

The Jib Sheet

Vol. 4, No. 9

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

25¢

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



Photo by Bob Vreeland

SNIFE "PROTEST II"

Skipper—Lee Short, Bilge Boy—Bill Holms, Crew—Jay Short

Bring That Old Snipe Up to Date

There are a great many old Snipes kicking around which, with a little care and effort can be made to perform with the best if sailed properly and, as a winter project, why not do some of the things that will help. Here are a few suggestions:

Cut down on the weight, particularly above the waterline. Do away with a lot of useless and heavy hardware such as big towing bits forward, heavy cleats on the forward deck, heavy blocks and extra rigging. Don't use extra stays or spreaders. Put an aluminum sheave in the mast head and throw away that heavy brass contraption up there. Lighten up the hull by taking out those intermediate frames. Plug the holes where the fastenings came through the planking. If you're really ambitious, take off the deck and take out the deck beams. Put in new spruce deck beams to minimum dimensions and number and give them a higher crown. Then cover the deck with quarter inch plywood. Never mind the canvas covering. Move your mast as far forward as it will go and leave an inch or two of space all the way around it. Mast wedges at the deck are as out of date as the dodo. Cut down on the amount of flooring and floor beams. The rule states that flooring must equal only the area of the cockpit opening. Why carry a lot of excess baggage?

If you have one of those older masts that were made to minimum length, get it up where it should be by stepping it on the deck as many Snipes now do. Measured from the sheer line, the mast should be 20 ft, three inches to its top. Getting it up where it ought to be will make a big difference. Get a sliding gooseneck on the boom and carry the mainsail as high as possible on the mast and the jib as low as possible on the deck. Put in a decent main sheet rig. Look over the hot boat in your fleet and copy what he has. Put the jib sheet fairleader track out on the edge of the deck as it should be. Take off those heavy sheer moldings and either don't use any at all, or if you feel you need 'em, put on some smaller and lighter moldings. If there is an oak pad for an outboard motor on the outside or inside of the transom, take it off and use it for firewood. If the stern knee, inside the transom, is a big, thick affair, take it out and put in a smaller and lighter one. Cut out metal cleats altogether and make yourself some nice lightweight ones out of wood. If you put on a new deck, make the cockpit about 30 inches wide at the forward end and 24 inches wide at the aft end. Don't make the cockpit opening too long. Study the

boats in your fleet—the good ones, and see what they have.

Take all the paint off the hull, at least on the outside, as it weighs a tremendous amount. Burn it down with a blow torch, scrape, sand and start building up a good, hard finish. Get yourself some new sails—the very best you can buy. Make yourself a new rudder of waterproof plywood, three-quarters inches thick, sharpen down the leading edge and round off the after edge a little. Streamlining under water is worthless.

Try to get your boat as light as possible, still staying within the 450 pound minimum limit. If you can, get a heavier centerboard and install it. Eighty pounds is the top limit for this and it may be any thickness so long as you don't exceed the 80 pounds. You may have to widen the centerboard slot in order to use a heavier load, but it will be time well spent. Many of the older boats have light three-sixteenths inch iron boards which are definitely not as good as the heavier types. There are lots of things you can do to improve your boat, none of them will cost a lot of money and next season, your work this winter may pay off in a surprising manner.

CLEARWATER SCHEDULES MIDWINTER CHAMPIONSHIPS

Clearwater, Florida, Yacht Club announces through its Fleet Captain, Don Cochran, that the annual Midwinter Snipe Championships will be held March 15 to 18, 1949. This regatta has been held every year, except the war years, ever since 1935 and brings Snipes to the hospitable Clearwater Yacht Club from all over the country. Last year it was won by Ted Wells of Wichita, Kansas. For further information and reservations, write to Don Cochran, 506 Nicholson St., Clearwater, Florida. Another Midwinter Regatta will be held also by Corpus Christi Fleet on December 3 to 5, 1948.

Plans Being Made to Hold California Championship

Bob Woolf, Fleet Captain of the San Luis Obispo, Cal., Fleet reports that plans are being made to hold the new Pacific Coast Snipe Championship, probably early in August. The present plans call for three boats from any active Snipe fleet on the Pacific Coast, but it will definitely not be a team race. There will be three races and the winner will name the next year's place of competition. Further data on this will be published as the plans work out.

