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NEWS FOR SMALL-BOAT SAILORS

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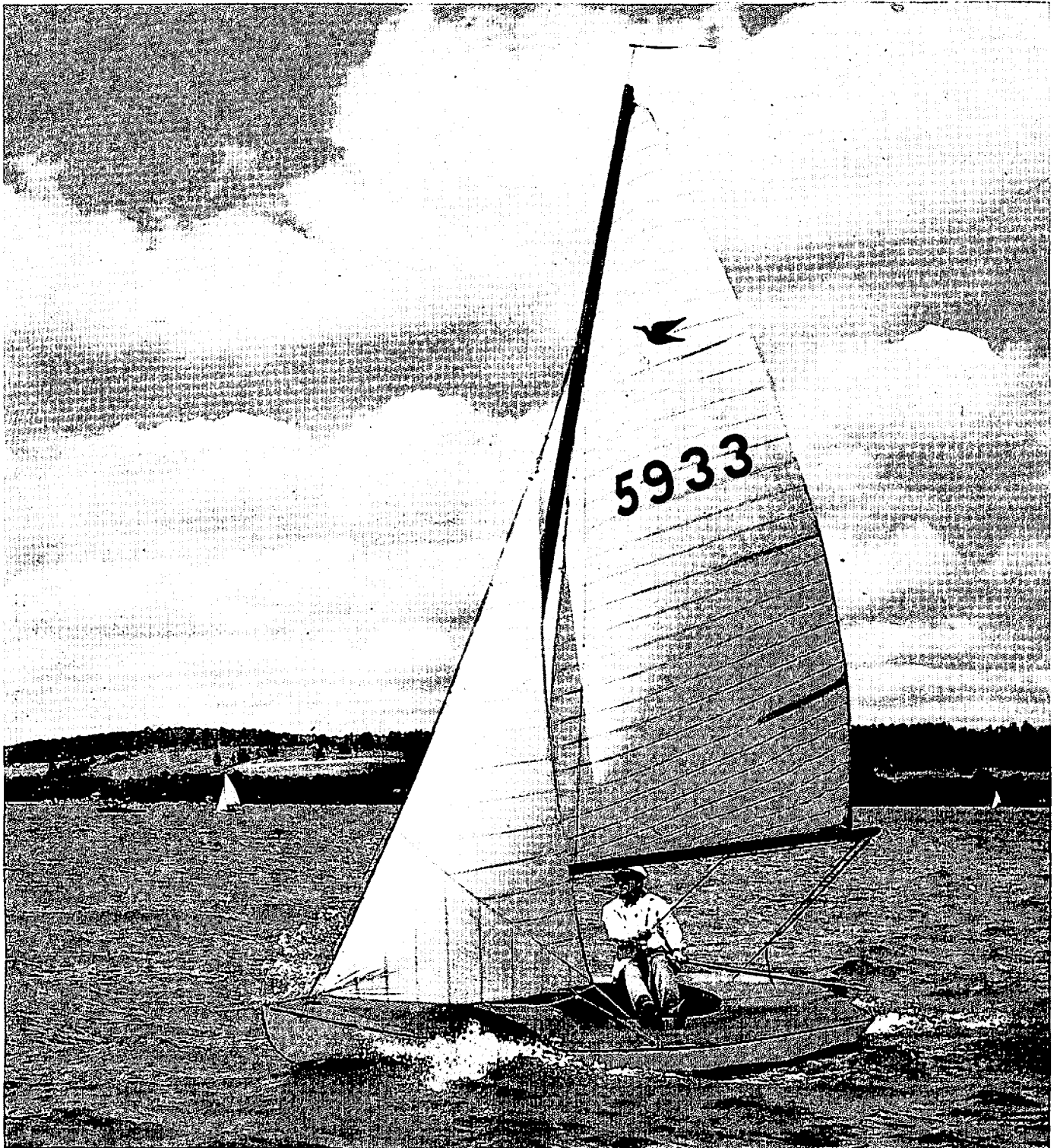


Photo by Wallace Pinch

Ed. Williams of Kansas City, sailing his Snipe at Chautauqua Lake Y. C.

YOU AND YOUR SNIPE NEXT YEAR

BY WILLIAM F. CROSBY

Somebody has to come in last in every race and if you have had that experience several times this past summer, read what follows. It may help a lot.

