

The Jib Sheet

September, 1947
Vol. 3, No. 9

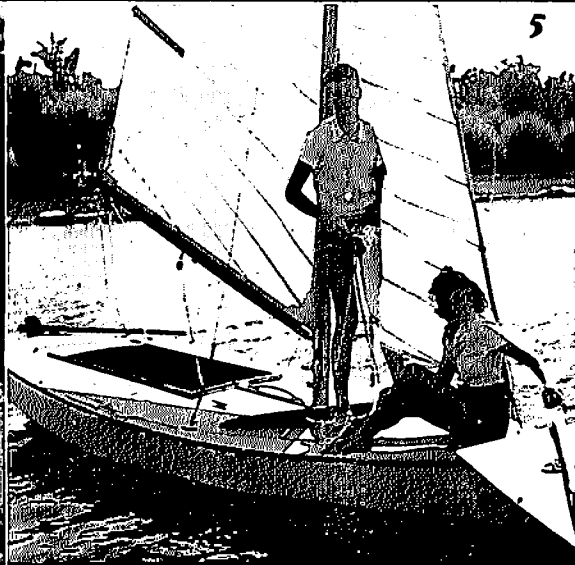
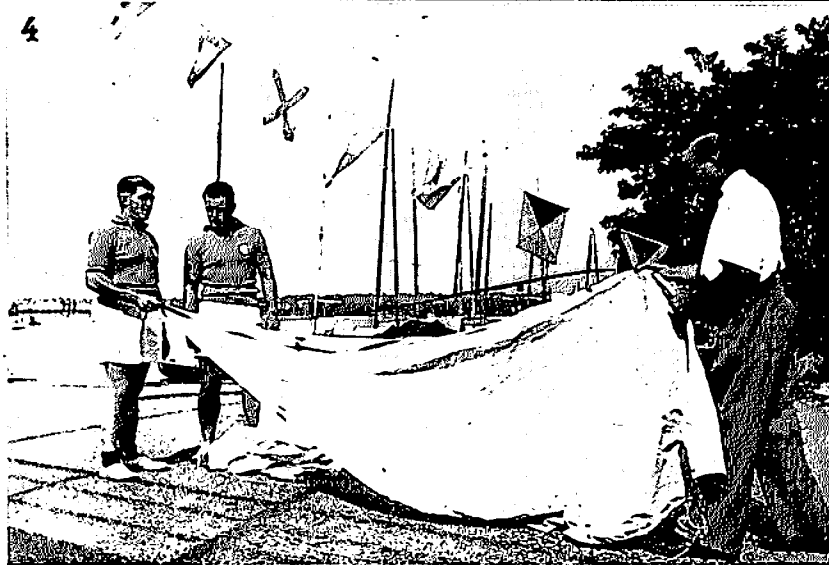
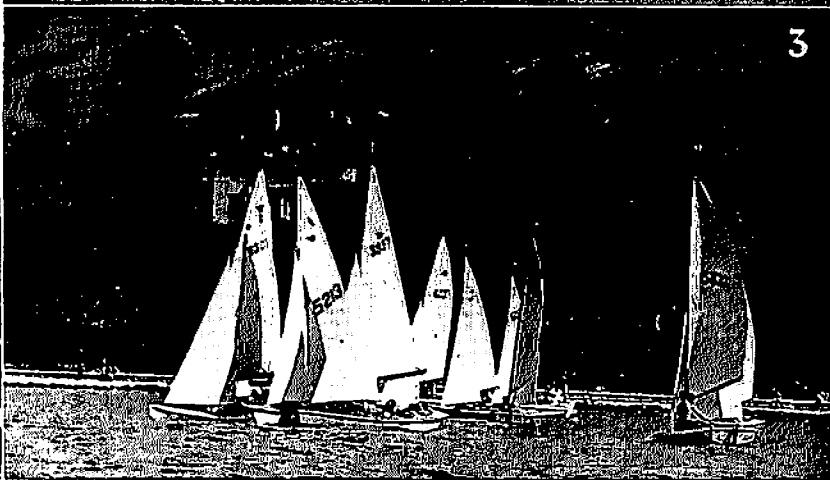
REG. U.S. PAT. OFF.

NEWS FOR SMALL-BOAT SKIPPERS

25¢

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

TED WELLS - WORLD SNIPE CHAMPION!



Description on Page 2

Ted Wells Wins Snipe Internationals In Switzerland

By winning five firsts out of five races, Ted Wells of the Wichita, Kansas, fleet and holder of the U. S. National Championship made a clean sweep racing against the national champions of 12 other nations at the regatta held in Geneva, Switzerland. The races, scheduled for August 26-29 were run off on schedule and entries started to arrive about the middle of August. Only five of the specially built Snipes were completed and the rest were gathered from the cream of the crop from the Geneva and Rolle fleets. Boats were drawn for on the morning of the 24th and skippers kept the same boats throughout the series. Wells drew a six year old, all mahogany boat, weighing at least 700 lbs. Minor changes were made in each boat as requested by the skippers, the work being done by Claude Bechard and Francois Chapot who worked all night so that everything could be ready the next morning. The club house of the Nautical Society of Geneva was headquarters. Sails were measured by Henri Minner, official Snipe measurer for Switzerland and some minor changes were made in two or three of them before the first race. On the 25th a warm up race was held in a light northerly wind, most boats carrying crews made up of Swiss Snipe skippers who tried to show them the fine points of sailing on Lake Geneva.

On the morning of the first race there was the usual meeting of skippers, crews and the national secretaries present. It was agreed to use the rules of the International Yacht Racing Union similar to our N.A.Y.R.U. rules. At that time, Ted Wells requested a substitution of crew and where he had originally planned to

take Mrs. Wells with him, he asked instead for the services of Dr. Robert Martin du Pan who will be remembered a long time for his good sportsmanship at Lake Chautauqua in the 1946 Internationals. All skippers agreed to this arrangement. At the same time Baron Gaston de Thierry, National Secretary for Hungary, stated that his skipper and crew were unable to be there in time for the first race and it was agreed that their place should be taken by the skipper and crew of the second boat in the Swiss National Championships. This arrangement was to hold for the first two races only and if they failed to arrive by the third race, that Hungary would be out of competition.

On August 26th the starting signal was made promptly at 9:30 a.m., from the committee boat of the Societe de Sauvage. The motor yacht Jackie II owned by Marshall Clyde started out ahead of the Snipes to show the way to the marker. The course was triangular with the start to windward. Wind velocity was about 10 to 15 miles an hour which kicked up a considerable sea on the lake. Wells came in first by a mere 24 seconds, his closest to being defeated in the entire series. Argentina was second and Portugal, third. Spain and Brazil were disqualified.