News of the Snipe Fleets

Belated reports are coming in from various regattas and among these are reports from the Loon Lake Regatta, President's Cup Regatta, North Atlantic Coast Championships and others. Next year when you hold that regatta appoint someone ahead of time whose sole duty shall be to get a report and summary of the regatta off to the editor of this magazine just as soon as possible after the event is over. Also, be sure to include a few good photos if possible. After most regattas are over, everyone seems to fold up and on a number of the larger affairs this past season, Jib Sheet has not received one single word. We can't make up the report out of thin air and unless someone in your fleet takes the trouble to send it in, you don't get any write-up at all. Don't "leave it to George"—Do it yourself.

It is rumored that Eddie Meredith of Oshkosh, Palm Beach and various and sundry other points, has recently purchased the boat plant of Clark and Lund in Oshkosh and will shortly start turning out a "sooper-doooper" Snipe. Back in the days before the war Eddie would rather race a Snipe than hold down a job and was actually on record as quitting a job once in order to attend the Clearwater Midwinters. Incidentally, Harry Lund, Commodore of SCIRA in 1937 has moved to Denver, Colorado. (Mile High Boat Association Snipe Fleet, please note.)

Yes and here's another belated report on an important regatta. The Great Lakes Team Races for Dunphy Trophy was held at Gull Lake Michigan, August 6-8. Portage Lake Yacht Club was the winner when Clyde and Kay Gischel took a first and fourth and their teammates, Larry and Dorothy Wheeler got a fifth and third. The Diamond Lake Fleet was second and Wawasee Yacht Club was third. Seven fleets took part with two boats each, finishing in the following order: First, Portage Lake Yacht Club; second, Diamond Lake Yacht Club; third, Wawasee Yacht Club; fourth, Fenton Lake Yacht Club; fifth, Chicago Corinthian Yacht Club; sixth, Gull Lake Yacht Club; seventh, Gull Lake Yacht Club; eighth, Oshkosh Yacht Club and ninth, Diamond Lake Yacht Club. As may be seen some of the fleets had more than one team competing. Another year, the competition should be held to one team from any given fleet. During the same series, the Upper Great Lakes Individual Championships were also held for the Commodore Chalmers Burns Memorial Trophy. Nineteen Snipes took part

in this series of three races and Jim McCaffery of the Diamond Lake fleet was the winner with two first and a fourth. Second place went to Clyde Gishel of Portage Lake who had a fifth, first and a second. Third place was won by Jack and Carlton Pardee of Fenton Lake with a second place, and two thirds.

* * *

Bud Stillmun, of Money Island Fleet down on Barnegat Bay has a record to be proud of this past season. Not many skippers can boast of as many wins and the best part of it is that Bud's good-looking sister Pat worked with him as crew all through these races. His record is as follows:

Won North Atlantic Coast Championships with 3 firsts.

Won New Jersey State Championships with 3 firsts.

Won Barnegat Bay Yacht Racing Association, season championship.

Won Money Island Snipe Fleet high point championship.

Won Pine Beach Yacht Club season championship.

Won Island Heights Yacht Club Dickerman Cup series.

Won Island Heights Yacht Club Jack English Cup—post-season.

Second in President's Cup Regatta at Washington.

* * *

The Boston Sunday Globe recently devoted a whole page of rotogravure to Miss Olive Wilbur, social director of Franklin Square House in Boston, who built her own Snipe from scratch. According to the report, the entire job, sails and all, cost about \$300.00.

