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NEWS FOR SMALL-BOAT SAILORS

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

## WALTER SWINDEMAN TOLEDO FLEET No. 42 WINS LIGHTNING CHAMPIONSHIP AT INTERNATIONALS

Walter Swindeman of Toledo, Ohio, sailed his "Yankee Doodle" No. 800 to victory in the 8th Annual International Lightning Class Regatta, which was held at Skaneateles Country Club, Skaneateles, N. Y. on September 5th, 6th and 7th, 1946. Karl Smither and Bob Crane in their "Thermis Twice" No. 588 were the runner up.

Walt by taking two firsts and a third won handily in points but was always in danger of losing to three or four boats who were in the running until the finish of the final race.

Fifty-four Lightnings, the largest fleet ever to start in the Lightning Class, participated in the regatta. Skaneateles Lake, N. Y., the scene of the regatta, is a most beautiful lake of sparkling blue water and an ideal setting for the Championship.

George Barnes, Commodore of the Skaneateles Country Club, had the able assistance of his committees to handle a regatta in the finest manner it has been our pleasure to witness. Meals, lodging, launching, entertainment and weather

were provided to the entire satisfaction of all participants.

Walt Swindeman won the first race in a steady southerly breeze of about 12 mile force. Walt got out in front on the first leg and was never headed. At the finish, Walt Vogel was second, George Barnes third, Jack Webb fourth, Cal Yaudas fifth and Karl Smither sixth.

The second race started in a strong southerly breeze of 20 mile force, that made rough seas and heavy weather. Ed Larabee of Tom's River stepped out in front and held the lead until the final leg when Swindeman passed him to finish ahead by 41 seconds. McIntosh from Point Pleasant, N. Y. finished third with Stroub fourth, Holler fifth and Smither sixth.

The third day's racing started in a light southerly of 8 miles. A windward leeward course was set. The breeze was dying as they finished the first round with George Barnes leading, followed by Yaudas, Nickles, Swindeman and Smither. Boats changed positions continually on the beat to windward. Then on the home leg it

became a nip and tuck race between Barnes and Nickles for the win. Nickles was able to edge out Barnes in the last 100 yards to finish in first place. Swindeman was third, Smither-Crane fourth, Pederson fifth and Hamlin sixth. By this time the breeze had about reached 0 force and the balance of the fleet were drifting. However, short she swung around to the Northwest and the balance of the fleet finished on a close reach.

Walter Swindeman proved himself a real champion to come through three races of 54 contenders with two firsts and a third. Karl Smither-Bob Crane runner up for the past three years and champions in 1943 put up a good battle in the effort to win.

At the presentation banquet everyone competing were presented with an engraved Zippo Lighter and regretted that they had to leave one of the finest regattas they had ever attended.

Everyone left with the desire to win the right to go after Walt's title when he defends it at Toledo next year.



STARTING LINE OF LIGHTNING INTERNATIONAL RACES AT SKANEATELES, YACHT CLUB.

# Scores of the Lightning Class International Regatta

RACE NO. 1 DATE: 9-5-46 TIME OF START: 11:00 A. M.

COURSE B

WIND CONDITIONS: FORCE 10 TO 15 M.P.H. (Estimated)

DIRECTION: SOUTHERLY

OFFICIAL RECORD OF FINISHES

Order of Finish	Boat Number	Skipper	Club	Elapsed Time	Point Score
1	800	W. Swindeman	Toledo	1:26-23	54
2	949	W. Vogel	Toledo	1:30-45	53
3	1285	G. R. Barnes	Skaneateles	1:32-25	52
4	1587	J. Webb	Riverside	1:32-33	51
5	163	C. Yaudas	Toledo	1:32-37	50
6	588	K. Smither	Buffalo C. C.	1:33-07	49
7	1700	P. Ryan Jr.	Larchmont	1:33-21	48
8	816	Rob't. C. Griggs	Fairhaven	1:33-44	47
9	1065	E. Larrabee	Toms River	1:33-50	46
10	383	J. C. Behler	Shore Acres	1:34-08	45
11	1565	H. O. Nickels Jr.	Lake Fenton	1:34-30	44
12	1739	L. C. Pratt	Hewlett Bay	1:34-49	43
13	249	J. D. Amy	Larchmont	1:35-24	42
14	351	D. L. Berry	Barnegat Bay	1:35-28	41
15	1464	F. X. Sutherland	High Tor	1:35-44	40
16	467	R. Graff	Buffalo C. C.	1:36-16	39
17	280	P. J. Lena	Niantic Bay	1:36-50	38
18	957	E. M. Launay	Metedeconk	1:37-08	37
19	526	F. C. Hamlin	Chautauq	1:37-10	36
20	251	Tim Edlund	Riverside	1:37-13	35
21	79	J. C. MacIntosh	Irondequoit Bay	Disqualified	
22	364	F. W. Zurn	Erie, Pa.	1:37-21	34
23	456	E. C. Johnson	Niagara, S. C.	1:37-25	33
24	508	W. A. Straub	Newport, Y. C.	1:37-33	32
25	1815	L. Ahrens	Pontiac	1:38-04	31
26	524	R. Haugh	Chautauq	1:38-39	30
27	513	L. C. Wells	Barnegat Bay	1:39-34	29
28	1603	H. J. Holler	Niagara, S. C.	1:39-41	28
29	5	Doug. Hanks	Indian River	1:39-48	27
30	1213	M. Pedersen	Nyack	1:40-05	26
31	534	C. H. Judd	Rock River	1:40-14	25
32	418	L. Mauere	Chicago Corinthian	1:40-28	24
33	86	E. Ringdahl	Lake Delta	Disqualified	
34	978	M. Irwin	Fairhaven	1:42-10	23
35	979	R. L. Bennett	Red Bank	1:42-39	22
36	882	J. W. Orelap	Barnegat Bay	1:42-42	21
37	829	E. W. Place Jr.	Canandaigua	1:42-43	20
38	529	R. D. Moran	Chautauq	1:42-48	19
39	1328	G. Shaw	Sandy Beach	1:43-02	18
40	582	C. H. Dore III	Beach Haven	1:43-18	17
41	292	P. R. Ruby	Lewis Pt.	1:43-20	16
42	453	W. Dolan	Skaneateles	1:43-21	15
43	410	L. Meyer	Silver Lake	1:43-31	14
44	826	N. Canter	Wash., D. C.	1:43-33	13
45	555	T. H. Thurlow	Onondaga	1:44-23	12
46	1920	L. LeBoutillier	Canandaigua	1:44-35	11
47	651	J. C. Veenschoten	Erie, Ja.	1:44-39	10
48	82	J. L. Jova	Chelsea	1:45-41	9
49	764	H. B. Duckworth	Turkeyfoot	1:46-03	8
50	1304	J. Hawkins	Little Neck Bay	1:46-53	7
53	1379	W. L. Brockett	Branford	D.N.F.	
54	470	A. H. Jones	Rochester	D.N.F.	
55	1856	E. F. Cotter	Larchmont	D.N.F.	
56	1740	Warren Crunden	Cedarhurst	D.N.F.	

