

The JIB SHEET

Sailing News ★

Vol. 6 PUBLISHED BY KELLY-READ CO., ROCHESTER 5, N. Y. No. 10



E D I T O R I A L

In the last issue of Jib Sheet, we asked you for your opinion of the new form of our little sailing magazine and your response was such that we are going to continue as you see it.

Even the advertisers cooperated very well and if you have a product that applies to the sport of boating, be it sail or power, we would welcome your advertisement. Rate sheet on request.

Send in your photos and copy, and race results, or anything you think will be interesting to other sailors.

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JIB SHEET

NEWS OF THE SNIPE FLEETS

By Wm. F. Crosby, 522 Stellar Ave., Pelham 65, N. Y.

CLEARWATER REGATTA COMING UP!

Greetings:

This letter is to announce that the Clearwater Yacht Club's Thirteenth annual Mid-Winter Snipe Class Championship Regatta will be held March 7, 8, 9, and 10th in Clearwater, Florida.

For the convenience of young couples and skippers who feel that the trip might be too expensive to justify their entry, we have arranged for complimentary housing for a limited number for the duration of the Regatta. We would like to coordinate these arrangements in advance through the Fleet Captains of the various clubs.

No expense is being spared to give you all the most wonderful race week available in our country. We sincerely hope that you will make every effort to arouse the interest of your Snipe sailors in the coming Regatta and let us hear from you soon.

Come to Clearwater where it's spring-time all the time.

You'll never regret such a vacation with the finest people in the world.

Very sincerely yours,
George L. Shead
Regatta Chairman

SNIPE EUROPEAN CHAMPIONSHIPS

According to information recently received from abroad, the Snipe European Championships will be held at Portofino, near Genoa, Italy, September 3 to 7, 1950. Plans have not yet been announced, but it is probable that two entries will be permitted from each participating country.

No arrangements have as yet been made for Western Hemisphere Championships in 1950 but it is possible that Havana, Cuba may be the scene of this activity. At the present time, plans call for two entries from each country in North and South America. Further announcement will be made later on when plans are completed.

Wells' Book on the Way

T. A. Wells of Wichita, Kansas, who has probably showed the stern of his Snipe to more Snipe skippers than any other Sniper and who has twice been the National and International champion of the class, has finally gotten his new book definitely on the way. It is going to be called **SCIENTIFIC BOAT SAILING** and while the title may sound extremely technical, the book actually will be of great assistance to any skipper who is interested in getting the most out of his boat. We have had the pleasure of reading the manuscript and we can truthfully say that Ted Wells does not withhold any information and we predict that after the book has been out for a while, there will be a lot of skippers almost as good as Mr. Wells himself. The book is to be published by Dodd, Meade and Company of New York and will be available through JIB SHEET when it is published, which will probably be early in the summer.

* * *

HOWARD ELWELL who, before the war, used to take part in all the big United States Snipe regattas, with his good-looking wife as crew, has unfortunately, since the war, been more or less out of circulation having wound up in Mankato, Minnesota. Howard, however, still loves to race a Snipe. He recently had a party at which he showed some Snipe racing movies and as a result, he says that by spring, they will have at least six and maybe eight Snipes to form a fleet in Mankato which will be the first one in Minnesota.

* * *

JOHAN D. PFAFF of Eagle Lake (Michigan) fleet recently said that there will be at least four new Snipes coming through for the fleet next year, which means ten or twelve top flight boats in the hottest kind of competition. All the new boats are Emmons' built.

FLEET CHARTER FEE

Each year there are always a certain number of Snipe fleets that "forget" to send in the annual fleet charter fee to the Association. Under Section 19 of the by-laws of the Snipe Association, it states that each fleet to be considered active shall pay to the Snipe Association the sum of five dollars annually at the start of each season. This rule has been in effect ever since just after the war and if it is not paid for two years in succession, the fleet is liable to be dropped from all membership in the Association. Notices will shortly go out to fleets that are in arrears in this matter, of which, fortunately, there are very few.

* * *

THE LAKE Worth Sailing Club located at Fort Worth, Texas reports through R. L. Grove, fleet captain, that the club in general held fifty-four sailboat races during the past summer. In addition to the regular Snipe point score races, of which some thirty odd were scheduled, there were other races for Sea Gulls, predicted log races, etc. Other races were held by moonlight and in some of the races, the skippers and crews changed places which helped a whole lot with alibis.