At 2:30 p.m., the same day the second of the series was carried out, the course being windward-leeward with slightly less wind than the morning race but still enough of a sea to cause the Swiss and Hungarian boats to give up before completing the course. Ted again finished first completing the course in 1 hour 37'-40". Argentina was again second in 1 hour 41'-22". Norway came in third. The Portuguese finished fifth.

The third race was held the following morning under about the same conditions of wind and sea and was raced around a triangular course. Ted Wells again showed a clean pair of heels to the fleet and won in 1 hour 28'-27" with Norway second in 1 hour 31' flat. Spain came in third. Ted again won the afternoon race with a time of 1 hour 36'-50" with Switzerland in second place with a time of 1 hour 39'-07". Argentina bounced back into third place this time.

On the 28th, there was a special race held for National Secretaries present and Baron Gaston de Thierry of Hungary was the winner. His regular skipper and crew having failed to show up after the second race, the Hungarian boat was disqualified from the remainder of the series.

At 2:30 on the afternoon of the 28th, the fifth and final race of the regatta took place around a triangular course. The light NW breeze almost but not quite failed altogether. It took Ted Wells 2 hours 25'-30" to get around the course this time which is a pretty good indication of how light the going was. Argentina was second again in 2 hours 27'-45" thus nailing up second place for the South Americans. According to Louis E. Favre; "The World Championship is over. The victory is definitely that of the U. S. A. Their representative Mr. Ted A. Wells, sailing on water that he did not know, has shown such qualities that made him one of the most brilliant skippers of this time. The title of World Champion of SCIRA will be the right reward for his exceptional capacities and talents." We might add, that probably Dr. DuPan was of no small help to Ted.

DESCRIPTION OF PHOTOS ON COVER

1. *T. A. Wells*, the U.S. Champion and his crew Dr. Robert Martin duPan just after the last race.
2. Club house of the Nautical Society of Geneva with some of the Snipes and the flags of thirteen nations.
3. Start of one of the races on Lake Geneva. No. 6301 is the Italian boat, 5213 from Brazil, 5997 the Belgian boat and 5832 the skipper from Portugal.
4. *Henri Minner*, right, measuring the sails of the Italian entry. Dr. Rinaldi, extreme left and his crew Ing. Nino Favreto.
5. *The Brazilian entry*, Jean Robert Maligo and his crew Miss Bromberg.

RUBBER RUB-RAIL

Rubber Rub Rail as Used by International Champion Ted Wells on his Boat "Good News III"

—ALSO—

- * Deluxe Racing Snipes
- * Plywood Rudder Blanks
- * Laminated Stems
- * Snipe Frames
- * Spars
- * Cotton Rope
- * Marine Paint
- * Danforth Anchors
- * Marine Hardware
- * Booms

WALCO WOOD FABRICATORS

2621-23 North Broadway

Wichita, Kansas

TECHNICAL EDITOR'S COLUMN

BY JOHN T. HAYWARD

In the June issue of Jib Sheet, the Technical Editor promised that he would discuss a most important gadget. He said that this gadget was the key to successful racing and that, surprisingly, though always found on the larger boats such as the J boats, its importance is unknown to 99 per cent of small boat racing skippers. The thing can be bought for a dollar or less and is not the wind pennant or the compass.

The time has come to make good on this promise, so here it is.

The Log

Suppose that so many cows are turned into Williams' steaks that there is a shortage of milk. Suppose, furthermore, that a chemist is given the job of finding a way to make synthetic milk. He is a very bright young fellow and works very hard but he never keeps any notes. Starting with sawdust as a base he adds some stuff out of bottles No. 1 and No. 2 and gets a liquid that looks like milk, tastes like milk but turns out to be intoxicating. So, he starts again and takes more sawdust and adds stuff out of bottles No. 800 and No. 900, for there are a great number of bottles in this lab. This time he gets a liquid that looks like milk, tastes like milk, is not intoxicating but is subject to spontaneous combustion.

After years of work he probably happens on bottles No. 1 and No. 2 again, arriving back at intoxicating milk.

Anyone knows that this is a poor way to set about developing synthetic milk.

Ted Wells Wins Snipe Internationals

After the last race, the boats anchored in the harbor of the Nautical Society of Geneva and most of the town turned out to congratulate the winner. Then preceded by the police boat, the twelve competing Snipes made a "tour d'honneur" around the roadstead.

On August 29th the National Secretaries present assembled at the Hotel Municipal to discuss problems that arise from world wide competition of this type. Mr. Rene Odier, President of the Swiss Yachting Union, presided.

The official, final dinner took place that evening at the club house of the Nautical Society and was preceded by the ceremony of the flags, commanded by the Spanish Captain Alvaro de Urzaiz. While 21 guns were fired in salute and the sound of trumpets were heard, the national flags were slowly hauled down by the represen-

DATE - 5/14/47 COURSE STARBOARD Δ 3 LAPS
WIND - 12-16 M.P.H. SAILS-ROB, M&J
RECENT CHANGES - MOVED MAST BACK AGAIN
TO THE 62" POSITION. JIB STAY 12" BACK
FROM BOW, JIB TACK 6" ABOVE DECK
FINISHING ORDER
4584, 3778, 4590, 4752, 4188, 3959
REMARKS
GOT A BAD START, AM STILL GUN-SHY
IN STRONG WINDS. SLOWLY OVERHAULED
THE REST OF THE FLEET BUT WOULD NOT
HAVE WON IF 3778 AND 4752 HAD NOT
GOT INTO A LUFFING MATCH. ALL GAINS
WERE MADE ON THE REACHES AND THE
BOAT HAS MUCH LESS WEATHER HELM
WITH THE MAST BACK IN THE FOREWARD
POSITION.
THIS WAS A MOST ENJOYABLE SAIL-
THE BOAT PLANEING FOR HUNDREDS OF
FEET AT A TIME ON THE REACHES.

SAMPLE SHEET

Now there are many adjustments that can be made in the tuning of a boat like a Snipe and there are very many different ways of sailing it. To keep no records (log) is a poor way to set about developing a champion.

Of course, the type of log we have in mind is very different from that kept on an ocean cruiser.

We use a 8 3/4" x 5 1/2" bound notebook with ruled pages. The first three pages have photos of the boat under way pasted in and the dates that they were taken, together with notes regarding the sails written underneath. On the fourth and

fifth pages are listed all the measurements that are susceptible to change for tuning purposes but are not likely to be altered during a race. Such measurements are distance of the mast from the stem, distance of jib stay from stem, rake of mast, position of jib sheet leaders, type of traveler in use, length of whisker pole, etc., together with the individual weights of the centerboard, mast, boom and the bare hull.

