in the sink. Now, out of the piece of material that you are making the retaining ring, cut an inside circle that will fit snugly above the rim of the plunger, leaving a half inch of metal all around, then complete the ring by drilling 8 or 10 holes around the outside and thru the base so they line up.

In the base, drill a circle of  $\frac{1}{4}$ " holes about  $2\frac{1}{2}$ " in diameter, and one in the center that you can use to fasten the flap valve down with. In making the flap valve, take the rubber sink stopper and cut a disc that will overlap the holes by at least  $\frac{1}{4}$ ". Bolt this with a washer to the base and you have the base complete.

Now for the tough part. Get a piece of brass pipe of the proper inside diameter



to go around the neck of the plunger, then braise into it, a piece of tubing, and a plate at the top for a foot plate. In the center of this, inside, place a  $\frac{1}{8}$ " vertical piece of brass pin. Cut a piece of  $\frac{1}{8}$ " brass to act as a flap valve—the pin will prevent it from sticking to the underside of the cap.

You will find that this pump will throw out about  $3\frac{1}{2}$  gallons of bilge water per minute, and it can be installed either beside the center board trunk or used anywhere in the boat, loose. As it works with foot pressure, it leaves the hands free to handle sheets, etc.

The "Step-On-It" Pump is available commercially and a patent is pending. But any sailor is free to make one in his basement for his own use. See ad in this issue on page 12.

## Important New Ruling on Snipe Sails

It has come to the attention of the Rules Committee that certain sail makers are not adhering to the spirit of the class restrictions in the matter of batten pockets in sails. While the restrictions have always limited the length of battens to 18", 27" and 24", it has been found that some sail makers and some owners have taken advantage of the fact that no limits have been placed on the pockets. Such sails have been made up with the lower pocket long enough to take a 27" batten but the "innocent" sail maker has supplied the correct sizes of battens. The skipper then, in the "excitement" of getting ready to race, slips a 27" batten in the lower pocket and no one was the wiser. The result was that the roach of the sail stood out in perfect shape and while no one had "intentionally" broken any rules, nevertheless, it did make a direct attempt to take advantage of the spirit of the restrictions. "Detective" John T. Hayward, was responsible for unearthing this clever dodge and at his recommendation, henceforth all battens AND BATTEN POCKETS will be measured. No batten is to exceed its proper length as given and no pocket shall be longer than  $1\frac{1}{2}$ " over the length of its batten. In cases where such pockets are found, the Executive Secretary is to be notified of the infringement and the name of the sail maker is to be reported also. Such pockets shall be sewed up to the proper sizes. Every fleet is advised to check over every sail before the season starts with particular reference to pockets and batten lengths.

(Continued from Page 1)

3. R.Y.C. TROPHY  
(World's Championship Eliminations)
4. NEVIN TROPHY  
(Twelfth District Eliminations)
5. BAKER TROPHY  
(Spring Series R.Y.C.)
6. THE LEE TROPHY  
(High Score-First Challengers-Twelfth District Championship)
7. THE DOYLE TROPHY  
(R.Y.C. Series)
8. THE COLE TROPHY  
(R.Y.C. Series)
9. THE SHARP TROPHY  
(R.Y.C. Series)
10. I.S.C.Y.R.A. TROPHY  
(First Place—Third Race—World's Championship 1943)

# LIGHTNING CLASS ASSOCIATION NEWS

Address all correspondence to Lightning Class Association, Bank of South Haven Bldg., South Haven, Mich.

By BILL STUBBINS

At the spring meeting of the Lake Yacht Racing Association a resolution was passed inviting members of the Lightning Class Association to compete in the LYRA Annual Championship Regatta whether or not they belong to LYRA Member Yacht Clubs. This Regatta will be sailed at the Sodus Bay Yacht Club on July 30th-August 1st.

Walter Roehrig of 36 Marlboro St., Keene, N. H., has purchased Lightning No. 81. It is reported that this boat is in as good condition now as when it left Skaneateles Boats in 1939.

The Central New York District Regatta will be held August 9-10 at the Algonquin Yacht Club.

Jack Orelup, president of the Lightning Class Association, has appointed C. B. Crittenden of Manitou Beach, Mich., as chairman of the Association's 1947 Nominating Committee. Other members of this Committee are Paul Ryan of Larchmont, N. Y., Mrs. Louise Wells of Rosemont, Pa., Frank Pfefferle of Cincinnati, Ohio, and Newton Canter of Washington, D. C.

Saybrook Yacht Yard, Inc., at Saybrook, Conn., is building Lightning No. 3063 for Willard J. Morse of New London, Conn., No. 3064 for Hugh W. Byfield of Cambridge, Mass., and No. 3065 for Joseph William and James T. Healy of West Hartford, Conn.

The Lightning Class International Regatta will be held at the Toledo Yacht Club (Toledo, Ohio) on September 9th-13th and not September 4th-7th as previously reported.

It has recently been determined that the 1947 Lightning Champion of Long Island Sound would be the boat with the highest percentage in the following three races: Invitation Race at Douglaston on July 12th, Larchmont Lightning Day on August 9th and Seawanhaka Regatta on August 30th.

More than 125 persons attended a yachting program in the Public Library in New Rochelle, N. Y., on April 18th. Movies of the 1946 International Regatta were shown.

The Detroit Yacht Club held a meeting on April 17th to organize a Lightning

Fleet. Walt Swindemann, International Champion, and Arthur Burtcher, Chief Measurer of the Lightning Class Association, were present as guests of honor. An attendance of about 150 persons is reported and movies of the 1946 International Regatta were shown. The Viking Lightning Builders of Milwaukee, Wis., displayed a Lightning at the meeting.

Euclid A. Ganson of 10 Hudson Avenue, Haverstraw, N. Y. (High Tor No. 41) has purchased Lightning No. 27 formerly owned by Herman Siemer of Greenwood Lake.

Charter for Lightning Fleet No. 123 has been granted to Eagle Lake Lightning Fleet, Edwardsburg, Mich., and charter for Lightning Fleet No. 124 has been granted to Lower Lake Huron Lightning Fleet. Lewis C. Gerberris is secretary of Fleet No. 123 and Andrew Thomas Jr., is secretary of Fleet No. 124.

Gordon Houser of 3539 Gratiot Avenue, Port Huron, Mich., has been ap-

pointed an Official Measurer of the Lightning Class Association by Arthur Burtcher, Chief Measurer.

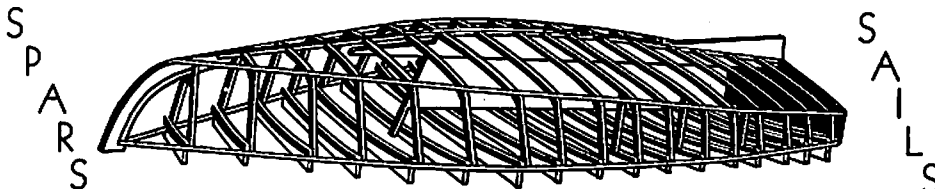
## Rochester Yacht Club Opens Season Decoration Day

The racing season at the Rochester Yacht Club will get under way over Memorial Day weekend with series scheduled to open in four classes.

Competition in the Star Class will open with a race in the Doyle Trophy series on Saturday. Lightnings open Sunday and the Dinghies which resume racing after a war-time lapse, begin activity Saturday. In addition there will be a special Memorial Day uphill handicap race for merchandise prizes open to all classes.

The Six-Meter fleet will open quest for the Todd trophy in the first of eight races on Saturday, May 31. The Sixes were scheduled to open the series for the McOwen Trophy Saturday but none of the craft are ready.

