

The Jib Sheet

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NEWS FOR SMALL-BOAT SKIPPERS

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Oct., Nov., Dec., 1947

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



"LAZY SAILS"

Photo By A. E. Lowenthal, Jr.

TECHNICAL EDITOR'S COLUMN

BY JOHN T. HAYWARD

WEATHER HELM — PART I

In my discussion of weather helm, the first thing is to be clear as to what we are talking about since there are different types of weather helm, some beneficial and some harmful, some that can be cured and some that can not.

Let us first consider what we may call the force types of weather helm. This does not slow the boat though it may bother the skipper. With this type of weather helm, the boat will hold its course with the rudder practically amidships but force will be required to hold it there and this force is manifested to the skipper by the pull he has to exert upon the tiller. This pull of the tiller worries some skippers though it does *not* slow the boat and cannot be done away with without radically changing the design.

Consider a boat on the wind. It goes ahead instead of being blown sideways because of the lateral resistance. The lateral resistance is supplied by:

(1) The resistance of the hull to being pushed sideways. Owing to a Snipe having no skaeg, the hull's contribution to the lateral resistance is extremely small as can be quickly demonstrated by pulling the board all the way up after which the boat will become unmanageable and cannot be sailed on the wind. The smallness of the lateral resistance of the hull is further manifested when a Snipe is towed without having the rudder or board in place, the boat veering from side to side and skating broadside over the surface of the water.

(2) The Board. Holding a straight course on the wind, the board contributes about $\frac{2}{3}$ of the total lateral resistance.

(3) The Rudder. In a breeze of five to ten land miles per hour, a well-balanced Snipe if not allowed to heel more than 15° , should hold its course on the wind with the tiller practically amidships. A boat balanced in such a manner will evince a little lee helm in winds of under five miles per hour if sailed upright but this balance is a good compromise. The lee helm can be corrected by heeling the boat about 10° which may be worthwhile since it also reduces wetted surface. Under these sailing conditions the rudder will be contributing about $\frac{1}{3}$ of the total lateral resistance and a corresponding force must be applied to the tiller to hold it in position. If the rudder is amidships, there is no way of reducing the pressure upon it and in any case it does not slow the boat

any more than the corresponding pressure on the centerboard does. This type of weather helm will, therefore, depend only upon the length of the tiller. With a two-foot tiller, to give an extreme instance, the weather helm would be enormous; but with the usual five-foot tiller and the wind and sailing conditions specified, it should be possible to steer the boat with a couple of fingers.

Now, let us consider the displacement type of weather helm; that is, weather helm that involves displacing the rudder from its fore and aft position and pulling the tiller up towards the weather side of the boat. This, of course, has an unfavorable effect upon the speed of the boat and effort should be made to keep it to a minimum. The trouble may be either in the boat and sails or in the manner in which it is sailed.

For proper balance the position of the centerboard slot for a dagger type board, or of the pivot pin if a swinging board, should be as far back as the rules allow. Some skippers move the center of area of their daggerboards a little farther aft by tilting the board as far aft as the clearance in the slot will allow. In the old days this was done by drilling a hole $1\frac{1}{2}$ inches below the underside of the handle in the after tang and sticking a screwdriver or pin of some sort through it. The more elegant modern method is to shorten the after tang $1\frac{1}{2}$ inches, which is probably legal, while another but more questionable alternative is to lengthen the forward tang a corresponding amount. The technical editor hopes that the Rules Committee will reword the rules so as to clearly legalize both these procedures.

Of course, moving the sail plan forward reduces weather helm. A few years ago the rules were amended to permit both the mast and jibstay to be carried farther forward. Taking advantage of this, most of the "hot" boats have had their masts moved nearly as far forward as possible. Sixty-two inches from the centerline of the mast to the stem appears to be satisfactory. The position of the jibstay on deck seems to be less critical. The present International Champion (Mr. T. A. Wells) carries his mast sixty-two inches and his jibstay 13 inches from the stem while "Tart" (the technical editor's boat) carries her mast sixty-two inches from the stem and her stay as far forward as the rules allow; namely, eleven inches, both boats being very well balanced. Mast rake affects balance though to a minor extent,

and attempts to reduce weather helm by raking the mast forward usually lead to disappointment. Straight up and down with nobody aboard appears to be about right and a Snipe can be balanced perfectly with the mast in this position.

This about covers all that can be said regarding the hull and spars since we do not subscribe to the theory that on a Snipe a rounded chine leads to weather helm.

A frequent cause of excessive weather helm is a tight mainsail leech. A tight leech is characterized by the after edge of the sail curling to windward. This can cause a tremendous amount of weather helm which, in extreme cases, can reach the rudder and tiller breaking stage. To check for a tight leech, put the boat on the wind and strap it down. Looking aft, the battens should point straight aft or, better still, slightly to leeward and on no account should they point to windward by even the smallest amount. If you have excessive weather helm and appear to have a tight leech, check by comparing the performance with a different sail hoisted. If it turns out that you have a tight leech, your only cure is an operation and have your sail recut.

So far, we have confined this discussion to that of weather helm with the boat sailing on the wind and without much heel. In the next issue, we will consider what happens in stronger winds and when sailing off the wind.

J. T. Hayward

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SNIPER WINNERS AND CHAMPIONS FOR 1947

Herewith we print a summary of the winners of all important regattas and championships during the past season. Unfortunately a few results have not yet come in, but most of them are here so let's get going.

International Champion; T. A. Wells, Wichita, Sailing Club.

National Champion for U. S.; T. A. Wells, Wichita, Sailing Club.

National High Point Champion (1945-46) Ken Schmid, Chicago Corinthian Yacht Club.

Junior National Champion; David Lindquist, Lake Chautauqua Y. C.

North Atlantic Coast Champion; Eric Hauschild, Lake Mohawk Y. C.

Southeastern Champion; Don Cochran, Clearwater Y. C.

Midwinter Champion; John T. Hayward, Sequoyah Y. C.

Midwestern Champion; John Henry, Sequoyah Y. C.

Y. R. A. of Long Island Sound Champion, (season) Jean Blanchard, Western Long Island Sound Fleet.

New York State Team Champions; Red Garfield and Vic Larson of Lake Chautauqua Y. C.

Canadian National Champion; James Harding, Shelbourne, N. S.

Long Island Sound Team Champions; (3 boat teams) City Island Fleet.

Michigan State Champion; (not reported)

New Jersey State Champion; (not reported)

Southwestern Champion; (not reported)

New England Champion; (not reported)

Long Island Sound Individual Championship (not reported)

Briody Trophy; J. Clarke Cassidy, Jr., Olcott Y. C.

* * *

Western Long Island Sound Fleet held its annual dinner at Orienta Inn, Mamaroneck, on November 29th. This fleet has been built up to more than thirty boats within the years since the war and threatens to become the largest fleet in the entire Association.

