

# The Jib Sheet

REG. U.S. PAT. OFF.

NEWS FOR SMALL-BOAT SKIPPERS

25¢

Vol. 5, No. 4

Published by KELLY-READ & CO. Inc., Rochester 5, N. Y. - Chet Miller, Editor



Photo by R. Kendall Williams

TINY TEAL, Winner St. Petersburg-Habana Race, Skipped by Lightning Skipper Dick Bertram



## Tiny Teal Wins Yacht Race From Florida to Cuba

Note: See Front Cover

Havana, Cuba—A 39-foot sloop from New York was awarded fleet honors in the annual St. Petersburg to Havana yacht race yesterday but Cubans cheered a native son who set a speed record in the event.

The Tiny Teal of Palmer Langdon, Larchmont, N. Y. Yacht Club, sailed the distance in a lapsed time of 39 hours, 40 minutes, 15 seconds, to take honors in Class C and win the fleet handicap. Dick Bertram of Larchmont, the International Lightning Class champion, is her skipper.

But Havana's cheers were all for Manual Rosco 3rd. His 58-foot schooner, the Bellatrix, slid past Morro Castle here at 11:03.47 p. m. Sunday and was the first to cross the finish line. He covered the 284 nautical miles from St. Petersburg in 35 hours, 3 minutes, 47 seconds. The old record, 35:50.25, was set in 1946 by the Sea Gypsy of C. R. Vose of New York Yacht Club.

Second to Tiny Teal in fleet honors were Sea Goer of A. T. Kirby of Tampa; Katuna was third, and Fred Temple's Avilion, Toledo, Ohio, which won Class B, was fourth on corrected time for the fleet.

### FROM THE VIEWPOINT OF AN ALSO RAN

By Charles Harrison

This little story is probably out of place in a magazine devoted to small boats but the editor has stuck his neck out by suggesting it, so here goes!

The sailing classics of the southern circuit do not draw an entry like some of the northern races because only a limited number of northern yachts find their way south in the winter. These races however, the Miami-Nassau, the Cat Cay and the oldest of them, the St. Petersburg-Habana, make up in thrill and enthusiasm what they lack in numbers of entries.

Taking part this year in the St. Petersburg-Habana race were twenty four yachts of wide variation in type, size and age and it is a matter of great interest and credit to both yachts and crews that one of the smallest in the fleet, "TINY TEAL", won both class "C" and the Fleet Handicap while the thirty five foot, square chined Tampa yawl "SEAGOER" won both 2nd. in class "C" and in the fleet.

This also, it should be remembered was in a year when the first three boats to finish all broke the previous record for the course.



Stormy Petrel

Photo by Morris Rosenfeld

Another matter of interest to small boat sailors is that the skipper of TINY TEAL was none other than Dick Bertram and if you don't know who he is, ask the Lightning sailors.

Again, with several modern ocean racers in the field it is a matter of some satisfaction to the old schooner devotees that the first boat to finish establishing a record that is likely to last for some time, the Cuban schooner BELLATRIX lopped one hour and two minutes from the previous course record set by the big schooner SEA GYPSY in 1946.

So much for the commentary: the writer was too busy with the problems on his own boat to see much of what was happening to the rest of the fleet except in the very early part of the race and it is an odd reflection that in spite of sailing through the whole fleet bar the first four between 9 p. m. the first night and the finish, we only saw one sail in that interval.

At the start the wind was NE giving a nice spinnaker run down Tampa Bay on one of the most perfect of days. That eighteen miles was accomplished in fine style by the whole fleet, BLITZEN and the new Boston built yawl KATUNA leading; and with CICLON, our own STORMY PETREL, STARLIGHT and WHITE HEATHER fighting it out for third place around the mark at Egmont Key that leads into the long run down the Gulf of Mexico to Rebecca Shoal.

We caught a soft spot and lost out round the mark to the other three, deciding to carry a spinnaker with a breeze veering forward probably past the point where a spinnaker is advantageous.

On rounding the mark we squared away and won back the distance lost as the others had to drop reaching sails and re-set spinnakers.