RACE NO. 2 DATE: 9-6-46 TIME OF START: 10:00 A. M.

COURSE B

WIND CONDITIONS: FORCE 15 TO 20 M. P. H.

DIRECTION: SOUTHERLY

OFFICIAL RECORD OF FINISHES

Order of Finish	Boat Number	Skipper	Club	Elapsed Time	Point Score
1	800	W. Swindeman	Toledo	1:21-45	108
2	1065	E. F. Larrabee	Toms River	1:22-26	99
3	79	J. C. MacIntosh	Irondequoit Bay	1:25-03	52
4	508	W. A. Straub	Newport, Y. C.	1:26-36	83
5	1603	H. J. Holler	Niagara, S. C.	1:26-44	78
6	1587	J. Webb	Riverside	Disqualified	51
7	588	K. Smither	Buffalo C. C.	1:26-52	98
8	513	L. C. Wells	Barnegat Bay	1:27-12	77
9	816	R. C. Griggs	Fairhaven	1:27-15	94
10	351	D. L. Berry	Barnegat Bay	1:27-17	87
11	467	Rob't. Graf	Buffalo C. C.	1:27-37	84
12	470	A. Jones	Rochester	1:27-39	44
13	280	P. J. Lena	Niantic Bay	1:28-15	81
14	163	Cal. Yaudas	Toledo	1:28-19	92
15	410	L. Meyer	Silver Lake	1:28-29	55
16	5	Doug. Hanks	Indian River	1:28-43	67
17	1565	H. O. Nickels Jr.	Lake Fenton	1:28-54	83
18	524	Randy Haugh	Chautauq	1:28-56	68
19	418	L. Mauere	Chicago Corinthian	1:29-01	61
20	364	F. W. Zurn	Erie, Pa.	1:29-06	70
21	1740	Warren Crunden	Cedarhurst	1:29-29	35
22	456	E. C. Johnson	Niagara, S. C.	1:29-55	67
23	1739	L. C. Pratt	Hewlett Bay	1:29-58	76
24	383	J. C. Behler	Shore Acres	1:30-03	77
25	1856	E. F. Cotter	Larchmont	1:30-28	31
26	251	Tim Edlund	Riverside	1:30-42	65
27	1213	M. Pedersen	Nyack	1:30-43	55
28	582	Chas. H. Dore	Beach Haven	1:30-44	45
29	1700	Paul Ryan Jr.	Larchmont	1:30-52	75
30	949	W. Vogel	Toledo	1:31-00	79
31	1525	G. Shaw	Grand Isle	1:31-49	43
32	292	P. R. Ruby	Lewis Point	1:32-05	40
33	529	R. D. Moran	Chautauq	1:32-14	42
34	526	F. C. Hamlin	Chautauq	1:33-12	58
35	829	W. Place Jr.	Canandaigua	1:33-13	41
36	882	J. W. Orelap	Barnegat Bay	1:33-15	41
37	1304	J. Hawkins	Douglaston	1:33-17	26
38	1379	W. L. Brockett	Branford	1:33-19	18
39	978	M. Irwin	Fairhaven	1:34-12	40
40	764	H. B. Duckworth	Turkeyfoot O.	1:34-13	24
41	826	N. Canter	Wash., D. C.	1:34-14	28
42	86	E. Ringdahl	Rome, N. Y.	1:34-40	14
43	453	W. Dolan	Skaneateles	1:35-14	28
44	555	T. H. Thurlow	Onondaga Y. C.	1:35-24	24
45	1920	F. LeBoutillier Jr.	Canandaigua	1:36-57	22
46	534	C. H. Judd	Rock River	D.N.F.	25
47	82	J. L. Jova	Chelsea	D.N.F.	9
48	1815	L. Ahrens	Pontiac	D.N.F.	31
49	249	J. D. Amy	Larchmont	D.N.F.	42
52	1285	G. Barnes	Skaneateles	D.N.F.	52
53	1464	F. X. Sutherland	Graassy Point	D.N.F.	40
54	957	E. M. Launay	Metedeconk	D.N.F.	37
55	979	R. L. Bennett	Red Bank	D.N.F.	22
22	534	C. H. Judd	Rock River	3:25-18	60
23	351	D. L. Berry	Barnegat Bay	3:25-26	121
24	86	E. Ringdahl	Rome, N. Y.	3:26-58	47
25	1065	E. F. Larrabee	Toms River	3:27-15	131
26	524	R. Haugh	Chautauq	Disqualified	68
27	249	J. D. Amy	Larchmont	3:27-40	72
28	470	A. Jones	Rochester	3:28-04	73
29	882	J. W. Orelap	Barnegat Bay	3:28-50	69
30	364	F. W. Zurn	Erie, Pa.	3:29-02	97
31	453	W. Dolan	Skaneateles	3:29-23	54
32	508	W. A. Straub	Newport, Y. C.	3:29-24	108
33	582	C. H. Dore	Beach Haven	3:29-36	69
34	1856	E. F. Cotter	Larchmont	3:29-46	54
35	651	J. C. Veenschoten	Erie, Pa.	3:29-53	42
36	280	J. P. Lena	Niantic Bay	3:31-07	102
37	513	L. C. Wells	Barnegat Bay	3:32-04	97
38	5	Doug. Hanks	Indian River	3:32-15	86
39	467	R. J. Graf	Buffalo, C. C.	3:32-18	102
40	1464	F. X. Sutherland	High Tor	3:32-22	57
41	1920	F. LeBoutillier Jr.	Canandaigua	3:33-47	38
42	555	T. H. Thurlow	Onondaga, Y. C.	3:34-03	39
43	764	H. B. Duckworth	Turkeyfoot O.	3:34-25	38
44	251	Tim Edlund	Riverside	3:34-32	78
45	529	R. D. Moran	Chautauq	3:34-40	54
46	292	P. R. Ruby	Lewis Pt.	3:35-04	51
47	978	M. Irwin	Fairhaven	3:35-18	50
48	957	E. M. Launay	Metedeconk	3:36-30	46
49	410	L. Meyer	Silver Lake	3:36-32	63
50	1740	Warren Crunden	Cedarhurst	3:37-12	42
51	829	E. W. Place Jr.	Canandaigua	3:37-19	47
52	979	R. L. Bennett	Redbank	3:39-10	27
53	1525	G. Shaw	Sandy Beach	3:48-32	47
55	826	N. Canter	Wash., D. C.	D.N.F.	28

RACE NO. 3 (FINAL) DATE 9-7-46 TIME OF START: 10:15 A. M.

