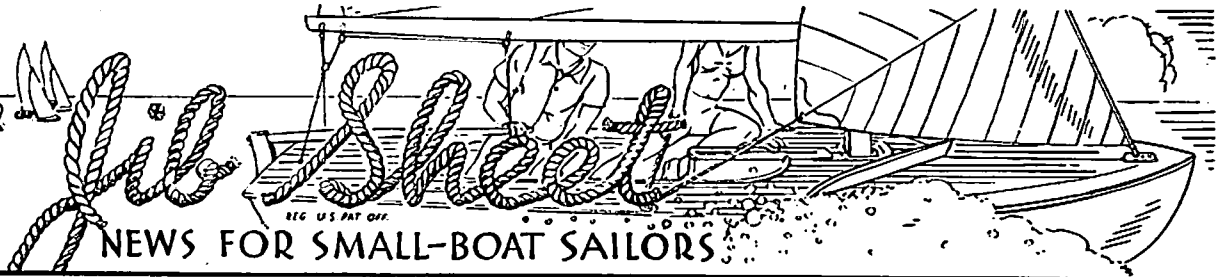


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Photo by Louis Holmes, Jamestown, N. Y.

The Winner!—Bob and Ken Davis of Balboa Yacht Club, Los Angeles, California

BOB DAVIS WINS SNIPE INTERNATIONAL CHAMPIONSHIP



Bob and Ken Davis, Winning International Skipper and Crew from Balboa Yacht Club, Los Angeles

Thirty-seven Snipes entered the eleventh running of the Snipe Class International Championships and thirty-seven Snipes crossed the starting line. Each was champion of his fleet and for the first time the series was enlivened by the entry of four foreign boats—Brazil, Portugal, Newfoundland and Switzerland.

The three days of racing starting on August 21st were just about perfect with light northwest winds which reached a velocity of about 12 to 14 miles an hour on the third day. The Race Committee, made up of individuals from various fleets from as far away as Florida did a bang up job so far as they could but in the first race a wind shift just before the five minute gun made the course virtually three reaches.

The first race, a triangle, twice around, for a total distance of about six miles saw the entire fleet crowding the weather end of the line in an attempt to lay the first mark. Most of them did just that. As a result it was a big parade for the entire two laps with Bob Davis of Balboa, California, pulling more and more into the lead, once he had passed John T. Hayward of Tulsa. At the finish, Bob was first and Vic Larson of the host club came in second. Third place went to Carl Zimmerman of P. L. Y. C. near Akron,

Ohio, much to the amazement of all the "experts" who invariably don't pick a boat with a pivoted center board to show in the money. Guy Roberts of Florida was fourth and Victor Schneider of Detroit River was fifth. The favorite John T. Hayward of Tulsa got bogged down somewhere and came in seventh. The first of the foreign boats was the Swiss entry, Dr. Du Pan who ambled across the finish line in eleventh position. The entire race was sailed in light variable winds which had a tendency to go northwest when it occurred to them.

The second race on August 22nd brought the same thirty-seven starters to the line again. This time it was a windward-leeward course, twice around for a total distance of a little over six miles. The breeze was better and more constant, but lake sailors were said to have all the best of guessing what would happen next. On the windward legs, the fleet was well scattered all over the lake and on the down hill runs, the boats would line up and it was all but impossible to tell who was in the lead. At the finish line, though, it was again Bob Davis who crossed in first place and this time Zimmerman came in second, a splendid piece of sailing, as anyone will admit. John T. Hayward of Tulsa was third and fourth went to the Native Son, Vic Larson of Lake Chautauqua Yacht Club. Ray Kaufman of City Island fleet was next. Switzerland again headed the overseas element with another eleventh place.

All thirty-seven started again in the last race of the series. This time it was again a triangular course, the same as the first race but the breeze was a little stronger and the windward leg was much more pronounced. At the finish of this race, after constantly seeing back and forth, Marr Grounds of Corinthian Yacht Club near San Francisco came in first, but since he had finished fifteenth in the second race and had been disqualified in the first, he was not a contender on points. Ted Wells, of Wichita, Kansas finally got his aerodynamically perfect Snipe going and squeezed through at the finish line to take second. But here again, points on the total didn't do much good as Ted had been twelfth in the first race and was also disqualified in the second race. Third place went to Bob Carrick of Lake Merritt, Cal., who had a second and a twelfth place to his credit. The actual winner of the series, Bob Davis, finished fourth and thereby bound up the series as a sure winner with two firsts and a fourth. Vic



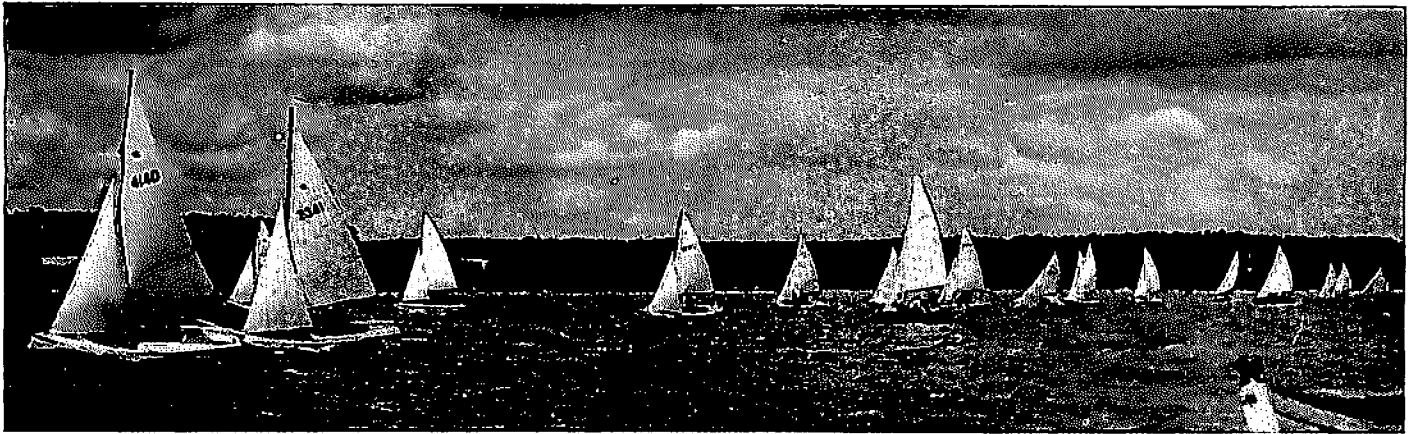
Dr. Du Pan — Switzerland

Dr. Raymond Du Pan, bespectacled Swiss skipper who turned in a pair of good 11th places in the fleet of 38, made the invitation to next year's Snipe Internationals—Switzerland.

The doctor convulsed the Hotel Jamestown's packed ballroom full of banqueters by solemnly warning skippers that because of Switzerland's Alpine terrain, they sail most of their races up and down hill to greet visiting snipe skippers properly, the Swiss are building 20 new and identical hulls to supplement their own fleet of 40 boats at Geneva.

Larson came in fifth and Frank Levinson of Wawasee, Indiana, came in sixth.