The weight limit of a Snipe is 450 pounds. That includes the hull, rudder, tiller, centerboard, mast, sails and rig. It also includes all hardware, floor boards, etc. Provided you have a fairly good Snipe to begin with, take it down to some coal yard and have it weighed. You may be surprised. Then when you find that it weighs 550 pounds or more, look it over and see where you can lighten it up. Maybe you have a lot of heavy deck hardware, cleats, fairleads, turnbuckles, etc. Take them off, make wood cleats, get yourself lighter, better, more modern hardware. Get your turnbuckles as small as you can. Those airplane jobs are just the thing. If you are still using quarter inch galvanized rigging wire, take it off and get some eighth inch stainless steel. Maybe your mast weighs too much. You've got all winter to make a new, light one out of Sitka spruce. Look at the restrictions and see where you can lighten it up by having thinner walls. Put an aluminum sheave at the mast head. Don't put a lot of brads, nails or screws in it to hold it together—they all make weight just at the very spot where you want it least. Use good marine glue. Now don't be a chump and say you can't make a mast stick with just glue and no screws. How do you think the big yacht builders make a hollow wood mast for a 12 meter, 10 meter or an 8? Nothing but glue holds them together and they stay put.

Of course, in the hull is where you can make the big savings in weight. A canvas deck that has been painted again and again for year after year will weigh a lot. Take it off and use a bright finished deck or put on new muslin, not canvas, and paint it with two or three thin coats. Maybe the wood deck is too heavy. Cypress weighs less than cedar and white pine still less. Spruce weighs the same as white pine. You can use $\frac{1}{4}$ " waterproof plywood if you wish. Look to the deck beams also. One Snipe turned up recently with oak deck beams. Make the beams of spruce and while you're at it, put in the new high crowned deck, (one inch of crown for each foot of beam). It will make your boat drier and more seaworthy.

Assuming that your hull has the right shape to begin with, look it over inside to see where you can take out some pounds. Cockpit flooring should be spruce and only enough of it to cover the restrictions which require that the floor

boards shall cover an area equal to the cockpit opening. You don't need any more. If the floor is supported on beams, make new ones of spruce. Take out those old, heavy gussets at the chines and make new ones of spruce or plywood as called for in the new restrictions. Use plenty of marine glue and fewer screws and nails. Of course, you can't do much about frames as they are part of the hull structure but while you have the deck off, a good wood worker should be able to put in new frames and then take out the old ones. The new ones will have to be in place and screwed fast, however, before the old frames can be removed otherwise you may change the shape of the boat.

Whittle down the rudder and sharpen it up on the leading edge. Streamlining is worthless under water. Get a blow torch, learn how to use it properly and then burn off all those pounds of old paint on the outside of the hull. Sand her down and build up a new finish. You can't finish up among the first few boats unless you have a bottom that is "bathtub smooth." Take your time and do a good job as it will pay off next summer. Most of the resistance in your boat comes from the bottom—about 99% and unless it is smooth, you can't expect your boat to go.

Sails are a serious problem, but we are told that some imported sail cloth is arriving and that the bottleneck should be broken by spring. In sails you get just about what you pay for and cheap materials made by machine cannot be expected to compete with hand made sails of imported Egyptian duck. Sure, they cost plenty, but still a lot less than in many other boats with more sail area. Prices are high now but will come down in time. Old and blown out sails can never win races and a good racing boat should have at least one new suit of sails every season and they must be broken in properly and cared for correctly or they may lose much of their drive and power after a few races. You have got to take care of sails if you want 'em to do you any good. Some experts even claim that a new jib will lose more than half its drive after one hard race. You can't expect to come anywhere near the top of the fleet with old, blown out sails or with cheap workmanship and materials. Sails must be thoroughly dried out as soon as possible after every race. They should be hung in such a way that no edge is tight. Don't leave either sail up on the boat permitting it to flap around in the breeze. Nothing will ruin them quicker. As soon as a race

is over and before you get back to the club, slack off your halliard a little and also the clew outhaul on the end of the boom. Some sail makers are building sails with oversize roach which, of course, is a distinct advantage. Cheap, production sails don't have this.

For heavy weather you want flat sails and for light airs you want full ones. You need a flatter sail for sailing to windward than you do for running off before it. This has been accomplished, after a fashion by using a light boom with a block in the center. Full cut sails are used and when you are sailing to windward, the strain on the main sheet through that center block pulls the boom down just a little thus causing the sail to flatten out a little. When you slack off to run before the wind the boom straightens out some and your sail is fuller. There's not much difference but it does help some.