* * *

FROM Copenhagen in Denmark, the National Secretary, Ib Trock-Jansen, says that by next spring the country is going to be literally overrun with Snipes. Many of these boats that are built in the provinces were homemade and some of them are not yet quite finished. He also reports that it is more than likely that Denmark will have a skipper in the next World's Championships.

NEWS HAS come in from France that there are more than 300 Snipes comprising eighteen fleets in that country. Nine more fleets are now being formed. Of the French Snipes so far, 242 have received their racing numbers and 137 have been officially measured.

* * *

SNIFE No. 8000 became an actual fact in November with the much coveted number going to Hal Winston of New York City who is secretary of the City Island fleet. No. 8000 is being built by Herman Gerber on City Island and is nearly finished. No. 8001 went to Dr. Hans Sammer in Austria who wrote in requesting a number and stating that last summer the first Snipe was built in that country. At the present moment, the total of numbered Snipes is 8053. There was a whole new fleet of nine boats registered in Uruguay, twenty odd new boats registered in France and Nearing Emmons, builder, recently registered fourteen new boats.

* * *

DR. PAUL B. GUTTMAN of Corpus Christi, Texas, says that "Just thought I'd let you know that my Snipe finished only twenty yards behind a thirty-seven foot boat and had a photo finish with a thirty-eight foot R class boat in our annual Corpus Christi Bay Race which is over twenty miles in length in open water. These other boats were using all kinds of light sails while the Snipes were using only main and jib. Had the wind been five miles stronger so that the Snipes could plane better, they would have been a mile behind us all. Their distance was picked up on the spinnaker run. We were about one and a half miles ahead of the nearest large boat at the windward mark. They did not gain any on the reach but

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in the big seas with the medium breeze, our Snipes would only plane occasionally. It would have been lots of fun to have beaten all the big boats but we made fools of them anyway. Frank Reisenecker of San Antonio was close behind us in his Snipe also, which made it even look better." * * *

A NEW fleet has definitely been formed at the Palm Beach Yacht Club in Florida with five Snipes to begin with. The fleet captain is Frank Sauer and he reports that the boats are now being measured and gotten ready for winter racing. They hope to have at least one boat in the Clearwater Regatta.

* * *

SPEAKING of the Clearwater Regatta, the dates have been announced recently as March 7, 8, 9, 10. This is about a week earlier than it was last year. Guy Roberts, sailmaker and Snipe skipper extraordinary, was elected fleet captain with Miss Bettie Lee as fleet secretary, Art Kisby as measurer and "Gini" Seavy as publicity director. George Shead has been elected as chairman of the midwinter regatta. In the various Snipe races round the area, Francis Seavy and Larry Roberts have been alternating the wins back and forth between them. Don Cochran, fam-

ous skipper of the famous Bluenose, has bought himself one of the new Ravens, which he says he is going to sail for "pleasure" and not for racing, but the very first chance he got, he entered one of the Florida Association regattas at Davis Island (Tampa) and cleaned up everything in sight, including Lightnings, 110's, etc.

* * *

BOB VREELAND of the Newport Yacht Club, in northern New York State, has been quick enough to write in to see that the proper names are included in the 1950 Snipe year book. Last year the fleet was a little slow in getting the news in and Ernie Coleman was still listed as fleet captain when Bob should have been the man. The fleet had approximately thirty point score races this year and right up to the last race of the season, Tom Hanna and Bob were practically tied for first place with Ernie Coleman a very close third. According to Bob, "We think we have the hottest competition of any fleet in the country and we know that is quite a mouthful." The fleet got so interested in its racing that despite the fact that the official races were over early in September, they continued to race well into the middle of October.

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Sail a

Varalyay

BUILT SNIPE

"THE CHOICE OF CHAMPIONS"

Gardena

California

CABOT COVILLE who is located with the diplomatic section of SCAP at Tokyo wrote in recently to say that he is having a Snipe built in Japan by a Japanese shipbuilder * * * * Paul B. O'Keefe of South Boston says that the Wessagussett Yacht Club is now forming a fleet of Snipes. * * * * Another strong possibility has come in from John W. Frost of Fresno, California who states that the Lake Middleton Association now has a sufficient number of Snipes to form a fleet. * * * * A group of officers and men of the Royal Canadian Navy (Pacific Coast) is building a fleet of twenty-four Snipes during their long winter. Officers have already been appointed together with a boat building committee and measurement committee. The boats are being built on a communal basis and will be drawn by number on completion. * * * * Crystal Lake Snipe Fleet located near Mount Prospect, Illinois, reports that they now have a total of eleven Snipes and that the 1950 racing will be much more competitive than it has been during the past year. E. H. Townsend was elected recently as fleet captain. * * * * Among the new fleets that have recently been chartered is one in Bermuda known as Sandy's Boat Club. The new fleet starts off with five boats with a possibility of five or six more to come, some of which are already being built. The fleet was issued charter No. 305 and Dr. Raymond E. Nash was elected temporary fleet captain. * * * * Another new fleet No. 307 has recently been chartered at the Club Neptuno, Montevideo, Uruguay.