COURSE 'D' WINDWARD LBEWARD

WIND CONDITION: FORCE 8 TO 1 MPH-LIGHT and BAFLING

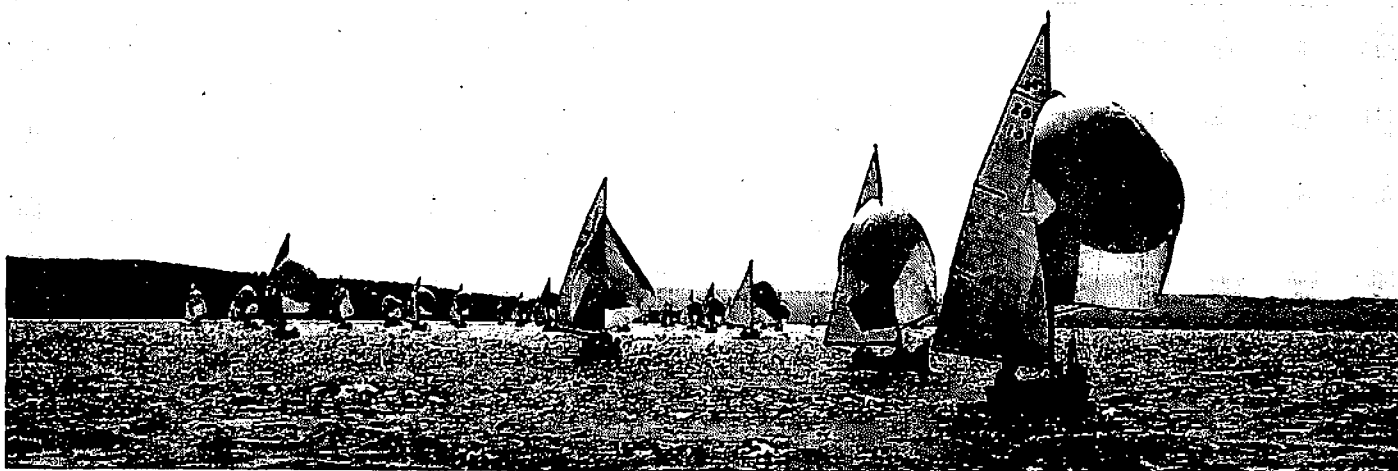
DIRECTION SxW HAULED TO N. W.

OFFICIAL RECORD OF FINISHES

Order of Finish	Boat Number	Skipper	Club	Final Standing	Elapsed Time	Point Score
1	1565	H. O. Nickels Jr.	Lake Fenton	4	2:29-55	137
2	1285	G. Barnes	Skaneateles	16	2:30-38	105
3	800	W. Swindeman	Toledo	1	2:31-31	160
4	988	K. Smither	Buffalo C. C.	2	2:40-58	149
5	1213	M. Pedersen	Nyack	17	2:43-42	105
6	526	A. C. Hamlin	Chautauq	15	2:45-15	107
7	1587	J. Webb	Riverside	20	2:48-29	99
8	816	R. C. Griggs	Fairhaven	3	3:11-36	141
9	79	J. C. MacIntosh	Irondequoit Bay	21	3:14-29	99
10	949	W. Vogel	Toledo	7	3:14-42	124
11	1379	W. L. Brockett	Branford	35	3:15-54	62
12	1700	Paul Ryan	Larchmont	9	3:16-15	118
13	163	C. Yaudas	Toledo	5	3:17-35	136
14	456	E. C. Johnson	Niagara, S. C.	13	3:21-37	110
15	1815	L. Ahrens	Pontiac	27	3:22-35	73
16	1739	L. C. Pratt	Hewlett Bay	11	3:23-52	117
17	1603	H. J. Holler	Niagara, S. C.	10	3:23-58	118
18	82	T. L. Jova	Chelsea	43	3:24-08	48
19	383	J. C. Behler	Shore Acres	12	3:24-23	115
20	1304	J. Hawkins	Douglaston	34	3:24-49	63
21	418	L. Mauere	Chicago	24	3:25-15	97

# LIGHTNING CLASS ASSOCIATION NEWS

Address all correspondence to Executive Secretary: W. D. (Dale) Hickin, Bank of South Haven Bldg., South Haven, Mich.



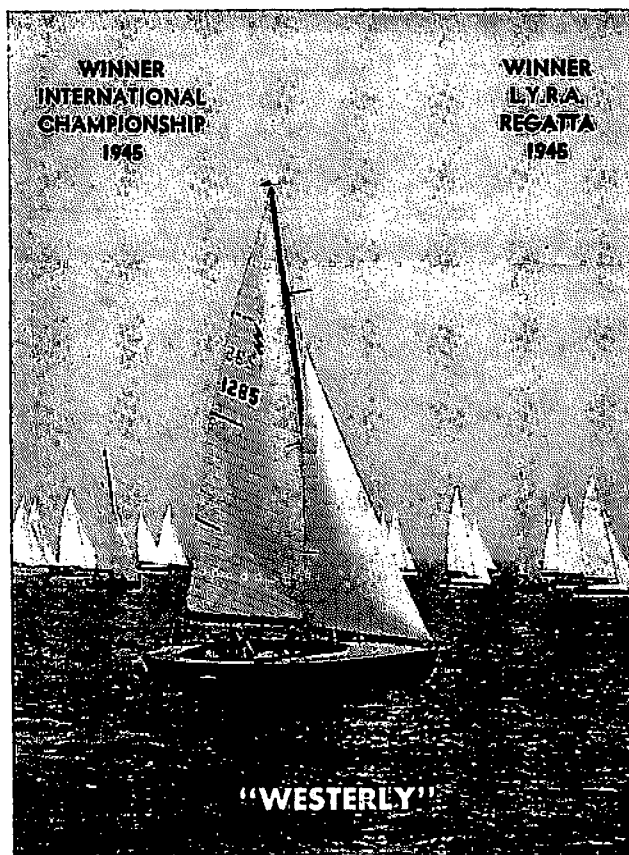
LIGHTNINGS RUNNING AT INTERNATIONAL RACES AT SKANEATELES

The annual meeting of the Lightning Class Association was held September 4, 1946, at the Skaneateles Country Club, Skaneateles, N. Y. previous to the International Championship races. The following officers were elected for the next year: President—John W. Orelup, Short Hills, N. J.; Vice President and Chief Measurer—Arthur Burtscher, Toledo, Ohio; Vice President—Richard Carr, New York, N. Y.; Vice President—William E. Stubbins, Stony Point, N. Y.; Vice President—Alexander Dougan, Lynbrook, Long Island, N. Y.; Secretary—Ed McCain, Canton, Ohio; Treasurer—Karl Smither, Eggertsville, N. Y.; Honorary Commodore—Leonard Ladenburger, South Haven, Michigan.

Several amendments to the Constitution were approved. The specifications were amended to allow sails of any synthetic woven fabric provided it comes within the present weight limitations. This will allow the use of the present nylon sail cloth that has recently been approved by several of the other large one design classes. This amendment is to take effect January 1, 1947.

W. D. (Dale) Hickin of South Haven, Michigan, has accepted the position of Executive Secretary of the Lightning Class Association commencing October 1, 1946. Mr. Hickin replaces Miss Nell Goodall who had tendered her resignation to the Executive Committee, effective October 1st. Miss Goodall has served the Association as Executive Secretary the past year.