Note also the finish used on the bottom.

List the sails and identify each by an abbreviated symbol. For instance, U 47 M in our log stands for an Ulmer mainsail bought in 1947.

The succeeding pages contain the log of each race sailed. The entries should be standardized as far as some of the information is concerned. For instance, the wind velocity, the sails used and the finishing position should appear at the head of each entry. A typical page from our log is shown.

A few more hints. Suppose that on a hunch you believe that the boat will go better if you carry the weight of yourself and crew farther aft. You try it in the next race and get a first. Now don't jump to conclusions. Perhaps your chief rivals got into a luffing match or had some troubles of their own. Try moving your weight forward again next race and aft again in the race after. Vary all other things as little as possible during this series of tests.

(Continued on Page 11)

tatives of the thirteen countries present. The dinner was attended by all the national secretaries, the commodores of the various Swiss fleets, skippers and crews of competing boats and the authorities of the City of Geneva. After speeches by the various officers and skippers, the Commodore Hub E. Isaacks Trophy was presented to Ted Wells as well as a beautiful dish engraved with the coat of arms of the Nautical Society of Geneva. All other skippers and crews were suitably awarded

according to their positions in the final standings. This was followed by songs by a Swiss choir and then by dancing which went on until the small hours of the morning. Next day the skippers and crews were taken on a motor coach tour through the city of Geneva followed by a steamship tour of the lake. Several receptions followed and the series came to an official end. The summary of the five race series follows;

* * *

Snipe International Championships, Geneva, Switzerland, Aug. 26-29, 1947						
Country	Skipper	1st race	2nd race	3rd race	4th race	5th race final
United States	T. A. Wells	1	1	1	1	1
Argentina	Jorge E. Brauer	2	2	6	3	2
Norway	Felix V. Rozniacki	6	3	2	6	3
Italy	Dr. Giorgio Rinaldi	5	4	7	4	4
Switzerland	Pierre Jaeger	4	dnf (13)	4	2	9
Portugal	F. Rebelo de Andrade	3	5	9	10	5
Spain	A. Perez Rodriguez	disq. (14)	7	3	7	4
Canada	James Harding	7	6	10	8	7
France	Pierre Pichavant	10	11	5	11	8
Brazil	Jean Robert Maligo	disq. (14)	10	8	5	10
Great Britain	Dr. F.V.G. Penman	8	8	12	9	11
Belgium	Jules Maes	dnf (13)	9	11	12	12
Hungary	Etienne Jankowich	9	dns	dns	dns	13

SHORT NEWS ITEMS OF SNIPE FLEETS

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

Frank K. Levinson, Jr., 5919 Garver Road, Indianapolis, Indiana, has been appointed District Secretary for the Upper Great Lakes Region. His first announcement is that the Dunphy Trophy and Chalmers Burns Memorial Trophy races will be held in 1948 at Gull Lake Michigan on the second week-end of August.

* * *

Earle C. Call, of the Sailing Committee of the Fort Meyers, Florida, Yacht Club, has written in to ask about forming a Snipe fleet. The club, at present, has 65 members and certainly a good part of these could be interested in Snipe sailing. If Fort Meyers Yacht Club forms a Snipe Fleet it will add another regatta to the winter series of Snipe races in Florida. The talk now is to have special Snipe races at Miami, Palm Beach, Havana and wind up with the Clearwater regatta. Fort Meyers could be sandwiched in somewhere on this schedule so that some of you frozen up northern Snipers could go to Florida and practically spend the winter racing all over the "Sunshine State."

* * *

Still another fleet to be revived certainly not later than next season is the Snipe Association of Great South Bay on Long Island. Fourteen Snipes will form the start of this organization.

* * *

Billy Wicker of Corpus Christi, Texas, fleet promises that if the Nationals are to be held there next year, that every boat

will be carefully weighed on a large platform scale and that the measurement committee will work over every boat — in a place in the shade where they can work without melting away. Jack Wood, who headed the Race Committee at Marblehead so ably this year, will be invited to again do his stuff at Corpus with Perry Bass and Dick Shearman assisting. The plan now is to hold this regatta about August 10th which is just about the latest date possible. Incidentally, Corpus Christi is horning in on this Midwinter Florida stuff also will start off the season with an open Snipe regatta to be held December 6-7. Any Snipe skipper with a membership card is eligible to enter, so start off in Texas and work your way clear around the southern coast next winter.

* * *

Port Jefferson, Long Island, N. Y., will probably be reorganized again and in operating shape by next summer. Five boats comprise the present roster. Charles A. Michel, 9451 Park Lane South, Woodhaven 21, N. Y., is the man to contact if you are interested in joining this fleet next year.

* * *

Lake Parsippany, N. J., is another prospect for a new fleet soon to be organized. There are four Snipes there now and five more within a small radius. Snipers in the area who might be interested are urged to get in touch with Dudley G. Sandford, of Morris Plains, N. J.

San Antonio (Texas) Sailing Club is about to reenter the active fold according to a letter received recently. This fleet has been inactive since just before the war but it looks now as if it will soon be back going stronger than ever.

* * *

If your club or fleet holds an important interfleet regatta be sure to report the results to the Executive Secretary. There are hundreds of these regattas each summer and unless the results are sent in, there may be a slip-up on reporting them. Most fleets when their regatta is over, simply fold up for a while and forget to send in the results. Don't be among this crowd but see to it that at least a summary is sent in.

* * *

Winchester Boat Club may have the largest fleet of measured Snipes in the country with 32 boats at present and more to come.

* * *

If you buy a numbered boat second hand, be sure to let the Executive Secretary know giving the number of the boat as no record is kept of names. The fee of one dollar should be included to have the boat transferred to your name on the official records.

* * *

Since the National Championships at Marblehead, the various inactive Snipe groups in the Boston area have snapped back to life with a bang and numerous letters have been received from skippers requesting full information on forming new fleets or reorganizing old ones.

* * *

The old pre-war Adirondack Sailing Club is on the way back (Charter No. 89) and Caroline H. Scott, Camp Paowynec, Eagle Bay, N. Y., is doing the reorganizing.

* * *

Lake Wawasee (Indiana) held an Invitational Regatta on July 26-27 with 13 Snipes crossing the starting line. Jack Pfaff of Eagle Lake, Mich., was the winner with Frank Levinson of Wawasee in second position. Jack Pardee of Lake Fenton, Michigan, was third. It is planned to make this an annual affair after this.