In point of attendance, number of entries, weather and general conditions, it was without a doubt the greatest Snipe International Championship Regatta ever held and due credit should be given to those two mainsprings, Dick Shearman and Harold Griffith for their untiring work and for the splendid cooperation they received from their numerous hard working committees. The Regatta Committee should also come in for special mention with such men as "Charlie" Garbor, Lake Mohawk, "Pop" Taylor of Clearwater, Florida, Bill Sweeney of Rochester, Chet Miller, also of Rochester, Don Cochran of Clearwater, Perry Bass, Ft. Worth, Texas, and all the rest of



Showing Part of the 37 Snipes Beating Up Chautauqua Lake in the 1st Race

them. Following the last race, the entire assembly adjourned to the Hotel Jamestown for the presentation dinner. Close to 500 people attended and Griff's presentation of trophies to the accompaniment of Dick Shearman's infectious grin, will be something not soon forgotten by those present. Probably the biggest hit of the evening was the special award of a bilge pump to "Doc" Moyer, 79 year old Snipe skipper from Olcott, N. Y., who capsized while running before the

wind in the last race. Everyone present rose and applauded this grand old sailor for his gameness in being out there at all. Dr. Du Pan of Switzerland made a brief and humorous speech, inviting all those present to be sure to come to Geneva next year. Ljuba Van Eyken of Rio de Janeiro also made a big hit when she presented the Chautauqua Lake Yacht Club with the pennants of her club and her racing association.

The summaries follow;

Skipper	Club	1st Race	2nd Race	3rd Race	Final
Dr. Raymond Martin-DuPan	Geneva, Switzerland	11	11	25	14
John Montanari	Miami, Fla.	32	14	38 Disq.	30
Doc Moyer	Olcott, N. Y.	13	21	37 DNF	25
Patricia Hurley	Cedar Pt., Conn.	22	7	22	15
Bob Davis	Balboa, Cal.	1	1	4	1
R. S. Gozzaldi	Dallas, Tex.	25	34	16	29
Ed. McHenry	Loon Lake, N. Y.	27	4	24	16
Eric Hauschild	Lake Mohawk, N. J.	37	18	15	24
Geo. Bridgman	Canandaigua, N. Y.	33	9	37	26
Ed. von Wolfersdorff	Sea Cliff, N. Y.	28	24	19	28
Bob Carrick	Lake Merritt, Cal.	2	12	3	3
D. R. Simonds	Winchester, Mass.	14	23	7	12
Ken Schmid	Chicago, Ill.	15	13	23	18
Clarke Cassidy, Jr.	Youngstown, N. Y.	34	31	29	36
T. A. Wells	Wichita, Kan.	12	Disq.	2	10
Carl Zimmerman	Akron, Ohio	3	6	12	4
Newton D. Baker III	Mentor, Ohio	30	17	9	19
Guy Roberts	Clearwater, Fla.	4	8	17	5
Bill Wicker	Corpus Christie, Tex.	23	26	13	22
Curtis Gerber	Eagle Lake, Mich.	8	15	20	13
Kenneth Schneider	Detroit, Mich.	5	16	8	6
Donald Munson, Jr.	Privateer, Tenn.	10	28	31	23
John T. Hayward	Sequoyah, Okla.	7	3	38 Disq.	9
Bill Borough	Diamond Lake, Mich.	36	32	27	35
Bud Stillmun	Money Island, N. Y.	35	33	18	31
Dirk Van Eyken	Rio	31	25	30	34
Tom Hanna	9 Mile Pt., N. Y.	19	20	14	20
Ray Kaufman	City Island, N. Y.	16	5	21	11
Victor Larson	C. L. Y. A.	9	2	5	2
Frank Levinson	Wawasee, Ind.	17	10	6	8
Don Clouston	Avalon Y. C., Nfld.	29	35	37 DNF	37
Francisco de Andrade	Lisbon, Portugal	20	27	11	21
John V. Hayward	Clear Lake, Ia.	26	29	26	32
Ernie Coleman	Newport, N. Y.	18	22	10	17
Marr Grounds	Belvedere, Cal.	6	Disq.	1	7
E. W. Williams	Lake Lotowona, Mo.	21	19	32	27
Don Laurer	Sodus Bay, N. Y.	24	30	28	33



Snipe Being Shipped by T.W.A.

First Air Shipment of a Snipe

In the first shipment of its kind on record, a Snipe was shipped via T.W.A. by Varalyay Boat Works in California to its owner in Kansas City, Missouri, in order to make the International Championships.

The owner, E. W. Williams accepted the Snipe from T.W.A. at Kansas City and rushed it to his trailer, threw in a bag of sails and started for the Internationals at Lake Chautauqua. A short distance outside Kansas City, the trailer broke down and Ed. Williams and his wife finished the trip by plane, leaving boat and trailer in Kansas. They sailed a borrowed boat at Lake Chautauqua—after all that trouble and expense.

BOB CARRICK of CALIFORNIA WINS SNIPE JUNIOR CHAMPIONSHIP



Bob Carrick and Bruce Baldwin
Junior National Champions, Lake Merritt, Cal.

In three races held for the Junior Championships and the Valspar Trophy, at Lake Chautauqua, New York, on the same dates as the International Championships, Bob Carrick of Lake Merritt Snipe Fleet, California, with three first places, made a clean sweep of the Juniors. Pierre Havre, of the same club, with a fourth place and two seconds, annexed second position in the Championships. Third

place went to George J. Michel, Jr., of Lake Mohawk, with a second position and two fourths.

In all, sixteen juniors took part in this series of three races which were handled by the same committee that handled the Internationals and which sailed the same courses. Each skipper and each crew member was under eighteen years of age, and thirteen fleets were represented.

Skipper	Club	1st Race	2nd Race	3rd Race	Final
Don Allen	Youngstown, N. Y.	15	14	14	16
John Montanari	Miami	9	7	8	7
Geo. Michel, Jr.	Lake Mohawk, N. Y.	2	4	4	3
Han Rohrer, Jr.	Canandaigua, N. Y.	13	9	6	9
Bob Carrick	Lake Merritt, Cal.	1	1	1	1
Pierre Havre	Lake Merritt, Cal.	4	2	2	2
Jerry Jenkins	Detroit River	8	12	12	11
Sandy Free	Detroit River	5	6	7	5
Don Munson, Jr.	Privateer, Tenn.	7	15	13	13
Dick Brotherson	Diamond Lake, Mich.	11	11	15	14
Jed Hanna	9 Mile Pt., N. Y.	16	16	10	15
Beebe Russell	C. L. Y. A.	12	10	11	12
Don Laurer	Sodus Point	14	5	9	8
Harry Levinson	Wawasee, Ind.	6	13	3	6
Marr Grounds	Belvedere, Cal.	10	3	Disq.	10
Elaine Kirchmann	Belvedere, Cal.	3	8	5	4

DON SIMONDS WINS AT MARBLEHEAD

Donald Simonds, Jr., of the Winchester Boat Club Snipe Fleet, Winchester, Massachusetts, won the coveted New England Championship crown at Marblehead, Mass. during Race Week, August third through tenth.

The Championship is based on the best average score over seven races, three races sponsored by the Eastern Yacht Club, three by the Corinthian Yacht Club and one by the Boston Yacht Club. Don not only won the New England title but also took home the three treasured trophies put up by these Clubs, for as neat a week's sailing spoils as anyone could ask for.

Don, sailing his dad's SINBAD, scored two wins in the three Eastern Races, won the Boston and won two of the three

Corinthian races for 5 wins out of 7 starts. In a field averaging 20 starters, this is pretty sweet sailing.