At the annual meeting Secretary McCain reported 2277 registered Lightnings now in 97 fleets. He also reported a membership in the Association of 1996 members. This represents over a 50% increase since 1945.



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# SNIPE NOTES FROM OVERSEAS FLEETS

The first post-war Snipes in England have been recently assigned numbers. There were four of them to start off with all located in Gerrards Cross in Bucks. According to the letter received from Captain C. C. Wallace; "All the boats have been built by their owners who are very pleased with the design. Normally they sail at Bourne End on the Upper Thames but all boats are having a spell on the sea this year. There is a possibility that one or two more may come along in the near future when we hope to form our own fleet. We are all hoping that the Snipe class will increase in this country as we feel they are an ideal knockabout which any amateur should be capable of building and boats in England at the present time are very hard to come by." This is definitely a step forward and will mean an entry from England in the Internationals next year.

\* \* \*

Per Skjonberg, National Secretary for Norway has asked for a ruling on the use of backstays. He says that some of their boats are to be equipped with runner backstays which may be regulated in and out during a race. Skjonberg was absolutely right when he interpreted the rules and said "no."

\* \* \*

Arthur Johnson, of Newfoundland, reports that; "A Snipe will sail backwards and at a lively clip, too. This was demonstrated by Paul Johnson and David Bourne as they finished the last leg of the Hart Battery Handicap Race recently. It was quite a fancy piece of sailing. The jib is set against the wind with a whisker pole and the jib tender sits on deck backing the mainsail by holding the main sheet. The skipper's only chore is to point the rudder in the direction in which he wishes to go and to handle the center board. They had a comfortable lead on their last down wind leg and it is believed that they forfeited very little of it." Sailing a Snipe backward down wind is relatively easy. Let's see you Newfoundlanders sail a Snipe to windward stern first. Its been done and we believe that Jack Wirt of Miami was the first to really do a job of it. Perhaps a stern first race would be something to consider at one of the Association's big meets sometime. Try it out, you fellows, and let's see what happens.

Four new boats have recently been assigned racing numbers for the fleet at Recife in Pernambuco, Brazil. This gives a total of nine boats in the newest fleet.

\* \* \*

All the boats, and there is quite a bunch of them, at Armdale, near Halifax, Nova Scotia, are being remeasured. The fleet which hibernated during the war has come bigger and stronger then ever. Two new boats have been numbered and according to Thomas W. Murphy, more are on the way.

\* \* \*

There are now on file at headquarters copies of the Snipe rule book printed in French, Spanish, Norwegian and Portuguese. The Swiss book is, of course, in French. Then there is one from the Association Francaise des Snipes. The Spanish book, published in 1941, lists 579 Snipes, but the new book for 1946, now on the way lists more than 700. Most of the books have some good pictures of Snipes sailing and the funny part of it is that

they look just like American Snipes. In addition to these books, the National Secretary for Portugal is editor of the new Portugese magazine "Vela" (Sail) and it also happens, quite by accident, that Fernando de Avellar of Brazil is one of the editors of "Yachting Brasileiro." Needless to say both magazines have plenty of Snipe news in them. The Association sent to each country, a story of the Internationals with a complete summary.

\* \* \*

## Official Snipe Plans Revised

Recently the building plans for Snipe have been revised and brought up to date according to the latest restriction changes as announced on these pages last month. These plans comprise a large size blueprint and a booklet illustrated with photographs and with text showing every step of construction. The whole thing, print and booklet, are to be sold by The Rudder for \$5.00. They will also be available through the office of the Executive Secretary.

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## SEND IN NEWS AND PICTURES

Our reportorial staff isn't large enough to cover all regattas so we are depending upon readers of Jib Sheet to send in news items or pictures of Snipes, Lightning, Comet, Star, Bantam, Penguin and all other small sail boats they think would be of interest to other readers and they will be returned after they have served their purpose. All such material should be addressed to:

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ROCHESTER 5, N. Y.

# TED WELLS OF WICHITA SAILING CLUB WINS SOUTHWESTERN CHAMPIONSHIP AT DALLAS

BY R. S. GOZZALDI

The first post war Southwestern Snipe Regatta was held on August 31st and September 1st at Dallas Texas under the joint sponsorship of the Dallas Sailing Club, White Rock Sailing Club and the Corinthian Sailing Club. In spite of the light variable winds the meeting was most successful. 25 snipes competed for the Commodore Hub E. Isaacks Trophy. The event had more out of state entries than ever before. Eight snipes made the 1,400 mile jaunt from Lake Chautauqua to Dallas in order to sail in the oldest of all sectional races in the SCIRA.

The sailors from Wichita, Kansas, dominated the meet. Ted Wells of the Wichita Sailing Club won the Commodore Hub E. Isaacks trophy. Second place went to Pierre Havre of the Lake Merritt sailing Club, Oakland, California, and third place to Bob Carrick, Lake Merritt S. C., Oakland, California. Fourth place was Don McIver Wichita S. C., Wichita, Kansas. Fifth place went to none other than Dr. Hub E. Isaacks himself, first SCIRA commodore, donor of the trophy and a member of the Fort Worth Boat Club, Fort Worth, Texas

The winner of the first race was Ted Wells. The first to cross the line in the second event was Bruce Jamieson of the White Rock S. C. and 1942 Junior Champion. The third contest went to Bob Carrick of the Lake Merritt S. C. and 1946 Junior champion.

An added feature of the regatta was a series of team races for the Times Herald Perpetual Trophy. In this three race contest seven teams competed. Again Wichita S. C. came out on top with a team consist-



Jim Bowen of Corinthian, S. C. Presenting Comm. Hub Isaacks Trophy to Ted Wells of Wichita, S. C.

ing of Ted Wells, Howard Elwell and Don McIver. Second place was annexed by the Lake Merritt S. C. Their team consisted of Bob Carrick, Pierre Havre and Peter Newell. The White Rock S. C. of Dallas took third honors. Other teams competing were, Sequoia Yacht Club, Tulsa, Oklahoma, Lake Chautauqua Yacht Club, Lakewood, N. Y., Corinthian S. C. Dallas, and All States team.

Three Sea Gull races were also held for the McDermott perpetual trophy. This was won by Hugh Jamieson Jr. of the White Rock S. C. Second place was taken by Hugh Jamieson Sr. of the Dallas S. C. and third place by Perry Bass of the Fort Worth Boat Club.

Among the notables attending the regatta was Gail DeJarnette formerly of the White Rock S. C. He is now located in New Orleans and is sailing in the Star Class with the Southern Yacht Club.

The following is the standing of all boats competing in the Southwestern Snipe Class Championship races.