As you can see, no single item amounts to very much, but put them all together and you've got quite a little. If one little change will give you one second per mile better speed, several things may give you several seconds and in a three or four mile race a matter of six to ten seconds may win you the race. Of course all of this may be thrown away by a sloppy start. Get a stop watch and practice starts until you get it down so that you cross the line with full way on when the gun fires. Don't ever come up to the line and lie there luffing until the start. It will take you a minute or more to get your boat going again. Hit the line at full speed within a second or less of the starting gun. Oh, yes, it can be done and is done by someone in nearly every race and a gain right here can sometimes win a race. Sailing trim of the boat is important, too. Don't loll back in the after end of the cockpit, but put your weight and the weight of your crew up amidships where you get that stern up out of water. Watch it in calm water someday and see what a difference it makes where you sit. With the stern down, the boat will drag water astern which is very bad. Too much weight too far forward will cause the bow to dig in and you'll lose a lot of power pushing a big wave in front of you. Like anything else, playing tennis, playing the piano or what have you, a good sailor must practice constantly. You should sail your boat some *every day* during the season. If possible get someone to sail and race some other boat like yours along with you so that you can make com-

(Continued on Page 8)

SHORT NEWS ITEMS OF SNIPE FLEETS

James R. White, 407 Seventh Street, Manhattan Beach, Cal., wants to get in touch with others who would be interested in starting up the old Redondo Beach Snipe Fleet which has been inactive since just before the war. If you have a Snipe and live in that vicinity, better get in touch with Mr. White.

The Milford Yacht Club of Milford, Conn., has filed a regulation race sanction blank for the holding of the Harrison Trophy race next summer. The sanction has been granted. The date selected is August 31st. There will be but one race which will be twelve miles. The Association never has received any deed of gift on this trophy and therefore cannot give the requirements for entry. The newly elected Fleet Captain is Stuart L. Griffing, Gulf Road, Milford, Conn.

We knew it was going to happen sooner or later and it has. Bing! Two Snipes appeared in a race recently, both bearing the same numbers on the sails. Imagine the surprise of T. T. Crittenden of San Diego when he sailed out to the start in his Snipe No. 4067 and lo, and behold, there was another No. 4067 milling around ready for the start. The whole business was finally straightened out. Someone had sold a suit of sails to someone else and then someone else had bought the boat with another suit of sails. If you sell a suit of sails, be sure to remove the numbers before letting them go.

The process of issuing charters to new fleets is somewhat involved sometimes by names of sponsoring clubs that fail to give necessary location information. Thus we may have two yacht clubs almost side by side, one a long established Snipe fleet and the other making application for a new charter. There is absolutely no way of telling from letters unless someone volunteers the information. It so happened that the original Barnegat Bay fleet located at Island Heights in New Jersey split up and two other fleets were formed, Money Island and Beachwood. The result is that there are now three chartered Snipe fleets along three miles of shoreline and recent inquiries show that there might even be a fourth fleet in the same area. This is not the policy of the Association in handing out charters for it has always been customary in the past to inquire from the first fleet as to its willingness to have another fleet so close at hand. Of course, a lot of fleets close together should give some hot inter-fleet racing, but too many fleets, too close together means that some fleets are going

to be weakened to make new fleets. After this, the Association is going to investigate more closely where a new fleet may be too close to an existing one.

Bart V. Sullivan was reelected recently as Fleet Captain of the Winchester Fleet. Parker Blanchard was elected as Secretary to take the place of the long suffering and hard-working W. L. Hall.

Paul I. Wagner, 1355 Pacific Street, San Luis Obispo, Cal. informs us that there is a group of eight fellows who are considering the construction of eight Snipes this winter and eventually revive the old San Luis Obispo Fleet. The only trouble seems to be that they question the advisability of building these boats in the face of competition offered by other boats built professionally on the west coast. The answer was that the Internationals this year were won by Bob Davis and his father in a boat built in 1939 by an amateur—racing against some very hot professionally built boats from both coasts. The strange part of it all is that hottest professional builders are all willing to swear on stacks of bibles that their boats are built exactly to the original offsets and lines. Of course, weights are kept down as low as possible and no excess lumber is carried to make them come to more than the minimum of 450 pounds. It would seem that any good amateur should be able to do the same thing and we suggest that before building anything, that a builder, be he professional or amateur, take a good look at

some of these championship crafts and then make his boat as closely like them as possible.