* * *

An unnamed Snipe measurer writes in as follows; "The Commodore practically owns our lake but his Snipe will not measure in. What do you think we can do in a case like this?" That really is a tough one.

CHARLES ULMER, INC.

Sailmakers

CITY ISLAND 64, N.Y.

NEWPORT RACE WEEK GREAT SUCCESS

Cliff Carpenter Rochester Democrat & Chronicle

Newport Yacht Club's first annual race week, provided Irondequoit Bay with its most colorful spectacle of the year, crowned a new snipe-sailing champ of Lakes Erie and Ontario.

Sailed in extremely hot weather with light, shifty airs. The first annual Race Week was termed a success by all the Snipe sailors involved. Each of the trophies were raced for and won as follows.

Winner and new trophy-holder for the two Great Lakes is Clark Cassidy of the Olcott Yacht Club, irrepressible advertising man whose home is in Niagara Falls, and who in years of snipe racing never before knocked down a mug of anywheres near the consequence of the Briody (Lake Ontario) or Retzhaupt (Lake Erie) goblets.

To a Tuesday's 3d and 5th places in the first two races for the two trophies, sailed simultaneously, Cassidy added a 3d barely to nose out the host Newport Yacht Club's Ernie Coleman. Skidding to 9th, and 3rd in final tabulations, was Sodus Bay Yacht Club's Bill Holmes, leader at the end of two Tuesday races.

Winner of final Erie-Ontario scrap was Newport Yacht Club's Marty Jones, who also had taken a good fifth in the opening race—but, like 15-year-old Dave Lundquist, of Chautauqua Lake Yacht Club, the second race had KO'd Marty (he took a 19th). Lundquist was second Wednesday, 13th Tuesday.

Jones, who finished first in the morning, finished last in the afternoon, Newport's Jack End, disgusted after snapping a stay, repairing it during the race, and being headed all over the bay, deliberately turned his boat around and sailed across the finish BACKWARDS.

Point totals. Erie-Ontario series:

Ghost, 1394 2-3; R's, 1321 2-3; Ruth 2d, 1304 2-3; Shady Too, 1301 2-3; Doghouse Too, 1134 1-3; Seaforth 3d, 1126 1-3; Bruman Too, 1068 2-3; O-G, 1040 2-3; Protest 2d, 1037 2-3; Kiddo, 966 2-3; Biscuit, 887; Billow, 769; 4-Aces, 755 1-3; Kitten, 751 1-3; Jingo, 721; Wench, 701 2-3; Hash Mark, 581 2-3; Q-T, 578 2-3; Dot, 551 1-3; Jane L. 3r, 546 2-3; Snappy 2d, 515 1-3; Li'l Esther, 440 1-3; Billy Boy, 418; Semego, 387; Bingo, 345 2-3; Corsair, 253; Arloa, 247; Cockroach, 108; Bargalon, 108; Petite, 56 1-3.

Race committee: Bert Le Baron, chairman; Mr. and Mrs. Jack Curtis.

Weed Trophy Won by Newport Yacht Club

The Weed & Co. Trophy emblematic of the 2 boat team-championship of Lake Ontario, was won by Ernie Coleman in "R's" and Chuck Webster in "Sea Biscuit."

MAYER TROPHY, TO NINE MILE

Any lingering doubts (if ever there were any) about the team-racing ability of Nine Mile Point Yacht Club's Snipe sailors were dispelled in light and oven-like airs on Irondequoit Bay yesterday as the host Newport Yacht Club settled the third of five Race Week championships.

The canny Nine Milers, bossed by Fleet Captain Chet Miller, piled up 16,330 points in a single race Wednesday and two yesterday, to cling to the Mayer Trophy. The upcoming Sodus Bay Yacht Club was second with 14,618; Newport third with 14,141, and Olcott fourth with 12,720.

Consistency did the job for the 9 Milers, whose Tom Hanna stuck his O-G to two 4ths and a 3d for the best individual score of 4,182, enough to shade the 3,833 piled up by Ernie Coleman's R's, flying the Newport burgee. Nine Mile's team placed three boats among the first six in final computations.

In the afternoon set-to, Newport's Jack End, vacationing band leader, made up his mind to sail across the finish line in the more orthodox bows-on fashion instead of the startling stern-to method used the previous day, and worked out a well-earned first place over Nine Mile's Miller in Jane L 3d.

3-Race point standing of first ten individual skippers for the Mayer Trophy:

Hanna, 4182; Coleman, 3833; Holme, 3825; Vin Logan (Dot, NMPYC) 3778; Lee Short (Protest 2d, SBYC) 3764; Miller, 3687; Cassidy, 3501; Scott 2d, 3445; Biscuit (Chuck Webster, NYC) 3041; Kiddo (Jack End, NYC) 2530.

Race Committee chairman: Bert Le Baron.

* * *

Hanna Takes Snipe Title

To Hanna, Boston College-bound wrapped up one of Nine Mile Point Yacht Club's seasonal sailing titles—the Christy Trophy given to the skipper who piles up the top point total in Saturday races.

Hanna, at the tiller of his O-G, took the trophy by placing 3rd in the snipe fleet's races off the point on windy Ontario. His season total of 1,571 points nosed out second-running young Dick Glenn whose 4-Aces piled up 1,516 points for the season.

* * *

If you pipe smokers want a real treat, clip that "Cookie Jar" coupon and get yourself a sample. You'll stick with it — we're sure of that. Did you ever try pipe smoke instead of cigarette smoke to see where the wind is coming from? You'll enjoy the flavor of "Cookie Jar" Tobacco while you're doing it!

ERIC HAUSCHILD WINS NORTH ATLANTICS

The Crane Bowl, emblematic of the snipe racing championship of the North Atlantic region, is back in New Jersey but not until after a virtually unknown kid from Sodus Bay, Lee Short, put up as grim and gallant a scrap for its possession as the oversize mug ever has seen.

Carefully swaddled, the bowl was trailed back to Lake Mohawk in the cockpit of Jerseyite Eric Hauschild's sleek snipe, Dodger 2d.

It was on Mohawk in 1943 that Newport Yacht Club's Ernie Coleman, then as unknown among snipe racing stars as young Short was when the current series opened, lifted the bowl with a grand slam of firsts.

Hauschild, tall blond veteran among snipe tillerman, took the trophy home by placing second in Sunday morning's race and first in the afternoon affair on Irondequoit Bay where the series climaxed the first annual Race Week to which Newport was host.

Those two excellent places, added to a Saturday's second in the opening race, gave Dodger 2d a total of 4642 points according to the the snipe association's astronomical scoring method, with Sodus Bay Yacht Club's Short, sailing Protest 2d, in next place with 4565.

