

# The Jib Sheet

REG. U.S. PAT. OFF.

NEWS FOR SMALL-BOAT SKIPPERS

25

VOL. 4, NO. 8

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



—Photo by Sammy Gold

Tart, No. 4584, sailed by John T. Hayward of Sequoyah Yacht Club, Tulsa, Oklahoma. This remarkable picture of Tart was made during the National Championships on the Gulf of Mexico off Corpus Christi, Texas.

## Argentina Wins Snipe World's Championships

At this writing only fragmentary reports have come in on the Snipe World's Championship Series held at Palma de Mallorca under the Spanish Federation of Nautical Clubs. Ten countries each sent a national champion and six races in all were held in the Mediterranean Sea, the contestants being permitted to drop out one race from the final standings.

The races were held August 30th to September 4th the boats being supplied by the Spanish authorities—all brand new. Skippers brought only their sails and according to information received the boats were good, but the masts were inclined to be too rubbery.

The United States skipper, Billy Wicker of Corpus Christi, Texas, and his crew Bob Veters of the same place flew to Spain via British Overseas Airways and were in Palma in time for the drawing of the boats which took place before the first race.

A tune-up race was held before the first official race and the first official event was won by the U. S. skipper and crew. No individual results of the races have been received up to this time but the final standings were as follows:

- 1—Argentina, Carlos Vilar Castex, San Isidro F.C.C.A.
- 2—Spain, Antonio Perez Rodriguez, Comm. Naval de Baleares.
- 3—Portugal, Antonio Jose Vilardebo, Mocidade Portuguesa.
- 4—Italy, Marquis Piero Reggio, Varazze Fleet.
- 5—United States, Billy Wicker, Corpus Christi, Texas.
- 6—Switzerland, Thierry Barbey, Geneva Fleet.
- 7—Great Britain, T. C. Weekes, Medway Fleet.
- 8—Belgium, Jules Maes, North Sea Yacht Club Fleet.
- 9—France, Maurice LePage, Flotte de Benodet.
- 10—Brazil, Adhemar Bezerra de Mello, Pernambuco Fleet.

Due to the fact that six races were held and skippers were allowed to disregard their worst race, a tie developed between Spain and Portugal. The judges of the race, composed of all the National Secretaries present, decided in favor of Spain for second place and Portugal in third.

The Commodore Isaacks Trophy was delivered by Billy Wicker on arrival and was, in turn, presented to the winning Argentina skipper by the Spanish authorities. Harold Braisted, National Secretary for Argentina, took charge of the trophy and it now reposes in South America.

Billy Wicker reported, on returning here, that the races were run off in perfect style and that the guests from various countries were treated with the utmost courtesy. It turned out that the manager of the hotel where Billy and Bob were housed, had spent several years of his life near Corpus Christi, spoke perfect English and made the Americans welcome in a manner they will never forget. Billy stated that they worked on their mast, adding all kinds of stays and spreaders, but it simply would not behave properly no matter what they did. On the way back, they were grounded for several hours in Iceland where the thermometer stood at 23 degrees and that night they were in New York, where the temperature was over 80 degrees.

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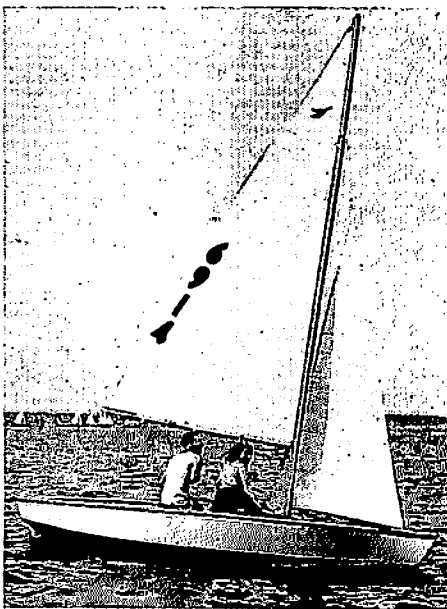
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## Winners of Season's End Regattas