G. D. Keary, 62 Chesterhill Ave., Toronto, Ontario, reports that his club, the Queen City Yacht Club now has six unmeasured Snipes and that more will be built this winter. A meeting is to be held soon for the formation of a Fleet at which time officers will be elected. This may easily be the first really active Canadian Snipe fleet. Several attempts have been made before, but they all seem to have fizzled out. We are all for the Queen City Yacht Club.

Louis Varalyay reports that Bob Davis, International Champ for 1946, has ordered a new Varalyay Snipe for 1947. Can't anybody but Varalyay build a Varalyay Snipe?

A hitherto unknown, to us, happening was the Shawnee Yacht Club's Invitational Regatta held late in July. Shawnee Yacht Club is located at Topeka, Kansas, in case you don't know. Well, Ted Wells and his gang came up from Wichita and took the first six places in the races—which is some kind of a record. Seven boats came up from Wichita, one from Kansas City, one from Mason City and nine represented the local club. Howard Elwell of Wichita was first, Martin Heller, second and Ted Wells, third. This Wichita crowd really did things last summer and cleaned up at Tulsa and Kansas City as well as Topeka. The following belated information was handed to us by J. W. Fazel.

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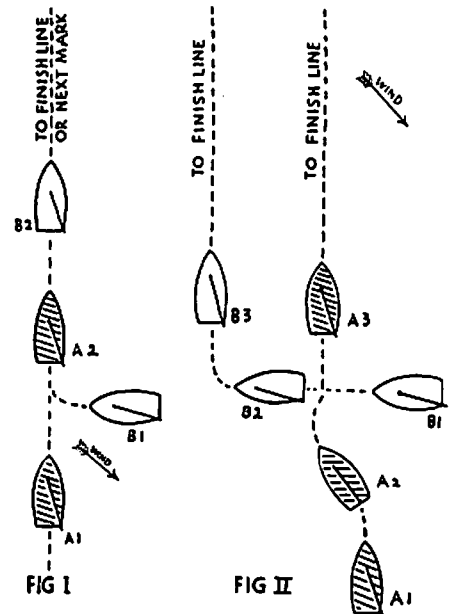
By J. T. HAYWARD

It is a grand and glorious feeling to head the fleet from the start to the finish line, but it is even more exhilarating to turn a defeat into a victory at the last minute. Referring to Fig I. Boat A appears to be doomed to certain defeat. B will tack ahead of her and A will then find herself in the truly hopeless position A2 and B2.

Now there is a maneuver by which A can bluff B and if the bluff comes off A has a good chance of winning the duel. Since the bluff worked against a very experienced skipper in a recent race and converted what looked like a certain defeat into a first for the writer, it is believed that it cannot be generally known and therefore worth publishing.

Referring now to Fig 2. B1 is sailing over to take a position more or less ahead of A, in order to then come about and put A in the hopeless position as in Fig I. Skipper B will be looking to leeward to pick the time to come about ahead of A. Now A should trim sheets flat and slowly luff until head to wind if necessary. This will lure B into sailing on too far as he tries to get into position ahead of A as at A2 and B2. Immediately B2 starts to come about, A2 falls off onto his proper course and if B has fallen for the bluff, he will find that instead of having A nicely covered in the hopeless position A in fact has a safe leeward on B as at A3 and B3.

Try it next time you are in this type of a jam. It can work out better on the course than it looks on paper and lead to a complete switch in positions in a few dramatic moments.



OFFICIAL SNIPE POINT SCORES

Here are the results of point score races as received by the Executive Secretary to date. More are coming in all the time. The season does not officially end until March 31, 1947.