* * *

Somehow or other mixed up reports get in circulation usually by accident and recently we have had a number of letters from newcomers who want plans for the "new" Snipe. Actually there have been no important changes in Snipe for a long, long time and the original table of offsets as published in 1931 are still on the plans, untouched in all those years. The construction is the same, sail area the same, rudder and centerboard the same, etc. However, after the war, the Rules Committee permitted some *optional* changes in construction which anyone could make for a very small sum of money. These included a quarter inch plywood deck in place of the half inch pine—cheaper, tighter and better. A three-quarter inch plywood rudder in place of oak or Mahogany—stronger and non-splitting—a distinct improvement. A heavier centerboard with no limit on thickness so long as the shape is right and total weight does not exceed 80 pounds. This makes a better

boat because it is more stable and will sail better. Other minor optional changes were permitted; use of plywood sawn frames, plywood for the transom and plywood for frame gussets on four piece frames. All of these are purely optional and there are plenty of good boats that still use the original construction. Main difficulty with Snipes is with builders who don't know enough about racing to keep the weight down as low as possible and put in oversize stringers frames, floorboard, etc. One boat we recently examined had a chine stringer that was an inch and a half thick by three inches up and down—made of heavy oak. It weighed just about three times what it should weigh. Everything else was in proportion and as a result, the boat could not compete with better built Snipes. Such things are the fault of the builder who must "change" and "improve" on plans. There have been no changes in the sail plan, rigging or spars in years and there probably never will be, yet people still write in for the "new" sail plan. Again, builders are at fault. We have seen new Snipes with big, solid spars that would do nicely for a baseball bat. Of course, they won't sail when handicapped thus. No boat will.

* * *

According to Dick Tomlinson of Portage Lake Yacht Club—the one in Michigan, not the one in Ohio, the season started off badly for the Snipe fleet with many skippers in summer school. In August things started to pick up and by Labor Day the racing schedule was filled. In the traditional Labor Day series, Brooks Applegate again won out for the second successive year. The trophy is known as the Pabst Cup. Dick says; "All in all a very good season was had by all. Jim Hollingsworth took the July series by only 3/5 of a point. Brooks Applegate won the August series by almost as close a margin."

* * *

Your attention is called to the racing rules of the North American Yacht Racing Union—Part 1, Rule 4—relative to boats racing in one-design classes. We would also call your attention to the Rules of SCIRA regarding measurement, etc., and the eligibility of boats to race. The rules require that a boat in one-design class must comply with class requirements and must have a measurement certificate and our class rules give you the requirements—measurement and the skipper in good standing for the current year. Each year at some of the big "open" regattas a number of Snipes turn up that do not meet requirements of eligibility. Usually the skippers who are in good standing and own measured boats write in to find out what the

score is and wonder why SCIRA doesn't do something about it. Actually, SCIRA cannot have a representative at every important regatta just to check on boats and what should be done is for the competing skippers to protest the boats whose owners cannot show membership cards. This has been done in the past and each time the protests have been upheld. In one recent regatta of national importance seventeen Snipes took part. Of those only nine were eligible and the other eight either were not measured or the owners had not paid dues on boats that were measured. These boats were not in good standing and should have been disqualified through protests. It is a simple matter to find out which boats are eligible by asking for a show of membership cards from SCIRA. Owners who do not have them either have unmeasured boats or have not paid dues for the year. Those that do have them must have measured boats, if the number on the card agrees with the number on the sails and carved into the keel of the boat. The owner of an unmeasured Snipe cannot hold a membership card in SCIRA. The only way to get these people into SCIRA is to keep them out of Snipe races. After all, if they cannot afford the small annual dues of SCIRA, they certainly can't afford to own a Snipe and race it. If they will not help support the Association, the Association will certainly do everything possible to keep them out of races for the class, but in the last analysis, its up to the members of SCIRA present at such a regatta to see to it that ALL the rules are enforced.

* * *

"Sniper" official bull sheet of the Lake Worth Sailing Club at Fort Worth again makes a welcome appearance after long months in dry dock. As usual it's full of newsy items about the fleet and the members of the club and a simple, mimeographed sheet such as this should be turned out by most of the Snipe Fleets. Lake Lotawana Fleet has a news column each month in the local newspaper and the Western Long Island Sound Fleet gets out an occasional monthly bulletin for fleet members called Snipe Snippets. There are also several others. One sure way of keeping your members in touch with developments is to have such a sheet published once in a while.

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COMMODORE CHALMERS BURNS TROPHY

GREAT LAKES CHAMPIONSHIP

Gull Lake, Michigan — August 6 - 7 - 8, 1948

The Great Lakes Championship Regatta for the Commodore Chalmers-Burns Trophy and the Dumphy Team Trophy was sponsored by the Gull Lake Snipe Fleet at Gull Lake, Michigan on August 6 - 7 - 8, 1948.