Owen Duffy towed his Snipe up from Chattanooga, Tenn., to the President's Cup Regatta at Washington, September 8-19 and won against some pretty stiff competition. \* \* \* Joe Remlin of Cedar Point (Conn.) Fleet won the annual Harrison Trophy Race at Milford, Conn. This is an 18 mile event for Snipes. Harry Allen of Cedar Point was second and Bert Knopf of Milford, third. \* \* \* Commodore Chalmers Burns Memorial Trophy for the Great Lakes Championship was won by Jim McCaffery of Diamond Lake (Mich.) Fleet with two firsts and a fourth. Clyde Gischel of Portage Lakes was second and Jack Pardee of Lake Fenton was third. Nineteen Snipes took part. The Upper Great Lakes Championship for the Dunphy Trophy raced for by two boat teams was won by Portage Lake Yacht Club with a team skippered by Clyde Gischel and Larry Wheeler. Diamond Lake was second and Wawasee was third. Nine, two boat teams took part, the fleets being represented being; Portage Lakes Yacht Club, Diamond Lakes Yacht Club (two teams), Wawasee Yacht Club, Lake Fenton, Chicago Corinthian, Gull Lake (two teams), and Oshkosh Yacht Club. \* \* \* Five fleets took part in the Long Island Sound Team Championships with three boats from each fleet competing. Cedar Point was the winner with City Island second; Manhasset Bay third; Western Long Island Sound, fourth and Sea Cliff, fifth. \* \* \* Two out of the three races for the Missouri Yacht Club Trophy had to be cancelled out because of no wind and the third race decided the winner. This series held at Missouri Yacht Club, Lee's Summit, Mo., on Lake Lotawana. The final race was won by Ted Wells of Wichita with Bob Schwindler of the host club in second place. Bruce Jamieson of Dallas was third. Eighteen Snipes took part. \* \* \* Don Simonds, Jr., won the New England Championship Trophy at Marblehead for the Winchester Boat



Sister and brother team, John F. Stillmun, Jr., and his sister Patricia are familiar to eastern skippers as well as those who took part in the Nationals in Texas. Incidentally, the numbers shown on the sail have been changed at the request of the Regatta Committee.

Club. The same skipper won also the Long Island Sound Individual Championship held by Cedar Point Yacht Club.

But Stillmun of Money Island (N.J.) Fleet won the New Jersey State Championships and shortly thereafter won the North Atlantic Coast Championships at Lake Mohawk. This last was one of the best series of the season with one boat each from the following fleets; Western Long Island Sound; Manhasset Bay; Cedar Point; Lake Persippany; City Island; Loon Lake; Money Island; Wet Pants Fleet; Newport (N.Y.); Olcott, N. Y. and Lake Mohawk.

**Wanted**—One suit of used Snipe Sails. Write Mr. John Zeratsky, Waupun, Wisconsin."

## Walter Krause Wins Baltimore Invitational

Six boats took part in the annual Baltimore Invitational Snipe regatta held by Sue Island Snipe Fleet. Walter J. Krause, of the host club, won all three races with Jim Hinton of Money Island in second place also for all three races. High light of the series was the Italian Snipe that had been brought over on the deck of a steamer and purchased by a local skipper. The boat was said to be a little on the heavy side but she managed to get a third, fourth and fifth place. The date of the regatta, over the 4th of July, is not too good as many fleets have big home regattas and do not like to be away at that time. However, it did a lot to stimulate local interest and it's said that Roger Gintling, pre-war right arm of the old Baltimore fleet, is considering getting back in the sport again. Several fleets in the area, including the Potomac River Snipe Fleet did not send any entries, probably because of local activities.

A number of the regattas held during the July period have not sent in reports of their activities and in about another month they will start kicking because no mention was made of them. If you want a report of your important regattas in Jib Sheet, you have got to send in the result as we can't make 'em up out of thin air.

\* \* \* \*

A new trophy has recently been presented by W. W. Carroll of Gull Lake, Michigan. This is to be known as the Michigan State Championship Trophy and entries will be open only to skippers who are in good standing with SCIRA and who reside in the state of Michigan. Many thanks, Mr. Carroll.