Ted Wells—Wichita S. C., Wichita, Kansas.	4490
Pierre Havre—Lake Merritt S. C., Oakland, California	3890
Bob Carrick—Lake Merritt S. C., Oakland, California	3849
Don McIver—Wichita S. C., Wichita, Kansas	3756
Dr. Hub Isaacks—Fort Worth B. C., Fort Worth, Texas	3748
Otto Weisner—Sequoia Y. C., Tulsa, Oklahoma	3693
Howard Elwell—Wichita S. C., Wichita, Kansas	3299
Frank Reinehecker—San Antonio S. C., Texas	3097
Graham Hines—Chautauqua Lake Y. C., Lakewood, N. Y.	2770
Charles Henry—Wichita S. C., Wichita, Kansas	2651
Richard Carpenter Sequoia Y. C., Tulsa, Oklahoma	2598
Fred Deere—Whiterock S. C., Dallas, Texas	2498
Eddie Williams Lake Lotowana Y. C., Kansas City, Mo.	2474
R. S. Gozzaldi—Corinthian S. C., Dallas, Texas	2459
Bruce Jamieson—Whiterock S. C., Dallas, Texas	2432
J. W. Davis—Whiterock S. C., Dallas, Texas	2152
Billie Wicker—Corpus Christi S. C., Corpus Christi, Texas	2054
A. A. Wild—Whiterock S. C., Dallas, Texas	2009
Harold Boss—Corinthian S. C., Dallas, Texas	1760
Peter Newell—Lake Merritt S. C., Oakland, Cal.	1648
Marcia Fite—Sequoia Y. C., Tulsa, Oklahoma	1558
E. M. Fetzer—Corinthian S. C., Dallas, Texas	1331
W. R. Blakley—Wichita S. C., Wichita, Kansas	1009
Rix Richardson—White Rock S. C., Dallas, Tex	974
W. W. Crook—Corinthian S. C., Dallas, Texas	834

## FIRST DATE SET

## FOR 1947 REGATTA

Milford (Conn.) Yacht Club has made formal application for sanction for the annual Snipe Team Championship Trophy Race to be held at Milford on the week end of August 31st 1947.

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START OF 1ST RACE OF SOUTHERN REGATTA

# SHORT NEWS ITEMS OF SNIPE FLEETS

Many skippers and builders have written in for the final dope on the revised restrictions. New measurement data sheets have been printed and are now ready for distribution to fleet measurers and to individuals. Individuals should enclose a stamped and self-addressed envelope when asking for a copy.

\* \* \*

K. E. Nicholson reports that the Pine Beach (N. J.) Yacht Club is anxious to get a charter for racing and sailing Snipes. Barnegat Bay fleets please note. Mr. Nicholson's address is 89-60 210th Place, Queens Village, 8, N. Y.

\* \* \*

Bob Storey, No. 4, 64th Place, Long Beach, 3, Cal., reports that ten Snipes started in the Labor Day regatta of his unnamed yacht club. Bob wants measurement sheets and all sorts of things but the Association cannot send these except to regularly chartered fleets. Bob received the whole story by mail and we expect that it will not be long before we have another California fleet. After all, it costs the Association most of its income for printing and mailing and fleets must help defray these expenses by doing their parts.

\* \* \*

Ted Wells of Wichita, Kansas, Fleet, reports that already the chiselers are sharpening up their tools to try to beat the new restrictions. The idea is to take cedar or other light wood and glue it together yourself in order to get a lightweight "plywood" for decking or elsewhere. This form of construction is decidedly *not* plywood in the sense referred to in the restrictions. When the restrictions refer to plywood, they mean ordinary commercially made waterproof or exterior plywood such as is manufactured by numerous mills. Homemade, glued up plies will not pass muster. Fir plywood may be used for decks but if you use fir, it will soon be apparent that the deck should be covered with muslin or canvas as the outer layer of the plywood is under considerable stress and it will gradually show a lot of little cracks. For bright finished plywood decks, mahogany or some other hard surfaced plywood would be better. For the transom mahogany faced plywood would be best and of course, the same goes for the rudder. However, for frames and gussets, fir plywood will do as well as anything. Now don't try to get some special plywood made up with a balsa wood core. Its not standard commercial grade and its no go. If some of our skippers would stop trying to chisel on everything and instead

## JOHN HAYWARD NEW TECHNICAL EDITOR

John T. Hayward of Sequoyah Yacht Club, Tulsa, Oklahoma, has been elected to membership in the International Rules Committee. He has also accepted the honorary job of being Technical Editor of Jib Sheet. With Mr. Hayward's knowledge of what makes a Snipe go and his ability to tell others how to make their boats go, we predict that Mr. Hayward is in for a busy time of it.

sail their boats a little more they might be a lot better off. Actually, the plywood as now permitted, will weigh just about the same as the ordinary form of construction so the change will make no boats obsolete and in fact, we suspect that the regular construction of fir, spruce and pine, will still make the better boat.

\* \* \*

As a result of asking for a sanction and then finding out what sanction entailed, the President's Cup Committee at Washington, has been directly responsible for the revival of the old pre-war Potomac River Snipe Fleet. If things had been started a little earlier, it is more than

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likely that they would have had more visiting boats. Weston W. Valentine, 9407 Montgomery Ave., North Chevy Chase, Md., is fleet captain. We hope that in 1947 we can give the President's Cup more advance publicity.

\* \* \*

Miss Sally Whitehead of Grosse Pointe, Michigan, reports that Les Cheneaux Yacht Club will probably form a Snipe fleet for racing next summer. The club is located 15 miles northeast of the Straits of Mackinac and is said to be ideal for small boat sailing and racing. The club already has a good sized fleet of Stars but finds them quite expensive and while the Stars will remain, the Snipes will be used by young and old members as a sort of relief to the pocketbook.

\* \* \*

Prospective Snipe owners are having a terrible time trying to buy used or new boats or even knock down kits. Some of the letters that arrive are almost pitiful but there just doesn't seem to be any way out of it. Materials and labor being both nearly out of sight it certainly is almost impossible to get anything done or to buy anything with which to build a boat. Yet new boats are being built, how we don't know. Most kit and boat builders will not even answer letters at present and one sail maker of national prominence has recently sent to all his customers a letter stating that no orders would be accepted for at least three months. Builders and sailmakers don't like to turn down the business any more than you like it, but their hands are tied and what with government interference with every line of work its a wonder that anything at all may be accomplished. If you don't get replies to your letters of inquiry, don't write the harried Exec. Sec'y. He can't do any more about it than you can.

\* \* \*

This Snipe fleet at Diamond Lake in Michigan, certainly has the right idea when it comes to whooping it up. In its monthly newsletter to members we find the following: "Hats off! to Marilyn Bowyer and Betty Lou McCarthy for being the first girl team to win a race against club competition. Yet, it was Jim McCaffery who set the fast pace today until he broke his tiller on the last leg of the race. Jim had to hold onto the top of the rudder with both hands in order to enable him to finish at all." And so it goes on, a page or two of it with the complete summary of the month's races. It makes interest and excitement and brings out the

skippers. There's nothing like one's name in type to make interest in anything.

\* \* \*

There's some talk about a chartered fleet in the Islip (L. I.) Boat Club according to a letter recently received from Matthew Russo.