It was a great thrill to see such an enthusiastic group of teen-aged sailors which comprised the Gull Lake Snipe Fleet, and they certainly put on a "bang-up" entertainment program along with a successful regatta. To all of the participants, the hospitality, friendliness and the good sportsmanship displayed was a real incentive to us "old-timers".

Tommy Carroll and Eddie Gavney, together with Betty Zinn, spark-plugged the committee in charge of the Regatta.

There were 19 entries with boats from Diamond Lake, Fenton Lake, Wawasee, Oshkosh, Chicago, Island Bay, Gull Lake, and last—but not least—the Portage Lakes Yacht Club of Akron, Ohio.

The first race on Friday afternoon was sailed in a very spotty and fugitive wind. However, Jim McCaffery and his crew Tom Rutherford from Diamond Lake, in their Snipe "Jim" got out in front and stayed there, while the rest of us jockeyed back and forth in the next five places. Jack and Carlton Pardee from Fenton Lake, in their Snipe "Robin", came from behind to finish second.

Tommy Carroll, with his crew John Keyser, carried the honors for the home club by placing third. I had been in second place in the home stretch but neglected to observe one of the fundamental principles of sailing; namely to cover your opponent, and as a result they sailed high into the middle of the lake, catching the favorable wind, which those of us who were low just sat and watched them go by—thus I finished fifth.

Saturday turned out to be beautiful but "dead" calm and the morning race was postponed until immediately after lunch when a fair spanking breeze blew up and the race got under way in good shape. This was a three-way contest between Frank Levinson and his crew Joe Newell from Wawasee, sailing the "Hoosier Miss", and Jack Pardee and myself, ending in a very close finish with yours truly, carrying the Portage Lakes Yacht Club Burgee, coming in first, Frank, second and Jack, third. Jim McCaffery was fourth in this race by inches over Larry Wheeler, the other member from Akron, who finished fifth. This was a rather interesting incident because in the first race I had finished



JIM McCAFFERY AND CREW TOM RUTHERFORD

fifth and Larry Wheeler tenth, while both of us moved up five places in the second race.

Following a 15-minute rest, we started out again for the first race in the Dumphy Team Championship—two boat teams. In this race, Larry and I finished first and fifth again—first for team points for that race. Diamond Lake—McCaffery and Bob Nichens—came in fourth and 7th, and Wawasee—John Call and Harry Levinson—second and eleventh.

Sunday morning, in the third and last race for the Chalmers-Burns Trophy, it was interesting to note that the first five boats finishing in this race came in in exactly the same order for their final scores, with Jim McCaffery taking first, myself, second; Jack Pardee, third; Frank Levinson, fourth and Larry Wheeler, with his wife Dorothy crewing, fifth.

The second race of the Dumphy series, sailed Sunday afternoon, turning out to be the thrilling climax. Starting out in a good wind of about 8 to 10 miles an hour, by the time we reached the first buoy, a local storm breaking suddenly, blew up with gusts to 35 miles an hour just as we turned on the downwind leg. With the wind lashing up from behind and the boats wing to wing, it was a beautiful sight—but some sailing. As we rounded the second buoy, it seemed like the heavens let loose and the rain came down in torrents, the wind increased in velocity and the waves, of course, were very choppy.

Bob Nichens and his wife in the "Alice R", and my wife and myself in

our "Kay G II", were racing neck and neck for the lead, with water pouring in over the lee, even with the main sail completely luffed. As we crossed the starting line closing the triangle of the first lap, we thought the committee was going to shorten the course, so we sailed towards the dock in all the rain, expecting the rest of them to come in. We were greatly surprised when the next three boats came barging down around the mark and continued around the course. By that time the rain had slackened and the wind had subsided to about 15 miles an hour. Needless to say, we scrambled like mad to get back into position, starting in the second lap, after dropping back from first and second to seventh and eighth. Jim McCaffery won this race; Tommy Carroll again came through for a second, Larry and Dorothy Wheeler took third, yours truly took fourth and Mrs. Nichens wound up in sixth place.