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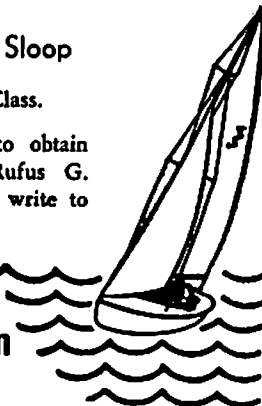
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**Lightning Class Association**

**W. D. HICKIN, Exec. Secy.  
SOUTH HAVEN, MICH.**



# SHORT NEWS ITEMS OF SNIPE FLEETS

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

Missouri Yacht Club of Lee's Summit, Mo., is planning on a special Invitational Regatta to be held Aug. 16-17. There are at least 16 boats in this Fleet at present. Invitations will be sent to various fleets in the area before long.

\* \* \*

Jack Wirt has recently been elected Commodore of the Miami Yacht Club and Robert Brown, 4526 Southwest Third St., Miami, Florida, is the new Snipe Fleet Captain. This change was received too late to make the 1947 rule book. A report was also sent in on the Florida State Championships held March 22 and 23rd. Don Cochran and his famous Bluenose took off from Clearwater about 7 p.m. and drove nearly all night to Miami but the next day he was as fresh as the proverbial daisy and went out and took the first two races with more or less ease. Jack Wirt was second and the rest of the fleet strung out all over the place. Jack won the next two races on the following day and they went into the final race all tied up. In the last race, Don took the lead right at the start and was never headed. Jack came in second and Johnny Montanari, a junior skipper, came in third with old Snipe No. 999. The trophy, a new one put up this year, has to be won three times by the same skipper in order to keep permanent possession. Don says he would like to have it around the house. After the races were over, the Snipe fleet threw a party at Jack Wirt's house, which, according to the Secretary, Evelyn Smith, turned out to be a "wing-dinger." (The party—not Jack.)

\* \* \*

The Southeastern Snipe Championships will be held at Charleston, S. C., on July 10, 11 and 12. E. A. Roberts, 360 Meeting Street, Charleston, S. C., is the man to contact regarding entries.

\* \* \*

A new Snipe fleet has recently been given charter No. 218. This fleet to be known as the Alamitos Bay Snipe Fleet will be headed by Bill Corcoran, 5562 Bay Shore Walk, Long Beach 3, Cal. Bob Storey is Secretary and Arch Higman is Measurer. Six boats form the nucleus and it is expected that more will be added before summer.

\* \* \*

Another new fleet, No. 219 was recently formed by Baltimore Snipe skippers. The new fleet will be known as the Sue Island Snipe Fleet and Milton J. Ester, 2701 Beechland Avenue, Baltimore 14, Maryland, is the Fleet Captain. Five boats start the ball rolling but there are

## SNIPE CLASS 1947 RACING CALENDAR

- May 31-June 1—Fort Worth (Texas) Interclub Regatta.  
June 12-15—Buccaneer Days, Southwestern Y. C., Corpus Christi, Texas.  
June 21-22—Wichita (Kansas) Sailing Club, Open Regatta.  
June 21—Michigan State Championship. First race, Lake Fenton.  
July 4-5-6—Dallas Sailing Club. Southwestern Championships.  
July 14-15—Provincial Championships, Halifax, Nova Scotia.  
July 14-17—U. S. National Championships, Marblehead, Mass.  
July 16-17—Maritime Provinces Championship, Halifax, Nova Scotia.  
July 18-19—Dominion of Canada Championships, Halifax, Nova Scotia.  
July 19—Michigan State Championship. Second race. Place not decided.  
July 20-27—Larchmont Race Week.  
July 24-26—Charleston Yacht Club. Southeastern Championships.  
August 2-3—Long Island Sound Ind. Champ. Cedar Point, Conn.  
August 9-10—New York State Championships, Lake Chautauqua.  
August 12-17—Snipe Race Week. Newport (N.Y.) Yacht Club.  
Aug. 12-13—Briody Trophy, Championship L. Ontario.  
Aug. 12-13—Retzhaupt Trophy, Championship L. Erie.  
Aug. 13-14—Mayer Trophy, 5 boat teams.  
Aug. 14-15—Weed Trophy, 2 boat teams.  
Aug. 16-17—North Atlantic Coast Championships.  
August 16-17—Missouri Yacht Club, Invitational Race.  
August 23—Michigan State Championships. Third race. Place not decided.  
August 26-29—Snipe International Championships at Geneva, Switzerland.  
August 31—Harrison Trophy, (long distance) Milford, Conn.

a great many unattached Snipes in the area and more will soon be on the way.

\* \* \*

Lake Worth Sailing Club, at Fort Worth, Texas, publishes a nifty little mimeographed sheet "now and then" to carry fleet news to the members who are usually referred to as "skonks" throughout the pages. One little item attracted our eye and it has possibilities for other Snipe fleets. The high point skipper at the end of each season gets the Cottar Trophy; The Sniper Trophy goes to the skipper or crew man who takes part

in the greatest number of fleet races during the season and the Haynie Trophy goes to the winner of a post-season race in which no skipper can sail his own boat or the same boat in any two races. They are now working on a special "Skipper-of-the-Month" award to be given each racing month. More details on this later on.

\* \* \*

John E. Pyatt, 87 Radnor Ave., Naugatuck, Conn., reports that he has a mainsail of Hathaway and Reiser fitted for mast track and used one season. It is in good shape and clean. It is a racing sail on the full side. The price is fifty bucks, first man in gets the sail.

\* \* \*

The old, prewar Central Long Island Sound Snipe Fleet is showing signs of coming back. C. R. Bjorklund, 142 Morehouse St., Bridgeport 5, Conn., would like to have Snipers in that area get in touch with him. Every member of the old fleet was in the armed services during the late war.

\* \* \*

Any Snipe owner having a 1947 Snipe Association membership card is hereby invited to the Wichita (Kansas) Sailing Club third annual Snipe regatta on June 21 and 22. There will be no restrictions on the number of boats from any one club. The first race is scheduled for 3:30 p.m. on the 21st and the other two the following day. For further dope write to T. A. Wells, 5 Linwood Boulevard, Wichita 15, Kansas.

\* \* \*

The Housel Trophy, formerly awarded each year at the Cedar Point Long Distance Race has been changed over and this year will be awarded for the Individual Championship of Long Island Sound. The dates are August 2 and 3. The idea of the race is to open it to any Snipe skipper who holds a 1947 membership card. John Graham, Chairman, Race Committee, Cedar Point Yacht Club, Westport, Conn., is the man to contact. His home address is Saugatuck Ave., Saugatuck, Conn.

\* \* \*

Billy Wicker of Southwestern Yacht Club at Corpus Christi, Texas, reports that they will have their Buccaneer Days Regatta on June 12-15. Billy expects at least two boats from California and of course all the heavy talent from the entire southwest area. There will be a Texas State Championship open to all comers.

Bruce Jamieson, Fleet Captain of Dallas, Texas, Charter No. 1 reports that the Southwestern Championship Regatta will be held by his club on July 4, 5 and 6. In addition to the Hub E. Isaacks Trophy, the Dallas Times-Herald Southwestern Team Race Perpetual Trophy will also be at stake. According to Bruce; "Last year we let the Wichita bunch walk off with it but this year will be a different story."

John F. Karl, 1810 Kentucky Ave., Flint 6, Mich., reports on the progress of the proposed Michigan State Championships. Letters were sent to six fleets in Michigan and three have already replied in the affirmative. This is considered enough to get started on and application will shortly be made for official sanction. The following fleets have agreed to enter: Detroit River, Grand Rapids and Northport Point. It is proposed that the first races be held on June 21st; the second on July 19th and the third on August 23rd. Each race will be held by a separate fleet. This looks like a very swell idea and one that might be copied by other states.