Bob Swanson, in his new SWANEE, another Winchester skipper and last year's "New England" winner, won the other two races as well as the Pleon Yacht Club trophy for junior skippers, completing the shut-out of the highly rated salt water sailors from Boston, Squantum and Winthrop.

Once again, the Winchester skippers dominated the Snipe class, with George Field, Bart Sullivan, George Jones, James Snow, Holbrook Bugbee, Al Litchfield and Billy Cusack all showing to excellent advantage throughout the week.

SNIPE CLASS BOX SCORE THIS MONTH

Number of Chartered Fleets.... 211
Numbered Boats5964
Several old fleets have joined the active list

SEND IN YOUR
SUBSCRIPTION
TO "JIB SHEET"
TODAY!

SPECIAL SALE

We are offering this month only a limited number of Snipe masts and booms. Masts are slotted, hollow and pear-shaped fitted for inside halyards. Booms are solid and slotted. These are the same as supplied on our famous racing Snipes.

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(f.o.b. Gardena)

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1710 West 166 St.
GARDENA, CALIF.

SHORT NEWS ITEMS OF SNIPE FLEETS

Miss Elaine Kirchmann, Fleet Captain of the Corinthian Snipe Fleet No. 62, San Francisco reports; "Our fleet is growing every day. We have ten boats now, although not all of them will be racing I'm afraid,"

* * *

Portage Lake Yacht Club at Onekama, Michigan, reports that at least things are fully organized and ready to go places. Robert V. Probeck was recently elected Commodore with A. Deskitt as Vice-commodore. George Cartland is Rear-commodore and Jim Hollingsworth Fleet Captain. Bud Shaw is Measurer and Miss Rosalie Harrison is Secretary. Races are held every Wednesday, Saturday and Sunday with special emphasis on team racing. There is also a sailing school for anyone over 10 years of age. Both team racing and sailing schools are ideas that might be followed to advantage by any fleet.

* * *

Blake Vinkemulder, Secretary of the Grand Rapids Yacht Club Snipe Fleet reports that Snipes from his fleet raced in the Western Michigan Yacht Racing Association regatta at Muskegon recently. While the regatta was not sanctioned, and Association rules did not apply, the Grand Rapids Snipers took part in order to interest five other nearby clubs into forming Snipe fleets. Results have not yet been obtained, but this sort of thing helps a

lot in interesting others in Snipe racing. Numerous old fleets have come back during the past month and in order to keep the records straight, we mention them here.

The Awosting Snipe Fleet, Greenwood Lake, Hewitt, N. J. Irving M. Farr is new Fleet Captain. Fourteen Snipes start things off in a lively manner.

Norwalk, Conn. Fleet. Fleet Captain Robert Billmeyer of South Norwalk, Conn. He reports that the fleet shows great promise with many new people showing interest. Bill Leo, fleet champion several times, may have a new boat built by George Becker and there is a move on foot to have all new boats built by Becker in order to carry the one-design idea to its ultimate peak. Fleet Captain Billmeyer also reports that since the price limit has been lifted he recently discovered a Connecticut builder, who has had no experience at all in Snipe building, making one that has a price tag of \$1,200 on it! Billmeyer says: "A lot of people, not familiar with Snipes, are going to be taken for a lot of money . . ." Norwalk Snipe Fleet has also made the first sanction application for 1947 for a regatta to be held next season and known as the Long Island Sound Individual Championship. Dates have not yet been set.



Commodore Hal Griffith and SCIRA Secretary, Bill Crosby

Lake Davenport Sailing Club, of Davenport, Iowa, has also been reorganized and will be active for the rest of this season.

* * *

Detroit River Fleet, according to Robert B. Wood, has also come back to life. It seems that the regular fleet officers were engaged in other pursuits this summer and let things slide.

Yet another long defunct fleet is one known as North Cove Snipe Fleet, charter No. 127, located near Lawrence, Mass. William Turner is the new Fleet Captain and reports that the fleet has been reorganized with six boats as members.

Beachwood Yacht Club, Snipe Fleet, No. 162 has also come back into action after a year or so of silence. Douglas Campbell, Jr. is Fleet Captain. This Fleet starts off again with six boats.

Still another new-old fleet is that of the Onondaga Yacht Club at Liverpool, N. Y. Hobart C. Whitney, Rear-commodore of the Club reports that 14 boats will form the initial fleet membership.

One more fleet is welcomed back into active participation. This is the Island Bay Snipe Fleet of Springfield, Ill. William E. Stout is the new fleet Captain.

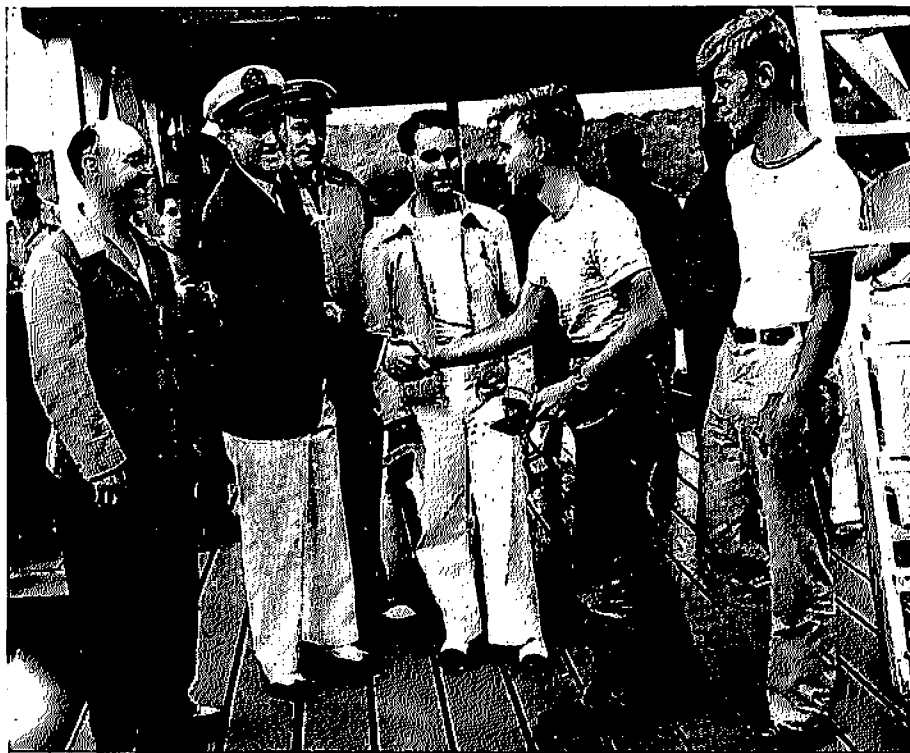
Continued on Page 16



Race Committee for the Internationals

Left to right: Elverton Rushworth, Bill Tapely, Vin Hall, New York; "Pop" Taylor, Clearwater; Dick Shearman, Lake Chautauqua; Bill Sweeney, Rochester; Charlie Gabor, Lake Mohawk; Don Cochran, Clearwater.

GEORGE MICHEL JR. WINS THE NEW JERSEY STATE CHAMPIONSHIP AT LAKE MOHAWK



New Jersey State Snipe Championships
 Geo. Michel, Sr. Rus Doeringer Winner, Geo. Michel, Jr. Hans Blocklin
 Bud Croft, Commodore Bob Edmonds, Fleet Captain

The twelfth annual N. J. State Snipe Championship held at Lake Mohawk, Aug. 10th and 11th, was captured by George Michel Jr., fourteen-year-old Skipper, who trimmed the hardy veterans.