Larry Wheeler's third and my fourth clinched the Dumphy Team Trophy for Portage Lakes Yacht Club, with Jim McCaffery and Bob Nichens of Diamond Lake taking second, and John Call and Harry Levinson of Wawasee taking third.

After presentation of the trophies, the Akron contingent loaded their snipes on trailers and high-tailed for Put-In-Bay, Lake Erie, where another regatta was starting at 8:00 A. M. the following morning—but that's another story.

Clyde S. Gischel, Commodore,
PORTAGE LAKES YACHT
CLUB, Akron, Ohio

Club	No.	Name	Skipper and Crew	1st Race	2nd Race	Final Position
Portage Lake Yacht Club	6626	"Kay G II"	Clyde and Kay Gischel	1	4	1
Diamond Lake Yacht Club	6675	"U-Pat III"	Larry and Dorothy Wheeler	5	3	2
	6998	"Jim"	Jim McCaffery	4	1	
Wawasee Yacht Club	6027	"Alice R"	Tom Rutherford Bob Nichens and Mrs. Nichens	7	6	3
	6167	"Reply"	John Call Sr. John Call Jr.	2	9	
Fenton Lake Yacht Club	6774	"Blue Devil"	Harry Levinson Frank Levinson	11	7	4
	4775	"Robin"	Jack Pardee Carleton Pardee	3	14DNF	
Chicago Corinthian Yacht Club	6378	"Wee Bit"	John Karl Richard Karl	12	5	5
	5547	"Poto"	Bill Morgan Jr. Bill Morgan Sr.	8	8	
Gull Lake Yacht Club	3554	"Outlaw"	Russ Rydin Doug Drake	10	10	6
	6450	"Tommy Jay V"	Tom Carroll John Keyser	9	2	
Gull Lake Yacht Club	3359	"Pepper Ann"	Dave Walbridge John Gordon	16	12	7
	6446	"Melody Lee"	Kel Ehrman Ed Moss Jr. Ed Gavney	13	11	
Oshkosh Yacht Club	6985	"Wild Honey"	Dick Cannon Roy Biebel	6	DNS	8
	1032	"Slick Chik"	Paul Seiberlich Mike Anderson	15	DNS	
Diamond Lake	4859	"Sally Ho"	Bob Wagenhals Martin Ziker	14	DNS	17
	4557	"Tiger"	Mrs. Ziker Harold Slutsky Mrs. Slutsky	17	DNS	

Skipper and Crew	No.	Name	1st Race	2nd Race	3rd Race	Final	Yacht Club
Jim McCaffery Tom Rutherford Clyde and Kay Gischel	6998	"Jim"	1	4	1	1	Diamond Lake
Jack Pardee Carleton Pardee Frank Levinson Joe Newell	6626	"Kay G"	5	1	2	2	Portage Lakes
Larry Wheeler Dorothy Wheeler Bob Nichens Mrs. Nichens	4775	"Robin"	2	3	3	3	Fenton Lake
John Karl Richard Karl John Call Sr. John Call Jr. Harry Cartwright	5635	"Hoosier Miss"	9	2	4	4	Wawasee
Roy Biebel Paul Seiberlich Harry Levinson George Hay	6675	"U-Pat-III"	10	5	5	5	Portage Lakes
Tom Carroll John Keyser Kel Ehrman Ed Moss Jr. Pete Leach	6027	"Alice R"	8	6	7	6	Diamond Lake
Bud McDonald Mike Anderson Bob Wagenhals Bill Morgan Jr. Bill Stout	6378	"Wee Bit"	4	8	10	7	Fenton Lake
Ken Cole Dave Walbridge John Gordon Russ Rydin Doug Drake	6157	"Reply"	7	10	6	8	Wawasee
Harold Slutsky Mrs. Slutsky	1032	"Wild Honey"	6	9	9	9	Oshkosh
	6774	"Blue Devil"	11	7	8	10	Wawasee
	6450	"Tommy Jay V"	3	12	12	11	Gull Lake
	6446	"Melody Lee"	13	11	17	12	Gull Lake
	4357	"Skipper"	12	14	18	13	Oshkosh
	4359	"Slik Chik"	16	19	11	14	Oshkosh
	5547	"Poto"	17	13	16	15	Chicago
	6168	"Alibi"	15	17	14	16	Island Bay
	3359	"Pepper Ann"	18	16	13	17	Gull Lake
	3554	"Outlaw"	14	15	19	18	Chicago
	6715	"Tiger"	19	18	15	19	Diamond Lake