At a recent meeting the Western Long Island Sound Fleet came back with a bang. Fourteen boats were represented at

the meeting and there are at least six or eight more to be heard from. Miss Donna Sandkam, 11 Summit Ave., Larchmont, N. Y., was elected Fleet Captain. This young lady, a veritable ball of fire, chased Snipes all over Long Island Sound last summer getting names and addresses and her hard work is certainly going to bear plenty of fruit this year.

Through Weston W. Valentine, Fleet Captain, of the Potomac River Fleet at Washington, we learn that they will start off the season with seven boats and expect at least four more before midsummer. Main difficulty in the past is to keep the owners interested in racing. Most of them prefer just afternoon sailing.

Four new boats were recently assigned numbers for members of the Norwalk Snipe Fleet. Bob Billmeyer, Bob Polhemus, George Billings and Jim Nolan are the lucky owners. So far applicants from twelve Snipe skippers have been received and more are expected.

Corpus Christi (Texas) Snipe fleet is now sponsored by the Southwestern Yacht Club, formerly known as the Corpus Christi Yacht Club. At a recent Snipe

meeting, Billy Wicker was elected Fleet Captain; W. H. Carruth, Jr., Secretary and C. O. Burnett is the Measurer. John Shaffer, formerly of the San Antonio Fleet has joined this group. The fleet of seven boats is soon to be augmented by at least four more.

Snipers in the area of Galveston, Texas, are requested to get in touch with Lloyd C. Roosevelt, 3427 Avenue L, Galveston, Texas, regarding the formation of a fleet. They now have three boats and need two more.

Note to Miami, Orlando, Clearwater, Florida. West Palm Beach is on the verge of reorganizing its long defunct Snipe fleet. Leon F. Hodge, 512 So. Sapodilla Ave., West Palm Beach, Florida is the man who needs your encouragement.

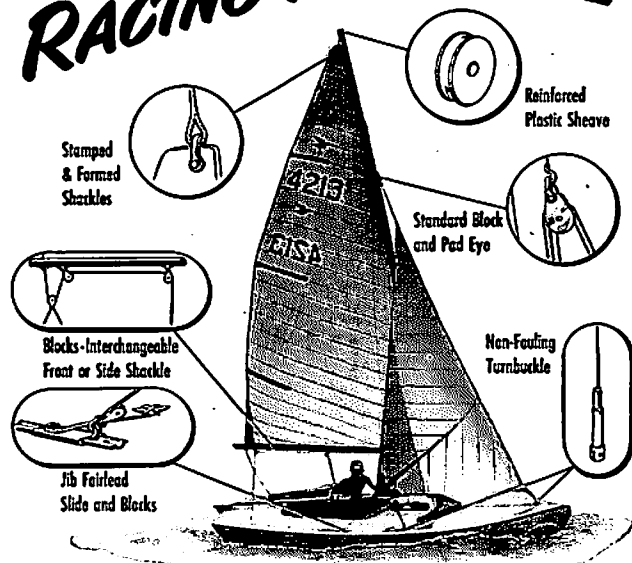
Several questions have come up from different fleets regarding centerboards and their thickness. There is no limit to the thickness but no board may weigh more than 80 pounds. The board must be one piece of metal with no lead or other metal inserts to make it heavier. Read the new restrictions either in the measurement data sheet or in the 1947 rule book.

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# COMPLETE SNIPE SCORES FOR 1946

Ken Schmid of Chicago, sailing his "Libby R" won the highpoint Championship. George Bridgman of Canandaigua Yacht Club sailing "Kitten" was second with Donald Munson of Chattanooga sailing "Wee Willie" was third.