Weather conditions were ideal, with twelve to fifteen mile breezes, close starts, and hot competition for the boats were bunched, most of the races changing positions till it was anyone's race up to the time the last boat finished as the box-score shows.

The Race Committee clicked beautifully on timing the starts, and did a swell job patrolling the courses.

Bud Stillmun, the popular Money Island Fleet Captain, was second; Ernie Dean, of Island Heights, just returned veteran, was third. These youngsters were just too much for the OLD MAN OF THE MOUNTAIN Charlie Gabor. We know youth will prevail.

Results New Jersey State Snipe Championship 1946

Fleet	Skipper Crew	Boat No.	1st Race Points	2d Race Points	3d Race Points	Score	Place
Lake Mohawk	Geo. Michel Jr.	Challenge	1600	1296	1444	4340	1st
Money Island	Hans Blocklin	Me-3494					
Bay	Edna M. Stillmun	Rub-a-dub	1225	1444	1600	4269	2nd
Beechwood	John F. Stillmun	4842					
Y. C.	Ernie Dean	C-Sharpe	1521	1225	1521	4267	3rd
Lake Mohawk	Harry Hildburg	Too-4839					
Y. C.	Garry Hoyt		1369	1521	1296	4186	4th
Y. C.	Bob Hoyt	1348					
Lake Mohawk	Chas. Gabor	4004	1444	1369	1369	4182	5th
Y. C.	Mat Hammond	Chaseme					
Money Island	Bob Sawyer	20	1296	1600	1296	4121	6th
Y. C.	Joe Seibert						
Money Island	Kermit Nicholson	5485	1156	1156	1156	3468	7th
Y. C.	Kermit Nicholson, Jr.	Little Chief					

Triangular Course seven miles. Wind South South East the 1st and 2nd Race. Saturday. North wind, Sunday. Fresh.

Race Comm., Lake Mohawk, Rus. Doeringer, Chairman. "Bud" Croft, Geo. Michel, Sr. Maxwell Denecke, Bill Littell, Bob Edmonds, Paul Castellanos.

Course Judges: Island Heights, Dr. Albert L. Mulford; Money Island, John Stillmun, Sr.

MANY NEW SNIPE FLEETS to be FORMED

Correspondence received here by the Executive Secretary of the Snipe Association indicates that without a doubt 1947 will be the biggest Snipe year yet. Many new fleets are in process of being formed and there are still a lot of pre-war fleets that are on the way back. Here are some of them:

- Jacksonville, Fla. Otisco Lake Yacht Club, N. Y.
- Clear Lake, Calif. Port Jefferson, L. I.
- Quantum, Mass. Sarasota, Fla.
- Holland, Mich. Staten Island, N. Y.
- Edgewood, R. I.

There are in all, 211 chartered divisional fleets on the records but of these there are a considerable number that are inactive here in the United States and, of course, a great many foreign fleets that are inactive because their governments will not permit the export of American dollars. The only foreign countries that are actually paid up and in good standing are Portugal, Brazil and Switzerland. Although there are more than 700 Snipes in Spain with about 50 fleets, all racing actively, none are actually members because of money restrictions. England, France and Italy are in the same boat. In some countries, dues and fleet charter fees have been collected and placed each year in some local bank toward the day when restrictions are lifted. This season there were actually 55 active Snipe fleets. There were 66 foreign fleets listed as inactive. There are still 90 pre-war American fleets that have not yet been organized. Many of these will be reorganized this winter but some have been dead for years and will never come back. However, once a charter number is assigned, it remains with that particular fleet from then on. While we're on the subject of fleets, we would call your attention to the fact that all fleets should hold elections of officers in late fall or early winter, letting the Executive Secretary know immediately, the names and addresses of new officers in order to have them properly listed in the 1947 rule book. Officers elected after January first cannot be included in next year's listings and if you want your fleet captain's name in the 1947 book, be sure to hold the election ahead of time.

ERNIE COLEMAN WINS NORTH ATLANTIC CHAMPIONSHIP

Ernie Coleman, of the Newport Yacht Club, Rochester, N. Y. holds the North Atlantic championship for the second time and his triumph is really a personal achievement.

Ernie returned from the Pacific theatre of the war, scouted around for hard-to-get materials — built his own boat with the able assistance of his wife and then went out and sailed against the champions of ten other clubs.

Scheduled for Saturday and Sunday at Nine Mile Point Yacht Club, the Saturday races were called off for lack of wind and a downpour of rain. Sunday morning turned up with a nor-easter which brought a heavy sea in the exposed position of the course so rather than risk hulls and riggings, the skippers decided to move the races to Newport Yacht Club on Irondequoit Bay, five miles away, where, thanks to the splendid cooperation of the Newport Club, the three races were held.

Never before have such close Snipe races been held — most of the boats crossing the finish line in less than a minute, eight in less than 30 seconds.

The issue was not decided until the final heat. After Coleman had garnered a fourth and a second he was third in point standings with the New Jersey contingent in front.

Coleman took an early lead at the start of the final heat but he had to overcome what appeared to be an unsurmountable lead. On the second round Coleman slipped to third spot and it appeared all but hopeless. Eric Hauschild of Lake Mohawk was hot on Coleman's stern and needed only to stay there in order to clinch the championship.



North Atlantic Championship of Newport Yacht Club, Rochester, N. Y.

One unidentified skipper managed to get to the windward of Hauschild, blanketing his sails, and before the Jersey skipper could do anything about it four trailing snipes had sailed through. That settled Hauschild's hash and gave the trophy to Newport.

Bridgeman and his wife in "Kitten" won the first race, Hauschild in "Dodger" took honors in the second trip around the triangular course and Ray Kaufman of City Island Yacht Club in "Kiddo," a borrowed boat, was the victor in the deciding finale.

FINAL STANDINGS

Place	Name	Boat's Name	Yacht Club	Points
1	Coleman	R's	Newport	4334
2	Hauschild	Dodger	Lake Mohawk	4068
3	Nelson	I Q	Island Heights	4054
4	Kaufman	Kiddo	City Island	4050
5	Larson	Slalome	Chautauqua Lake	4046
6	Stillmun	Rub-A-Dub	Money Island	3961
7	Bridgeman	Kitten	Canandaigua Lake	3780
8	Glenn	4 Aces	9 Mile Point	3476
9	Cassady	Em-jay	Youngstown	3275
10	Short	Protest	Sodus	2950
11	McHenry	Phantom	Loon Lake	2761

EAGLE LAKE YACHT CLUB HOLDS SUCCESSFUL MICHIANA CHAMPIONSHIP

The seventh sailing of the annual regatta of the Eagle Lake Yacht Club and the third annual sailing of the Michiana Championships brought eight C class scows, 18 Snipes and five National One-designs to their respective starting lines. Curtis Gerber, Fleet Captain of Eagle Lake, won the first race but was hard pressed by Frank and Buzz Levinson of Wawasee. In the second race Gerber lead Levinson by more than two minutes at the finish line. The third boat was ten minutes astern of the leader.

In the third race, Frank Levinson beat Gerber by one second but Gerber had enough points to cop the trophy. Final standings for class C scows gave George Pfaff first place, Mary Woolverton, second and Tom Clark, third. In the National One-designs, Jack Makielski was first, Art May second and Paul McKinney third. In the Snipes Curtis Gerber was first, Frank Levinson, second; Bill Borrough, third; Bill Freeman, fourth and Cissy Lowitz, fifth.