Score	Name	Owner	Fleet	No. races
1740	Libby R.	Ken Schmid	Chicago	16
1690	Robin	Wes. Pardee	L. Fenton	9
1689	Miown Too	Don Clouston	Avalon, Newfnd'l'd	18
1678	Sinbad	D. R. Simonds	Winchester	16
1629	Doll	Charles Otto	Chicago	18
1627	Tee Bees	T. E. Burleigh, Jr.	Winchester	22
1626	Jet	Geo. B. Jost	Avalon, Newfnd'l'd	15
1584	Swanee	Rob't Swanson	Winchester	25
1581	Jiffy II	Dr. E. F. Moores	Avalon, Newfnd'l'd	13
1578	Flash	James Finch	Chicago	12
1552	Olive Moore II	J. B. McEvoy	Avalon, Newfnd'l'd	10
1543	Queenie	V. Anderson	L. Fenton	8
1512	Loimar	Geo. Jones	Winchester	26
1560	Wild Honey	Roy Biebel	Oshkosh	12
1521	Thumper	Patsy Leach	Oshkosh	6
1509	Breeze	J. F. Karl	L. Fenton	9
1495	Scuttlebutt	Nancy Kircher	Oshkosh	11
1487	Don'l Duck	Dave Merrow	Winchester	10
1481	Salome	J. T. Snow	Winchester	16
1481	Lamoa	J. Ilmberger	Chicago	18
1481	Sprite	A. Johnson	Avalon, Newfnd'l'd	15
1470	No. 4382	Art Trembley	L. Fenton	8
1467	Slikchik	Mike Anderson	Oshkosh	11
1465	Youani	B. V. Sullivan	Winchester	16
1462	Hussy	Kay Lund	Oshkosh	8
1459	Dandy	A. V. Clouston	Avalon, Newfnd'l'd	12
1451	Sioux	Sue Wagner	Oshkosh	12
1443	Outlaw	Russ Rydin	Chicago	6
1421	Skipper	Pete Leach	Oshkosh	10
1420	Echo	A. Johnson	Avalon, Newfnd'l'd	6
1415	No. 4114	G. Anderson	L. Fenton	9
1414	Hardack II	G. B. Field	Winchester	29
1407	Var Drom	H. Velander	Chicago	11
1406	Chippel	J. A. Newman	Winchester	23
1399	Hallory	Hal Rensch	Chicago	11
1390	Lady O.	J. Thompson	Chicago	11
1382	Rondic	W. L. Hall	Winchester	11
1370	Hut-Sut	S. Friedrich	Oshkosh	11
1370	Jill	J. M. Barbour	Avalon, Newfnd'l'd	6
1352	Foray	A. Litchfield	Winchester	24
1337	Demor	Dr. H. Roberts	Avalon, Newfnd'l'd	11
1333	Penny Ante	J. Lancaster	L. Fenton	6
1326	Dry S.	Walter Matas	Chicago	9
1291	Satan	B. Ellis	Chicago	10
1286	No. 4:03	Bob Bates	L. Fenton	6
1276	Kelpie	Rob't Brehm	Avalon, Newfnd'l'd	11
1273	Siren	M. E. Ober, Jr.	Winchester	12
1250	Dunlir	P. Blanchard	Winchester	24
1248	Shirley	W. Gour	Chicago	9
1232	Marda	Joe Schrank	Oshkosh	10
1197	Zip	J. Ericksen	Chicago	8
1193	Wasp	H. Bugbee	Winchester	8
1179	The F.	T. D. Blamire	Winchester	27
1173	Snafu	H. K. Wyatt	Avalon, Newfnd'l'd	7
1154	Luxury	R. Snider	Chicago	5
1141	Green Hornet	F. L. Blair	Avalon, Newfnd'l'd	5
1127	Jar	Jean Reigel	Oshkosh	5
1124	Glogut	Gust E. West	Winchester	8
1069	Phooka	H. Pyne	Winchester	11

These scores only represent a few fleets and others will be coming in all the rest of the winter. Fleet Recorders are requested to use extreme care in making out the official score sheets for mathematical errors, etc. Be sure that each boat is measured and that the owner has paid his 1946 dues. Use only the score sheets supplied by the Association, write on one side only, reduce your fraction to a decimal if it comes out that way and be sure to include the full name of the fleet and sign the sheet. Improperly made out sheets will be returned. If you don't have enough sheets, write to the Executive Secretary asking for more. Do not make up your own sheets as all must be standard to aid in compilation at headquarters.



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LIGHTNING CLASS ASSOCIATION NEWS

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

"Lightning Thoughts by Lightning Skippers," with much new material added and otherwise largely revised, will be ready for distribution to Lightning Class Association members sometime this month. The publication is now called "Manual for Lightning Skippers."

Any fleet desiring to use the official movie films of the 1946 International Regatta should communicate with the Executive Secretary of the Association without delay, so your request gets an early preference. These films are of the 16 mm. type and will soon be ready for circulation.