\* \* \*

Jack Wirt of Miami is going to recover the Florida State Championship Trophy from Tampa Yacht and Country Club, the idea being to hold a special regatta for this trophy at Miami the week end following the Clearwater Midwinter Regatta. Jack says they plan on five races in all with prizes for all races as well as for the three highest standing boats. The question has arisen as to whether or not out of state Snipes would be allowed to enter. Why not? After all, what's wrong with a skipper from Tulsa, Oklahoma, being also champion of Florida? The Miami fleet is planning to take five Snipes to Clearwater for the next midwinters.

\* \* \*

Speaking of the Clearwater regatta, now is a good time as any to report. Don Clouston and Arthur Johnson of St. John's Newfoundland, are planning to take not only their boat, but also their wives to Clearwater next spring. We imagine that Clearwater would be quite a contrast to Newfoundland at that time of year.

\* \* \*

Sodus Bay (N. Y.) — Fleet charter number 84 came off the inactive list this summer, as Sodus Bay snipe sailors made their first try for international recognition. Thanks to veteran sailor Bill Croucher a fleet of twelve boats, all measured, stands firmly on two feet, and looks forward to other active season. Top men of the fleet Don Laurer and Lee Short, who represented the club at Jamestown, and Nine Mile Point will be back, with others; all with blood in their eye. It will pay up-state sailors to keep a weather eye on this fleet.

\* \* \*

Dick Shermom of Jamestown, N. Y. writes that it sure was swell of Paramount News to send a reel of International Snipe Regatta Film, free of charge. It is the large size film 35 MM and has the sound track on it.

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SUBSCRIPTION  
TO "JIB SHEET"  
TODAY!**

## EDITORIAL

With racing about over for the present season, Jib Sheet will during the coming winter have more and more articles and stories on building, sailing and racing—the kind of stuff you have been asking for. It is planned to have these articles written by authorities on the subject, the sole idea being to help you improve your sailing and racing. We have determined not to fill up Jib Sheet with a lot of "boiler plate" or with material written by men who think that they know all about it. The idea is to have stories by skippers who have actually *done* a job and who are big enough to tell you just how they did it.

Not all of Jib Sheet's readers are champions for we can't all be champs

and there are a lot of you who want to know what makes a Snipe really go. Is it the sails or the bottom of the boat? Will extreme lightness do the trick or will a polished deck do it? How about rig—should I have spreaders and backstays? Fortunately we have a lot of Snipers who have researched these things and who are willing to tell what they have found out. We believe that the practical articles are the ones that will interest the greatest number of readers and starting next month we plan to begin giving you the kind of material you've been waiting for. None of the other magazines in the field have done it so this is as good a place to start as any.



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# NINE MILE POINT WINS MAYER TROPHY



START OF THIRD RACE OFF NEWPORT YACHT CLUB

Name Skipper	Individual Scores	Finishing Position	Points
Kiddo—Curtis		1	4409
OG—Hanna		2	4113
Scat—Moyer		3	4034
4 Aces—Glenn		4	3984
R'S—Coleman		5	3666
BJ—Kircher		6	3449
Downwind—Webster		7	3336
Lil Esther—Hedley		8	3210
Brunswick—Lowenthal		9	2954
Firefly—Dannenberg		10	2942
Jane L II—Miller		11	2901
Jingo—Kessel		12	2738
Doghouse—Newcomb		13	2659
Yankee—Paul		14	2580
Jennie—Yaeckel		15	2475
Skip—Boye		16	1975
Scotty, Meier		17	1799
Hubba Hubba—Wright		18	1750

Name Skipper	2 Boat Team	Finishing Position	Points
N.M.P.Y.C.—Glenn, Hanna		1	8679
Newport—Curtis, Coleman		2	8607
Olcott—Paul, Moyer		3	8074

Name	5 Boat Team	Finishing Position	Points
N.M.P.Y.C.		1	18,977
Newport		2	17,551
Olcott		3	12,149

## Jack Curtis Wins Lake Ontario Championship

Blessed with perfect sailing weather, the Lake Ontario Association made it a real sailing weekend at the Newport Yacht Club, September 14 and 15th.

Trophies being raced for were Mayer Trophy—5 boat team championship of Lake Ontario, the Weed Trophy, 2 boat team Championship and the Briody trophy, emblematic of the individual championship of Lake Ontario.

Jack Curtis, the local boy, who has been pretty consistently successful in his club, won the individual high point though George Kircher of Nine Mile gave him a close run for his money.

High points for both team series went to a team consisting of George Kircher, Tom Hanna, George Glenn, Walter Newcomb, Fred Yaeckel and Chet Miller of Nine Mile Point Yacht Club.

Another trophy that was raced for between Nine Mile and Newport was the Olcott Rowing Trophy—one of the great trophies of all time—donated by a group which consisted of 13 people who, a few years ago, successfully crossed Olcott Harbor in a 14-foot rowboat, in a heavy sea! Nine Mile won that too!

Olcott Yacht Club also took part in the events, Doc Moyer making the best showing from that Club.

## NYLON SAILS POPULAR

The News that sails could be made of synthetic materials such as Nylon has spread thru the fleets like a "catspaw" thru a racing fleet!

Sailmakers are besieged with orders and looks like the Egyptian cotton starved sailors are really welcoming this new material. Better get your orders in early for in spite of shortages of lumber and other materials, many boats are being built and most of the boys whose sails were pretty well blown out, are ordering new sails for next season.

When writing to advertisers, don't forget to mention "Jib Sheet."



## Proposal Made to form New York Metropolitan Area Snipe Association

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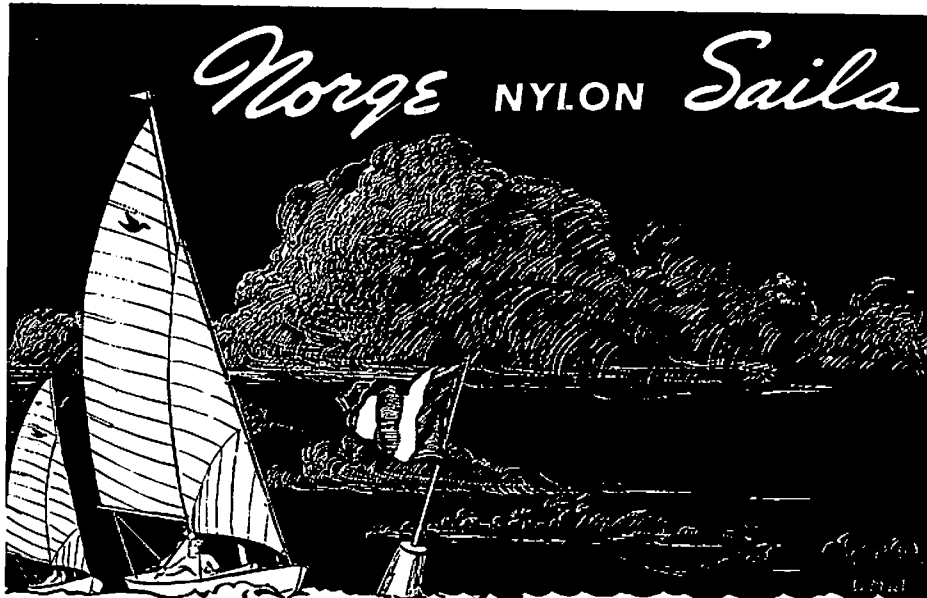
The successful operation of the New York State Snipe Association for the northern and western part of the state has been so pronounced, that there is a strong possibility of the formation of a similar association to take in fleets within a hundred miles of New York City. Dr. N. E. Meyer, Fleet Captain of the City Island Fleet has made the proposal and it will probably be acted upon before the end of the winter. The new Association of "Conference" would bring these fleets into closer harmony and would help to make each regatta a real success. It would mean that fleets along the Connecticut shore of Long Island Sound as well as most of the fleets in New Jersey would be eligible. Total membership would probably run to about 20 or 25 fleets. The eligible fleets will be circularized shortly and some kind of a meeting called to get the general opinion. This would be followed by appointment of temporary officers and a committee to arrange a further meeting during the winter at which time a constitution and set of by-laws would be drawn up and formal election of officers made.