Pts.	Name	Skipper and Fleet	No. Races
1740	Libby R	Ken Schmid, Chicago	16
1720	Kitten	George Bridgman, Canandaigua	16
1719	Wee Willie	Donald Munson, Jr., Chattanooga	15
1709	Sylph	George Whittle, Money Island, N. J.	22
1700	Slick Chick	Anita Nevlin, Alton, Ill.	12
1697	Chasme	Charles Gabor, Lake Mohawk, N. J.	18
1697	Jo-Anno	Jim and Bill Wagner, Clear Lake, Iowa	16
1693	Ginger	Robert Carrick, Lake Merritt, Calif.	9
1690	Scat	Doc Moyer, Olcott, N. Y.	2
1690	Robin	Wes Pardee, Lake Fenton, Mich.	9
1689.40	Rub-a-Dub	J. F. Sullum, Jr., Money Island, N. J.	14
1689	Mitown Too	Don Clouston, Avalon, Newfoundland	18
1688	Tart	John Hayward, Tulsa, Okla.	19
1685	Jinx	Ray Kaufman, City Island, N. Y.	20
1678	Sinbad	Donald Simonds, Winchester, Mass.	16
1674	Gnat	L. W. Greene, Jr., Denver, Col.	16
1667.1	R's	Coleman, Rochester, N. Y.	14
1663	4193	Dick Carpenter, Tulsa, Okla.	18
1662	Jackie 2nd	John Bucher, Missouri	15
1661	Cythere	Albert Steiner, Geneva, Switzerland	12
1652.80	Tiger Rose II	George Potter, Wolf Lake, Mich.	10
1652.41	Cricketer	Pierre Havre, Lake Merritt, Calif.	12
1651	Eleanor	Ed W. Williams, Missouri	15
1647.71	No Name II	Jack Lesemann, Charleston, S. C.	7
1647.58	Polaris	Ted Whiting, Alton, Ill.	12
1646	Mergulhao	P.L.S. Marquis, Portugal	11
1646	Dawn II	Robert Winter, Jr., Ionic S. C., Calif.	6
1644	3494	George Michel, Lake Mohawk, N. J.	17
1642	Kabibi	Owen Duffy, Chattanooga, Tenn.	22
1641	Santa	Otto Wiesener, Tulsa, Okla.	9
1639	Menace	Marr Grounds, San Francisco, Calif.	9
1638	Bad News	Jack Wirt, Miami, Fla.	9
1634.20	Rogue II	Guy Roberts, Clearwater	5
1634.20	Hoosier Miss	Frank Levinson, Wawasee, Ind.	5
1634.14	Slalom 4th	Victor Larson, Chautauqua, N. Y.	14
1634	Ducky	B. F. Wicker, Corpus Christi, Texas	5
1629	Doll	Charles Otto, Chicago	18
1627	Tee Bees	Theo. Burleigh, Jr., Winchester, Mass.	22
1626	Jet	George Jost, Avalon, Newfoundland	15
1625	Romar	G. C. Giannou, St. Johns, Nfld.	7
1620.40	4549	Fred Deers, Dallas	9
1620.25	Fancy Nancy	C. Amundson, City Island, N. Y.	13
1618	Victory	Vernon Brumber, Canandaigua, N. Y.	16
1615	5626	Dr. N. E. Moyer, City Island, N. Y.	20
1609	Ewa II	Conrad Lambert, Tulsa, Okla.	15
1607.30	Alibi	Patricia Hurley, Cedar Point, Conn.	19
1607	4243	L. W. Hills, Wolf Lake, Mich.	10
1603.55	The Five C's	Riley Cass, Denver, Col.	9
1603.	Cheryl	Joseph Klecker, Peoria, Ill.	7
1603	Liten	Pal Skjoberg, Oslo, Norway	5
1595.44	Geo Geo	Richard Brotherson, Diamond Lake, Mich.	5
1595.14	Dodger	Eric Hauschild, Lake Mohawk, N. J.	16
1594	Sad-Sac	Elaine Kirchmann, San Francisco	9
1590	Little Chief	Kermit Nicholson, Money Island, N. J.	16
1587	Kiwi	A. C. Jephson, Corpus Christi, Texas	5
1586	Hoosier Miss	Harry Levinson, Wawasee, Ind.	5
1584.70	Swanee	Robert Swanson, Winchester, Mass.	25
1584.70	7642	Don L. Toepfer, Clear Lake, Iowa	15
1584.25	Shady Too	Robert H. Davis, Balboa, Calif.	8
1582	Sans Souci	Dirk and Ljuba can Byken, Rio de Janeiro	14
1582	Zverok	William Kent, Peoria, Ill.	7
1581.60	Redwing	E. Parsons, St. John's Nfld.	7
1581	Jiffy	Dr. E. Frank Moores, Avalon, Nfld.	13
1580	Princess	John Nicholson, City Island, N. Y.	19
1579	Sea Sharp	Richard Elloy, Money Island, N. J.	12
1578	Flash	James Finch, Chicago, Ill.	20
1577	Bo-Gi	Henry Rohrer, Jr., Canandaigua, N. Y.	11
1577	Vida Boa	F. J. Pimentel Duarte, Rio de Janeiro	10
1571.80	Suzabelle	Tom Montague, Money Island, N. J.	16
1571.12	Pinto	Shanahan-Hahr, Chautauqua, N. Y.	16
1569	Wee Willie II	R. S. Gozzaldi, Dallas	9
1568	Aeolus	Robert Simmons, Canandaigua, N. Y.	14
1566	Ajax	A. Morganti, Rolle, Switzerland	12
1563	Marmouset	Pierre Jaeger, Geneva, Switzerland	12
1562	Donald	A. Manigley, Rolle, Switzerland	9
1561	Gale	J. G. Hyde, Jr., Wolf Lake, Mich.	10
1560	Wild Honey	Roy Biabol, Oshkosh, Wisc.	12
1559	Sherri	Byron E. Simpkins, Missouri	16
1557.64	Annie E. 3rd	Hine-Russell, Chautauqua, N. Y.	17
1557	4569	Victor Schneider, Detroit, Mich.	5
1555	Roz IV	Evelyn Stephens, Stockton, Calif.	6
1554	Bobbette Too	Bob and Betty White, Balboa, Calif.	8
1552	Olive Moore II	Paul Johnson, Avalon, Nfld.	10
1550	Imp	Jack D. Oliver, Denver, Col.	14
1548	Chance	Gordon Randall, Chattanooga, Tenn.	14
1548	Macarico	Sacadura-Gualberto, Portugal	11
1545	Julia	Jeff Mihill, Alton, Ill.	12
1544.94	Genie	Jim Cole, Chattanooga, Tenn.	16
1544	Galvina	Brites-Machado, Portugal	10
1543	Queenie	Vic Anderson, Lake Fenton, Mich.	8
1542	Shadow	Eunice Eichelberger, Stockton, Calif.	6
1535	4300	J. Watt Davis, Dallas	9
1534	Hard Tack	John Liddel, Lake Merritt, Calif.	9
1533	Drizzle Puss	Ed Morse, City Island, N. Y.	20
1530	Gizmo	Robert Brown, Miami, Fla.	6
1526.90	P.D.Q.	Jean McCormick, Cedar Point, Conn.	19
1526.75	Annette II	William Doscher, Charleston, S. C.	8
1526.33	Discard	Jim Kretchmer, San Francisco	9
1525	4568	Sandry Free, Detroit, Mich.	5
1524	Cotton Too	Terry Grew, San Francisco	5
1523	Taffy	Milton Taffet, City Island, N. Y.	21
1521	Thumper	Patsy Leach, Oshkosh, Wisc.	6
1517	Gem	A. A. Wild, Dallas	6
1515	Toninha	Luis Carlos Alhadasm Rio de Janeiro	8
1512	Loimar	George Jones, Winchester, Mass.	26
1511	Rascal	Dr. Marcia Fite, Tulsa, Okla.	24
1509.80	Breeze	John F. Karl, Lake Fenton, Mich.	9
1509.50	Slip	William and Paul Borough, Diamond Lake, Mich.	8
1505	Sugar	David Maybank, Charleston, S. C.	7
1504	Albran II	Thierry Barbey, Geneva, Switzerland	9
1502	Tell Tale 2nd	Griffith-Garfield, Chautauqua, N. Y.	17
1501.83	Miss Fit	Art Whiting, Alton, Ill.	12
1501.30	964	Harry Widmer, Money Island, N. J.	15
1501.20	Gremlin II	Donald Gray, Jr., Cedar Point, Conn.	19
1496.80	No. 5887	J. V. Hayward, Clear Lake, Iowa	5
1496	No. 4361	Magnus Johnson, Clear Lake, Iowa	13
1496	Vim	Fenwyck Crane, Wolf Lake, Mich.	10
1495	Scutlobute	Nancy Kircher, Oshkosh, Wisc.	11
1494	Fleur d'Eau	P. Eynard, Rolle, Switzerland	19
1493	Jingo	Bob Kessel, Newport	9
1493	Honky Tonk	Russell Van Ness, Miami, Fla.	9
1490	Xareu	Maia-Filho, Rio de Janeiro	11
1490	May Day	Charles Stinson, Olcott, N. Y.	5
1487.75	Dipper III	Phil Greene, Balboa, Calif.	10
1487.60	Don'l Duck	Dave Merrow, Winchester, Mass.	8
1486	Minuano	A. & G. Pereira de Souza, Rio de Janeiro	10
1483.30	Lulu	Jack McMahon, Cedar Point, Conn.	17
1483	Alin	Fred Rochat, Geneva, Switzerland	12
1483	Shipshape	William G. Johnson, Peoria, Ill.	7
1481.60	Salome	James Snow, Winchester, Mass.	16
1481.11	Samoa	Joseph Ilmberger, Chicago, Ill.	18
1481	Sprite	Arthur Johnson, Avalon, Nfld.	15
1479	Jerry-L.	R. L. Luckett, Corpus Christi, Texas	5
1478	4188	Philip Nelson, Tulsa, Okla.	13
1474.1	Kiddo	Curtis, Rochester, N. Y.	15
1472	F.B.I.	Joseph Remlin, Cedar Point, Conn.	19
1470.82	Red Mast	Robert Edmonds, Lake Mohawk, N. J.	11
1470.2	4382	Art Trembley, Lake Fenton, Mich.	8
1468	Hi 30	William Hannay, Missouri	9
1467	Slik Chik	Mike Anderson, Oshkosh, Wisc.	11
1465	Youani	Bart V. Sullivan, Winchester, Mass.	16
1464.37	Idler 6th	Richard P. Shearman, Chautauqua, N. Y.	8
1464.21	Talisman	Frank Birbauer, City Island, N. Y.	19
1462.62	Shady Lady	Norman Bell, Lake Merritt, Calif.	7
1462	Hussy	Kay Lund, Oshkosh, Wisc.	8
1461	Cricketer	E. D. Grier, Peoria, Ill.	15
1459	Black Dog	Chas. Wobster, Newport	15
1457	Dandy	Alwyn V. Clouston, Avalon, Nfld.	12
1456	Dolore Ray	R. C. Bingham, Denver, Col.	13
1455.4	Pipoca	Jean Robert Maligo, Rio de Janeiro	7
1453.80	Downwind	Wobster, Rochester, N. Y.	20
1453.50	Magella	R. C. Mews, St. John's, Nfld.	7
1453	Prairie Schooner	L and J Scammell, Canandaigua, N. Y.	12
1451.58	4580	Ivan Shuel, Detroit, Mich.	12
1451.53	Sioux	Suo Wagner, Oshkosh, Wisc.	12
1451.25	Keen Lady	Bud Meyers, City Island, N. Y.	17
1450	Boss Lady	John Clendenin, Lake Merritt, Calif.	8
1449.40	Portack	W. D. Speight, Peoria, Ill.	7
1449	4778	Duane Fanning, Wawasee, Ind.	5
1446	2335	John Elam, Wawasee, Ind.	5
1443.20	Yankee	Harry Shaeffer, Olcott, N. Y.	9
1443.16	Comet	Reg and Edwin Press, St. John's, Nfld.	6
1443	Outlaw	Russ Rydin, Chicago, Ill.	6
1442	Lucky II	Bill Errico, City Island, N. Y.	13
1442	Shady Lady	Evelyn Smith, Miami, Fla.	6
1434.25	Killdee	Getty-Hoppe, Alton, Ill.	12
1434.25	Javelin	Richard Deaver, Balboa, Calif.	8
1434	Ack Ack	Eugene Henderson, Corpus Christi, Tex.	5
1433.2	Fire Fly	Dannenberg, Rochester, N. Y.	21
1431	Who Cares	Oscar Nelson, Miami, Fla.	6
1430	Girl Friend	Sid Buka, Denver, Col.	13
1430	Folache	William Vetter, Geneva, Switzerland	12
1427	Goon	Burt M. Mack, Diamond Lake, Mich.	8
1426	2494	Ramey-Mulhall, Tulsa, Okla.	17
1421	Skipper	Pete Leach, Oshkosh, Wisc.	10
1420	Echo	Arthur Johnson, Avalon, Nfld.	6
1418	Spray	Theodore Giannou, St. John's Nfld.	7
1417	Grey Goose	Maxwell C. King, Balboa, Calif.	8
1415	4114	Glen Anderson, Lake Fenton, Mich.	5
1414	Hardtack II	George B. Field, Winchester, Mass.	29
1411	Alcatraz	Ferreira-Simao, Portugal	11
1407	Var Drom	Hugo Velander, Chicago, Ill.	11
1406.33	Taiant	Nicholas, Rolle, Switzerland	6
1406.10	Chippe	James A. Newman, Winchester, Mass.	23
1402	Skippy	Art Stock, Missouri	14
1399	Moleza	Thomaz-Freire, Rio de Janeiro	14
1398	Halloray	Hal Rensch, Chicago, Ill.	11
1397.75	4250	Jerry Jenkins, Detroit, Mich.	5
1396.33	Jackie	A. Lapp, Rolle, Switzerland	8
1395	Skip	Victor Bove, Olcott, N. Y.	9
1394	Gost	Harry Allen, Cedar Point, Conn.	16
1394	Eap 2nd	Leslie-Edward Powers, Chautauqua, N. Y.	16
1393.10	Jingo	Kessel, Rochester, N. Y.	19