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VICTOR LARSON of CHAUTAUQUA AGAIN WINS NEW YORK STATE CHAMPIONSHIP

Fourteen boats, comprising seven teams, attended the New York State Snipe Meet at Olcott on August 10-11 to compete for the various trophies donated by the Olcott Yacht Club. Taking the lead at the end of the second race, the Chautauqua team (Larson, Shanahan, Erickson and Hahr) increased their lead in the third event and won the meet 1132 points ahead of their closest competitor. Nine Mile Point (Miller, Tom Hanna, Jed Hanna and Jack Hanna) and Youngstown (Cassidy, D. Allen, Spafford and P. Hanna) captured second and third places respectively. Vic Larson and Auggie (2 firsts and a DNF) and Erickson were individual high-point team, with the Cassidy-Spafford and Shanahan-Hahr combinations close behind. Complete results of the series are tabulated in the attached sheet.

The hardy Olcott sea dogs really dished up some weather for Saturday afternoon's race. A spanking 30 m.p.h. wind out of the NW, accompanied by towering seas, provided (and we speak literally) chills and spills. Four boats broke down before

the starting gun, and six more either tipped over, sank or dropped out with broken rigging. It was whispered in well-informed circles that Chautauqua's fair Nancy Shanahan had a barrel of oil aboard which she judiciously spread on the seas. In any case, she led the other three survivors in by over three minutes.

The banquet and dance on Saturday night was attended by several hundred sailors, and lived up to the best Olcott tradition.

Sunday's two races were sailed in perfect breezes (15 and 8 m.p.h. NW respectively) and a long, smooth ground swell. Vic Larson led the fleet in twice with Tom Hanna close on his heels.

Trophies were awarded for the first, second and third places in each race, and for first, second, and third places in individual standings. Chet Miller was speechless with joy when he was presented with . . . a free subscription to "Jib Sheet."

To those who could not attend the meet, we want to say, "Sorry — You missed a grand time — Try and make it next year."



Vic Larson, Winner New York State Championship of Chautauqua Lake Yacht Club

INDIVIDUAL STANDINGS

Vic Larson	4161	Ernie Coleman ..	3275
Clarke Cassidy ..	4113	Tom Hanna	3042
Nancy Shanahan ..	3786	Don Allen	2702
Chet Miller	3774	Charlie Stinson ..	2586
"Doc" Moyer	3354	Ed McHenry	2120
Harry Klein	3293	Jack Curtis	2050
Ray Kaufman	3276	Wally Pinch	1832

* * *

Results of New York State Snipe Meet at Olcott Yacht Club Saturday and Sunday, August 10th and 11th, 1946

No. - Name	Skipper	Club	1st Race	2nd Race	3rd Race	Total Score for Each Club 2 Boats	Place
5525 Slalom IV	Vic Larson	Chautauqua	DNF-10	1	1	7947	1
4278 Pinto	Nancy Shanahan	Chautauqua	1	6	10		
5115 O-G	Tom Hanna	Nine Mile Point	DNS	2	2	6816	2
5000 Jane-L	Chet Miller	Nine Mile Point	DNF-10	3	4		
4156 Em-Jay	Clarke Cassidy	Youngstown	2	5	5	6815	3
1900 Minx	Don Allen	Youngstown	DNF-10	11	12		
3993 Taffy	Harry Klein	City Island	4	9	11	6569	4
5256 Jinx	Ray Kaufman	City Island	3	Disq.-15	7		
3144 Scat	"Doc" Moyer	Olcott	DNF-10	4	9	6322	5
1650 May Day	Charles Stinson	Olcott	DNF-10	12	13		
5894 R. S.	Ernie Coleman	Newport	DNF-10	8	6	5325	6
4571 Kiddo	Jack Curtis	Newport	DNS	10	8		
3777 Ghost	Ed McHenry	Loon Lake	DNS	Disq.-15	3	3952	7
5245 Quest	Wally Pinch	Loon Lake	DNS	7	Disq.-15		

LAST MINUTE STUFF

Despite repeated warnings requesting fleets to get busy and not wait 'til the last minute, the same old stuff again appeared this year regarding entries in the Internationals and Junior Nationals. Air mail special delivery, telegrams and long distance telephone calls were received anywhere from two to five days after entries were closed (August 10th) and when such entries were turned down, owners and fleets "got sore" about the matter. In several cases fleets were reorganized at the very last minute in an attempt to secure an entry in the Internationals. JIB SHEET, "The Rudder" and the numerous letters to fleets sent out by Chautauqua Yacht Club ever since last winter, have all stressed the necessity of acting early and calling attention to the closing date. If your fleet entry didn't make it and was turned down, don't blame it on S. C. I. R. A., the Executive Secretary or Chautauqua Yacht Club. The blame is right in your own fleet. These rules were made for everybody and there never can be any exceptions.

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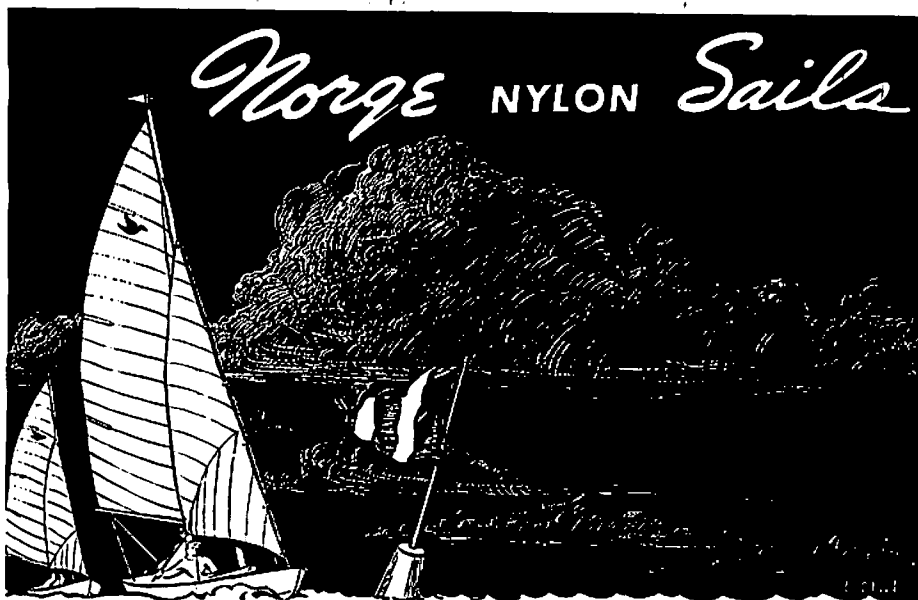
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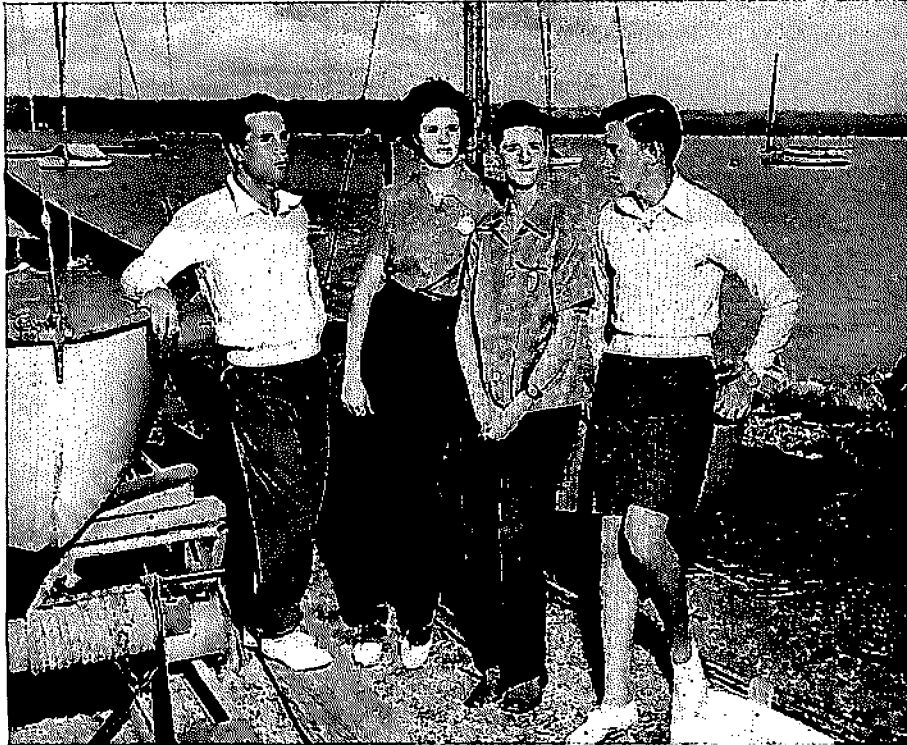
TELEPHONE SOUTH 8-2346