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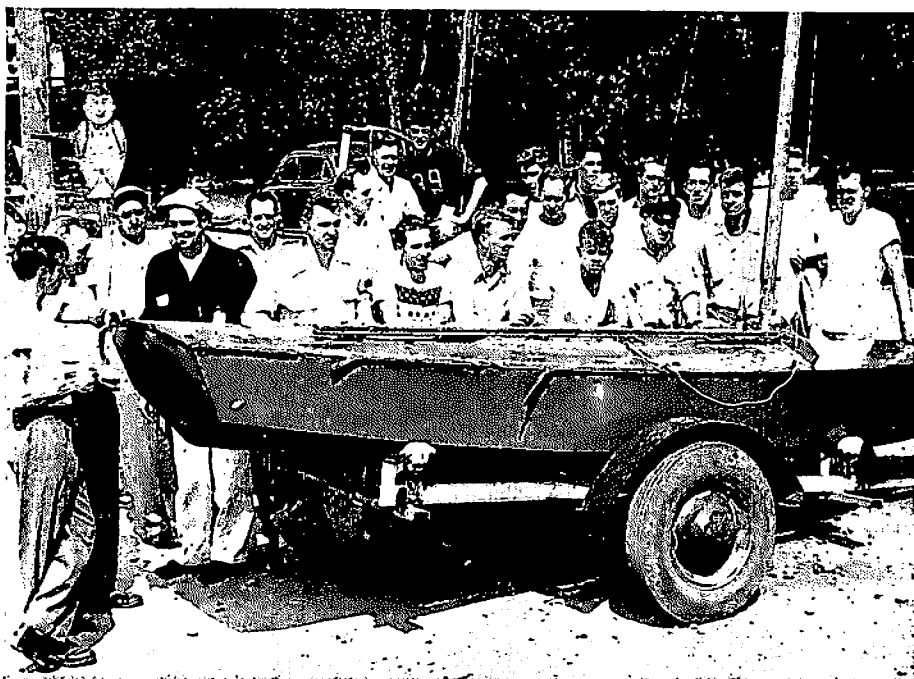
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SKIPPERS AT LOON LAKE

### Coleman Places First in Loon Lake Regatta

Ernest Coleman of the Newport Yacht Club was first in the final standings for the first annual regatta sponsored by the Loon Lake Sailing Club at Loon Lake on Saturday and Sunday.

Other winners were Edward McHenry of Loon Lake Sailing Club, second; Howard Fletcher of Olcott Beach, third; Clark Cassidy of Olcott Beach, fourth; Walley Roworth of Nine Mile Yacht Club, fifth; Charles Giallanza, Jr., of Loon Lake Club, sixth.

The first race held Saturday, was postponed from 2 to 4 p.m. because of heavy wind. Robert Ranger and Jack Koskie of Loon Lake Club led the field in the earlier part of the race. Cassidy had an easy first place after the first buoy, but broke a halyard and was forced out of the race. Coleman was in the lead until the last leg when the leaders in Antler's Cover were overtaken by Edward and Marie McHenry, the winners. Coleman was second and Charles and Rena Giallanza were third.

The second race was held Sunday morning in much lighter wind. McHenry led the fleet down to the first buoy where there was quite a jam of boats. Coleman was first around the buoy and first win. Cassidy was second and Fletcher, third.

The third race, Sunday afternoon, was with a light wind. Coleman took the lead early and maintained it. Fletcher was second, and Cassidy third.

Participants were Olcott Beach represented by Dr. Frank Moyer, Cassidy and Fletcher; Newport Yacht Club represented by Coleman, Art Lowenthal and Marty Jones; Nine Mile Point Yacht Club represented by Roworth; Sodus Bay represented by Don Laurer; Otisco Lake represented by Sammy Toth; Loon Lake Sailing Club represented by McHenry, Ranger and Giallanza.

Mr. and Mrs. Charles Giallanza, Jr., entertained about 50 members and crews at a cocktail party at their cottage previous to a banquet Saturday evening.

The banquet, at Antlers' Inn, was attended by about 70 persons. The evening was spent in singing and entertainment. A talk was given by Mr. Cassidy, who told about the National Snipe Contest he entered at Corpus Christi, Texas. Trophies for the first day races were awarded at the banquet.

Other trophies were awarded after the last race at Laf-A-Lot, race headquarters. A luncheon was served Saturday and Sunday afternoon for all attending participants and guests at Laf-A-Lot.

Officers of the Loon Lake Sailing Club are Charles Giallanza, Jr., commodore; Robert Ranger, vice-commodore; Robert Miles, rear commodore; Edward McHenry, fleet captain; Ted Celette, secretary.

The race committee was Al Raffard, chairman, Wallace Pinch, Ivan Yells, Chet Miller, Edwin Celette, Ted Celette, Peter Kimmel.