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## Snipe Association Dinner to be Held During Boat Show

---

Plans have already started toward the holding of a Snipe dinner during the Boat Show in January. Dates have not yet been set nor has the location been picked. It is hoped that the Hotel Shelton on Lexington Avenue, near the Boat Show, will be the site of the dinner as it has been in the past. Tickets will be sold in advance in order to give the hotel people a chance to know where they stand but no price has been set as yet. Previous to the war, these dinners were held each winter and Snipers have turned up from coast to coast. If you plan to come this year, watch for announced dates and location in these pages and then make your hotel and dinner reservations early. It is generally pretty chilly sleeping in a park during January in the New York section.



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# Plans Taking Shape For 1947 Regattas

With the International Snipe Championship Regatta definitely scheduled for Switzerland, late next summer, plans are being made to hold the National Championships of the United States to determine who will be the American skipper and crew to go to Geneva. According to Don Simonds, Vice-commodore of S.C.I.R.A., the Marblehead Yacht Club has suggested that the regatta be held there under the supervision of the Winchester Fleet. The Norwalk (Conn.) Yacht Club and Snipe Fleet has also opened negotiations and meetings have been held on the subject of holding the Nationals at Norwalk. Either place would make an excellent location and would offer facilities more than ample to take care of the visitors and boats. Holding a regatta of this type is not the easiest thing in the world and requires a lot more than just laying out a course and firing a few guns. At Jamestown this year it was estimated that there were more than 1,000 visitors in town just for the regatta and it put quite a strain on the local hotels. It is quite possible that in 1947 the number of visitors may be doubled. This means that there must be hotels and rooming houses

not too far from the scene of the activities. Provision should also be made by a sponsoring club to feed the visitors and of course, there is always the bar. Lake Chautauqua Yacht Club had a splendid idea this year when everyone upon registering in was sold a booklet of tickets for ten bucks. Some kicked at the price at first but before the series was over, everyone was rooting for the idea. This book of tickets entitled the holder to a good lunch at the club every day during the regatta and dinner at the club every night. It also included dinner tickets for the big presentation affair held on the last night at the Hotel Jamestown. Then, so no one would be disappointed, there were also tickets for a steamer which left the club dock each regatta day and followed the racers around the course. By selling these tickets in advance, the club knew exactly how many people to expect at each meal and it helped them in planning what to buy in the way of food. Any club holding the regatta next year would be smart to follow the same general idea.

So far as actual races are concerned, several Snipers have made the suggestion

that three races are not enough to determine the winner and with as many starters as there were this year, the starting line is too long and there is too much chance for championship material to get mixed up with other boats and therefore be unable to break through.

It is now planned to divide the fleet up into two divisions for 1947, with all the odd numbered boats in one division and the evens in the other. A series of from three to five races would be held this way and then the top ten boats in the second division would come up and race with the top ten boats in the first division. This would give us the twenty best boats and skippers in a final series of from three to five races. The remaining boats could then race as a second division for some kind of a consolation prize. Running the series like this would string it out for nearly a full week, but it would be the only fair way to do the job and would prevent overcrowding and starting lines that were too long. Final approval of the scheme will be announced after the next meeting of the Board of Governors.

It is also planned at this regatta to charge some kind of an entry fee, the winner to take all to defray expenses to Switzerland. This will also be worked out later on and will be announced on these pages.



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# WET AND DRY SAILING

The age old problem of "wet and dry" Snipes has turned up a sure sign that the war must be over. Commodore E. V. E. Harris of the Lake Washington (Cal.) Sailing Club reports that the Snipes in his club are now racing under a handicap basis. Myrt Ballard of the club has worked out some kind of system whereby the wet boats are started first and the dry boats at predetermined times behind them so that when they come to the finish line its all on a boat for boat basis. Maybe its the answer and maybe Mr. Ballard has the right dope at last, but we happen to have a history of handicapping yachts which starts off with the first recorded system back in 1694 A. D. The system was revised again in 1720, 1773, 1854, 1874, 1882 and so on up to date and *never* yet has there been a fool-proof system of handicapping sailing boats. If you want to see something, take a studious look at the rules governing measurement and handicap for the Bermuda Race.

The whole idea of Snipe racing is to avoid this handicap basis with boats racing boat for boat and may the best skipper win. What of the wet boats which are said to be heavier then the dry ones that are kept at home on the mantel piece when not racing? Fearon D. Moore of the Measurement Committee weighed seven or eight Snipes before they were put in the water in the spring. After being in all summer, he weighed them again. No matter what they were made of each had absorbed just about 50 pounds of water. Now 50 pounds is not very much and may be made to look silly when the weights of skippers and crews are compared. Suppose you have a couple on one boat weighing 160 pounds apiece—total 320. Suppose another boat has a skipper who weighs 125 and a crew who weighs 80 pounds. On one boat we have 320 pounds and on the other we have 205 pounds. The difference is 115 pounds, yet the

heavier guys may easily win the race. Its happened plenty of times. Its not a difference of wet or dry boats but a difference of skill in sailing.

But, if you still think its wet and dry boats, why not eliminate the problem altogether by making a fleet rule that all competing boats must be in the water at least 24 or more hours before the start of a race. Many fleets have done this and eliminated the problem once and for all. You'll find the same boats as tailenders anyway no matter which way you do it.

If you want to give these skippers some encouragement, why not do as some fleets have done and offer monthly series prizes making the rule that no fleet skipper may win more than one of these prizes. By the time you get down to the September and October series you will find that all the topnotchers have their prizes and the "also rans" will be fighting like mad for their prizes.

Handicap racing is not good. It puts a bonus on not keeping a boat in good trim. The longer the whiskers on your bottom and the poorer your sails, the better the handicap and the better chance you have of winning. Despite what the good commodore says, this is bound to happen sooner or later. A skipper lets his boat go all to seed, gets a good rating and then suddenly appears with a slicked up bottom, good sails and goes out and can't be beaten.