Pts.	Name	Skipper and Fleet	No. Races
1392.5	Rebelie	Del R. Jacobs, Jr., Stockton, Calif.	6
1392.5	Surprise	Alan Merchant, Stockton, Calif.	6
1392.5	Hubba Hubba	Gordon Wright, Olcott, N. Y.	6
1390.81	Lady O	Joseph Thompson, Chicago, Ill.	11
1390.60	Dixie Flyer	Dixie Roberts, Chattanooga, Tenn.	5
1387	Aviso	A. Curchod, Rolle, Switzerland	9
1386	Blue Mast	Herbert Croft, Lake Mohawk, N. J.	16
1382	Rondic	W. L. Hall, Winchester, Mass.	11
1379	Margie	Fred Herschberger, Missouri	16
1377	Wahoo	Jane Rey, San Francisco, Calif.	7
1375	Sanzie	Frances Osborn, Chattanooga, Tenn.	14
1370.54	Hut-Sut	Shirley Friedrich, Oshkosh, Wisc.	11
1370	Jill	J. Max Barbour, Avalon, Nfld.	6
1369	Dirty Girty	Earl Fetzer, Dallas	6
1367	3306	John Nielson, Lake Mohawk, N. J.	16
1363	My Joy	Claude Huguenin, Geneva, Switzerland	12
1361	Trade Wind	Elton Eddy, Lake Merritt, Calif.	5
1360.60	Lorac	W. Blicher, Wolf Lake, Mich.	5
1360.60	3311	Ralph Miller, Wawasee, Ind.	5
1358.15	Lil'Esther	O'Brien, Rochester, N. Y.	19
1358	Pleasure	Al Ciechanowski, City Island, N. Y.	18
1356	Kappa	June Daniel, San Francisco	12
1355	Pizat	Bruce Baldwin, Chautauqua, N. Y.	12
1354	Brunswick	Lowenthal, Rochester, N. Y.	7
1352	Foray	Alvin Litchfield, Winchester, Mass.	24
1347	Bet and Bard	John Thice, Missouri	7
1346.8	Tortoise	Grobman, Rochester, N. Y.	13
1345.80	3305	Maxwell Denecke, Lake Mohawk, N. J.	11
1345.50	Rum Dum	E. E. Roberts, Charleston, S. C.	6
1343	Stuf	Jim Lewis, Balboa, Calif.	8
1340	Narceja	Mata-Meneses, Portugal	5
1337	Demon	Dr. Harry Roberts, Avalon, Nfld.	11
1336	Beljean	Belfield Carter, Chattanooga, Tenn.	16
1335.60	Fifinella	Jean Gray, Cedar Point, Conn.	19
1335.40	Hi-Note	Ed Schmeiz, Lake Merritt, Calif.	5
1333	Penny Ante	John Lancaster, Lake Fenton, Mich.	6
1332	Wing II	Bill Ingwersen, Denver, Col.	11
1332	Mariner	Donald Yeazel, Corpus Christi, Texas	5
1331	No. 2050	Dick Stoyles, Clear Lake	13
1330	No. 3794	R. E. Stoyles, Clear Lake	15
1330	Jigger	Herbert Townsend, Lake Merritt, Calif.	7
1327	4274	Russell Doeringer, Lake Mohawk, N. J.	13
1327	Pan	Villanova-Sylla, Rio de Janeiro	8
1326.88	Dry Sue	Walter Matas, Chicago, Ill.	9
1326.30	1872	Joe Essick, Money Island, N. J.	7
1324.80	Solano	Muriel Vadersen, Money Island, N. J.	8
1324	Nautigal	Dorothy Hallender, Lake Merritt, Calif.	5
1322	3381	Glenn Hopkins, Tulsa, Okla.	6
1319	Gem	Robert Kilian, Lake Merritt, Calif.	6
1316.46	Eight Ball	Mary Hough, Chautauqua, N. Y.	13
1316	Donnig	Dr. A. G. Campbell, Missouri	16
1316	Fraidieu II	Jean Sordat, Geneva, Switzerland	13
1315	3307	Albert Theurer, Lake Mohawk, N. J.	10
1314	Cindy	Cissy Lowitz, Diamond Lake, Mich.	11
1310.3	Punkin'	Krueger, Rochester, N. Y.	19
1310	Windrider	Paul Sprock, Money Island, N. J.	5
1309	Windy	Jim McCaffery, Diamond Lake, Mich.	8
1307	Gaivota	Mendes, Bello, Portugal	9
1305	No. 3851	L. F. Cook, Clear Lake	9
1304	Rascal	W. G. Layson, Jr., Chattanooga, Tenn.	13
1304	Pascha	L. Octavio de Silva, Rio de Janeiro	5
1303.88	4711	Jim Wolf, Diamond Lake, Mich.	9
1303.80	3266	Rix Richardson, Dallas	5
1303	Alcatorda	Ribeiro Tolentino, Portugal	6
1301	Texan	Randolph G. Wilson, Jr., Chattanooga	6
1300.10	Interlude	End, Rochester, N. Y.	19
1298.9	Arola	Holstrom, Rochester, N. Y.	16
1296	Coramar	Elmano Araujo, Rio de Janeiro	12
1295	Monty	J. D. O'Driscoll, St. John's, Nfld.	7
1294	5521	Max J. Obert, Money Island, N. J.	9
1291	Satan	Byron Ellis, Chicago, Ill.	10
1287	Jabberwocky	Len Holskin, City Island, N. Y.	10
1286	4503	Bob Bates, Lake Fenton, Mich.	6
1281	Gypsy	Tory Ferri, Charleston, S. C.	5
1277	Woe One 2nd	Gordon Kay, Chautauqua, N. Y.	15
1277	Gosh	Fernandes-Davies, Rio de Janeiro	6
1276	Kelpie	Robert Erelim, Avalon, Nfld.	11
1273.5	Siren	Merton E. Ober, Jr., Winchester, Mass.	12
1273.3	5221	Bob Montague, Money Island, N. J.	11
1272	Ruthie	Luther Melcher, Missouri	8
1263	Pan	Carlos A. Villanova, Rio de Janeiro	6
1262	3048	Dick Ulrick, Clear Lake, Iowa	5
1261.7	Mustang	Ryan, Rochester, N. Y.	15
1257.60	2055	Allen D. Patton, Clear Lake, Iowa	11
1257.38	2380	Howard Bender, Lake Mohawk, N. J.	13
1256	Malicious	Bob and Alan Andrews, Balboa, Calif.	8
1251	Snafu	Roger Baur, City Island, N. Y.	10
1250	Dunlin	Parker Blanchard, Winchester, Mass.	24
1248	Shirley	Willard Gour, Chicago, Ill.	9
1246	4769	T. Brazy, Diamond Lake, Mich.	9
1242	Sinbad	Eduardo J. H. Laplam, Rio de Janeiro	9
1234.11	Ruth	R. D. Nathan, Missouri	9
1234	Wendy II	Charles George, City Island, N. Y.	9
1232.40	Mardav	Joe Schrank, Oshkosh, Wisc.	10
1232	Quest	Walter Kenyon, Lake Merritt, Calif.	7
1228	3719	Dan and Beth Rice, Clear Lake, Iowa	13
1227	Albatroz	DeSousa-Gama, Portugal	11
1222	Miss Hanna	Fields, Rochester, N. Y.	16
1221	5484	Richard Virgil, Diamond Lake, Mich.	5
1220	2037	LeRoy McKee, Clear Lake, Iowa	12
1210	Michou	Robert Bosson, Geneva, Switzerland	10
1206	2602	Magaret and Norwood Hall, Lake Mohawk, N. J.	5
1205	Mouser	George Paxton, City Island, N. Y.	8
1202	Dinah I	Sanford Olosolv, Charleston, S. C.	5
1199	5484	Cal Virgil, Diamond Lake, Mich.	5
1198	Snekar	Raymond Leclerc, Geneva, Switzerland	6
1197	Zip	Howard Ericksen, Chicago, Ill.	8
1193	Wasp	Holbrook Bugbee, Winchester, Mass.	8