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Retzhaupt Trophy; J. Clarke Cassidy, Jr., Olcott Y. C.

Weed Trophy; (team) Ernie Coleman and Chuck Webster, Newport Y.C.

Mayer Trophy; (team) Nine Mile Point Yacht Club. Jack Hanna, Walt Newcomb, Vin Logan, Chet Miller, Tom Hanna.

Dunphy Trophy (team) John Call and Frank Levinson, Lake Wawasee.

Comm. Chalmers Burns Trophy; Alan Levinson, Lake Wawasee.

Larchmont Race Week; Ray Kaufman, City Island Fleet.

President's Cup Regatta; John F. Stillmun, Jr., Moncy Island Y. C.

Harrison Trophy; (long distance race) Joe Remlin, Cedar Point Y. C.

Baltimore Invitational Race; John F. Stillmun, Jr., Money Island.

Fort Worth B. C. Interclubs; (not reported)

Champion of Argentina; Jorge E. Brauer.

Champion of Norway; Felix V. Roznieki.

Champion of Italy; Dr. Giorgio Rinaldi.

Champion of Switzerland; Pierre Jaeger.

Champion of Portugal; F. Rebelo de Andrade.

Champion of Spain; A. Perze Rodriguez.

Champion of France; Pierre Pichavant.

Champion of Brazil; Jean Roberto Maligo.

Champion of Great Britain; Dr. F. V. G. Penman.

Champion of Belgium; Jules Maes.

Champion of Hungary; Etnine Janakowich.

BALTIMORE STAGES INVITATIONAL REGATTA

On September 20-21 Sue Island Snipe Fleet was host at its first Invitational Regatta and Bud Stillmun, barnstorming around, took three first places in rough water and plenty of wind. Richard Elley, Fleet Captain of Money Island and Walt Krause of Sue Island tied for second place and tossed to see who copped second place. Elley won. This regatta may, in another year, develop into a Middle Atlantic States Championship according to talk at the event this year.

BUD STILLMUN WINS PRESIDENT'S CUP SNIPE RACE

Three boats from New Jersey went down to Washington to compete in the President's Cup Regatta Snipe race early in September and according to a letter received from Bud Stillmun of Money Island Fleet, the winner, here is what happened;

"Eric Hauschild and Bob Edmonds of Lake Mohawk and myself formed the three New Jersey boats that took part. We completely outclassed the field of some 15 Snipes that raced. After splitting the first two races with Eric, I beat him in the final race to take the cup. They apparently think very little of Snipes in Washington putting us in the second division with Moths, Penguins, etc. They sailed us once around a 2 $\frac{3}{4}$ mile course. However, we gave them something to think about by sailing through the Comets after spotting them five minutes at the start and they had to sail the course twice around so we beat them in one lap." So, there you are. The story of the Snipe race for the President's Cup.

CHARLES ULMER, INC.

Sailmakers

CITY ISLAND 64, N.Y.

SHORT NEWS ITEMS OF SNIPE FLEETS

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

According to Frederic B. Gross of Milton, Mass., the Nationals at Marblehead, made so much interest that the Massachusetts Bay Snipe Racing Association is now being formed with about 30 Snipes to start off with. William Wilkins will be the new Fleet Captain and Jack Spanks the measurer. This new fleet gives every indication of tremendous activity for next season.

Ted Wells, on arrival back in New York from the Internationals at Geneva, where he won all five races, was entertained at an informal luncheon at the New York Yacht Club. He made a complete report of the regatta and entertained the luncheon guests with tales of his travels and experiences abroad. He said that at one stage, he counted no less than 64 men standing around with tape measures, yard sticks and what have you taking down in note books every possible dimension of his sails including the seams, stitches and so on. He says that 1948 will see a lot of imitation Kenny Watts sails in Europe.

* * *

Commodore George B. Duff, owner of Snipe 2766 at Largs in Scotland, wrote in recently to report that the Largs Sailing Club and most of the boats had come through the war in good shape and were ready to start off again with active racing and membership in S.C.I.R.A. They expect eight or nine boats by next summer.

* * *

Bill Ford of Newark reports that the Lake Lackawanna Fleet will be active again next summer as there are now six boats and more will come in. Eleven open races were run during the past summer.

* * *

Cedar Point Yacht Club at Westport took all four honor places in the annual Long Distance Race for the Harrison Trophy held by Milford (Conn.) Yacht Club. The race for 12 miles was attended by boats from these two fleets only with the following results; First, Joe Remlin in FBI of Cedar Point; second Jean McCormick in PDQ, Cedar Point; third, Don Gray, Jr., in Gremlin II of Cedar Point; fourth, Henry Korsznick in Dusty Too also of Cedar Point. Fifth place went to Dwight Jacobsen of Milford in Princess II and sixth place to Hojo Too sailed by Stuart Griffing of Milford. Seventh place went to Patricia Hurley of Cedar Point in Alibi and eighth place to Fanny Dunker sailed by a new owner who has never taken the trouble to have his boat transferred. Melody, 4304 and Cavort, 4506 both of Milford did not finish.

ANNUAL SNIPE DINNER SCHEDULED FOR N. Y. BOAT SHOW

Arrangements have been completed for the running of the regular Mid-winter Snipe Association dinner at the Hotel Shelton 49th Street and Lexington Avenue, New York, on Friday evening January 16th at 7:30 p.m. After considerable shopping around, it was found that the Shelton offered the best accommodations for the dinner at the best possible price in today's inflated market. Tickets will be available from the Executive Secretary, W. F. Crosby, 522 Stellar Ave., Pelham, N. Y., only, and will cost \$4.50 each which price includes "taking care" of the waiters, etc. The dining room engaged will seat 300 people, maximum, and following the dinner, motion pictures will be shown including some taken at the National Championships last summer in Marblehead. The date for the dinner was selected as it will give out of town visitors a chance to take in the Boat Show which is only a block away from the Shelton.

Preceding the dinner, meetings will be held by the Board of Governors and the International Rules Committee at the same hotel.

Checks for dinner tickets should be made out to the Association and in order to insure your getting them, it is advisable to order them as far ahead in advance as possible.

Remember, the 1948 rule book will go to press in January and if your fleet has elected new officers be sure to send their names and addresses to the Executive Secretary in plenty of time. Officers should be elected in the fall to make sure that correct names appear in the rule book each year.

* * *

Quite a few seasonal point standings for 1946 have come in so far and more are arriving all the time. At the present time the high boat is Sad Sac, No. 5896 owned and sailed by Miss Elaine Kirchmann of Corinthian Yacht Club of San Francisco, with 1670 points for 7 races. Second boat is Cythere, owned by Albert Steimer, No. 6705, of the Geneva, Switzerland fleet with 1661 points for 12 races. Third boat is Wee Willie, No. 4578 owned by Donald Munson, Jr., of Privateer Yacht Club, Chattanooga with a score of 1660 for 11 races. "Cappy" Amundsen of Three Mile Harbor Fleet is fourth.