The so-called problem of the wet and dry boats is very easily licked. Much more easily licked than by any system of handicapping even though the handicaps are changed every week and every leg of a race. A fleet haul out rule is the answer. See paragraph 79 of the restrictions. We are definitely not in favor of handicap Snipe racing.

## Letters to the Editor

508 St. Paul Street,  
Rochester, N. Y.

Gentlemen:

Inasmuch as I have been succeeded as Secretary for the Snipe Fleet of the Winchester Boat Club, Winchester, Mass. by Parker Blanchard, 5 Ravencroft Road, Winchester, Mass., will you kindly eliminate my name from your mailing list and send the remaining "Jib Sheets" on subscription to Mr. Blanchard as Secretary.

Bart V. Sullivan, 38 Roosevelt Road, Medford, Mass. was reelected Fleet Captain for 1947.

We finished our point score races on Sunday, Sept. 15th with 15 Snipes participating. This was the greatest number we had out at any time during the season, although there were 21 boats which had sailed at various times. We sailed 33 point score races, no boat sailed them all.

The first, second and third high scores were as follows:

Number 4140—Don Simonds (Rear Commodore S.C.I.R.A.), 1678.3 points, 16 Races.

Number 3225—Ted Burleigh, Jr., 1627.9 points, 22 Races.

Number 5628 Bob Swanson, 1584.7 points, 25 Races.

Yours very truly,

W. L. Hall

\* \* \*

Dear Chet:

Just received your Jib Sheet.

My regular crew, Kenneth Persak and I went to Washington Sept. 14th and 15th to sail in the President's Regatta. 127 boats started,—22 Snipes, 37 Comets and different classes. In the first race we took first. In the second we were out in front when the wind died out and we took second; Bud Stillmun first. In the last we were tied and we had to work hard, and after rounding the first bouy, Stillmun got too close and hit the bouy, thus being disqualified.

In the first race we were so far in front the judges didn't even see us. We had a four minute lead over the second boat, which boat got the gun. We finished, as it was, with the comets and the judges didn't see us. We came home with a Sterling plate which matches the bowl we won at Jamestown.

With best wishes and kindest regards to all the "Boys," I am,

Sincerely,

Eric J. Hauschild



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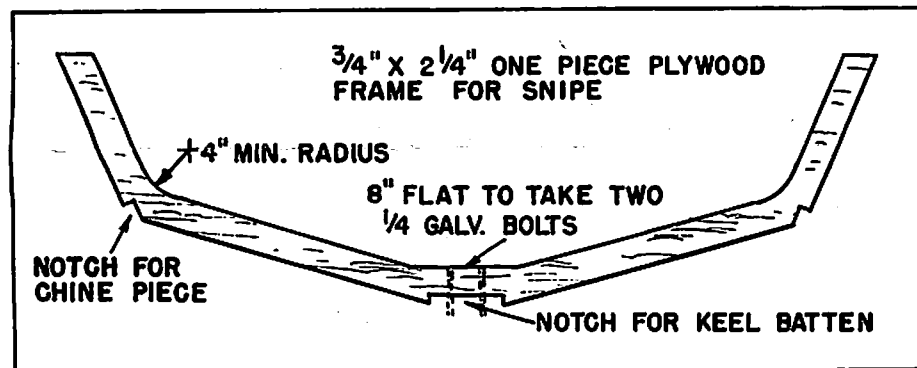
HARRIET MILLER - 611 MELVILLE ST. - ROCHESTER, N. Y.

# ONE PIECE PLYWOOD FRAMES FOR SNIPE

Ordinary waterproof plywood,  $\frac{3}{4}$ " thick may be used for Snipe frames now but, of course, there is going to be some resistance to the use of this material just because "pappy" and "gran' pappy" didn't use it on their boats. Actual experience has shown that you can make a one piece plywood frame that is bandsawed out of a single piece and runs from sheer to sheer and it will be far stronger than the ordinary built up frame. In one small boat, not a Snipe, in which these frames were used, the boat got caught between a dock and an incoming tug and was crushed to the point where the midship seat broke through the sides. As soon as the strain was taken off, the frames jumped back into place and a simple graving piece was set into the sides where the seat had broken through. Measurements after the crushing, showed that the beam of the boat had not been changed. Had this been

an ordinary built up frame such as is used in most Snipes, the gussets would have splintered and the whole frame would have been ruined.

There is, also, the question of fastenings into "end grain." Take a good look at the edge of a piece of seven ply,  $\frac{3}{4}$ " plywood and see just how much end grain there is. Experience has shown definitely that a screw fastening will hold just as well in this so-called end grain as it will in an ordinary piece of oak and certainly a lot better than in the spruce and fir frames that have been used in light-weight Snipes recently. The frame of plywood must be made so that there is a nicely rounded surface on the inside at the chine as shown in the sketch herewith. Without this fillet, the frame will lose most of its strength and it is therefore highly advisable to be sure that this curve is ample.



## Pink Certificates

Originally, under the Snipe rules, when a boat was measured, according to special instructions given to measurers, the measurer presented the owner of a successful boat with a small white measurement certificate and sent a small pink certificate to the Executive Secretary. Subsequently, the Rules Committee brought out what is now known as the Measurement Data

measurers are to make out in full and return to the Executive Secretary. There seems to be some confusion regarding the pink certificates, probably due to the wording of some of the rules in the book. In order to simplify the matter, the pink certificates will no longer be used at all. When a boat is measured and passes, the measurer is to give the owner a small Sheet, a large four-page affair which

## Notice to All Snipe Fleets

During this time of year a great many fleets are sending in the results of point score races to determine the national and international high point championship. Special score sheets are furnished by the Association to fleets for this purpose. The rules on the score sheet and in the rule book must be followed down to the last dot or the sheets will not be accepted.

Figure out your total scores and if they come out in a fraction, convert to a decimal to make it easier for headquarters to place the sheets in regular order. Be sure to have each sheet signed and be sure to put the whole name and charter number of the fleet at the head of each sheet. Do not use initials as there are hundreds of these sheets to compile and it is necessary that all the material be on each sheet to avoid disappointing some aspiring skipper. Last year there were several boats that could not be identified when it came to final compilation as the fleet recorder had simply put the initials of the fleet and nothing else to denote where the boat came from. Remember your scores are not the only ones. Remember also not to send in results of races in which less than five boats have taken part and do not send in any results of any boats that have not taken part in at least five races. Non-measured boats and owners who do not have a 1946 membership card with S. C. I. R. A. have no standing whatever and sheets should not even be made out for them. If the fifth boat in a point score race is an unmeasured boat, the entire race does not count. Each year we write about the procedure. It is also printed on the race result sheets, but each year the same old thing happens. Have your scores correctly figured and made out if you expect to see your member's boats in the final standings next spring.

filled out. The measurer will then send white certificate, properly signed and the large Measurement Data Sheet to the Executive Secretary for filing. The small pink sheets are entirely unnecessary and should be destroyed.

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