Other committees were Edward McHenry, banquet; Russel McHenry and Philip McHenry, trophies; Jack Koskie, program; William O'Connor, chairman; Margaret Fic, Robert Ranger, registration; Mrs. Charles Giallanza, chairman, Mrs. Robert Ranger, Sara Conant and Jane Robertson, luncheon; Charles Giallanza, accommodation; William Richtmyer and Leonard Sweet, chart.

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## TECHNICAL EDITOR'S COLUMN

By

J. T. HAYWARD

The two cuts of the technical editor and his boat were taken at the Snipe Internationals at Corpus Christi. No. 1 is shown because it is an excellent picture of a snipe in action, and No. 2 because, among other things, it shows the technical editor's new spray board. This consists of a single straight piece of wood fixed across the deck just ahead of the cockpit and center board. It is far easier to make than the ordinary V-type spray boards and is very much more effective. A sail boat never sails head on into the sea. Most water is shipped while beating, under which conditions the boat is heeling and the water comes in over the weather bow. With the ordinary spray boards, when a sea is shipped, a good deal of it falls abaft the boards and from there finds an unobstructed path into the cockpit unless the crew is using his leg as a sort of cockpit combing, which is not a comfortable position to say the least of it. The rest of the sea runs across the slanting deck until it strikes the spray board, which being at right angles to its path, it proceeds to jump and so on into the cockpit. Now with the type of spray board shown in Cut No. 2, nearly everything falling on deck is ahead instead of behind it, and water running diagonally across the deck instead of meeting the spray board at right angles glances off it and so on over the leeside.

This spray board arrangement was the result of a good deal of experimenting, and is so much more efficient, that by the end of the regatta it was being fairly widely copied on other boats. To be legal, of course, it must be at least 2 inches high for a distance of 2 feet on each side of the center line. With the spray board in this position, if there is much clearance around the mast where it passes through the deck, a boot must be used. This can easily be made out of a bit of canvass, and is clearly shown in the cut.

Just before the first heat, and while towing his boat on the trailer to the measuring rack, the technical editor had the misfortune to run under a high line, which whacked the boat off the trailer and smashed the mast to pieces. Another mast was loaned to him by one of the local club members, but did not fit the boat and we could not make her go to windward. We had been using a flexib'e mast and a very full cut sail, relying on the flexibility of the mast to flatten out the sail when going to windward in a fresh breeze. Now this borrowed mast was about the stiffest mast we have ever



COVER CUT NO. 1 — CUT NO. 2

seen and the cuts show that it did not have the slightest bend, even with the strong wind prevailing at the time the pictures were taken. The result was, this full cut sail looked like an old pillow case when going to windward and the boat just wouldn't beat. The lesson here is that if you have a very full cut sail, you certainly need a limber mast.

Using this mast taught us another lesson during this series: during the first few minutes we had seen that we had no chance to win, but nevertheless enjoyed this series of races more than any others that we have ever taken part in. Not being overly anxious, both the skipper and crew (Tommy Mayfield of Corpus Christi) had the time to enjoy the sailing and watch the handling and performance of the other boats. There were other reasons that made this regatta the most enjoyable one, and they were the efficiency with which the whole thing was handled and the unfailing patience and good temper of the measurement, race committees and other officials. To top it all, the weather was almost perfect for snipe sailing, moderate breezes kicking up just enough sea to lend excitement.

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### Wins Snipe Race After 17 Years of Trying

Dr. Hub E. Isaacks of Fort Worth, Texas, first commodore of the Snipe Association is a man who never got over his enthusiasm for Snipe racing. He has probably taken part in more major Snipe regattas than any other Snipe skipper. In 1932 he placed in competition the Southwestern Championship Trophy which has been raced for every year since except the war years of 1943, '44 and '45. For the last two years Ted Wells of Wichita, Kansas, has won it but this year the commodore came through and, at the end of the third race, he had the points to win his own trophy. The first two races were drifting matches and the third race was run in the tail end of one of those tropical hurricanes that come up through Kansas. Twenty-seven Snipes took part in the races.