The unheralded 17-year-old Sodus kid, sailing an equally unheralded boat—an expert piece of craftsmanship turned out during the winter by Bill Kallusch at Sodus Point—came close to doing what no one thought he could do. He had won Saturday's lone race; but of the 9 boats from 9 snipe fleets competing, other Rochester-area entries were ingloriously bringing up the rear. In other words, going into Sunday's races, if Short couldn't turn the trick, it was highly improbable the trophy would stay here.

Thus was the stage set for the first race, a windward-leeward affair in alternately shifty and steady airs, picked out by Race Chief Bert LeBaron. First at the first mark and never headed through the race was Chataqua Lake's Red Garfield, New York State champ, at the tiller of the Shady Too. With young Dave Lundquist as crew, Garfield again showed the fastest jib-handling ever seen in snipe racing hereabouts, his Shady Too snapping about like a bull whip on short hitches.

(Continued on Page 10)

LIGHTNING CLASS ASSOCIATION NEWS

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

The Central New York Yacht Racing Association regatta held at the Canandaigua Yacht Club at Canandaigua, N.Y., the middle of July produced 18 starters and as the result of three days of racing Dr. John McIntosh of the Irondequoit Bay Yacht Club compiled enough points to win by a comfortable margin.

* * *

A minor movie thriller took place in the Class recently when the state police called Skaneateles Boats, Inc., to say they had picked up a Lightning off Youngstown in Lake Ontario. They reported her racing number and were told the name and address of the owner, a resident of Buffalo. The owner was notified and then replaced the mast which apparently was the only damage the boat had sustained.

* * *

The Lake Yacht Racing Association regatta held at Queen City Yacht Club in Toronto during the latter part of July drew forth a fleet of 14 Lightnings entered from many clubs on Lake Ontario and the eastern end of Lake Erie. The event was won by Robert Griggs of the Sodus Bay Yacht Club.

* * *

William E. Stubbins, vice president of the Lightning Class Association, has sold his Lightning No. 1813 to Dr. Marvin Rubin of Haverstraw, N. Y.

* * *

Lightning Fleet Charter No. 132 has been granted to Lake Washington Fleet at Seattle, Wash.; No. 133 has been granted to Manhasset Bay Lightning Fleet in New York; No. 135 has been granted to Mobile Bay Lightning Fleet at Fairhope, Alabama; No. 136 has been granted to Fort Clinton Sailing Club Lightning Fleet at Oak Harbor, Ohio; and No. 137 has been granted to Gull Lake Lightning Fleet at Richland, Mich.

Skaneateles Boats, Inc., reports that they have just sold two Lightnings to be delivered to Dhahran, Saudi Arabia. These boats will be sailed in the Persian Gulf.

* * *

Sodus Bay Yacht Club News

Despite high water which flooded out the club grounds, the racing spirit of Sodus Bay refused to be dampened. The Rose Williams Trophy, which represents the Snipe Championship of Sodus Bay was taken by Lee Short in his Protest 2nd, Don Laurer was second, and Bruce Huston, third. A three race Labor Day Series for the Hayden Trophy gave the spoils to Don Laurer, with Bruce Huston second, and Bill Holmes, third.

Reporting on the other classes on Sodus Bay, we find the Lightning boys were showed the way around the buoys by Bill Croucher of Newark, but not without being hard pressed by Lawrence Morley of Sodus Point, and Ken Collier of Clyde. The watch word for 48 is Faster Lightnings.

In the 17 foot Robin Class, the championship went to Warren (Hot-Foot) Deland, of Fairport, and the Labor Day Series was cinched by Lloyd Ludwig of Sodus Point, with three firsts. As for the 30 foot, ply-wood, Advanced Trainer Class, the championship went to Bob Bloomer, Jr. of Newark, and in the Labor Series, Bob's uncle, Harrison Bloomer made sure the honors stayed in the family. All sailors agreed it was a wet — but happy season.

Bill Holmes

No Sailor, Yet He Builds Fleet of Ships

August Crabtree has never crossed an ocean but he has a fleet of ships. They are miniatures, wonderfully carved to scale and equipped to the minutest detail, built by Crabtree over the last 20 years. His collection of 14 ships includes an Egyptian galley of 1500 B. C., a Roman ship that once plied the Mediterranean, a sailing ship of William the Conqueror's time, Columbus' Santa Maria, and the British Britannica of 1840.

Crabtree started as a boy in Portland, Ore., making models of ships that sailed the Columbia River. Living on a small private income, he continued to carve on his collection although his friends "thought it was a screwy idea." "Now it's letting me take life easy," Crabtree said, explaining that he was taking his collection on a lecture tour. During the war, Crabtree put aside his hobby and helped to lay the body plan for the first Liberty ship and a landing craft at the Kaiser shipyards in Vancouver. "That was a head-achy job," he said. "A naval architect sent down the offset, a bunch of dry figures, and from these I chalked lines on a 600-foot loft floor. You had to do a full-size job like that before they could cut the steel pattern." After the war he was offered a shipbuilding job at a fabulous salary. He turned it down. "Had to get back to my models," he said.

**NEXT MONTH
COMPLETE
REPORT ON
LIGHTNING
INTERNATIONALS
AT
TOLEDO
YACHT CLUB**

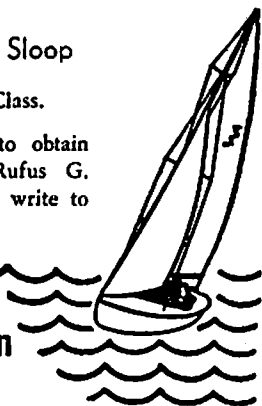
Own a **LIGHTNING** Class Sloop

Join the fastest growing one design Class.

For complete information on how to obtain Lightning plans, specifications, and Rufus G. Smith's book "Building the Lightning" write to

Lightning Class Association

**W. D. HICKIN, Exec. Socy.
SOUTH HAVEN, MICH.**



EDITORIAL

Its Not What YOU Think . . .