Ray Kaufman of City Island Fleet Wins Larchmont Race Week Series

Larchmont Race Week, run off late in July brought about 25 to 35 Snipe starters to the line every day and, of course, as it was an unsanctioned regatta there were unmeasured boats, skippers who had not paid dues, boats from non-existent fleets and all sorts of queer things. Despite the rules regarding one-design racing of the Larchmont Yacht Club, Yacht Racing Association of Long Island Sound and the North American Yacht Racing Union, no attempt was made to check up on the entries and everything went. As a result all the more credit should be given to Ray Kaufman of City Island Fleet for putting on an exhibition that clearly showed him to be the best skipper there and at that a legal entry in every possible way. Many of the Snipes could not be identified at all as they had changed hands and no one seemed to know who the new owners were. Of course there were a few other "legal entries" besides Ray's but the whole thing was pretty badly handled and mixed up. As near as can be ascertained there were Snipes from the Norwalk Fleet, Cedar Point, Sea Cliff, and of course, City Island. According to numbers one boat (No. 3193) came from Halifax, Nova Scotia, but this was probably just a whim of the skipper or possibly a misprint in the newspapers. Some of the boats were from the non-existent Western Long Island Sound Fleet.

The first three days were miserable with rain and high winds. The last three days were hot and practically without any wind. Taken all in all, it is a wonder that any Snipe skipper would enter as the entire regatta was handled in a manner that would not be tolerated even by the lowliest of Snipe fleets. It has been proposed that in 1947 Larchmont Race Week be blacklisted for failure to observe their own simple rule on one design racing. The simple answer to the whole thing would be to have one member of the Race Committee require every skipper of any one-design class to show a current membership card the first time he appears on the scene.

SNIPE NOTES FROM OVERSEAS FLEETS



Portuguese and Brazilian skippers and crews at Lake Chautauqua
Left to right' Francisco Rebello de Andrade, Ljuba van Eyken, Dirk van Eyken and Francisco Quina.

Preliminary Plans Being Made for 1947 Snipe International Championship

Definitely, the Snipe Class International Championship will be held at Geneva, Switzerland, in 1947. Not so definite are the dates, but they will have to be late in the summer. Present plans call for exactly *one* boat from each country including the United States. Determination of who will be the lucky skipper will be found out by holding a National Championship for the United States, the winner being the United States' entry at Geneva. Present plans also call for each entry in the National Championships to pay an entry fee, the winner to take the total to help defray his expenses to Switzerland. The same procedure will be followed by other countries sending entries and each skipper at Geneva will be his nation's Snipe Champion. The place for the National Championship has not yet been selected but the dates will have to be somewhere around July 4th as passport regulations require that 30 days elapse between application for a passport and actual leaving the United States. No boats are to be taken to Switzerland by any contestants as 20 boats will be built at Geneva, all exactly alike, over steel forms. Each contestant, though, will carry his own sails. Every fleet should start working toward entering the Nationals immediately in order to make sure of an entry.

Louis E. Favre of Switzerland writes in about preparations for the Snipe International Championships to be held at Geneva, Switzerland, in 1947. "We are making a great effort in Geneva to receive Snipers in 1947. The budget, which will probably be guaranteed by the State and Town of Geneva amounts to \$4,000. This will show that we are not neglecting the slightest thing in order to be able to offer the greatest hospitality to the champions of the different countries. We count on the participation of from 10 to 12 countries." The Championship of Switzerland took place recently under patronage of the Swiss Yachting Union and was held at Rolle, Switzerland, Albert Steimer owner of Snipe No. 4705 was the winner against fifteen other Snipes. Six races in all were held under conditions varying from calms to heavy winds. In addition the Yacht Club of Geneva held the "Grand Prix" for the "Small Lake" in which 15 Snipes took part. The race was for 22 miles and was won by Andre Frey, owner of No. 2416. Mr. Frey is one of the oldest and most active Snipers in Switzerland. The Swiss Snipe Association has also just published its annual rule book and a copy has been received at headquarters. It is

a splendid job, well printed with plenty of interesting Swiss Snipe pictures.

* * *

The Bucarest, Romania, Yacht Club reports that there are now 12 Snipes being built there thanks to Mr. Jean Stroehlin, formerly Champion of the Geneva fleet. It is expected that this fleet will be in full swing before next season and will have an entry in the Internationals.

* * *

The French Snipe Association is still in existence and has just published a new translation of Snipe restrictions and plans. The Association is located at Nantes, France, and a new fleet has just been formed at Rennes, in Brittany. There is also almost certain to be at least one French fleet on the Riviera by next season.

* * *

The new Portuguese magazine "Vela" (Sail) edited by Dr. de Meneses, National Snipe Secretary for Portugal, has been in touch with Brazil relative to running a special Snipe Championship for Latin nations. For this year the competition will take place on a point score basis only, but next year it is hoped that boats from Brazil and Portugal can get together and

(Continued on Page 16)

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SNIFE ASSOCIATION REVISES RESTRICTIONS TO MAKE IT EASIER TO BUILD BOATS

A combined meeting of the Snipe Association Board of Governors and International Rules Committee, held during the International Championships at Lake Chautauqua, brought forth some easements to the restrictions which should make Snipes easier and cheaper to build but at the same time have no effect whatever on any existing boats.

Chief easements were in the permissive use of plywoods at certain specific points. You may now use a quarter inch exterior plywood deck (waterproof plywood) either canvas covered or not. Deck beams remain as they are. You may use three-quarters inch exterior plywood for the rudder—a big improvement and one that will do away with splitting rudders. Three quarters inch plywood may be used for the transom. Gussets at the chine may be of half inch plywood if single or of quarter inch plywood if double. Or, if you wish, the entire frame may be made of three-quarters inch plywood either in one piece from gunwale to gunwale or divided up as you wish.

Price limits on the hull and spar, already removed a few months ago, have now been revised to include sails. No price limit on sails or hull or anything else. Paragraph 81 in the restrictions has been deleted altogether making it possible to use sails of any material.