Nine boats have formed the initial membership and H. Alonso-Pittaluga is the fleet captain. * * * * A fleet in the United States, in addition to the one in Palm Beach already mentioned, is known as the Playground Sailing Club at Fort Walton, Florida. There are seven boats in the new fleet. The fleet captain is Max F. Stupar and the fleet secretary is August A. Lenert, Jr. Boats are now being measured and getting ready for racing.

* * *

ACCORDING to the rules of the Snipe class dating back for a number of years, the registration number of a Snipe must be carved into the inside of the keel directly astern of the centerboard trunk in letters at least one inch high. These numbers must be really carved or burned into it and not just scratched on the surface. This is an extremely important point because sails frequently change hands and sometimes two boats may appear at a race both with the same numbers on the sails. In lots of cases, owners have purchased the Snipes without knowing that the numbers on the sails were not the correct number for the boat and the result, as may be imagined, is a constant mix-up. Be sure that the numbers of your boat are carved into the keel properly and never sell a suit of sails until after you have taken the numbers from them.

* * *

COVER

One of the British Snipes at the Medway Cruising Club. This is "Me Too" owned by Mr. Howland of the Club.

Custom Built Racing Sails

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1950 Year Book Going To Press

BY THE TIME you see this in type, work will be well advanced on the Snipe Association year book for 1950 and as has been the custom in the past, the names and addresses of all fleet captains will be listed. However, a great many fleets hold their elections about this time of year or later, and as a result, by the time the name of the new fleet captain is sent in, the year books have been printed. If your fleet has not held an election of officers, you had better see to it that this is done as quickly as possible and that the names and addresses of the fleet captain, fleet secretary, measurer, etc. are sent to the Executive Secretary immediately. If not, the old officer's name will appear, which means the race entry blanks and other communications may not get into the hands of the fleet at all during the entire season. While we are on the subject, if your fleet has held any sanctioned regattas during the past year and the Executive Secretary has not been notified as to the winner, this information should be sent in at once so that it may be included in the 1950 rule book.

- V. L. Beakey, Lake Worth Sailing Club, 1685-23
- E. L. Marshall, Port Jefferson, N. Y., 1681 points-9
- H. Amundsen, Three Mile Harbor, N. Y., 1670 points-8
- B. and P. Singer, Eagle Lake, Mich., 1646 points-15
- Lee Short, Sodus Bay, N. Y., 1645 points-10

Jack and Bob Pfaff Lead Point Scores

A CONSIDERABLE number of point scores have been received from various fleets and at the present writing, Jack and Bob Pfaff of Eagle Lake Club (Michigan) Snipe Fleet 145 lead with 1750 points for fifteen races, which is a perfect score with fifteen first places. They could only be beaten by someone with more first places to their credit. In second spot at this writing is Bill Errico of the City Island, New York, Fleet with 1724 points for fifteen races. R. H. Hunt of Lake Worth Sailing Club, Fort Worth, Texas, has 1690 points for twenty-two races and Eddie Gavney of Gull Lake (Michigan) Snipe Fleet has two tenths of a point less for fourteen races. The two boats are 1690.4 and 1690.2 respectively. Others are as follows:
Dick Tomlinson, Portage Lake Y. C., 1686 points-22

ACCORDING to information received recently from the European secretary for the Association, Mr. Louis Favre in Geneva, he was recently in Paris where he had a meeting with Marcel de Baudoin, National Secretary for France. At the time, Mr. de Baudoin gave him a list of Snipes in Africa; that is, the ones that he knows about. These are as follows: three Snipes in Morocco, five at Dakar, eight at Pointe Noire, eight at Madagascar, and two at Nossi-be. In view of this fact, the French National Secretary requested that the Association approve of M. Pierre Epert as National Secretary for French Africa and fleet captain of Dakar.