Before dark we had overtaken all but Ciclon, on whom we were gaining rapidly and the two leaders, now well in front.



It was shortly after dark that night that the mishap occurred which cost us more than we were able to recover in a race of such pace.

On a pitch black moonless night, running under spinnaker, mizzen staysail and the two main lowers at nine knots in a fresh following breeze with a good sea building up there was a noise like something breaking and the helmsman reported he had lost his rudder. With no control of the helm, STORMY PETREL held her own course for several minutes while we doused all sail but the main and lay in the trough, main run out and ragging but with very little way on the ship.

It was soon ascertained that not the rudder but the steering gear had let go, a vertical shaft in the steerer down to the rudder quadrant having dropped out due to careless manufacture. By flashlight and with compass removed from the binnacle head to give access to the mechanism the shaft was gradually worked back until it partially engaged the bevel gears in the steering head, whirling violently with every flop of the rudder to the grave danger of the fingers that were trying to engage the gears in a very cramped space.

The crew deserved full marks for their efforts that night and after about an hour and twenty minutes we were once more underway though sadly disheartened by seeing the lights of the fleet sail through us, some uncomfortably close and we with no control at all.

All that night the breeze held very fresh on the quarter but with the morning was found to be veering to the E and S, making a broad and then a close reach of it past Rebecca Shoals and ninety miles across the Gulf Stream.

With the knowledge that our temporary repair was holding and looked as if it should hold indefinitely, our spirits rose, the crew got back into the "ride her cowboy" mood and drive her we did for all it was worth.

That night, Sunday the second night of the race the Gulf Stream was rampant, the squalls heavy and closer together than I had previously noticed them. A conservative estimate of the wind velocity was 40 to 45 in the puffs and the 3 1/2 knot Stream being directly opposed to the wind, the seas were terrific. It was a sail to delight the really hardy souls and one could never quite figure out whether more water was going over or under the boat. One of the crew was heard to remark, "I Don't mind the Gulf Stream flowing down the neck of my foul weather gear and out the pant legs but when it flows up the pant legs and out at the neck, that's too much".

With twenty miles or so to go, our heavy No. 2 Nylon Genoa blew out with a bang like a cannon. It had done good work but how it had stood the strain of the wind and literally tons of water that were thrown into it at each wave was beyond comprehension. The sail was replaced with a storm jib by three of the crew sitting braced on the foredeck while water, green and broken tore at them over the bow, much as if they were sitting under Niagara Falls.

When sheeted home even that Storm Jib had all the wind it wanted.

Approaching the Cuban Coast the wind fell off and in the intervals between the squalls the loom of Habana could be seen later resolving itself into individual lights with the welcome blink of the Lighthouse on Morro Castle guiding us in.

On getting quite close in the wind fell light and our only further incident was an ocean going tug with three barges astern, on hawsers that looked half a mile long, which crossed our bows just as we were fetching up for the line against a foul tide. This caused us to jibe, put about and waste another twenty minutes sailing round the tail of the tow.

On arrival we found we were the fifth boat to finish, BLITZEN, KATUNA nad CICLON having maintained the positions in which we left them when our steering gear went the first night and the Schooner BELLATRIX which we had last seen heading way out into the Gulf from Tampa Bay having

pulled off her gamble and come haring in on a reach to overtake all the others and finish first with a new and well deserved course record.

We feel we made a good recovery and on seeing the corrected times the usual round of "ifs" got underway in earnest.

However, there's only one "if" that matters, if I'm still alive and able, I'll certainly be there next year to have another shot at it.

\* \* \*

**Letter to the Editor**

Feb. 2, 1949

Mr. Dick Shearman  
Chautauqua Yacht Club  
Jamestown, N. Y.

Dear Mr. Shearman:

I have some good news for you and the Snipe Class. The Scandinavian Snipe Association is formed at a meeting in Stockholm, Sweden where the secretaries for Norway, Sweden and Finland were together and the Scandinavian Championship will take place this summer as a 2 team race with 5 Snipes from Denmark, Sweden, Finland and Norway.

But the best of all is... at the meeting of the Olympic Committee of Finland in Helsinki this month, the following classes were proposed for Olympic races:

6-meters; The Dragon, Snipe and one man Dinghy.