News of the Foreign Fleets

H. Earle Braisted, National Secretary for Argentina reports that things are picking up rapidly in his country. The fact that Carlos Vilar Castex won the Internationals at Palma de Mallorca has a lot to do with it, of course. Twelve new Snipes were recently numbered in Argentina and will form the start of at least two new fleets. One of these fleets has since been chartered—No. 289—and its name is Yacht Club Entrerriano at Concepcion del Uruguay. Five additional Snipes were numbered at the same time.

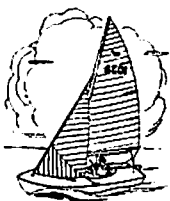
From Brazil, Fernando de Avellar reports that twelve new boats need numbers and will form the start of the new fleet at Sao Paulo. In Brazil there are many people of German extraction and a new magazine devoted to sailing has recently been started there. It is called "Das Illustrierte Blatt" and Alberto Joao Laimgruber is going to write Snipe news for it monthly. One of his first jobs will be to make a translation of How to Build Snipe in German—the first time it has appeared in this language.

Sr. Jose Marie Lasasa-Dilla, National Secretary for Spain has recently been honored by an appointment as Honorary Vice-commodore of SCIRA in recognition of his splendid work in connection with the running of the World's Championships at Palma de Mallorca.

According to Sven Ahlstrom of Stockholm, Sweden; "Snipe looks to be a great success in Sweden". A new fleet will be established shortly and a great many inquiries have been received by builders from people who want to get in the fun. An elaborate article on Snipe recently was printed in one of the Swedish yachting magazines.

Louis E. Favre, Secretary General for SCIRA for Europe and Great Britain, attended the World's Championships and from a recent letter we quote; "My wife and I went to Palma where we were magnificently received and almost over-

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burdened by entertainments, receptions, balls, bull-fights, race meetings, swimming competitions, etc. The organization of the regatta was excellent with the Race Committee installed on one of the Spanish Navy's tugs. The buoys were clearly visible in the open sea and were indicated by white smoke. * * * After lots had been drawn for the boats and the blessing had been given by the Archbishop of Palma, two practice regattas took place. * * * The Argentinians who won the championship are two very pleasant young men 17 and 18 years of age."

The conference of National Secretaries held after the series was over brought to light some interesting suggestions. These are not official yet as they must be acted upon by the Board of Governors. In future championships, each competitor to bring his own boat (or borrow one from the host country.) The conference agreed that these championships should take place once every two or three years after 1949. In 1951 it would be in South America and in 1953 in Europe or in Africa. On the "off years" it is proposed that continental championships be held—North America, including everything north of Panama Canal. South America, a championship of the European contin-



BUILDING CLUB AT PARAIBA

ent, Africa and probably, by that time also of New Zealand and Australia.

* * *

C. V. Green of Belfast, Northern Ireland, reports on the Snipe situation in

his country—the first we have heard from this fleet since before the war. They are anxious to build some new Snipes as they are still sailing the old boats built in 1936. He reports that the necessary wood is hard to get but not impossible and as a result the number of Snipes in Northern Ireland is gradually increasing.

* * *

Fernando de Avellar, National Secretary for Brazil has sent in some interesting pictures and information regarding the new Snipe fleet at Paraiba. A tract of land was given to the fleet, approximately 100 by 230 feet on which there are more than 60 coconut trees growing. The club house is being built by the members and they have the backing of the state governor who is a frequent visitor to see how things are coming along. (See cut.)

The Executive Secretary has recently received notification from the Secretary of the International Yacht Racing Union in London that without doubt Snipes will be selected as one of the classes to compete in the next Olympics at Helsinki four years hence. Our Snipe friends in Cuba, South America and Europe as well as Dick Shearman of the Lake Chautauqua Fleet in U. S., have been responsible for this step.

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LIGHTNING CLASS NEWS

by Wayne Brockett

Fleets 107, 102, and 114 of the California District participated in a cruise to Catalina Island which is about 20 miles from the mainland. Eight boats made the trip and as it was right out in the open ocean it certainly is a credit to both boats and skippers.