Pts.	Name	Skipper and Fleet	No. Races
1192	Salome	Cole, Rochester, N. Y.	19
1191	3048	Bill Lyons, Clear Lake, Iowa	7
1189	Frolic 2nd	Joel Johnson, Chautauqua Lake, N. Y.	9
1185	1532	Wayne Meagher, Diamond Lake, Mich.	8
1184	Flame	Ed and Keath Smith, Diamond Lake, Mich.	9
1179	The Foo	T. Dawson Blamire, Winchester, Mass.	27
1173	Snafu	Horb K. Wyatt, Avalon, Nfld.	7
1166	1703	Carl Christensen, Lake Mohawk, N. J.	11
1159	Velma	W. F. Piper, Jr., Missouri	7
1154	Luxury	Robert Snider, Chicago, Ill.	5
1152	Bingo	L. Fitch, Newport	5
1148	Fatty Ann 3rd	Hine-Russell, Chautauqua, N. Y.	13
1144	Scrowball Too	Dick Blatterman, Balboa, Calif.	8
1141	Green Hornet	Fred L. Blair, Avalon, Nfld.	5
1133	Davey Jones	Charles Falkenberg, Missouri	10
1129	Coramar	Elmano Araujo, Rio de Janeiro	5
1127	Jar	Joan Reigel, Oshkosh, Wisc.	5
1124	Glogus	Gust E. West, Winchester, Mass.	8
1123	Foot Loose	Harold Irwin, Jr., Chautauqua Lake, N. Y.	16
1122	3937	Ned Tuttle, Diamond Lake, Mich.	6
1095	Dusty Too	Henry Korsznok, Cedar Point, Conn.	6
1087	Kisco	Marc d'Espina, Geneva, Switzerland	6
1075	4895	George Maddox, Diamond Lake, Mich.	7
1070	Zeb	Jane Woolverton, Diamond Lake, Mich.	8
1069	Phooka	Harold Pyno, Winchester, Mass.	11
1053	Dolphin	Dave Lundquist, Chautauqua, N. Y.	12
1050	Stevie	Eugena Fairchild, Missouri	5
1048	Valory II	Paul Sterli, Geneva, Switzerland	5
1047	Triple Threat	C. R. Huston, Missouri	9
1046	Rainbow	Luc Thudicum, Geneva, Switzerland	7
1034	Brich Brak	Jean Trolliet, Geneva, Switzerland	7
1004	3302	Carl Tannert, Lake Mohawk, N. J.	6
994.13	Corair	Durkin, Rochester, N. Y.	10
989	117	Thomas Munro, Lake Mohawk, N. Y.	8
982	Sylvia	Radford-Anders, Chautauqua, N. Y.	9
941	Cockroach	DeStesano, Rochester, N. Y.	15
916	Mala	Daily, Rochester	14
913	Junior	Andre Polliand, Geneva, Switzerland	6
900	Duckat	Nancy Schumacher, Diamond Lake, Mich.	6
890.1	Snafu	Sweeney, Rochester, N. Y.	9
873	5922	Bill Grounds, Diamond Lake, Mich.	7
863	5923	Bea Habicht, Diamond Lake, Mich.	7
707	Flame	Dr. M. E. Missal, Newport	5

*Scheer*

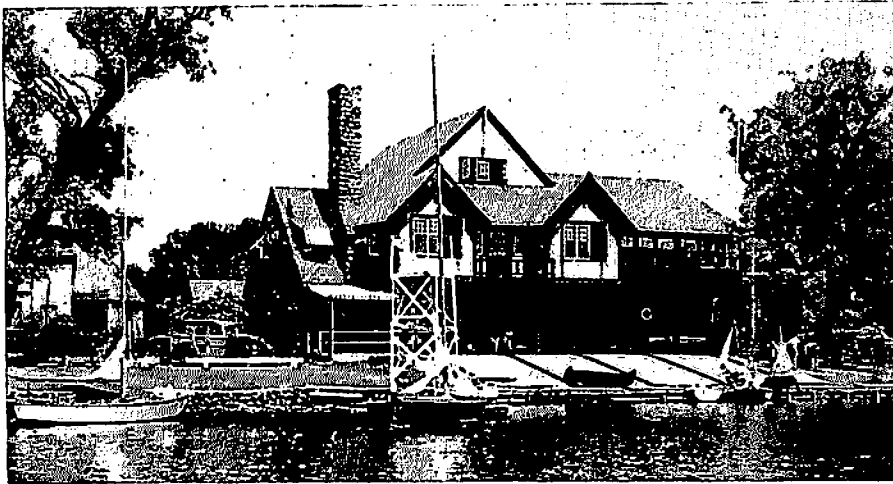
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Winchester Yacht Club Winchester, Mass.