### Plans Being Worked on for 1949 Nationals

Plans are already being made for the running of the National and International Championships for 1949 and it is more than probable that both will be held in the United States. The Snipe Association's Board of Governors will make final decisions in the matter and at present it looks as if the National Championships would be held somewhere in the middle-west with the Internationals on salt water on the east coast not too far from New York. The National Secretaries in meeting after the Spanish regatta this year expressed themselves as being interested in holding the 1949 regatta in the United States. Announcement will be made of the dates as soon as possible and fleets should be cautious about setting their dates for next season until the Nationals and Internationals are decided upon. If the present plan goes through, the Nationals would be held in mid-August and the Internationals at the end of August as there will not have to be so much time allowed between the two regattas as when the Internationals are held abroad.

*This size space  
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## Billy Wicker Wins Texas States

Held at Corpus Christi, Texas, July 19-20, the Texas State Championship was annexed by Billy Wicker of the Southwestern Yacht Club. The first scheduled race for the afternoon of the 19th had to be called off when the wind got up a little too high for the skippers which meant that three races would have to be held on the second day. On vote of skippers present, it was decided to make it a two race affair. The first race, on Sunday, was a windward-leeward affair with Jephson, John Shaffer and Billy Wicker in a close battle to make the grade. Shaffer was first around, Wicker, second and Jephson, third. On the run back to the finish both Wicker and Jephson passed Shaffer and finished in that order. Shaffer tried to cross Wicker, who was on the starboard tack, on the way up wind and later on Wicker filed a formal protest. Shaffer was disqualified and this put Raymond Luckett in third place. Due to wind conditions, the second race also had to be windward-leeward with Wicker up to the first mark first, followed by Jephson and then Mayfield. Mayfield and Jephson swapped positions on the way back but Wicker came in first.

In the final standings, Wicker was first, Jephson, second and Frank Riesenecker was third.

\* \* \*

## Round Up of Race News

Larchmont Race Week saw the usual big line up of Snipes but the week was marred by bad weather and little if any wind. Western Long Island Sound Snipes won—The Larchmont Race Week prize and also Junior Day prize. Miss Jean Blanchard, Fleet Captain of Western Long Island Sound Fleet, was tied for first place with F.B.I. from Cedar Point fleet, but she had won two firsts and was given credit for these. Since the other boat had no firsts at all, Miss Blanchard's "Gala" was given the prize. About 30 Snipes took part in the week from fleets in the area including the new fleet at Manhasset Bay. On Junior Day, (Wednesday) Adam and Danny Kleppner, also of Western L. I. Sound Fleet, in their Snipe Tiamat won, hands down, in the face of some hot competition. For two consecutive days during the Week, the races were called off altogether because of lack of a breeze but on Junior Day, as usual, they had the best sailing conditions of all. This is the usual thing every year.

## WELLS WINS MIDWESTERN CHAMPIONSHIPS

The Midwestern Championships, held by Wichita Sailing Club on June 26-27 was a clean sweep for the 1947 World's Champion, Ted Wells of the host club. Out of three races, he won three first places, racing against 12 other Snipes. Because the "home lake" was almost bone dry, it was decided to hold the series on Lake Afton, about 17 miles west of Wichita. As soon as this decision was made it started to rain cats and dogs, the first in nearly a year, and soon Santa Fe lake was so full of water that the local skippers had difficulty getting their boats out of the water. But they stuck to their guns and went to Afton anyway. The first race was in a perfect sailing breeze of from 12 to 15 miles an hour and a course was laid out approximately 5 miles in length. Wells led from the first mark on and since none of the Wichita boats had ever sailed on this lake before, there could be no kicks from visitors about "local knowledge." John Hayward was second in this race and Gozzaldi of Dallas was third. The second race was in a shifty breeze that varied from zero to fifteen miles an hour. John Rix, of Wichita, lead during the first two laps, but Wells managed to pass him near the finish. Rix was second and Conrad Lambert of Tulsa, was third. In the final race, the wind was absolutely haywire, coming from all directions at the same time, almost, and in most places there wasn't any breeze at all. The lake was covered with little cat's paws and the maximum velocity anywhere was 5 miles an hour. Hub Isaacks had a tremendous lead soon after passing the first mark but then sat still and let most of the fleet sail by him. Conrad Lambert, then took the lead and held it until the end of the second lap, when things got messed up again. Practically every boat racing was in the lead at some time or other during the race. Not far from the finish Wells was in fifth place, with a last marker to turn. The others went out in the lake looking for wind while Wells, figuring that he had nothing to lose, laid a straight course for the finish line. This paid off and he came in first again for