Announcement will shortly be made to where and when the U. S. National Championships will be held in 1948. The Internationals will also probably be announced at the same time. Present indications point to Corpus Christi, Texas, for the Nationals and Palma on the Island of Mallorca for the Internationals. The latter comes under the Spanish Snipe Federation. The Nationals will be held later in the season to give a better chance for entries of fleets that are late getting started. Probably the Internats will be held early in September.

* * *

Frank Levinson, Jr., of Lake Wawasee Fleet has been appointed as District Secretary for the Upper Great Lakes District.

* * *

The North Cove Yacht Club, Derry, New Hampshire, will be back in active racing again next summer according to information recently received. A meeting of Snipe owners was recently held with Commodore Don Simonds present. Movies of the Nationals were shown and the Commodore explained the workings of the Association. North Cove Yacht Club holds charter No. 127 but has not been active since before the war.

Snipe owners in the Manhasset Bay, Long Island, area are requested to get in touch with Ted Cronyn II, 15 Woodland Drive, Plandome, L. I., N. Y., with the idea of forming an active fleet for that area this coming summer. Ted has been expending a lot of effort and time to get such a fleet started and the cooperation of the many Snipe owners in the area is all that's needed to put it over.

* * *

Balboa Island, (Cal.) Fleet has elected its new officers for the coming year and Dick Deaver, P. O. Box 258, Balboa Island, Cal., is the new fleet captain.

* * *

A Snipe has been picked up as a derelict on the Long Island shore of Long Island Sound after a hard three day norwester. The present owner may claim his boat by giving proper identification and its number. The boat has green topsides and deck with red trim around the cockpit. There are running backstays and solid wire rigging. The boat, at present is in the hands of Carl B. Kaufmann, care Carnegie Institution of Washington, Cold Spring Harbor, L. I., N. Y. This boat undoubtedly drifted across Long Island Sound from somewhere on the Connecticut shore.

The long defunct Lake Lackawanna Fleet is about to be revived according to Bill Ford of Newark, N. J.

* * *

A. A. Saville, District Secretary for Northern California, has recently sent to each fleet in his district a letter calling attention to "the facts of life" as they pertain to Sniping. His letter is so good that we quote part of it herewith; "Have had called to my attention, and myself observed, what are apparent violations of the restrictions and specifications. Par. 9 of the restrictions says; 'Options—Nothing is optional in these plans specifications or restrictions, unless definitely stated as such.' With this in mind measurers should detect violations. Have noticed some cut away centerboard trunks; also some centerboards appear to be different from the plans. I presume that the cut away trunk is to permit 'angling' of the board. In my opinion this is illegal and certainly unseaworthy. Booms—Some do not measure up to new restrictions. Check and have corrected. (Min. depth is now 2".) Floor boards; Notice some boats do not have sufficient. Par. 39 covers this. Sails—Check measurements carefully to prevent use of oversize sails. Weight—Check carefully and see that no ballast is placed in boat to bring it up to weight. Boats not coming up to minimum weight must be rebuilt to conform. The Class restrictions and rules are made for the benefit of all owners and observation of the spirit as well as the letter of these rules is absolutely necessary for the preservation of the class * * * Full compliance with the restrictions is what maintains the value of these boats and is the basis of a sound fleet."

* * *

The Massachusetts Bay Snipe Racing Association has now been chartered, receiving charter No. 244. The Fleet Captain is William Wilkins, 7 Chickatabot Road, Quincy, Mass; Measurer is Jack Spanks, 75 Carlisle Street, North Quincy and the Secretary Treasurer is Frederic B. Gross, 64 Pagoda Circle, Milton, Mass. The fleet starts off with more than 30 Snipes and undoubtedly more will be added before the season starts.

* * *

We hope soon to announce a new trophy to be called the California State Championship which is a much needed boost for Snipe racing on the Pacific Coast. There are only nine active fleets in California at present out of the fourteen active fleets listed there before the war. Undoubtedly some of these will come back next year, but the idea is to make more interest and get the skippers back into active racing. The inactive fleets are; No. 12, Richmond Yacht Club; No. 24, Santa Monica Sailing Club; No. 75, Clear

Lake Fleet; No. 90, Los Angeles Yacht Club; No. 102, Eureka Fleet; No. 114, Encinal Yacht Club; No. 117, Redondo Beach Fleet; No. 126, San Luis Obispo Yacht Club; No. 156, Palo Alto Fleet; No. 157, Lake Merced Fleet. The active fleets are as follows; No. 2, Los Angeles Harbor; No. 43, Lake Washington Sailing Club; No. 62, Corinthian Yacht Club of San Francisco; No. 74 Ionic Sailing Club of Stockton; No. 92, Lake Merritt Fleet of Oakland; No. 94, Balboa Island Snipe Fleet; No. 198, Redwood City; No. 218, Alamitos Bay Snipe Fleet of Long Beach; No. 228, Ventura County Boat Club. The last three fleets have been formed since the war. More data on this situation will be forthcoming shortly.

* * *

Attention is called to the care that should be exercised in measuring a Snipe and to the filling in of the complete data as required. Owners should see to it that measurers do the complete job. Sometimes measurement sheets are sent to headquarters with most of the data missing and in some cases the measurer has even failed to sign the sheet. The whole point of the situation is that some time a boat might be trailed a long distance to an important regatta and then, when measured accurately, found to be outside the class limits thus turning out to be a bitter disappointment to the owner.

* * *

Bill Parenteau of Sea Cliff fleet uses still another device to hold his rudder on and keep it from floating off. He has a small piece of stainless steel or phosphor bronze arranged as a flat spring screwed fast to the forward face of the rudder just where its upper end will come under the gudgeon that is screwed to the stern. When the rudder is slid in place, this spring compresses to allow the pintle to pass the gudgeon but once it is in place, the spring prevents the rudder from lifting by having its upper end caught under the lower surface of the gudgeon. When you want to take off the rudder, you simply press in on the spring and the whole business slides up past the upper gudgeon. Bill recently purchased No. 4,000 now christened "Aqua Kate."

* * *

There will be a new fleet at Lake Musconetcong in New Jersey. Snipes have been racing informally on both all last summer and chances are that they will join the active ranks next spring.

* * *

Arguments are waxing strong regarding the rounded off chine and its advantages as against the sharply pointed chine. Some claim that the sharp chine helps a boat going to windward while the round chine guys seem to think that it helps off

the wind. Take your choice. According to John T. Hayward, the rounded chine boats finished more than half way up in every race at Marblehead last summer—"which certainly doesn't look as if they were inferior." The restrictions say that the rounded part shall have a radius not in excess of $\frac{3}{4}$ ". Frankly, we wonder whether or not it makes the slightest amount of difference.