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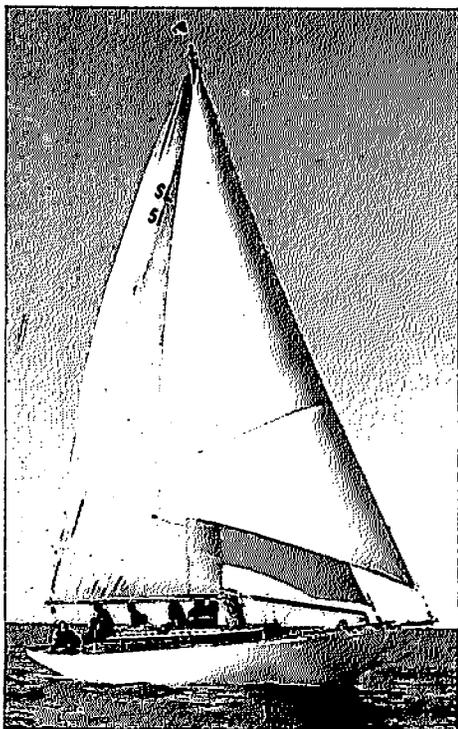
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"Lorelei"

EDITOR'S NOTE

A few days ago, Herb Wahl, in a telephone conversation, mentioned the fact that small boat sailing experience is very valuable to him in handling his 42 foot Cutter "Lorelei". Sensing a story there, we asked him to send us his ideas on the subject, together with the record of boats he's owned and his sailing record. His reply was so interesting we are publishing it as received. Thanks, Herb.

Jib Sheet

Dear Chet,

My first sailboat was a Thompson snipe, too heavy; my 2nd snipe was a Dunphy, much lighter and I sailed her for four years. In 1941 at the Newport Yacht Club on Irondequoit Bay, the record of ESTRELLITA was 9 1sts, 8 2nds and 2 3rds, but Dick Moore won the club championship by a few points.

In late 1941 I joined the RYC and bought DRAGON, a 25 ft. yawl, now sailing out of the Genesee River as RIPTIDE. We had a handicap rating at the club of 59, and managed to place well occasionally.

In 1944 I bought AMORITA a NY 30 built in 1905, and still sound, although

neglected for a few years. She had a tremendous gaff-rig main of just under 1000 feet, and we put new sails on her and had a hell of a time. Managed to lead the fleet once in a while but her rating was 82 and it was hard to win.

In 1947 I bought LORELEI and after outfitting her with new Ratsey canvas, and learning how to handle her, and getting a good crew together, had a great year in 1949. The club had 18 races for the big boats, and with our rating of 71, we placed as follows:

CHRISTY SERIES (5 races, 20 miles each), 1st.

TODD TROPHY (Triangular, twice around), 1st.

RYC TROPHY (Rochester to Presquile), 1st.

FREEMAN CUP (Rochester to Toronto), 1st.

PORT TO PORT (3 races, 30 miles each), 2nd.

ROBBINS SERIES (5 races, triangular), 2nd.

ROCHESTER RACE (Around Lake Ontario), 2nd.

We missed the Labor Day race to Sodus as we were on a fishing trip. In the three 2nd's that we had, a different ship finished first each time.

LORELEI is a 42 ft. cutter, 10 ft. 6 in. beam, and built heavy throughout. For example, the planking is 1 1/4 in. mahogany, and the deck is 1 1/4 in. teak.

My new ship, which is now in the "hopeful" stage on the designer's board, is to be built much lighter above the water line—double plank, 1/2 in. mahogany on 3/8 in. cedar, and deck probably 1/2 in. teak on 3/8 in. cedar. She is to be 43 ft. overall, and beam of 9 ft. 9 in. While she will rate much higher than LORELEI I think she will sail enough faster to save her time, and I think she will be as good, and probably better in a sea.

Chet, it has been my experience in sailing the big boats, that unless you have learned the fundamentals in a Snipe, Comet, or one of the other numerous small classes, you just don't seem to get the feel of things. You can't get the confidence in doing things, because the

action of the wind and the water on a 12-ton weight doesn't communicate itself to you quick enough to know what is happening. In a Snipe, the wind hits and the boat and tiller react, and what do is almost instantly observed. I mean racing—not day sailing. You can day sail a Snipe from now to five years from now, and learn damn little; but when you race and see your mistakes, and the other fellows good tactics, you really learn.