## Don Simonds, Jr., Wins Long Island Sound Championship

The Long Island Sound Individual Championship for Snipe class boats, held annually by Cedar Point Yacht Club, Westport, Conn., was won on August 15th by Don Simonds, Jr., with his father Don Simonds, Commodore of SCIRA acting as crew in the last two races. In the first race, Don's brother, Dick, was his crew. Ideal conditions prevailed for the 30 boats taking part in the three races and competition was of the keenest. Fleets taking part were City Island, Manhasset Bay, Western Long Island Sound, Cedar Point, Lake Quassapaug and Winchester. William Errico of City Island Fleet was second and Jack Streeton of Winchester was third. The other results were not received in time.

\* \* \* \*

## Manhasset Bay Race Week

Snipes from any accredited fleet may participate in Manhasset Bay Race Week which starts on September 8th. This is one of the largest racing events in the New York area with boats of a great many classes taking part. Further particulars regarding exact dates, times, housing, etc., may be secured by writing to Ted Cronyn, 15 Woodland Drive, Plandome, L. I., N. Y.

\* \* \*

## New Word Coined for Snipe Racing

**OOCHING**—the art of balancing a Snipe while planing. As the bow dips down, the skipper and crew throw their weights aft to hold it up. If the stern starts to bog down, the weights are thrown forward. By careful ooching, a Snipe may be made to plane for long stretches without the usual bogging down that is experienced when a boat runs off the front of a wave. To ooch—the act of throwing your weight around. (Not found in any dictionary.)

the third time. John Rix was again second and Hub Isaacks was in third place.

This left Isaacks and Hayward in a tie for third place and they tossed a coin to see who would get in the money. Hayward won. The summaries follow;

Skipper	Crew	Fleet	1st	2nd	3rd	Final
Ted Wells,	Art Lippitt,	Wichita	1	1	1	1
John and eKnneth Rix,	Wichita		5	2	2	2
John Hayward,	Chas. Henry,	Tulsa	2	6	7	3
Hub Isaacks,	Joe Schreiber,	Ft. Worth	8	4	3	4
Don and Rod MacIvor,	Wichita		4	9	5	5
Frank Rogan,	Jim Beddow,	Wichita	6	5	9	6
C. Lambert,	R. Kahle,	Tulsa	13	3	6	7
R. Gozzaldi,	Dick Fagin,	Dallas	3	15	10	8
John Garbutt,	Louis Rake,	Topeka	7	7	12	9
Tex and Gladys Hannay,	Kansas City		10	12	8	10
Ed and Eleanor Williams,	Kansas City		21*	8	4	11
W. Ames,	R. Langenwalter,	Wichita	9	17	11	12
J. Duncan,	R. Kinder,	Kansas City	11	13	13	13

## News of the Snipe Fleets

The Missouri Yacht Club's new building on Lake Lotawana was recently opened after twelve years of planning. The building is an attractive modern structure containing 55,000 square feet of floor space on two floors. The main floor contains a restaurant, porch, a large lounge and several smaller rooms for private parties. The lower floor has a playroom for children, locker rooms and shower facilities. The lake is located 25 miles from Kansas City and it is reported that the entire cost of the new building came from club funds, there being no mortgage or indebtedness. The club was built largely around Snipe activity.

Following a dinner on Labor Day evening, the members of the Gull Lake Snipe Fleet in Michigan, elected new officers for 1949. These are, Fleet Captain, Kelly Ehrman, Secretary, Ed. Gavnay and Treasurer Dave Preston.

Diamond Lake, Mich., is one of the largest and most active of Snipe Fleets and at their regular point score races they don't think anything at all of turning out from 25 to 30 competing boats. There has been a hot fight going on most of the summer for high point cham-

pion of the fleet but the final results have not yet come in.

According to Frank Levinson, Upper Great Lakes, District Secretary, Portage Lakes Yacht Club, near Akron, Ohio, and the Oshkosh, Wisconsin, Yacht Club are both interested in holding the Great Lakes Championships for 1949. The Portage Lakes skippers want to hold the regatta during the Interlakes at Put-in-Bay. The whole thing hinges on just when and where the National Championships will be held.

Another attempt is going to be made to get a fleet organized on the lower section of Chesapeake Bay according to Thomas Hunnicutt, III, of Newport News, Virginia. There are a great many Snipes in the area and no less than three different fleets have been formed across the Bay at Norfolk none of which seemed to have any life or last for any length of time. Any Snipers reading this who live in the area might contact Thomas Hunnicutt, III, at 6912 Huntington Ave., Newport News, Va.