* * *

Jack Wirt, Commodore of Miami Yacht Club and District Secretary for SCIRA expects to take his Snipe to Havana along about mid-December for some racing with the Cuban Snipers. It may be a two boat race between the Cuban National Champion and Commodore Wirt. Hope we get the results.

* * *

Speaking of Florida no advance information has been received on any Snipe racing dates, Palm Beach, Miami or Clearwater. These dates should be set as far in advance as possible so that every one may have a chance to make arrangements.

* * *

If your fleet is going to hold an important inter-fleet regatta next summer, better decide on dates and let the Executive Secretary know as soon as possible in order that a sanction may be granted and also in order to avoid conflicts in race dates. A careful list is kept at headquarters and if two big regattas are scheduled for the same week end, and they happen to be within a hundred miles of each other, it is important that one or the other be changed. Last summer's schedule was kept straight by this means and as a result there were no conflicts in dates. Read Section 14 of the By-laws for further information on the subject.

* * *

At last we have received a short summary of the New Jersey State Championships which were held last August 9-10. Why it is that fleets do not send in the results of such races is beyond comprehension. Most seem to think that we have some sort of a remote control long-distance radar with which we pick up these races. The races were held at Lake Mohawk, N. J., and there were seven boats taking part. The final results gave the championship to Tom Chapman of Beachwood Yacht Club with another Beachwood boat sailed by Bud Sawyer in second place. Bud Stillman of Money Island was third. No data was forthcoming on wind and weather conditions nor is there any further dope on who took part. Someday, every fleet holding an important regatta will appoint someone to send the results to headquarters immediately following the races. Possibly you might do this next summer.

JOHN HAYWARD WINS GRAND LAKE REGATTA

By Maxine B. Winn
Tulsa 4, Okla.

Ted Wells and his aerodynamic snipe, Good News, suffered a two to one defeat at the behest of John Hayward and a fifteen-mile wind at the Grand Lake sailboat regatta, September 27 and 28 in Disney, Oklahoma—all this within a week of their return from Geneva, Switzerland, where they won five straight races and the acclaim of International Championship.

Nearly twenty-five boats were entered in the various Grand Lake events, far outnumbered by the popular Snipe class. In addition to the Snipe races, contests were scheduled for Lightnings, National One-Designs, and a Free-for-all. Oklahoma had out some of its finest sailing weather for the races on beautiful Grand Lake, and, except for the absence of enough Nationals to race, the regatta proved a successful one.

Hayward, of Tulsa, who was donor of the Grand Lake Perpetual Snipe trophy, won it for the third time this year and passed it on to Wells as a gesture toward the National and International Champion's winning of second place. The Henry twins, John and Charles, one of Tulsa and the other of Wichita, Kans., sailed the third-placing boat, while Frank Rogan, Wichita, Kans., and Richard Carpenter, Tulsa, came in fourth and fifth. The Lightning section was won by Bill Schwartz, Topeka, Kans., with George Groom, Tulsa, coming in second. Snipes dominated the Free-for-all. Hayward won, sailing the course in one hour seven minutes and fifty-five seconds; Wells,

second with one hour eight minutes eleven seconds; Chester Livergood, Tulsa, third, in a small non-class boat; and Frank Rogan, fourth, in a snipe.

In a light breeze Saturday afternoon Ted Wells got off to a good start and in five minutes was three hundred feet ahead of the Snipe fleet. Bruce Jameson, Dallas, and Ed Williams of Kansas City, Kans. furnished the excitement of the day. Hayward came in second, with Jameson and Williams following within four seconds of each other.

When a fifteen-mile wind presented itself Sunday, the race committee (Chairman, W. T. Born of Tulsa) lengthened the course to seven or eight miles, providing a once around triangle on the huge sheet of water. One leg was both a reach and a beat, to add to the interest of navigating. In the morning race Hayward and Wells went far out ahead of the fleet for their private tilt. Wells started ahead, but Hayward passed him before reaching the first marker. John Henry was skipper of the third Snipe and Dick Carpenter came in fourth.

The Sunday afternoon race was a fine spectators' race—Hayward and Wells starting as they did each with a first. The breeze was a trifle lighter than that of the morning. Hayward soon stepped out ahead and managed to keep Wells covered the whole time, so that although the "Champ" was sailing a little faster he never did get a chance to capitalize his advantage. Rogan came in third and Henry fourth.

Lee Mulhall, commodore of Sequoyah Yacht Club, Tulsa, was general chairman of the regatta. Dola Tyler, owner of the

Tyler Boat Docks at Disney, was also largely responsible for the success of the event. Jameson brought his boat the longest distance. Wichita and Tulsa had the most entries. A fish fry and dance Saturday night added to the festivities. Merchants of Disney, Langley and Ketchum had assembled a generous array of trophies.

New Charter goes to Island Heights, N. Y.

SCIRA has always had a policy of not giving out new fleet charters to proposed fleets that are located within close proximity to already existing fleets. In order to get the low down on such situation, it is customary to write to nearby fleets to find out whether or not there is any objection. Sometimes as a result of this, several fleets have been thrown together to make one really worthwhile fleet while in other cases, where there was no objection, the new fleet has received its charter. At the present time, a new fleet is forming in the Island Heights, N. J., area and has requested a charter. Each fleet captain in the area was sent a letter asking about the advisability of issuing the new charter. No kicks were forthcoming, officially, and as a result the new charter will shortly be issued.

Midwinter Championships
Clearwater, Florida
March 11, 12, 13, 14, 15
1948

Snipe No. 6181 with Buzz Levinson as skipper won the prized Chalmers-Burns Trophy—Great Lakes Championship at Chicago.

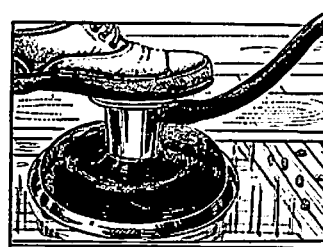
Snipe No. 6157 with John Call as skipper was one of the team to win the Dunphy Trophy at Chicago.