LORELEI has a crew of six, and in the Bermuda race I think I will carry seven. Everybody on the boat will have graduated from Snipes or Comets. We don't expect to do better than the middle of the fleet, and we may be on the bottom, because we have never sailed on salt water. But we will have a lot of fun—all because we happened to be around when a good Snipe club was being formed.

Cordially yours
Herb Wahl

INTERESTING DEVELOPMENT DEPT.

Here are a few items we saw at the N. Y. Boat Show—and we publish them knowing they will be of general interest to sailors.

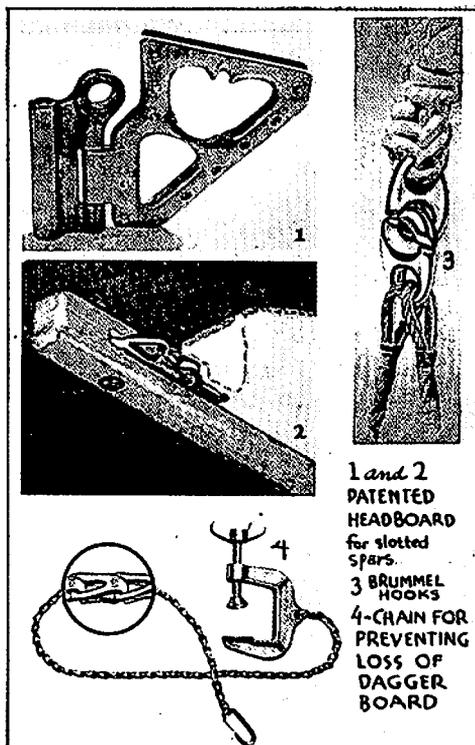
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LIGHTNING CLASS NEWS

The first annual Red Flannel Regatta for Lightnings sponsored by the Chicago Lightning Squadron, was held on Saturday, October 1st and Sunday, October 2nd. The series consisted of three races held on a three mile triangle twice around. All kinds of weather prevailed for the two days. Many of the skippers and crews wore red flannels and it provided a very colorful sight. Eight hundred feet of colored film were taken and will be available to Lightning fleets for showing. First place for the series went to Marty Nilsen of Chicago Corinthian in "Bee 11". Gerritt Foster sailing "Scud" took second place and in third spot was Leo Maurer in "Hilegard II". Twenty-eight boats took part in the series.

* * *

The Great Lakes Lightning Championship held at Toledo Yacht Club was taken by Dick Krauss sailing a brand new boat that had never been sailed before. Second spot was taken by Walt Swindeman, Lightning Class Vice Pres. and former International Champion. Third place was taken by Dick Legowski. All three winners hail from Toledo Yacht Club. Many out of town entries were in the series some bringing their own boats and some using borrowed Lightnings. A fine amateur program was put on in the evening and other social activities kept the skippers and crews busy when not racing.

The Central New York District Lightning Regatta was taken by Bill Croucher sailing "Hornet". In second spot was John Swartz sailing "Mistral". Third spot was taken by Bob Griggs in "Bo Jo." In the Commodore's Series first place was taken by Lawrence Morley in "Northwind". Finishing second was Terry Paton in "Jim Jim" and coming along in third spot was Wilson Parker in "Rascal". One of the boys in the series tried to set his spinnaker upside down but found that it would not draw well that way. The weather was perfect with a whole-sail breeze for every race. Crews were forced to hike to keep their sloops down. Nineteen boats took part in the International Elimination Series, with fourteen in the Commodore's Series.

Wayne Brocket
Sec'y. S. C. A.

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FOR SALE—Caldwell Sails for Snipe. only been used for 15 hours. Dr. F. J. Moyer, Lockport, N. Y.

WANTED—Suit, Good Used Snipe Sails. Suitable for Racing. Write Harry D. Richardson, % Nonpareil, Council Bluffs, Ia.

FOR SALE—Racing Snipe No. 4227, cedar construction with alternating cedar-spruce natural deck, 2 suits of sails—Watts and Larsen, and trailer. Construction of boat started in 1942, completed late in 1945. Boat is well known for its racing performance in mid-west. For further details: Arthur Stock, 107 Moran Rd., Grosse Pointe Farms 30, Michigan.

FOR SALE — Snipe "Blitzen". 3rd place 1949 Nationals, won two of five races. Excellent condition. New Watts sails. \$775. Robert T. Hoyt Jr., 1063 Sleepy Hollow Lane, Plainfield, N. J.

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