A change was made in regard to center boards in order to give pivot boards a fair chance against dagger boards. Boards may

be made of any thickness metal, either type, so long as the total weight does not exceed 80 pounds. In other words, you can now use an iron board costing but a few dollars and get the same good results that other owners have been paying all kinds of money for in bronze or similar metals. Remember, 80 pounds is the limit for either type board. Cast boards are prohibited, except those already in existence. In fact, under the new ruling, there is no need for spending a lot of money for a cast board. The overall sizes for the boards must, however, remain the same, but you can make it up in thickness. Experience has definitely proven that the heavier the board, the better the Snipe performs.

New measurement data sheets are now being printed and all boats will henceforth be built to these restrictions as the changes are effective immediately. No changes were made in the weight limit which remains at 450 pounds and is worded exactly as in paragraphs 63 to 69 in the restrictions.

It is suggested that in using plywood that exterior type (waterproof) only be used and for a bright finished deck, rudder or transom, mahogany faced plywood would take a good finish. Frames, gussets, etc., should be made from fir exterior plywood. The use of this material will both cheapen and strengthen the boat and make it easier to put together.

PLEASE BE CAREFUL

Snipe fleet captains, recorders and owners are requested to be extra careful regarding numbers of boats as there have been a number of instances lately where numbers have been transposed thus, 4486 might come in as 4468. This makes no end of trouble at headquarters and in one case recently it took just about half a day to straighten out two transposed numbers which were sent in by a careless fleet captain. This little error actually affected four boats as the file cards of owners were changed in good faith according to the first letter. Then when the correction came along these cards had to be changed back again as well as two more cards for the correct numbers. Such an error also means that entries in the bookkeeping have to be changed and in all

it makes one heck of a mess — all because some individual just didn't bother to do his work properly.

There is also an increasing tendency to buy second hand sails with numbers on the sails that do not rightfully belong to the new purchaser's boat. In a recent case a fleet secretary sent in dues giving the number for a boat and all the entries were made and the card file corrected. A few days later the error was discovered. The actual number of the boat was one thing but the numbers on the sails were not within 2,000 of the boat number. All the work had to be done over again. We strongly suspect also that in some cases there are new boats sporting old sails. Actually these boats may have no numbers at all, but because there is a number on

Classified Ads

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the sail, everyone assumes that this is the correct number of a boat. Every numbered Snipe **MUST** have the numbers carved into the keel directly astern of the centerboard trunk in numerals at least one inch high. Measurers must check every boat to make certain that this has been done. It is also against the class rules to display the wrong numbers on your sail (Sect. 18, By-laws) and boats doing this are subject to disqualification.

Unless more care is exercised by owners, fleets and measurers in respect to numbers, the Association will have to start getting tough about it and some boats may even be refused measurement certificates or in cases where certificates have been issued, these may be withdrawn.

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Many of the best Snipe skippers in the country immediately ordered Nylon sails after seeing and sailing them during tests at the 1946 International Regatta. Nylon has these advantages:

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Jack Wirt of Miami Wins Southeastern Championship at Charleston

A fleet of 20 Snipes took part in the Southeastern Championships held August 3 and 4 by Charleston, S. C. Yacht Club. The first race was held in moderate winds, the second in a fair-sized gale and the third in a full-fledged rip-snorter. Guy Roberts of Clearwater, Florida, won the first two races and was in a fair way to clean up the whole affair when he had a chain plate pull out in the last race and his mast went over the side as quick as a wink. Don Cochran of Clearwater struck a buoy in the first race and disqualified himself thereby eliminating himself from all competition. Guy's broken mast spelled the end of Clearwater's hopes. As a result Jack Wirt, of Miami won the championship with Donald Munson of Chattanooga in second place for the series. H. Connor of Charleston was third, Guy Roberts fourth, Emil Sodke of Charleston, fifth and Don Cochran in sixth.

According to Owen Duffy, who sent in the account, "Guy Roberts said that we made 20 to 25 miles an hour and I am sure it would be conservative to say that we made 15 to 20 on the reach up the Cooper River against a 5 mile current. We had about a 30 mile wind broad on the beam and there didn't seem to be any limit to the speed we made planing down those heavy seas that made up against the current. If you sailed on a reach, you just planed and that's all there was to it. The Charleston boys promised us a good breeze but, of course, being from the Tennessee hills, we didn't know whether that was a good breeze for them or not. However, when the scows tried to get underway ahead of us, and their masts started falling off and most of the rest of them capsized by the time they reached the third leg, we figured it must be at least a fair breeze even for them. Some of them later admitted privately that it was as hard a breeze as anything they had ever raced in. Guy Roberts planed by all that was left of the scows before they got to the first buoy — and they started five minutes ahead of us. Incidentally, the loss of Guy's mast was the only casualty to any Snipe all during the series."

Point Score Results

The Snipe Association furnishes each fleet, each year, with a number of special sheets for recording seasonal point scores of the members. These sheets are sup-

plied to fleets gratis on the basis that they will be used only to record the results of point score races which must be sent to headquarters at the end of the season. These sheets are not meant for the club bulletin board nor are they meant to be broadcast to owners, race committees, etc. Generally one sheet will take care of one boat for an entire season, but if a lot of races are held, it may require two sheets for some boats. Thus a fleet having 12 boats should not use more than 24 sheets at the very outside, yet there are constant requests for 50 and 100 sheets from 10 and 12-boat fleets.

In making out these sheets at the end of the season be sure that each boat has taken part in at least 5 point score races in which there were 5 or more boats. Be sure that each is a measured and paid up boat. Sheets are checked at

headquarters on this point and each year a number are simply dumped in the wastebasket—boats that have raced illegally all summer. Sheets must have the full name and charter number of the fleet at the top and must be signed or they will not even be considered. Do not use initials of the fleet only. In giving the owner's name, give his initials or first name also and above all, do not write on the back of the sheet. Such sheets will be returned. Use also the standard sheets only. If you need more ask for them. If the final score comes out in a fraction, reduce it to a decimal. We must ask fleets to cooperate in these matters in order to ease the burden of work at headquarters. The score sheets for the 1946 season will not be accepted by the Association unless all these requirements are met. Now don't say that we didn't warn you.



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Notes of the Rhodes Bantams

By CHARLES A. HARRISON
Sec. Rhodes Bantam Class Association,
468 Locust St., Lockport, N. Y.

I would like to be able to report big doings, Regional and National Championships this month for it is the right time of year for such things. Another year I have little doubt that it will be so but we of the Bantam fraternity must possess our souls in patience, beg, borrow or steal materials and spend many rather delightful hours in cellar and workshop through the long winter evenings before the clutch hatches and the Bantam chicks emerge in sufficient quantity to fill those racing schedules.

Two fleets are sailing and a number of reports of individual boats taking the water have been trickling in but the great majority are still in the planning or building stage and the season is getting short.

The major holdups for many builders are the difficulties of getting waterproof Douglas Fir plywood and the only slightly less difficult problem of sails. The plywood difficulty has been much aggravated by restrictions due to the veterans' housing schemes while the sail problem is already easing slightly and should be much easier by next spring.

A number of groups that plan to have fleets racing this season have thus been forced to exercise patience at waiting, rather than skill at the tiller with the net result that no regular National Championship on the official basis can be held. It has been suggested that a semi-official championship might be held by opening a series of races to all individual Bantams ready and able to attend.