They raced in light, medium and heavy weather. Both boats are in the Lake Wawasee Fleet and were built by

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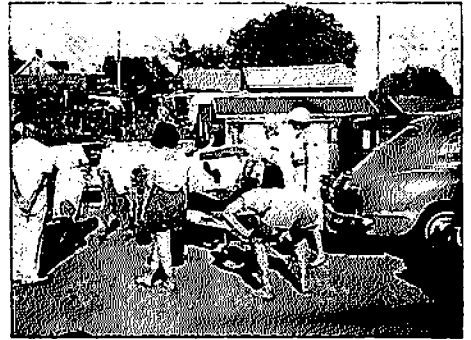
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CITY ISLAND FLEET WINS SOUND TEAM CHAMPIONSHIP

Four fleets each sent three boat teams to Eastchester Bay at City Island for the Long Island Sound Team Championship races on September 13 and 14. City Island Fleet and the Stuyvesant Yacht Club were hosts and did a grand job of it. The first and last races were blessed with plenty of wind, but the second race, Sunday morning, had to be postponed until the breeze came up. Ray Kaufman in Jinx, of City Island, won all three races and his team mates, John Nicholson and Bob Cohen managed to finish high up each time so that the total points gave City Island the edge. Donald Gray, Jr., Pat Hurley and Joe Remlin formed the Westport team and Sea cliff went to bat with Elly Bergstrom, Edward Trunk and Charles Lillin. The other competitor was the team from Western L. I. Sound, comprising, Jean Blanchard, Donna Sandkam and Sally Ann Naumann. Some very good team tactics were observed between the City Island and Westport boats, but the others just went around the course for the ride apparently, as there was no attempt to run a competitor off the course while one of your own team mates gets through. Some fleets should do a little practicing on team racing before getting into this kind of competition.

The summary follows:

Team	1st race	2nd race	3rd race
City Island			
Ray Kaufman	1	1	1
John Nicholson	2	5	3
Robert Cohen	5	7	4
Westport			
Don Gray, Jr.	3	3	5
Patricia Hurley	6	4	6
Joseph Remlin	4	2	2
Sea Cliff			
Elly Bergstrom	d.n.f.	9	9
Edward Trunk	7	8	12
Charles Lillin	8	6	7
Western L. I. Sound			
Jean Blanchard	9	10	8
Donna Sandkam	11	11	10
Sally Ann Naumann	10	12	11
Total points:			
City Island			12,882
Westport			12,414
Sea Cliff			9,189
West, L. I. Sd.			7,537



Transom view. Johnny Nicholson of City Island Fleet looks over Don Gray's "Gremlin" from Cedar Point Fleet. Johnny makes a fine heavy weather skipper!

FOR SALE—Snipe

DODGER II

Winner of North Atlantic
Coast Championship

Chromium Dagger Board

Boat 4 mos. old \$800

E. Hauschild
Lake Mohawk, N. J.

FOR SALE—Skaneateles
Built Racing Comet.

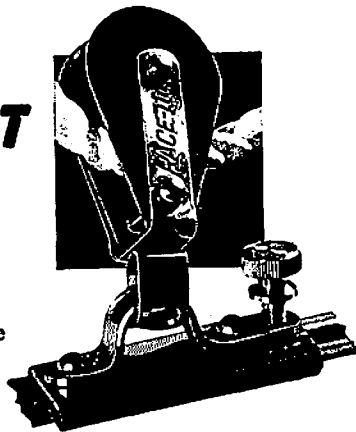
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SNIPE NOTES FROM OVERSEAS FLEETS

A letter from D. P. Findlay from far off Hobart, Tasmania, states that; "There appears to be quite a number of Snipes here on the Derwent River and there should be a good fleet here soon." Mr. Findlay just registered his new Snipe as No. 6779.

* * *

National Secretary Jose Maria Lasasosa-Dilla of the Spanish Federation of Nautical Clubs reports in a recent letter regarding SCIRA's award of the International Championships for 1948 to Spain; "The Federacion Espanola de Clubs Nauticos" asks you through the National Secretary for the Spanish Snipe Class to express to the Board of Governors of SCIRA, the greatest gratitude for the fact that a decision of such importance has been made in favor of Spain. We hope that the Championship of World regatta to be held at Mallorca will be to the satisfaction of everyone in the same way as the 1947 Championship at Geneva."

* * *

An interesting letter has been received from James M. Harding, Canada's representative at the Internationals at Geneva. He says in part; "If the enthusiasm and representation at the Geneva races is any criterion, then it seems that there is a great deal of interest in Snipes in a good many countries. Except for the language difficulties, the meet was very little different from one of our own regattas and every evening in the long intervals between races the various merits of dagger vs. pivot type board were discussed, etc."

* * *

A comparison between the amount of magazine space given to Snipe racing in some of the foreign magazines as compared with American monthlies is somewhat startling. In the current issue of "Neptunia" (September), a good picture of the Argentina boat sailed by Jorge Brauer (who came in second at Geneva) appears on the cover. A three page leading article with photos tells the story of the Geneva regatta and a little further along there is a full page showing Jorge Brauer again with a complete description of himself and his boat. The complete summary of the Geneva Internationals takes up most of the next page and two pages further along there are four pages of text and photographs covering the Midwinter Snipe Championships as held in Argentina. A total of nine pages and front cover—all Snipe. Our leading American magazines gave a total of about three inches of space. However, it is not only

the International Championships that brings out the news in these foreign magazines as Neptunia (Argentina); Barlovento, (Argentina), Yachting Brasileiro (Brazil), Vela, (Portugal) and others run an average of at least two full pages every month of exclusively Snipe news. Yachting Brasileiro ran four pages on the Women's National Snipe Championship in Brazil and after the Lake Chautauqua Internationals in 1946, Dirk and Ljuba van Eyken, who raced there for Brazil, ran a continued story in the same magazine that occupied at least four pages per issue for three or four issues. Every possible detail was discussed including some of the doubtful tactics at various marks. Of course, here in U. S. there are so many classes competing for space and so many regattas to be covered in all these classes, that none of them can receive proper notice—all of which is a very good argument as to why you should be a regular subscriber to Jib Sheet.

* * *

A brand new fleet has been chartered in Brazil according to information received from National Secretary Fernando de Avellar. This is the late (Yacht) Club do Espirito Santo at Vitoria. We also received prints of the Snipe plans as drawn up with Portuguese lettering instead of English. These plans should have a wide sale in South America and Portugal. Money received will be used to defray expenses of the Brazilian Snipe rule book.

* * *

Felix Rozniecki of the Oslo, Norway, fleet, looks as if he will be in for some careful consideration when it comes down to awarding the 1947 Reichner Perpetual Trophy for the international high point winner. If so this will be the first time it has gone out of U. S. since 1933 when it was won in England. Felix has ten firsts in his "Femor II" and out of the entire season he took 18 firsts out of 19 races. That last race was called off because of lack of wind. Felix finished third at Geneva in the Internationals. He writes that he expects to migrate to U. S. in 1948 and if so wants to bring his boat and race it on Long Island Sound. He raced the Executive Secretary's Snipe during Larchmont Race Week in 1942.

* * *

Baron Gaston de Thierry of Budapest has been nominated as National Secretary for Hungary. He is a member of the Hungarian Yachting Federation and, according to M. Favre, "he is a man of great ability and very enthusiastic about Snipe racing."