Altogether too many Snipe builders, either professional or amateur, seem to consider that they are the final arbiters of what is legal and what is not. They seem to lose sight of the fact that the International Rules Committee should be consulted before changes other than those allowed are undertaken in the construction of a Snipe. Without mentioning any names, one professional builder this year, turned out a Snipe that had curved frames for numbers 1 and 2 with resulting concave planking up forward. They were much surprised when it was pointed out that these boats could not be raced. They had *assumed* that so long as keel, chine and sheer dimensions were correct that they could do anything they wanted in between. Fortunately, these builders were very good sports about their error and made good on every boat. Still another professional builder undertook to build a trunk for the dagger board that was on a rake, aft so that the entire dagger board did not hang straight up and down as indicated in the plans but instead was cocked aft by several inches. He claimed that the opening for the slot through the keel was in the right place and that so long as this was okay,

nothing else mattered. He was greatly surprised when told that his slot, trunk and board would not be permitted, appealed to the Rules Committee and was again turned down. The trouble seems to lie in the fact that these builders cannot seem to realize that Snipe is a one design class and as such anything such as they propose might easily out-mode many existing boats and would therefore be considered illegal. They could save themselves a lot of trouble, time and money by asking first and not waiting until some measurer discovers the error. Consequently, if you contemplate any changes in your new boat that might be questioned, better get a ruling on it first rather than wait and be disappointed later on. Sometimes skippers themselves decide to make certain changes to measured boats during the winter and cases have come up where such changes have voided existing measurement certificates. Better make absolutely certain before you start tearing things up. You're not supposed to change a thing and if you do, the measurer is supposed to check it for you before you race again.

W. J. Lewis

Problem

Another measurer writes in about light weight boats. One boat in his fleet, professionally built, was reported by the builder to weigh 450 pounds but upon weighing it was found that the weight only came to 400 pounds with all equipment aboard. This again brings up the old point that certainly is a sore one with the skippers who sail boats weighing around 500 pounds. In this particular case, it was suggested that the matter be taken up with the builder and that the boat be rebuilt as necessary to bring its weight up to normal. These extremely light boats must be kept out of competition if fleets are to continue to exist.

* * *

**Send in News and Pictures
Of your Sailing Activities to Jib Sheet**

NEXT MONTH

**HOW TO
IMPROVE
YOUR
SNIPE**

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

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

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

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SNIPES NOTES FROM OVERSEAS FLEETS

Club Nautico de Santiago de Cuba is one of the new ones having been assigned charter No. 235. The fleet starts off with five Snipes. This makes four fleets on the island of Cuba.

* * *

Harold E. Braisted, Secretary for the Association Argentina de Proprietarios de Snipes, has also been appointed National Secretary for Argentina. It is expected that at least five fleets will shortly be formed and Mr. Braisted is also working on another Snipe club in Uruguay. The first fleet actually chartered in Argentina is No. 233, Club Nautico Sudeste at Victoria.

* * *

According to Charley Galeyn, National Secretary for Belgium, the Ostende fleet made an excursion to Ghent and Terneuzen in Holland recently where they took part in several regattas. Unfortunately wood is still scarce in Holland but it is believed that Snipes will soon be built locally. Incidentally, the official measurer of the Belgian National Yachting Association has consented to act as measurer for Snipes in that country.

* * *

Four French Snipe fleets out of the six chartered there, took part in the French National Championships. These fleets; Loctudy, Paris, Denodet and La Baule-St. Nazaire raced on August 6 to 10th at Loctudy. Pierre Pichavant and his crew Roland Caubet of the Loctudy fleet were the winners.

* * *

Newest inquiry about forming a fleet has come from Eero Rewell of Helsinki, Finland. There are several Snipes already there but Mr. Rewell who is Commodore of the yacht club and editor of the Finnish yachting publication, is anxious to get them started on a larger scale.

* * *

Difficulty was experienced by the Geneva fleet in getting delivery on the fifteen new Snipes promised for the Internationals. We quote from a letter on the subject; "We have had a lot of trouble with the boat builder who promised to build us the 15 Snipes. They made 5 and then stopped construction. We offered them more money but nothing would induce them. In view of this situation, we rounded up and put at the disposal of

competitors the best boats of the Geneva and Rolle fleets."

* * *

Five Snipes have recently been completed in Hungary and were recently assigned racing numbers. A fleet charter was also issued, No. 243 to Budapest. Baron Gaston de Thierry is Fleet Captain.

* * *

Six fleets were recently chartered in Italy through National Secretary Natale Galeppini who has been on the job ever since long before the war.

* * *

According to Fernando de Avellar, National Secretary for Brazil, a trophy costing more than \$500.00 (U. S. money) has been given by Sul America Capitalizacao. The cup is of solid silver and was made in Sheffield, England, in 1897. The base is made of a precious wood named jacaranda and has silver shields on it for engraving the names of the champions. This trophy will be awarded annually for the high point champion of the Latin Nations including those in South America as well as Europe. A deed of gift is being prepared to vest control with SCIRA.



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Arthur Johnson, Secretary for Newfoundland, states in a recent letter; "Sniping is steadily forging ahead in Newfoundland."

* * *

B. M. Blackadar, Rear-commodore Armdale Yacht Club at Halifax, Nova Scotia, has already requested consideration of holding the Internationals there in 1949 when Halifax will celebrate her Bicentennial. Incidentally, the Canadians had a terrible time getting their entry in the Internationals ironed out this year but we are pleased to report that they finally made it. Trouble rose when the winner of the Canadian Championship was found to belong to an unchartered fleet with an unmeasured boat. Blackadar did yeoman work in getting the situation straightened out.

HUB ISAACKS

With the decline of Snipe racing at the Forth Worth Boat Club Dr. Hub E. Isaacks has joined the Lake Worth Sailing Club in order to keep his old No. 9 in racing trim. He took second place in the Southwestern Championships and has been doing remarkably well in fleet races.

Horn Bros. Have Successful Season

Fred and Herbert Horn have taken, with their Snipe Skylark, all the trophies that Great South Bay has to offer for July and August — 16,686 points.

Timber Point Yacht Club — Oakdale, L. I., N. Y. — 1st place cup, Dormon Yacht Club — Patchogue, L. I., N. Y. — 1st place cup, Colson Perpetual Trophy — Sayville, N. Y. — 1st place (for second time), Wet Pants Association — 1st place cup.

The Horn brothers came home a few days ago from Washington where they raced in the President's regatta. They came in 5th. Last year they came in 2nd.

Runyon Collie Wins Penguin Class

Hampton, Va.—Runyon Collie, Mantoloking, N. J., won Penguin class dinghy national championship series by 12.1 point margin.

USA Loses Star Title

The International Star Class Yacht racing championship passed from the hands of an American skipper when Durward Knowles, a freighter captain from the Island of Nassau in the Bahamas, was declared the 1947 winner with 97 points after five days of racing.

OLCOTT WINS "ROWING TROPHY"

Clark Cassidy of the Olcott Yacht Club was star in the Olcott Yacht Club race for the "Rowing Trophy."