The idea has much merit and if it proves feasible would serve the very useful purpose of getting together many of the real enthusiasts with the usual discussion, criticism and suggestions that are needed for an active racing season next year.

Plans for such a meeting have been delayed due to the many regattas and series of races that take up the time of all of us at this time of year.

A suggestion is on foot that a series be held toward the end of September, probably at Skaneateles, N. Y. The Secretary would be interested in hearing from any and all owners of Bantams who would be ready and willing to attend and a request to this effect is being mailed to all known builders or owners of Bantams.



Dick and Gloria Claver

Dick Claver and Gloria, his wife, sailed their Comet—"Restless" to the Championship at the Central New York Racing Regatta held at Canandaigua Yacht Club, August 8th and 9th.

Forty-six Comets representing various yacht clubs raced, being the largest number of one-design boats entered. The Algonquin Club won the Comet Class Club Trophy.

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LIGHTNING CLASS ASSOCIATION NEWS

Address correspondence to—Executive Secretary: Neil Goodall, Bank of South Haven Bldg., South Haven, Mich.

1946 Atlantic Coast Lightning Class Champ- ionship Won by Magnus Pedersen of Nyack, N. Y.

Held at Riverside, Conn.,
August 3 and 4th, 1946

The Riverside Yacht Club at Riverside, Conn. was host to 24 competitors from 15 Lightning Fleets, for the Annual Atlantic Coast Lightning Class Championship Races, held on Aug. 3 and 4th.

A series of three races were held, one on Saturday, Aug. 3rd at 2:30 P.M. and two on Sunday, August 4th; the first at 10 A.M. and the final race at 2:30 P.M.

The weather at Riverside during the three races held fair, and except for a period during the second race, there was no complaint for lack of breeze.

FIRST RACE

A light southeasterly, during the first race took the 24 competitors around the 6 mile triangular course from the starting line off Riverside Harbor to Gas Buoy east of Little Captain's Island, then to Nun Buoy No. 2 off Greenwich Harbor and back to the finish line, twice around, in two hours. E. F. Larrabee, skipper of "U-Bet" No. 1065 of Toms River Fleet No. 92 was first around on the first lap, closely followed by David Berry, in "Intrigue" No. 351 from Shore Acres Fleet No. 86. Berry passed Larrabee on the

second lap and won the first race, with Larrabee in second place and Jack Webb, in "Rogue" No. 1587 of the home fleet in third position.

SECOND RACE

The course selection by the Race Committee for the first Sunday race, due to the uncertainty of a light southwesterly holding, was from the starting line to Gas Buoy off Little Captain's Island and back to the starting line, three times out and back. Magnus Pedersen, skipper of "Valhalla" No. 1213 from Nyack Fleet No. 75, showed his determination to annex this championship by being first around the course the first and second laps.

The race was temporarily suspended, however, after boats rounded the first marker on the second lap, as the light southwesterly failed, spinnakers folded and skippers wilted. A terrific jam occurred and half the contestants crossing the starting line the second time around, were unable to get out in the clear and retain the positions held by them before the breeze died down. Pedersen, however, managed to avoid the jam, and got out in the clear, with Leigh Brite in "Spouse"

No. 185 of Potomac Fleet No. 50 close astern, thereby winning the second race of the series with Brite finishing in second position. Wayne L. Brockett, in "Flame" No. 1379 from Branford, Connecticut Fleet No. 63 finished in third place.

THIRD RACE

The conditions at the start of the third race had improved when a fresh southwesterly 12-knot breeze took the contestants speedily around the same course as covered in the first race. Jack Webb in "Rogue" No. 1587 of Riverside Fleet No. 7, got out in the clear at the start and held a comfortable lead during the entire race, finishing well ahead. Brite was in second position throughout, with Berry and Larrabee jockeying for third position. Tim Edlund in "Blue Wing" No. 251 also of Riverside, held fourth place with Pedersen in fifth position until the last leg when Pedersen pulled ahead into third position, which he held to the finish, giving him a total of 65 points and a two point lead over Webb, thereby winning the Atlantic Coast Championship.

1946 ATLANTIC COAST LIGHTNING CLASS CHAMPIONSHIP

The series point totals were:

Series Position	Name	First Race	Second Race	Third Race	Total Points
1st	Magnus Pedersen	19	24	22	65
2nd	Jack Webb	22	17	24	63*
3rd	Leigh Brite	17	23	23	63

*Second place by virtue of winning the third race.

SEND IN NEWS AND PICTURES

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

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REBUTTAL

Under the title "Doc Moyer gets his wish," there appeared in the last issue of "Jib Sheet" an article which purported to draw certain comparisons between the behaviors of Snipes and Bantams. That is all right as far as it goes but unfortunately certain inaccuracies crept into that report which somewhat distorted the issue.

Everyone is entitled to his opinion and differences of opinion are necessary to all healthy development. Opinions however, when publicly expressed, should be based on facts.

In reporting the behaviour of Bantams in a choppy nor'easter, it was stated that one Bantam capsized at the starting line. The fact was that one withdrew to shelter before the start for a little bailing and started late—it finished second.

The boat that was reported filled with water at the first mark, in fact had only a broken rudder, while the statement that Charlie Harrison capsized at the finish line is not quite accurate either. He crossed the finish line with plenty of water aboard and swamped in the steep seas over the harbor entrance bar while coming about in the act of entering the harbor shortly afterwards.

The correction of these details would not be a matter of much importance if the conclusions drawn in the article had been a little more unbiased, for by comparison it was stated that, "All the Snipes came through in fine style"—they did, at their moorings—and no disgrace to them either.

The race which caused this report was held in similar weather and over the same course as the first race of the New York State Snipe Championships, a race that will be remembered by the contestants for some time to come. It is no disgrace to the Snipes that a number of casualties resulted, broken rudders, broken masts and swappings. The going was rugged—very rugged. Rather it should be credited to those that finished that race that they sailed well and that their boats were in A-1 condition, for a race of that kind is

necessary occasionally to prove out the weak spots.

Similarly it can be said that the Bantam race held under almost exactly similar conditions reflected great credit on those boats and proved that properly sailed they will take it in very heavy seas and in weather that is really too stiff for small boats.

Let us hope this ghost is laid.

Charles Harrison

FOREIGN NEWS—

(Continued from Page 10)

race on a boat for boat basis. At present Spanish Snipes and those in Argentina are not eligible as both countries have not as yet fully complied with Association membership. It is expected that the proposed championship will do a lot toward bringing these fleets into full membership.

NEWS ITEMS *(Continued from Page 5)*

Five Snipes start the new fleet with a strong possibility of others before the end of the season.

* * *

Harold Christy, who just joined the firm of Pearson-Christy is a well known yachtsman and former dinghy champion. He started his activities as a small boy aboard 30 footers, later in the early 1920's augmented the Lake Ontario International 14 foot dinghy under the burgee of the Rochester Yacht Club for competition with Canadian Yacht Clubs.

The combination of Pearson and Christy will be good news to yachtsmen in the Rochester area.

* * *

Diamond Lake Yacht Club of Caspapolis, Michigan, has a monthly racing bulletin, put out in mimeographed form which keeps all its members informed of every race with the standings of boats before the race and after every race. There are eighteen Snipes in the fleet and the monthly report serves to keep everyone informed as to the exact status of each boat. Such an idea might well be followed by every fleet as it helps to keep up and make interest.

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