MEETING OF NATIONAL SECRETARIES IN SWITZERLAND

On August 28th M. Rene Odier, President of the Union Suisse de Yachting called a meeting of the National Secretaries of eleven nations to order. The countries represented were; Great Britain, Portugal, Spain, Italy, France, Norway, Belgium, Switzerland, Argentina, U.S.A. and Hungary. M. Louis E. Favre, Secretary for Europe and Great Britain, was also present. The subject of the racing rules was brought up by M. Favre calling attention to the class rule making it mandatory to use the rules of the North American Yacht Racing Union, while in Europe the rules of the International Yacht Racing Association apply. Since the rules are quite similar it was asked that SCIRA use the rules of the International Y.R.A., when regattas were held in Europe. It was also suggested that Snipe owners in Europe belong to a club that is affiliated with its own national authority which in turn is connected with I.Y.R.A. Spain was in favor of racing under I.Y.R.A. rules but France stated that they race under the rules of the French Federation (probably identical with I.Y.R.A.). Both Italy and Argentina stated that they raced under the I.Y.R.A. rules and it was finally voted to ask the Board of Governors of SCIRA to permit racing under whatever rules applied in any given country.

The next question was a discussion of the Snipe fleets in respect to national authorities. Dr. Penman of Great Britain stated that their fleets observed SCIRA rules and also any rules of their clubs. M. de Baudoin of France stated that they have three organizations to take care of, The Snipe Association, the French Federation of Yachting and the Association of French Snipe Owners. The latter organization may join the National Authority but SCIRA may not do so. Thus France has a double organization and reports that everything is going properly. In Spain Mr. Lasasosa-Dilla said that all Snipe owners have to be members of a club that is affiliated with their National Authority, the Spanish Federation of Nautical Clubs. All SCIRA dues are paid to headquarters through the Federation. Mr. Galeyn of Belgium reports on some difficulty regarding measurement in his country. The Belgian Federation of Yachting insist that all measurement shall be made by an accredited federation measurer. Mr. Weiler of U.S.A. suggested that the Belgians have their own Snipe measurer and that they admit only his certificates, asking the

EDITORIAL

The International Snipe situation is one that cannot be ignored by any Snipe owner and as it grows in importance so does the class not only in stature but also as a means of helping to calm down the unhappy international picture. The meeting of eleven National Secretaries in Geneva, Switzerland, after the running of the International Championships should form a noteworthy addition to the situation. There was no wrangling, no vetoes and everyone left happy in the thought that he had had a definite say in a meeting that has made for much international good will and amity. It must give some satisfaction also to every Snipe owner to know that duplicates of his boat may be found in all these countries all over the world and to realize that even as he is racing on "Goose Creek" that other Snipes are also racing over on the other side of

the world. As Ted Wells said, when he came back from Switzerland after winning the Internationals, "Perhaps we don't all speak the same vocal language but we certainly all go for the same thing in the way of racing and sailing. A little thing like language difficulty doesn't make the slightest difference on a hard fought windward leg." Our Snipe Association can't let these brother sailors down on the rules or other details requested and we feel sure that all of us, regardless of nationality or language, can pull together to make SCIRA a tremendous force for good will and amity.

W. Wells

Federation to admit these. The Chairman then suggested that the Belgians inform their National Authority that the class represents nearly 7,000 boats and that every other country accepts the measurements of fleet measurers. In eight European countries, the National Authorities admit regulation Snipe certificates as being valid. Italy (Mr. Galleppini) and France then suggested that all measurement be made uniform and the meeting decided that SCIRA take whatever steps are necessary to guarantee conformity in all countries so far as measurement was concerned.

Mr. Skjonberg (Norway) then brought up the subject of sails and asked if there was any rule against the use of nylon sails. Mr. Wells informed him that there were no restrictions on the use of this material. Belgium then remarked that European sails were generally far inferior to those made in America and Mr. Wells informed him that the sails used on the U. S. boat were six years old. The chairman wound up the discussion with; "It's above all a matter of quality of material, cleverness of the boat and also good sense which gives good sails."

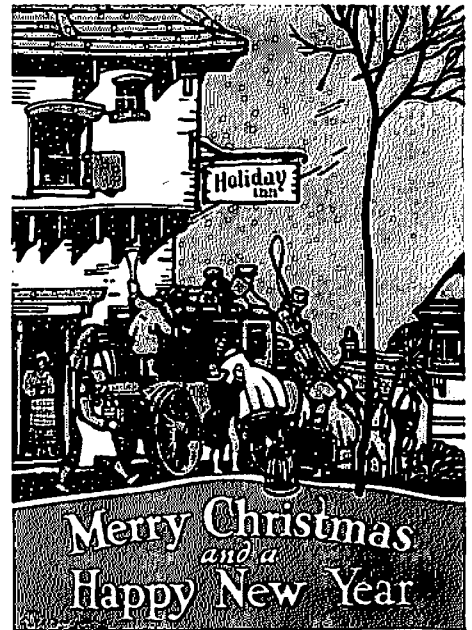
The question of pivoted type rudders was brought up by France with Argentina backing them up and it was decided to put the question of their eligibility to the Rules Committee. (The Rules Committee has already voted several times on this question and has ruled that pivot type rudders may be used locally where shallow water is sailed on, but that they

may not be used in regattas where there are competing boats with regulation rudders.)

The meeting went on record as requesting more representation on Association governing bodies with definite rules governing the activities of National Secretaries asking that they be stipulated in the By-laws of SCIRA. Mr. Favre stated that as Snipe racing was getting a bigger foothold on Europe that all countries be given more authority and that the Association officers not be confined to U. S. residents only. The Board of Governors will take action on this matter in January meeting.) There was also discussion of the financial set-up and of assistance to European secretaries in meeting their very considerable expenses in connection with Snipe matters. Mr. Favre was asked by the Italian secretary to form a European championship for next year as a means of making propaganda for the class and that articles be sent to the leading European yachting magazines. The Chairman suggested that a rule book for Europe be printed by the European secretary, M. Favre.

A brief discussion of spinnakers was introduced by Mr. Galleppini of Italy. The use of this sail was voted down by all secretaries present except Mr. Galleppini.

The entire transcript of the meeting will be acted upon by the Board of Governors at its next meeting.



Newest application for information leading to a fleet charter comes from the Yachting and Rowing Club of Tangiers, Morocco.