Barnes & Caplin, Los Griegos Road, Albuquerque, New Mexico, took the official photographs at the 1946 Inter-

national. These photographs are now in circulation throughout the Class.

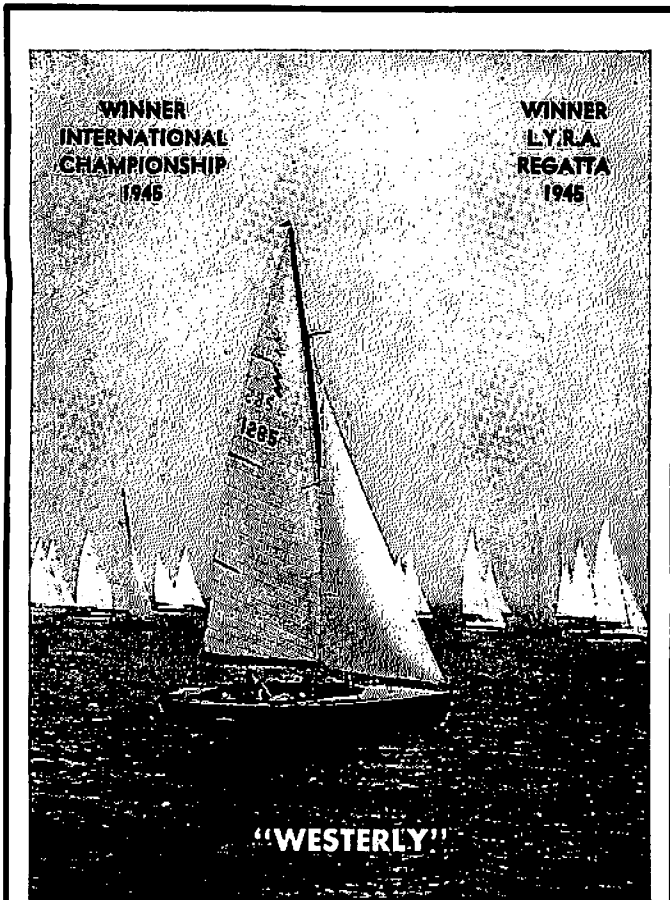
An interesting item from the pen of Jeff Davis in his "Yachting Gossip" column in the Providence Sunday Journal said: "In the 10 years since the first Lightnings were built the class has grown faster than any other class in the country. One reason is that there's an association that has extended beyond the limits of the United States. The last fleet chartered was No. 95 and several other applications are pending."

Plans for Lightning No. 2352 have been assigned to Mr. F. Camatte, Architecte Naval, 11 Bis, Rue Helene-Vagliano, Cannes, France.

Canandaigua Y. C. Elects

On Sunday, the annual meeting of the club with election of officers and the appointment of committees was held. The club will reopen in May with a varied program of sporting and social events.

Clarence A. Carpenter of Canandaigua was re-elected Commodore and serving with him when the club opens May 1st, will be these officers: Vice-Commodore, Vernon Brumber of Rochester; Rear Commodore, Roger C. Johnson of Canandaigua; Board chairman, E. William Place Jr. of Pittsford; Treasurer, Elmer L. Willis of Canandaigua and Secretary, Fred W. Pruner of Canandaigua.



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SNIPE NOTES FROM OVERSEAS FLEETS

Fernando de Avellar, National Secretary for Brazil reports that Kurt and Ljuba Van Eyken, the Brazilian entries at the Lake Chautauqua Internationals, returned to their country in good time, via DC-4. They took numerous photographs which will be made into slides and they plan to give lectures to interested parties and hope to show what a really "hot" Snipe looks like. The Secretary reports that these pictures will do much to increase interest and make better boats. * * *

Several new Snipes have been issued numbers in England during the past month four of them being at Gerrards Cross in Bucks. With another in St. Giles. All owners have been put in touch with Dr. Penman, National Secretary for England. It is hoped by all hands that before next summer, England will once more be among the countries enjoying organized Snipe racing. * * *

It is a pretty safe bet that by next summer when the Internationals roll around at Geneva, Switzerland, there will be a big entry list. M. Louis Favre of Geneva is working on the affair with his usual energy and assures us that he will have one entry from each of the following countries; Norway, England, France, Belgium, Romania, Italy, Spain, Portugal, Brazil, Argentine, Newfoundland, Eire and, of course, the United States and Switzerland. There may be others as well such as Cuba and Trinidad and probably Canada. With many months to go, this list will probably be swelled considerably by next August. * * *

The Clube de Regatas Guanabara of Brazil is going to welcome a group of Argentine Snipers among them being Roberto Garcia Guevara and his wife, 1946 Snipe champion. Dr. J. C. Pimentel Duarte and Fernando de Avellar are planning on some diplomatic propaganda in the hope that the old Argentine Snipe Association with fleet No. 105 will once more become active.