### Sodus Bay, New York

This Year the starting guns on Sodus Bay should bring more than forty boats to the starting line. The new thirty foot plywood keel boats that were introduced last year under the class A. T. (Advanced Trainer), will begin their first competitive season. A chartered Lightning Fleet, of seven boats, the brain child of Laurence Morley, will see their first season on the Bay. The speedy seventeen foot Robin Class sloops, many of which have changed hands this season, will hit the line with their usual grace, supplemented by a few Lawley 110, which crave competition. As for the Snipe fleet, Bruce Huston and Bill Holmes have new boats built by Rumsey Ots; Gerald Laurer and Jean Collier have new boats built by Emmons; and Lee Short has a new boat built by Bill Kallush. If this is any indication as to the spirit in the fleet, it looks like an active season. Since the club will entertain the LYRA this year, a program of repair, improvement, and preparation has been under way for several months. Sodus Bay is going to be a healthy place for sailors this year.

Jack Lesemann, 139 South Battery, Charleston, S. C., has recently been elected as Fleet Captain of the Charleston Fleet. They expect to have at least 20 Snipes in the fleet this summer.

Larchmont Race Week, open to any paid up Snipe owner will take place July 20-27. Write the Race Committee for a formal entry blank or you will not be recorded in the races.

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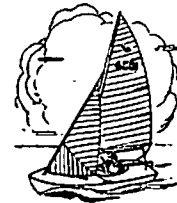
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BUFFALO, N. Y.

PHONE DELAWARE 1985



# TECHNICAL EDITOR'S COLUMN

BY JOHN T. HAYWARD

Perhaps the most noteworthy thing from a technical angle about the boats which sailed in the Mid-Winter Snipe Championships at Clearwater, Florida, was the wonderful finishes on the hulls. It used to be that if the finish on the bottom of a boat could approach the smoothness of a piano top or babies', it was considered to be the thing. Nowadays boats far out-distance these things. Mr. Ted Wells' boat, for instance, has a finish the roughness of which was actually measured with the latest equipment and found to have a finish known as 3½ micro-inch. This is hard to visualize from the figure but I can assure you it is mighty smooth and many of the other boats approached it. Mr. Wickers' boat from Crocus Christi is rumored to have 24 coats of paint on it and its skipper and crew spent an hour or so between each

race simonizing and polishing it. Not only are these finishes a lot of trouble to obtain but the owners of the boats having them live in an agony of apprehension for fear of scratches, and I have wondered for some time whether it is worth it and whether anything better than a moderately smooth bottom really contributes appreciably to speed.

During the winter months last year, I built a couple of two-foot models which were identical and designed to run only before the wind. One of these was given the piano top finish and the other painted with no-skid deck paint. These were raced altogether 18 times on a small lake here and the results indicated that the boats were about equal.

This about made up my mind to paint the bottom of my own boat with no-skid

deck paint and I even got as far as buying the paint and turning the boat over, but have as yet not been able to bring myself to the point of committing this act of vandalism.

Now somewhere there must be information available on this sort of thing and perhaps Jib Sheet's readers can supply it. Such information may be from technical sources, such as towing tank experiments, or perhaps there is actual sailing experience known to one or other of your readers regarding the effects of polishing, waxing, greasing, etc.

This is the sort of thing that should really interest Jib Sheet readers, so let's hear from you, sailors.

J. T. Hayward  
April 9, 1947

*Due to the many requests for information on Revised Restrictions, we are republishing this article from the Sept. 1946 JIB SHEET.*

## Snipe Association Revises Restrictions to Make it Easier to Build Boats

A combined meeting of the Snipe Association Board of Governors and International Rules Committee, held during the International Championships at Lake Chautauqua, brought forth some easements to the restrictions which should make Snipes easier and cheaper to build but at the same time have no effect whatever on any existing boats.

Chief easements were in the permissive use of plywoods at certain specific points. You may now use a quarter inch exterior plywood deck (waterproof plywood) either canvas covered or not. Deck beams remain as they are. You may use three-quarters inch exterior plywood for the rudder—a big improvement and one that will do away with splitting rudders. Three quarters inch plywood may be used for the transom. Gussets at the chine may be of half inch plywood if single or of quarter inch plywood if double. Or, if you wish, the entire frame may be made of three-quarters inch plywood either in one piece from gunwale to gunwale or divided up as you wish.

Price limits on the hull and spar, already removed a few months ago, have now been revised to include sails. No price limit on sails or hull or anything else. Paragraph 81 in the restrictions has

been deleted altogether making it possible to use sails of any material.

A change was made in regard to center boards in order to give pivot boards a fair chance against dagger boards. Boards may be made of any thickness metal, either type, so long as the total weight does not exceed 80 pounds. In other words, you can now use an iron board costing but a few dollars and get the same good results that other owners have been paying all kinds of money for in bronze or similar metals. Remember, 80 pounds is the limit for either type board. Cast boards are prohibited, except those already in existence. In fact, under the new ruling, there is no need for spending a lot of money for a cast board. The overall sizes for the boards must, however, remain the same, but you can make it up in thickness. Experience has definitely proven that the heavier the board, the better the Snipe performs.

New measurements data sheets are now being printed and all boats will henceforth be built to these restrictions as the changes are effective immediately. No changes were made in the weight limit which remains at 450 pounds and is worded exactly as in paragraphs 63 to 69 in the restrictions.

It is suggested that in using plywood that exterior type (waterproof) only be used and for a bright finished deck, rudder or transom, mahogany faced plywood would take a good finish. Frames, gussets, etc., should be made from fir exterior plywood. The use of this material will both cheapen and strengthen the boat and make it easier to put together.

## BARGIN' TH' LINE by TH' OLD WINDJAMMER

### CLOSED SEASON ON FRIENDS

When autumn's hand is seen to turn,  
The leaves and grasses brown,  
I number friends by the long grass  
In country place and town.  
When winter snorts and blows and howls  
And icy winds are cold.  
I know full well a thousand spots,  
Where friendship's vows are told.  
With the passing of each summer's day,  
(Those lazy days afloat)  
I can count about a million friends  
That want to sail my boat!  
But! In the spring—Oh boy—the spring!  
Then friendship's vows are done.  
Mere mention of bright work and paint,  
Have got them on the run!  
But Brother—know the blessings,  
Of friends you haven't got.  
When the season for refitting  
Is really getting hot!  
There's the guy that drops the varnish brush,  
And thinks it quite a jest,  
And the jerk that makes the waterline,  
A profile of Mae West.  
There's the bloke that's graceful as a bull  
And steps into the paint  
A thousand more that I could name,  
With habits just as quaint.  
So, if you want your boat to be  
In grandeur all it's own,  
Forget your friends. Hitch up your pants,  
And do it all alone!

"Sandy" Ots

## WHY HAVE ANY RESTRICTIONS AT ALL

BY WM. (BILL) CROSBY

Restrictions to freedom loving Americans are not popular and every once in a while someone comes along with the idea of abolishing all restrictions in a one design racing class. Of course, from the standpoint of "freedom" this would be a fine thing but, remember, the chisellers we always have with us. Even as it is, with restrictions designed to keep a class as closely as possible to one-design, there are constant little departures which must be caught in time or there's the devil to pay. One chap comes along and wants to use an aluminum mast in his Snipe. He is sincere enough and thinks it may help him and prevent mast breakage, but if he won a race or two, all the others would immediately jump up in their wrath and either think that they, too, had to buy aluminum masts or quit racing. Of course, such masts could not be permitted for this very reason although they might actually work to slow down the boat instead of speeding it up. Another chap makes a great discovery that he can use short lengths of plastic knitting needles to help hold the leech of his sail out and prevent curling. It's a simple enough thing, but unless everyone did likewise, he might have something that would win all the races for him. Of course, this was ruled out also. There are plenty of Snipers who don't like the idea of those lightweight booms that the California boys carried last year at Lake Chautauqua. They claim that it permits some change in the shape of the sail as by pulling down on the boom in its center, the boom may be distorted a little and the sail flattened out a little. Actually, it makes no difference at all and its advantage lies mostly in

the skipper's mind. So far as bending rigs are concerned, you may be interested to learn that this rig has passed out of the Star class just as fast as it came in and most of the really hot Stars at present do not carry the bending rig at all. While the Snipe flexible boom has not been ruled out of competition as yet, it may be before long if someone will make a formal protest to the rules committee.