* * *

Spofford Yacht Club home of Fleet 145 has recently organized a "dunkers division" with appropriate membership cards for those who have gone overboard at one time or another. This probably applies to those hardy souls who set spinnakers in screaming winds on broad reaches.

* * *

Any of you fellows remember Oren Ragsdale who used to sail at Riverside Yacht Club? Well he is now sailing with Fleet 154 of Syracuse, Indiana. Oren, if you will remember, owns the Lightning "Rufus" which was practically brought back from the grave.

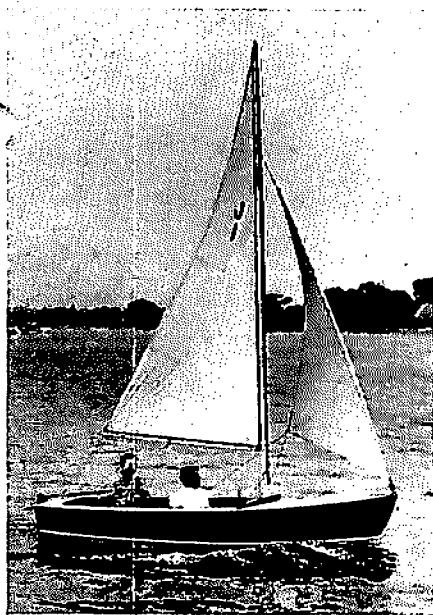
The annual team race between Fleet No. 21 of LaPorte, Indiana and Fleet 30 of South Haven, Michigan was held this season past with the South Haven Fleet as hosts. On account of heavy weather the race was held in the river instead of over the regular course on Lake Michigan. While the South Haven Fleet had the honor of the first place for one of the four entries, the other three placed so poorly that LaPorte accumulated the greatest number of points.

* * *

Three young French skippers have written in to the South Haven office for full information regarding the Lightning. It is becoming very apparent that the fame of these fine boats is spreading around the world.

* * *

The Hudson River Squadron held its traditional race from Grassy Point to Nyack, a distance of 12 miles, at the end of this season. 33 boats participated. It was won by Dalton (Doc) Myles of High Tor Fleet. The second spot was taken by Joe Hoffee of Nyack with third place going to Idda Jova of Chelsea.



Blue Jay—New Class for Juniors

One of the interesting exhibits at the 1949 Motor Boat Show at Grand Central Palace will be the new BLUE JAY Class sloop designed by Sparkman & Stephens for junior sailors and beginners and built by the Thomas Knutson Shipbuilding Corporation at Huntington. When the designers of BARUNA, GOOSE, VIM, and GESTURE design a boat for junior sailors it is bound to attract more than ordinary interest.

The designers felt that a junior boat had to meet certain specific requirements—the first being safety, which meant a centerboard boat to have her unsinkable; the second being a boat that could be easily handled by small children and at the same time big enough for older people to enjoy; and third, a boat that was fun to sail, because if she was not you could not keep juniors interested.

Drake Sparkman, who is a very enthusiastic small boat sailor, personally sailed the pilot model of the BLUE JAY all summer at Larchmont to satisfy himself that BLUE JAY met these requirements, and he was so enthusiastic that the BLUE JAY is being put into production by the Thomas Knutson Shipbuilding Corporation.

BLUE JAY is a plywood plank centerboard sloop 13'6" long, 5'2" beam and 90 feet of sail, 62 feet in the main and 28 feet in the jib. BLUE JAY in many ways is a small edition of the Lightning Class sloop built from designs by Sparkman & Stephens, of which over four thousand have been built.

To encourage growth in the Class all over the world Sparkman & Stephens are making BLUE JAY building plans available to both amateurs and professional builders.