Boat Show to be held Jan. 10—18

Announcement was recently made by the National Association of Engine and Boat Manufacturers that the 37th annual National Boat Show will be held at Grand Central Palace in New York from January 10 to 18, 1947. The show will not be open on Sunday, January 12th. The last show was held on the same dates in 1941. Visitors from out of town will be wise to make hotel reservations well ahead of time as things are packed anyway and at



Don Clouston, Avalon Y. C., Newfoundland tries out a suit of Nylons at Chautauqua Lake

Show Time the midwinter season is in full swing. The Hotel Lexington, the Shelton and the Commodore are the three nearest to the Grand Central Palace and if you're coming, better make your reservations right away. Plans are being made to hold a Snipe dinner, probably at the Shelton but no definite announcement can be made at this time. It will probably be held on the last Friday night which would be January 17th but a more detailed announcement will be made as soon as possible.

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SOME POINTERS ON LAYING UP FOR WINTER

After a Snipe, or any other boat for that matter, is taken out of the water, the first thing that should be done is to thoroughly clean the topsides and bottom. The accumulation of slime, grass and possibly barnacles on the bottom will come off quite easily if you get at it at once. However, if this "gurry" is permitted to dry out, it will be mighty hard to get off and in some cases it may be necessary to scrape the entire bottom.

Topsides and deck should be washed down thoroughly with fresh water and soap and everything movable should be taken from the inside including floor boards. Clean and wash the inside also and then turn the boat over on blocks well off the ground so that no snow will get up around it. The lowest point should be at least 18 inches off the ground. The entire hull should be covered with waterproof canvas, laced down all around but with enough space underneath to permit some circulation of air. A light frame built to keep the canvas a few inches clear of the hull is even better. If you're super-particular, give the topsides and bottom one coat of paint before the covering goes on.

The centerboard should be removed and taken indoors some where so that you can work on it during the winter. A dry cellar is a swell place for this sort of thing. If the board is of iron, scrape off all the old paint, sand it down smooth

and give it a coat of red lead or zinc-chromate. After a few weeks, rub this down and start building up an enamel finish.

Floor boards, rudder, tiller, etc., should be sanded down and painted or varnished. By alternately sanding and painting or varnishing, you can build up a beautiful finish that will last just about all the following summer.

The mast and boom should be stripped of all hardware and rigging and placed somewhere where they will lie perfectly straight. Many a good mast has been permitted to bow a little during the winter months with the result that it will have a permanent curve to it next summer and be worthless. In some yards there are special storage spaces for masts and booms but at any rate they must be cared for in the proper manner or you may wonder why your boat won't go to windward next summer.

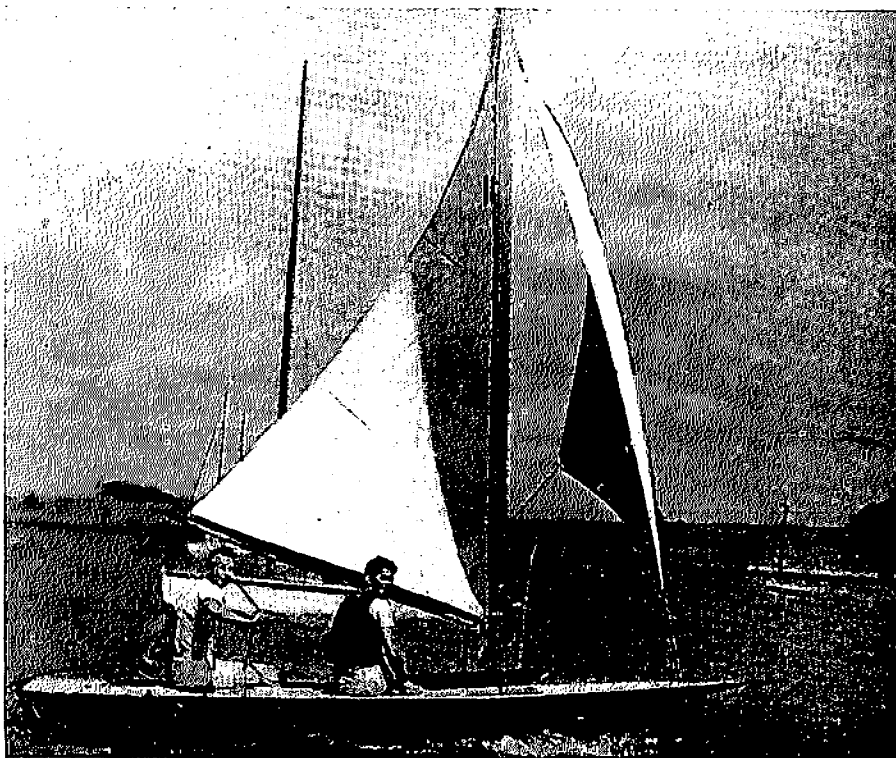
Wire rope should be coiled up in large loops, tied together and tagged so you'll know what it is next spring. Turnbuckles should be removed, thoroughly oiled and made workable. Blocks should be oiled, cleaned and painted if you have that kind.