"Sandy" Ots, Fleet Captain, and his cooperative Club, staged one of the best series it has been our pleasure to attend. This a series of three races for a trophy that was put up by 13 people who successfully made a crossing of Olcott River in a rowboat during a storm — the cup being contested each year between Newport Yacht Club, Nine Mile and Olcott.

The Saturday night banquet at which "Sandy" was toastmaster turned out to be one of those banquets that "go down in History."

All the women from Nine Mile were awarded huge artificial corsages and Chet Miller was awarded a large, very bright red wig to take the shine off his bald head. Before the evening was over, everyone, with or without hair had tried it on!

Altogether, it showed the newcomers why Olcott is famous for its entertainment at regattas held there and is one big reason, besides being excellent sailing water, that everyone enjoys going to Olcott Beach.

Inc Wins Trophy at Canandaigua

Canandaigua—Inc, owned jointly by Bob Reichert and Wayne Norton, and skippered by the same team, won the Scheer Trophy in the Lightning class of the Canandaigua Yacht Club by streaking across the final line in 1:14.10.

George Glenn was crowned champion of Nine Mile Point's Snipe fleet after compilation of points.

Wally Roworth had a first, a second and a third to take individual honors and the Cliff Baker Trophy

Fred Scott Sweeps Bantam Sail Regatta

Fred Scott of the Skaneateles Country Club completed a sweep of the first International Rhodes bantam class sailboat regatta yesterday when he won the final race of the three race series on Skaneateles Lake. Scott, who also took two races Saturday, amassed a point total of 30¾ against 25 for Herman Otterstedt of the Port Washington, L. I., Yacht Club, who was second. Otterstedt, who finished second in Saturday's races, was fourth yesterday behind Scott, Arthur Harrison of Olcott and B. E. Hiller of the Cleveland Yacht Club, Lakewood, Ohio.

DON COCHRAN WINS SOUTHEASTERN CHAMPIONSHIP

On July 24-26 Charleston Yacht Club held its annual Southeastern Championships with 23 Snipes taking part, making it the largest regatta ever held by the Club. The first day the wind piped up to 25 to 30 miles an hour with an opposing tide, there was a big sea running. As a result there was a wild scramble for high spray boards. Don Cochran in his famous Blue-nose, took the lead early in the race and held it throughout. Jack Wirt of Miami came in second and Pierre Havre of San Francisco was third.

The second day saw somewhat lighter wind and it wound up in almost a flat calm with rain. Don was again in the lead at the point where it counted and Pierre was second. The third and fourth boats to finish were disqualified for striking buoys so third place went to Guy Roberts of Clearwater.

In the last race the air was light and Jack Wirt took the lead at the first marker and finished up in first position. Pierre Havre was second, Emil Sodke of Charleston was third and Don Cochran was fourth. In the final standings for the three races, Don Cochran of Clearwater was first; Pierre Havre was second, Emil Sodke third; Jack Wirt, fourth; George Bonnoitt of Charleston was fifth and Guy Roberts, sixth.

Jerry Castle Cops Dinghy Crown At Toronto

The mantle of Rochester's famed Castle clan-expert sailors all-fits readily on the shoulders of young Wilmot, Jr. (Jerry) who came here in a brand new 14-foot molded plywood Dinghy and carried off top honors in the International 14-Foot Dinghy Association Regatta. Sailing against seven other skippers in the one design division Jerry piled up a total of 21½ points. A full five points ahead of his nearest rival, John Carter of Cataumet, Mass.

Second Rochesterian to come through the series with colors flying was Miss Virginia Cole, who placed third on points, yielding the second spot to John Carter by a bare three-quarters of a point.

Carter's total for the three races was 17 while Virginia was right on his heels with a rousing 16¼. Miss Cole's molded job, Linda, also had the distinction of being the only boat to beat Jerry Castle's on the very first day. She skippered the tiny craft across the line two minutes ahead.

Onondaga Invitational Regatta Success

Lightning Class winner was Eskil Ringdahl of Delta Yacht Club with 35 total points. International 110 won by Roy Ryan of O. Y. C. Snipe trophy won by Bob Bolton of Otisco Yacht Club. Winds were light and shifty. Scores follow.

Great Lakes Regatta Held By Chicago Corinthian

The first post-war revival of the Upper Great Lakes Championship regatta was held by Chicago Corinthian Yacht Club August 8-10. Entries were on hand from Oshkosh, Wis., Diamond Lake and Gull Lake, Michigan, Detroit, Chicago, and from Wawasee, Indiana. The Dunphy Trophy, for team races of two boats each, was won by the Wawasee team comprising John Call and Frank Levinson. The Commodore Chalmers Burns Trophy for individual championship was won by Alan Levinson of Wawasee fleet with Ken Schmid of Chicago second and Arthur Stock of Crescent (Detroit) Sail Yacht Club in third place. Incidentally, the Chicago fleet celebrated its tenth anniversary by holding the regatta.

Eric Hauschild Wins North Atlantics

Continued from Page 5

Directly behind was Protest 2d, and in third spot dodging to get out, Dodger 2d. The Sodus kid slapped it on the Mohawk veteran but good for the bulk of the long windward leg, but Dodger finally wriggled out and trailed Garfield across the finish line with Short in 3rd place.

That still left Short with a bare 2-point lead going into the last race, a triangle. But Hauschild—closer to bringing home the nautical bacon than he had been in any challenge since he lost the bowl—was hotter than that week's heat wave. He was out ahead at the start, and was never picked off. And Short never stopped fighting, ending up in a dead heat for second place with the veteran George Glenn of 9 Mile Point in 4-Aces.

While Short was busy winning the first Atlantic tussle, other Rochester area nautical hopefuls brought up the rear of the all-champion 9-boat fleet, thereby practically presenting Lee with the whale-sized task of keeping the trophy in this region alone. Normally this would be an out-on-the-limb estimate in a series in which there are still two races to run, but separating Short's Protest 2d from Nine Mile Point's George Glenn in 7th place are five red-hot and rough snipe sailors, veterans of nautical warfare galore.