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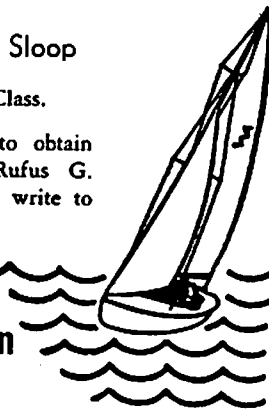
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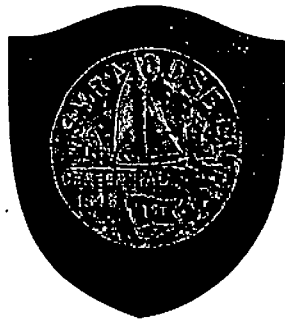
Next year will see the introduction of a new trophy in Snipe competition. It will be called the California State Championship Trophy and the initial race for it will be held by the San Luis Obispo Snipe Fleet. Definite dates have not yet been set but the introduction of this trophy should do a lot to boost interest on the West Coast.

During the past season several Snipes have been imported into competition in U. S. from Italy. One of these recently turned up for measurement and membership in the Potomac River Fleet at Washington, D. C. Another is located at the Baltimore fleet. These boats are brought over from Trieste by ship captains and sold to Americans. No reports have come in as to how good these boats are.

Wanna buy an historic boat? Snipe No. 1 is for sale by the owner at Shreveport, Louisiana, for about \$300.00 asking price. This boat raced actively this past summer with the Shreveport fleet. Originally built by Jimmy Brown and his father in Mississippi in August, 1931, this boat has been racing more or less actively ever since and might, if modernized and sailed, give a good account of itself even today.

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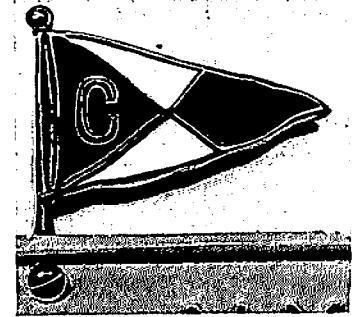
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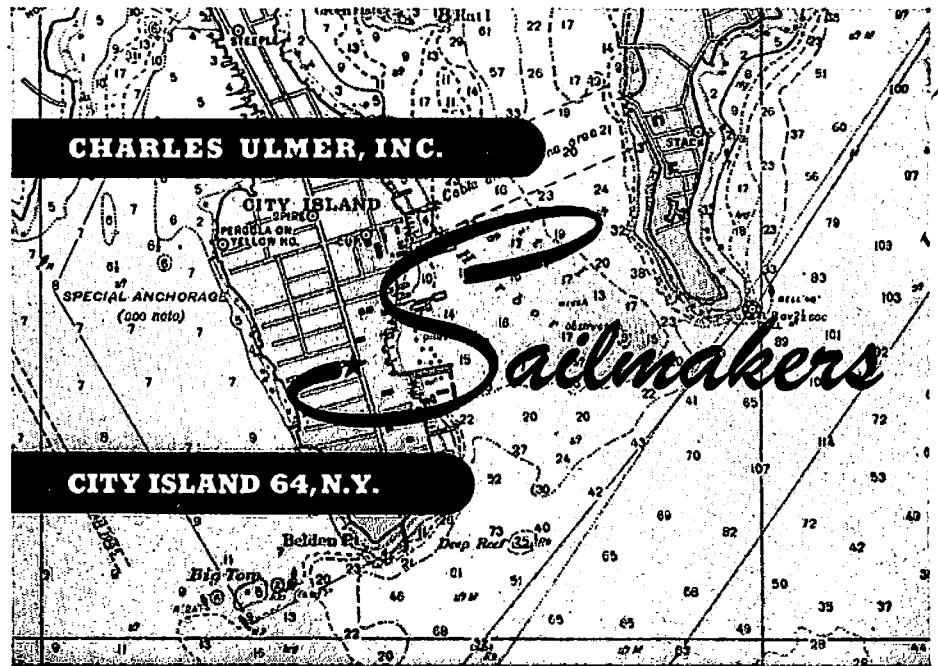
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Newest fleet to be chartered is Lake Parsippany, N. J. Frank Apgar, RFD 1, Morris Plains, N. J. is Fleet Captain. New Jersey fleets please not this. Newest revival of a pre-war fleet is the six boat come back of the Burlington, Vermont, Fleet. Robert Moore, 14 Kingsland Terrace, Burlington, Vt., is Fleet Captain.



CHARLES ULMER, INC.

CITY ISLAND 64, N.Y.

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