Sails are most important of all. They should not be sent to a laundry unless you want to have them ruined. If you really feel that they must be cleaned, send them back to the sailmaker who knows exactly what to do. If not too dirty but well filled

with dried salt, hang 'em out in the back yard and turn the hose on them, both sides to wash all the salt out. Salt is an abrasive to sail cloth and will in time destroy seam threads. Pick a bright sunny day and hang your sails to dry thoroughly, then fold them carefully and stow away in their bag for the winter in a dry place. Never allow sails to flap around in a breeze. Numbers of sailors have an idea that leaving the jib on the stay will help it. Actually, nothing could be worse for the sail. Your sails when wet should be hung in a warm dry place like a heated cellar where they can dry out without stretching out of shape.

Actually, there are lots of odd jobs that you can do for your boat during the winter. Take that snubbing winch apart, clean it out and grease it up ready for next year. If you have splices in your rigging that are served, take off the serving and see what's happening underneath. As a nice project get yourself a few scraps of mahogany and make up a few little wood cleats, some of them with a jam arrangement on one side. Give them a good sanding and put on a coat of varnish every two or three weeks. They'll look fine on your boat next summer and the chances are you'll like 'em better than metal cleats. Several skippers have even made little blocks with turned brass or plastic sheaves and mahogany shells which, when varnished up look like a million dollars.

By getting a lot of this work done during the winter, you'll be surprised how easily things will go next spring. Believe me, it's well worth the effort.



ONE OF THE OLD ORIGINALS!

We dug up this photo of an early snipe—note the small jib and short tiller handle! The skipper is none other than Perry Bass, Ex-Commodore of S.C.I.R.A. from Texas.

"JIB SHEET"

A WELCOME GIFT
FOR YOUR HARD
WORKING CREW!

FLEET OFFICERS

Club officers for 1947 should be elected now and the Snipe Association's Executive Secretary should be notified at once so that the correct names may appear in the 1947 rule book. Don't neglect this as the book will be going to press earlier than usual this year and changes cannot be made once the copy is in the printer's hands.

SNIPE CO-OWNERS TO PAY 1947 DUES

An amendment to the Constitution will appear in the 1947 Snipe Rule Book to the effect that where a Snipe has more than one owner, each co-owner shall be required to pay his Association dues of \$1.00 a year. Each will, in turn receive a copy of the rule book and membership card. Fleet Secretaries are requested to bring this to the attention of their members.

(Continued from Page 2)

parisons. Hold short, informal races trying out different things, a longer or shorter whisker pole, different trims of the mainsheet, etc. Many boats will not go to windward properly because the jib sheet is not trimmed right. The fairleader may be way off and when the jib is trimmed tightly, it will backwind the mainsail causing a loss of speed. This means the fairleader is too far inboard. If it is too far out, the jib may start luffing long before it should. The fore and aft location is also very important and can kill your boat as dead as a herring unless in the right spot. Its worth a lot of experimenting to find out just where it should be.

Before you put the boat in the water next spring, have it weighed again and see whether or not you have saved some vital pounds. If you make such changes, better have the measurer make a recheck just so your measurement certificate will still be good as you're not supposed to change your boat after he has done his stuff.

Next month, we will take up more on this subject in the hope that it will help some of the tail-enders do better.

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