With these few little things to crop up with a hard and fast set of restrictions, can you imagine how long your Snipe would stay in style if there were no restrictions? Inside of a few weeks we would have a lot of boats that probably wouldn't even resemble a Snipe except for the insignia on the sail. We might have the type of "racing" that they had in a southern city where the only limits were the size of the pocketbook of the owner. In this place, they raced a free-for-all class and while it started off with a bang the first year, inside of a year or so, it developed into a race between the two wealthiest yachtsmen in the city. One of these finally wrote to a naval architect something like the following: "Please, Mister, design for me the fastest boat you can possibly work out, regardless of cost." Fortunately, the designer turned it down because if this had gone on, the next year the other contestant would have to do the same thing in order to compete. Anyway, after a year or so, the race petered out altogether and, so far as we know, there is no racing at all in that particular locality. Your proud new Snipe for which you paid a goodly sum of money would not be worth ten cents if it were not kept in style by restrictions and if you don't like 'em and have plenty of money, enter a restricted class instead of a one-design class—such a class as the Moths, for instance, where you can do anything you want to

so long as the boat does not exceed a certain number of feet nor carry more than a certain number of square feet of sail. Or, if you are really well heeled, you might enter the J class where you can spend millions and still come in second if you're not careful. Nope, restrictions of a one-design class are necessary to keep the boys honest, to protect your investment and to give you the best possible racing for the least amount of money. After all, sail boat racing is a game of skill and is not like power boat racing where most regattas are won in the machine shop weeks before the race.

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# SNIPE NOTES FROM OVERSEAS FLEETS

A request has come through for full information on forming a Snipe fleet in Singapore and apparently there are already enough boats of the class at that famous port to form the fleet and get started racing at once.

\* \* \*

National Secretary Jose Maria Lasasosa-Dilla for Spain has put in a formal bid for holding the International Championships in 1948 on the Isle of Mallorca. No steps can be taken on this until some time late next fall and the general opinion seems to be that the Internationals should be held in the United States in 1948.

\* \* \*

Armdale Yacht Club near Halifax, Nova Scotia, through its Rear-commodore B. M. Blackadar, informs us that the Provincial Snipe Championships will be held July 14 and 15 and that the Maritime Provinces Championships will be held on the 16 and 17 of July. The big

event, the Canadian National Championships will be held July 18 and 19. These races will be held in Halifax Harbor and the Royal Nova Scotia Yacht Squadron has been kind enough to lend its house and facilities for the events. These regattas have all been officially sanctioned by the Snipe Association.

\* \* \*

The Northern Yacht Club of North Sydney, Nova Scotia has just been given a Snipe fleet charter, No. 220. There are eight boats to begin with and more being built. Stephen Astephen, Box 73, North Sydney, Nova Scotia, is fleet captain. Doug. H. Fraser is secretary and John McGibbons is measurer.

\* \* \*

A Latin Nations Snipe Championship is now getting under way according to a letter from Fernando de Avellar of Rio de Janeiro. He has been in touch with Buenos Aires, Havana, Cuba; Lisbon, Portugal and Spain. The deeds of gift for the handsome trophies will be patterned closely after the Reichner High Point Bowl and the Commodore Hub E. Isaacks International Championship Trophy. Both will be given by our Honorary Vice-commodore J. C. Pimentel Duarte.

\* \* \*

Ernesto L. Gans, Secretary for the Comite Nautico of the Casino Espanol de

la Habana, has sent in dues for their eight Snipes for 1947 and reports that several more are now under construction. Mr. Javier Quintana has been elected Fleet Captain for 1947 with Alberto Reyes as Measurer.

\* \* \*

The Unione Societa Veliche Italiane through its President Mr. Paolo Pallavicino, reports that Mr. Natale Galeppini, via Tritone, 14, Genova-Sturla, Italy, is still National Secretary for the Snipe Association. The Italian Sailing Clubs Union has also been in touch with Louis E. Favre of Geneva, Switzerland, and will definitely enter its national champion in the big regatta.

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## LETTERS TO THE EDITOR

Dear Sirs:

Several other boat sailors and I are interested in forming some sort of a racing association at Honeoye Lake next season.

We have talked it over and agreed that some sort of a handicap should be used to make-up the difference in the speeds of the various boats represented.

We have five or Six Snipes, two Comets, one National One-design and several others.

Because we have been at a loss to devise any equitable system of handicapping, we thought you might be able to suggest something.

We want, if possible, a simple system which we can use easily and informally, without the need of many officials.

We would be very pleased if you could help us out in any way in this matter. Thank you.

Truly yours,  
Robert J. MacDonald  
199 Merriman St.  
Rochester, New York

Editors Note:

If you have some ideas on this, why not send them to Mr. MacDonald.

Gentlemen:

While digging through some of my old magazines the other evening, I came across a January 1946 issue of JIB SHEET.

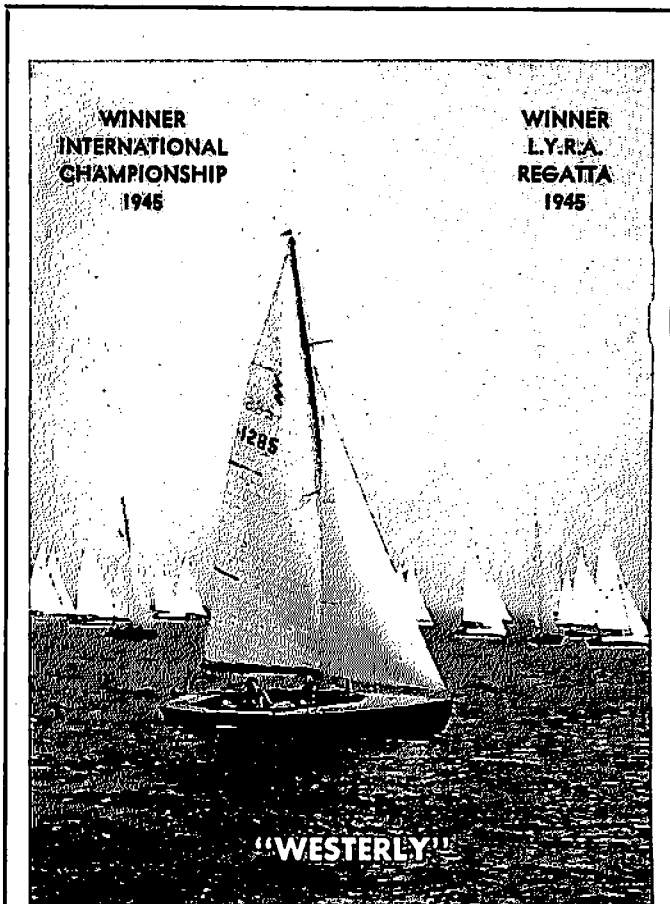
This has stirred up my sailing interest very much, and I'm wondering if at this time you have had any articles on Inland Racing Scows.

Over two years ago, I owned and raced a Snipe at Cedar Lake, Indiana, and since then have done some Class C and E Inland Scow Racing.

We had about 4 or 5 Snipes racing on Sunday and I hope its size will increase, because it's an easy boat to handle, and it builds up confidence in a beginner. The whole club out at Cedar Lake hopes to expand and add more members and boats which adds to the enjoyment of everyone.

And with the thought that everybody with a suit of sails is looking forward to a better year, I'll sign off for now.

Respectfully yours,  
Wm. L. Kolb  
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