FINAL REPORT ONONDAGA YACHT CLUB

SCORE SHEET

LIGHTNING

No.	Skipper	Yacht Club	Pts.	Pts.	Pts.	T. Pts.
86	Eskil Ringdahl	Delta	10	14	11	35
222	Gordon Stillman	OYC	11	11	10	32
1905	Richard McCormick	Skaneateles	5	13	14	32
229	Kenneth Freeman	LP	8	5	13	26
2497	Thom. Thurlow	OYC	13	12	DNF	25
359	Dr. Eugene Carpenter	LP	14	10	DNF	24
400	Dexter Edgarton	OYC	9	3	12	24
696	Gordon Marwick	Delta	7	7	9	23
2072	Robert Thomas	LP	6	8	7	21
292	Paul Ruby	LP	12	9	DNF	21
9	Vernon Roosevelt	LP	3	4	5	12
2793	Tom Devore	OYC	1	2	8	11
42	Richard Parshall	OYC	4	6	DNF	10
87	Wm. Burrows	OYC	2	1	6	9

INTERNATIONAL 110

231	Roy Ryan	OYC	3	3	2	8
233	George Lewis	OYC	2	2	3	7
260	Eldred Smith	OYC	1	1	1	3

SNIPE

4560	Bob Bolton	Otisco	17	14	17	48
6430	Lee Short, Jr.	Sodus	15	17	14	46
6637-Red	Jack Hanna	9 Mile Pt.	14	16	16	46
4554	Vernon Brumber	Canandaigua	12	15	13	40
6253	Sam Toth	Otisco	13	12	15	40
2167	Phil Klink	OYC	10	9	10	29
6464	Walter Newcomb	9 Mile Pt.	16	11	DSQ	27
2678	Carl Toth	Otisco	9	7	11	27
6002	Wally Roworth	9 Mile Pt.	7	8	12	27
3929	Dick Sherman	Chautauqua	11	13	DNF	24
6637-Blue	Bob Welton	Otisco	8	10	DNF	18
1387	Dick Wentworth	Liverpool	6	6	DNF	12
2938	Eric Will	OYC	5	5	DNF	10
2285	Allen Cummings	OYC	4	2	DNF	6
3887	Bill Norcross	OYC	3	3	DNF	6
3335	Pierre Hulsart	OYC	2	4	DNF	6
none	Don Aitken	OYC	1	DNS	DNF	1

The triangle picked out by Race Chief Bert LeBaron gave the skippers a rough but true buck into the wind coming from the north end of the bay. Defending champ Ernie Coleman's seagoing saga was short but not sweet; over the line in excellent leeward spot and footing well, he held inshore, appeared to be headed by the breeze, and thereafter never could fight his way back through the fleet, ending up in 8th.

Sodus' Short, also over the line well, took a short hitch out into the bay, and with crew of two, 13-year-old brother Jay, and fellow SBYC skipper Bill Holmes, to hold down his red-hulled entry, rounded the weather mark first and never was headed.

In fact, positions of the three leaders at the outer mark remained unchanged after that first mark. In second throughout, once within a boatlength of the fleeting Protest 2d, was the Dodger 2d, skippered by the Lake Mohawk veteran and onetime North Atlantic champ, Eric Hauschild; in third all the way, another veteran, Bud Stillman sailing his Rub-a-Dub from the Money Island fleet.

Trophies were presented by Fleet Captain Coleman on the Newport lawn at the close of the race.

* * *

Point standings: Newport, 8183; Sodus, 7711; Olcott, 7701; Canandaigua, 6758; Chautauqua, 6482; Nine Mile, 6304.



HISTORY TEACHES THAT
NO NATION CAN LEAN ON
GOVERNMENT FOR JOBS AND
SECURITY WITHOUT LOSING
THEIR LIBERTY AS WELL.

Midwestern Championship Won by Tulsa

Nineteen Snipes took part in the Midwestern Snipe Championship held at Wichita, Kansas. There was plenty of wind, but no bad thunder squalls such as they had last year. There were so no protests or disqualifications. Seven fleets were represented with John and Charles Henry of Tulsa in the winning position. Ted Wells of Wichita was second and R. W. Carpenter of Tulsa in third place. The total summary follows:

Place	Skipper	Fleet
1st	John Henry	Tulsa
2nd	Ted Wells	Wichita
3rd	R. W. Carpenter	Tulsa
4th	R. S. Gozzaldi	Dallas
5th	J. W. Rix	Wichita
6th	Clarence Watson	Wichita
7th	Don MacIvor	Wichita
8th	Bruce Jamieson	Dallas
9th	Al Wild	Dallas
10th	Fred Deere	Dallas
11th	Bill Ames	Wichita
12th	Ed Williams	Kansas City
13th	John Gorbutt	Topeka
14th	Bill Blakely	Wichita
15th	Hub Isaacks	Fort Worth
16th	Frank Rogan	Wichita
17th	Bill Dodge	Topeka
18th	Hugh Jamieson	Dallas
19th	Frank Riesnecker	Dallas

Trophies were presented for the first fifteen places.

Technical Editor's Column

(Continued from Page 3)

Of course, we can hear our readers protest that they race for fun and don't want to make a business out of it and can't see going to all this trouble. Well, who do they think they are kidding? Don't these same skippers drive night and day for thousands of miles to attend a regatta and, upon arrival, spend half the night polishing the bottom of the boat? Don't they get up early in the morning and spend hours getting the boat into the water? Don't they worry themselves into stomach ulcers wondering whether that bolt rope that they wet last night will have dried before the measurer gets around to measuring the sails?

There is another angle other than winning races that makes these logs worthwhile.

On a cold winter night when the wind is howling outside and the boat is laid up in some shed, the log book makes most enjoyable reading.

J. T. Hayward
September 3, 1947

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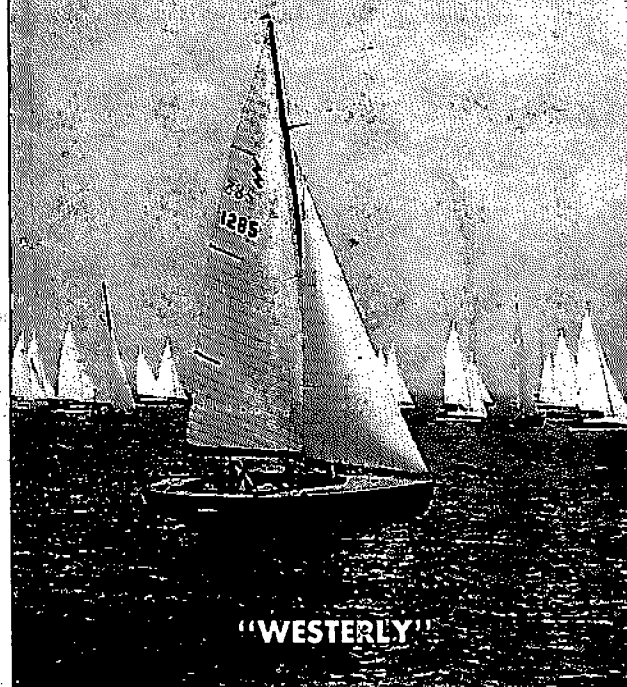
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