Sincerely yours,  
Per- Thyonberg  
Hon. Com. SCIRA

**Official Results—16th Annual St. Petersburg-Habana Race**

9	TINY TEAL	39-40-15	32-33-21	1st	1st Class C
14	SEAGOER	42-44-41	33-04-37	2nd	2nd Class C
3	KATUNA	35-22-52	33-35-54	3rd	1st Class A
8	AVILION	38-26-48	33-54-59	4th	1st Class B
6	MANATUCK	37-55-20	34-00-08	5th	2nd Class B
4	CICLON	36-35-54	34-04-25	6th	2nd Class A
10	RAMBLER II	40-00-30	37-18-26	7th	3rd Class B
1	BELLATRIX	35-03-47	34-48-31	8th	1st Schooner 3rd Class A
14	THISTLE	42-51-37	34-49-51	9th	1st to finish 3rd Class C
5	STORMY PETREL	37-54-30	34-57-54	10th	4th Class B
2	BLITZEN	35-06-20	35-06-20	11th	4th Class A
7	STARLIGHT	38-23-05	35-07-36	12th	5th Class B
13	BLUE HERON	42-04-30	36-37-17	13th	6th Class B
11	ASTREA	40-26-32	36-46-35	14th	7th Class B
15	RED BIRD	45-16-32	37-51-53	15th	4th Class C
12	WHITE HEATHER	40-45-00	39-50-34	16th	5th Class A
17	SLICK WITCH	47-32-58	41-00-15	17th	5th Class C
16	LADY PATTY	47-31-34	41-08-41	18th	8th Class B
19	FLEETWOOD	52-45-00	42-42-32	19th	6th Class C
18	SEA WITCH	52-26-38	45-40-25	20th	7th Class C
20	ARIEL III	53-15-00	46-42-17	21st	8th Class C
21	MALABAR XI	61-15-00	55-55-35	22nd	9th Class B
Dnf	VIXEN III				Arrived under power after losing sails
Dnf	ORIOLE				Retired from race at Sarasota, Fla.

**PRIZE WINNERS—16th ANNUAL ST. PETERSBURG-HABANA RACE 1949**  
**WINNER GOVERNOR'S TROPHY—TINY TEAL**

1st of Fleet Handicap  
1st Class C  
2nd of Fleet Handicap  
2nd Class C  
1st to finish  
3rd Class A  
1st Class A

TINY TEAL  
TINY TEAL  
SEAGOER  
SEAGOER  
BELLATRIX  
BELLATRIX  
KATUNA

1st Class B  
2nd Class B  
2nd Class A  
3rd Class C  
3rd Class B  
Winning Schooner

AVILION  
MANATUCK  
CICLON  
THISTLE  
RAMBLER II  
RAMBLER II

# NATIONAL ONE-DESIGN RACING ASSOCIATION NATIONAL NEWS

## World Championships

It was recently announced by National Commodore E. H. Merrill that Governor J. P. Makielski, of the Great Lakes Area and Fleet Captain Frank Mock of Fleet 27, Edwardsburg, Michigan, have completed negotiations with the Eagle Lake Yacht Club officials to hold the National World Championships on that lake. This regatta, largest of all for National One-Designs, has been sanctioned for August 19, 20 and 21. Detailed information will be mailed to all members of the National Association.

Captain Mock estimates that this will be the largest and one of the finest regattas in the history of the Association. Committees are now being set up to handle forty to fifty entries. Governor Makielski will mail personal invitations to all National skippers in foreign countries. It is particularly hoped that the "hot" Swiss sailors will be represented.

## 1949 National Blue Book

Plans are rapidly being completed for the 1949 edition of the new class book. Governor Makielski, in charge of this project, warns that you should pay class dues and boat registration fees promptly to insure that you are properly listed in the publication. The '49 Blue Book will include all specifications and equipment changes as well as many other items of considerable interest.

Send \$1 skipper dues and \$2 boat registration to Sec-Treas. A. M. Exley, 123 Ravenna Drive, Long Beach 3, California. Include your address, boat number, boat name and fleet affiliation.