No report was received from the Southeastern Snipe Championships at Charleston, S. C., and we would at this time suggest that some provision be made in all important regattas next year

to see to it that the Executive Secretary gets at least a summary of all such races. No story can be written and no publicity given unless the information is received and each regatta should have a publicity committee of one, whose sole duty is to send in the results with, if possible, newspaper clippings or other material from which a story may be written. After a regatta of this type is over, the committee in charge usually folds up and tries to forget it all and as a result no results are sent out. If you want your story in Jib Sheet, send in the dope.

Walt Krause of Sue Island Snipe Fleet at Baltimore is doing great work in getting together a bang up fleet of active boats with new recruits coming in every week. Another year and this fleet will be among the most active along the Atlantic coast.

Manhasset Bay Snipe Fleet put up a special trophy for the last two days of Manhasset Bay Race Week late in August and Fleet Captain Ted Cronyn did everything possible to whip up entries and interest. As a result he had almost as many Snipes competing as at Larchmont Race Week.

# William H. Griffin

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\* \* \* \* Charlie Galeyn, National Secretary for Belgium reports that they had some Olympic trials recently with English, Dutch, French and Belgian skipers sailing Fireflys. In the first race, the wind was so bad that all the boats that started out promptly capsized. Then one of the local Snipers took off in No. 5996. He had a reefed main and small jib and astonished the many spectators with the seaworthiness of his Snipe.

Royal Victoria Yacht Club in British Columbia expects to form a new fleet shortly with at least twelve Snipes to start off with.

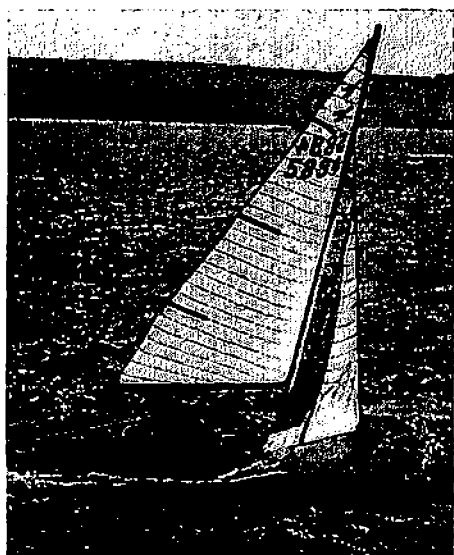
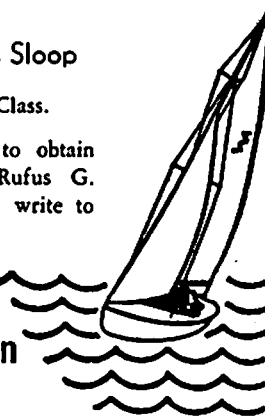
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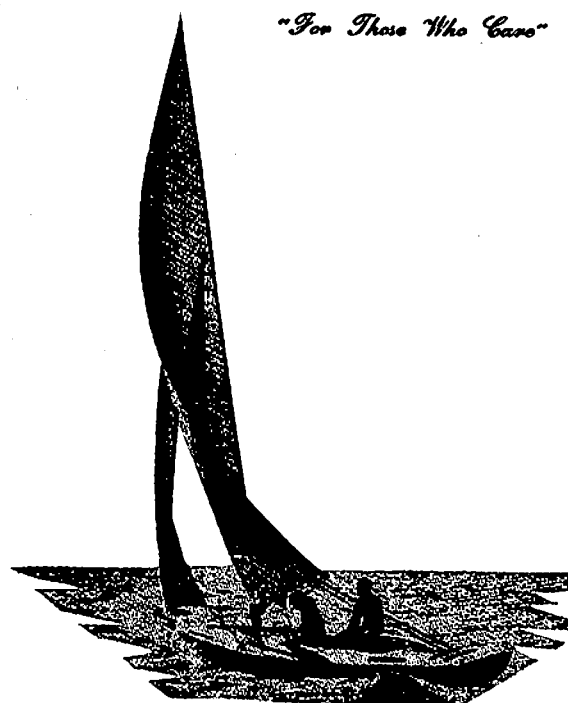
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