OPEN LETTER FROM BILLY WICKER

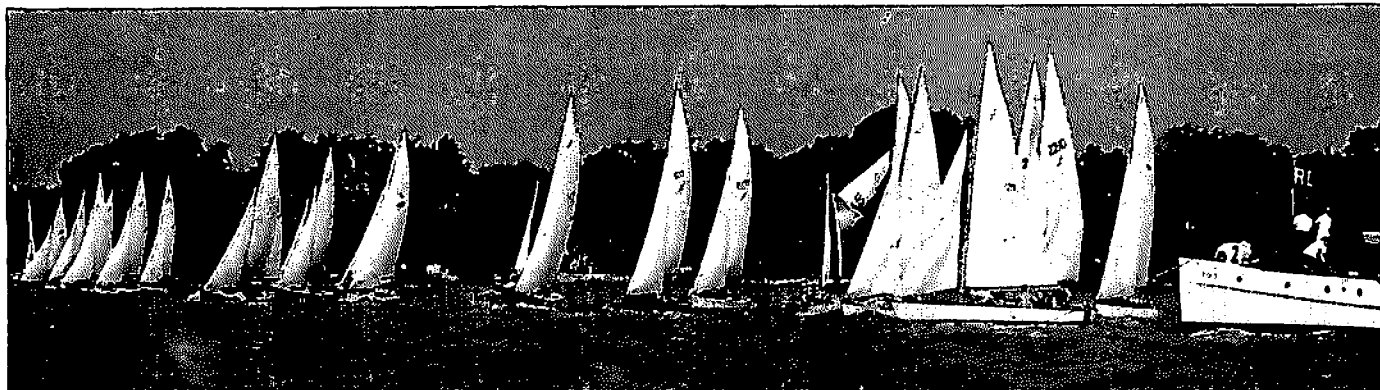
Dear Bill; Suppose we call this an open letter to Jib Sheet. If we skippers don't look out, we are going to be out of crews. Sure, there are just lots of fellows around the club we can get to sail with us on Sundays, but how many will know the difference between the whisker pole and the bilge pump? To get to the point—the crews are being over-looked and overworked and for not even a mention at the big regattas such as the Nationals. Was the crew of Ted Wells' boat ever asked to stand up and take a bow at the final dinner at Marblehead? Was he mentioned in Jib Sheet? I made a point of watching and can say definitely that he was NOT. To me, this is very bad taste, speaking strictly as a skipper and not a crew. I have had the same crew sailing with me fortunately even before I knew what a Snipe was, and whenever we win a race, I want my crew to feel the victory as much as I do.

Skippers, whenever you are a winner and are about to receive some hard-earned hardware, ask your crew to come up, shake his calloused hand and be damn proud that you have such a good crew.

Signed "Six-gun Billy Wicker"
Corpus Christi, Texas.

LIGHTNING CLASS ASSOCIATION NEWS

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



Start of the First Race at Toledo

LIGHTNING HIGH LIGHTS

By LeRoy Amy

Lt. J. E. Korning, R. C. N. Ottawa, Ont. and a brother officer will build their own Lightnings Nos. 3328 and 3329.

* * *

R. B. Buiddrty of Honolulu, T. H., will also build a Lightning and hopes to form a new Lightning Fleet.

* * *

E. L. Dudley of Port-Au-Prince, Haiti, is also in the throes of building a Lightning.

* * *

Skaneateles Boats, Inc., are planning to turn out Lightnings in a big way this winter, they have just been assigned 150 new numbers.

* * *

Sherman T. Hill of Kingston, Ontario, Canada, is organizing a new Fleet at the Kingston Yacht Club.

* * *

Mattituck Lightning Fleet No. 41, one of the new Fleets, plan adding many new members to their Fleet this winter.

* * *

Another recent Fleet Charter has been issued to Moriches Bay Lightning Fleet No. 142. The Fleet has seven Charter members and Miss Pricilla Atwater of Douglaston, L. I. has been elected Secretary.

* * *

Some surf boards, will be beached next season, as a new Fleet Charter has just been issued to Hawaii Lightning Fleet No. 143. The Fleet comprises six enthusiastic Lightning skippers, at this time.

* * *

The Chicago Lightning Fleets, which form the Chicago Squadron are planning a dance on February 6th, during which festivities the 1947 International Films will be shown.

* * *

Edmund J. Morton, of Merchantville, New Jersey, is spearheading the formation of a new Fleet at the Cooper River Yacht Club.

Snipe Masts

A question has recently been brought up regarding Snipe masts and has to do with some masts that are the required 2" x 3" at the deck, box-shaped, but then go into a round mast which, in some cases, may be under the minimum diameter. In the restrictions, no provision is made for a mast that starts out square and then goes into a round and the mast is supposed to be either one thing or the other all the way up. The minimum diameters must be observed for either type mast as indicated in Par. 54 of the restrictions. There is also some question regarding the location of side stays (shrouds) on the mast. In some Snipes the shrouds may be placed above or below the intersection of the jib stay. This is not correct as the restrictions state that stays must be shown in the plans. In these plans, the shrouds intersect the mast at the same point as the jib stay and putting them several inches above or below is not according to the meaning of the restrictions—Par. 65 and 66. We would also call your attention to the restriction that appears on the measurement drawing on page 4 of the measurement sheet. This note appears just ahead of the mast and states; "Mast rakers, turning masts or *bending masts and booms*—not permitted." Also in Par. 77 it states definitely that no sails shall have its shape changed artificially—that means by bending booms or masts. These restrictions were made up at the time the bending mast and boom was threatening serious trouble in the Star Class and it was the intention of the Rules Committee to definitely prohibit such equipment on Snipes. The rule is now in process of being further clarified by the Rules Committee and contestants at regattas this summer are cautioned not to use such

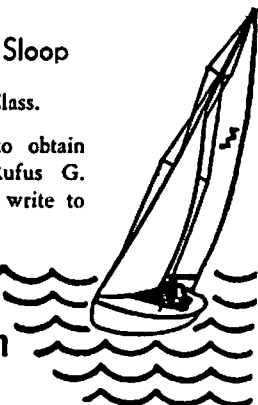
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Habit is Strong

By HENRY CLUNE

The Hodgson men, father and sons, the Rev. George E. Norton, S.T.D., says, are the most famous boat builders in New England. Their shop and ways were in Boothbay Harbor, Me., familiar to Doctor Norton, an old Maine man himself.

Several years ago, in the deep, snow-locked heart of typical Maine winter, a Mrs. Sedgwick, an aged, well-to-do, highly respected widder woman of Boothbay was taken to her reward, and to their consternation her relatives and friends found that no casket worthy of her was to be had in the village.

With a gale forming snowdrifts eight feet high with roads blocked, and rail traffic at a standstill, Boothbay Harbor was virtually cut off from the outer world. Since there would be no chance of getting to an undertaker's establishment in nearby Bath or Rockland within the week, a committee of the bereaved went to old man Hodgson.

"George," said the committee's spokesman, "you're the finest boat builder along the Atlantic seaboard, the finest woodworker in New England. We have no coffin suitable for poor Mrs. Sedgwick. Would you make us one?"

It was an unusual commission, but old man Hodgson allowed that he'd take the job. Given the desired dimensions, he looked to his pile of lumber, gave his callers a grunted dismissal, pulled back his sleeves and set to work. He worked prodigiously a day and a half. Then the committee returned to the shop of the famous boatbuilder.

"Got the casket done, George?"

"Yep. You won't like it."

"Won't like it? Why do you say that?"

If you've made it it's bound to be a beautiful thing."

"Won't like it," the old man snapped. "It's in the corner. That long thing, looks like a dinghy under the tarpaulin."

The callers pulled the tarpaulin partly from the newly finished casket. What they saw at first glance seemed the finest casket they had ever seen. It was not made with one wood, but several. It was lacquered until it shone like the forward deck of the most expensive yacht. It was mortised with the precise skill of a watchmaker. The workmanship in its entirety showed the infinite taking of pains that is said to be the hallmark of genius.

"Why, it's wonderful," the head of the committee of mourners declared. "Look at the blending of those woods. The lines it has. No one could do such a job as this."

"You won't like it," the old man said again, with a sharp shake of his head. "Won't like it at all. Got so carried away making the danged thing—forgot and put a centerboard in her."

Technicality

The hair-splitting technicality of disqualifying a boat because of the loss of a whisker pole overboard, has come up again this year. Skipper A demands the disqualification of skipper B because he accidentally dropped his whisker pole during a race. Actually, there is nothing in the rules that requires a boat to go back and pick up its whisker pole or any other equipment lost in this manner. The rules do require that in case of grounding, equipment must be picked up before proceeding in the race. This has primarily to do with the idea of running out an anchor and then, in order to save time, simply putting a buoy on the anchor and leaving it until after the race is over. This equipment must be picked up and put aboard and would include any poles, boat hooks and similar equipment that might be used for pushing off. There is nothing in the racing rules regarding picking up whisker poles, lines, sail bags, hats and cigarette butts that are lost overboard during the running of a race.

* * *

SNIPER MASTS

(Continued from Page 10)

equipment even though some bending booms were used last year. The definite intent of the restrictions is to prohibit the use of such equipment and it will certainly be enforced this summer.

Here's an interesting letter to the Editor

Here is part of an interesting letter received from Tom J. Carroll of Chicago which shows that something can be done even with an inactive fleet;

"I'm afraid that during the past year, the Gull Lake Snipe Fleet has been somewhat out of contact with the rest of the Association. To put it bluntly, our fleet has fallen into ill repute for non-payment of dues, etc. The reasons are simple though inexcusable and I would like now to resume contact with SCIRA with the hope of regaining our position as a fleet in good standing. It is clear to me now that my actions in getting a fleet charter were premature and this became obvious last summer. I had managed, during the summer of 1945 to bring together seven boats for regular weekly races. Since all were owned by boys of my own age, at that time 14, we held several weekly series and sailed informal races nearly every day just as any bunch of young boys would. My dad had started the Star fleet on Gull Lake some years before and had been active in it, therefore he, with his experience with what it means to be a member of a large one-design organization, was instrumental in chartering our fleet, paying for it out of his own pocket. He also bought some thirty dollars worth of trophies. I'm afraid, though, that we were just not ready for it yet. As a bunch of boys we were satisfied to get out there and scrap among ourselves—what did we know about care and tuning up. We knew little about interfleet competition and my

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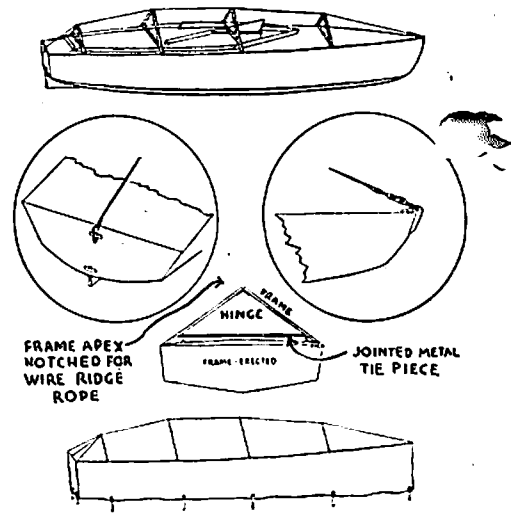
STATE

small knowledge was small inspiration. Thus came the summer of 1946. A few times we all got together, pulled a boat on a trailer and started to measure it, but sweating under a hot sun with a tape measure offers no competition to relaxing in the cockpit with the tiller over your shoulder. As the summer wore on, we began to learn something and as the going got tougher there was less skylarking and we began to tune up our boats. Every week end more and more boats had their bottoms polished and by the end of the summer it was standard practice. Dad took some of the gang to the Star regattas and we talked most of the crowd into subscribing to Jib Sheet. Finally, to top it off, the Michigan State Star Championships came to Gull Lake. The weather was bum, there weren't too many boats and one boat took all the races. But the bug bit—hard. All the fleet of Snipers did after that was to get the fleet on its feet again and getting out to show the rest of the world what they could do. From a spark to a flame to a bonfire. The yacht club accepted us body and soul, gave us trophies and declared us the sailors of the years to come. They established a junior membership so we could all join. We put pressure on the boat builders for more Snipes. When I came to Chicago last winter Dad contacted Dunphy Boat Corporation which had promised me a new boat for the spring. As the winter wore on there were phone calls, trips and wires to Oshkosh until at last Mr. Foster of Dunphy gave us the glad word. He had decided to build a few Snipes and as a result our fleet would receive six new Snipes in the spring and if that won't make a hot fleet, I don't know what will. To sum up, the Gull Lake Snipe Fleet, officially listed as inactive, and having experienced a summer of well needed growing pains is about to stage a comeback." That, we think is quite some letter and SCIRA welcomes the Gull Lake fleet back into active participation.

Boat Cover

A winter boat cover and folding cover frame which sets up and bends on quickly and easily, has just been introduced by Norge Sailmakers Corp., 170 Second Ave., Brooklyn, N. Y., well-known makers of Norge yacht sails. Known as the Norge Jiffy BEND-A-COVER Set, the outfit, which is made in standard sizes for Stars, Lightnings, Comets and Snipes, comes complete with fitted cover, hinged folding A-frames and wire ridge rope, all neatly boxed in a carton in which the set may be stored away when not in use.

The base width of each A-frame, when erected, is controlled by a metal tie-strip. There are four frames to the Snipe, Comet and Lightning sets; five frames for a Star. Each frame is notched at its apex to accommodate the wire ridge rope, which has an eye-bolt at one end, to bolt into the boat's rudder fitting, and a turnbuckle at the other end, which fastens into the stem fitting, after which the turnbuckle screws the ridge wire taut. The fitted canvas cover, which draws into place quickly, extends approximately four inches below the bottom of the boat, and is fitted with grommets and lines for the tie-under lashing. In a time test, conducted with a Lightning hull, the frame was erected and the cover bent on and lashed down in six minutes. In spite of the fact that no printed announcement has appeared prior to this, owners of Norge Sails who have heard of the Bend-A-Cover sets, have already placed orders for them in substantial volume. Norge believes this novel frame and cover set is what the small boat owner has long been looking for, as it is simplicity-plus and truly protects the boat while hauled out for the winter.



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