## Championship Chevrons

Secretary Exley reports that official chevrons for fleet and district championships are now available. Write the secretary for verification of past championships and get your chevrons on your sails before the season starts.

## Class Restrictions

Rear-Commodore John Christianson warns that equipment and construction restrictions will be vigorously enforced during the 1949 season. All Fleet Captains have been furnished up-to-date information. Do NOT make any changes in your boat without consulting your Fleet Captain. If in doubt write Commodore Merrill, 232 East Bartlett St.; South Bend 1, Indiana. Better be safe than sorry as the class *will be strict* as all good one-design classes should be.

## Fleet Officers

The Governors report that all Fleet Captains have not yet been elected for 1949. All fleets are requested to send this information to the Commodore as soon as possible. Send all news items and good photographs to C. C. Price, National Promotional Director, 201 West North Shore Drive, South Bend, Ind.

## New Ohio Fleet

Secretary Exley reports the organization of a new fleet to be designated as the Northeast Harbor Fleet of Cleveland, Ohio. Mr. A. P. Haase is Secretary of the new Fleet No. 31. More news of this new member of the National Association will be reported in future issues of this magazine.

## A Note from the Commodore

There are hundreds of National skippers in the United States and foreign countries. All of you expect publications such as Jib Sheet to report news of your class but I wonder how many of you support the publications with your annual subscription. Let's give this a little thought and be sure that each of us is doing his part. Subscribe to the magazines giving consistent coverage and keep up with the news of your class.

Signed,

Commodore Merrill

## Wanted: Used Nationals

The demand for used Nationals is the greatest in the history of the Association. The scarcity of Nationals is beginning to threaten the growth of the class and while there are quality builders available they cannot always furnish boats from stock.

If you know of any available Nationals, registered or unregistered, you are requested to send full particulars to the Commodore.

Charles C. Price

National, Promotional Director  
201 West North Shore Drive  
South Bend, Indiana

## Lightning Class News

By Wayne Brackett

The Lake Michigan District has been dissolved under the new redistricting set-up. It has now become the Michigan District and the Ohio-Indiana District and each will hold separate eliminations to determine the entrants for the International Championship. Russ Luchtenberg of Columbus, Ohio, has been elected to the newly created office of District Commodore and Charles Judd of Toledo, Ohio is the District Secretary. George C. Cossaboom of Crescent Sail Club of Gross Pointe, Michigan, is the District Commodore of the Michigan District and Wesley Wiedrick of Detroit, Michigan, is District Secretary. The Lake Michigan District Trophy will be sailed for on alternate years at Buckeye Lake, Ohio and Devils Lake, Michigan. The 1949 dates are Oct. 14 and 15, at Buckeye Lake.

\* \* \*

The First California District Lightning Championship Regatta will be held at "Hurricane Gulch" (Los Angeles Harbor) on the 9th and 10th of July. It is to be sponsored by Fleet 102 and the Cabrillo Beach Yacht Club.

\* \* \*

The Lake Michigan Yachting Association has adopted the Lightning as the official boat for the Lake Michigan Junior Championship. Regulation working sails and spinnakers will be used.

\* \* \*

The Pine Beach Yacht Club will sponsor the 1st Annual New Jersey Lightning Association Regatta on August 13-14, 1949. Pine Beach is located on the N. Y. to Atlantic City highway, Route 4, just 60 miles from Philadelphia. There will be a buffet dinner, luncheon and dancing, also many trophies. A fine time is assured all who attend.

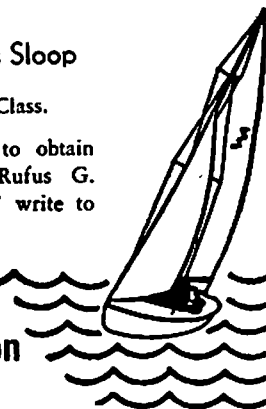
## Own a LIGHTNING Class Sloop

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. Secy.  
SOUTH HAVEN, MICH.



## Sailing with the Main Sheet Cleated Down

From *THE ANCHOR*, February, 1949

I believe John Hayward was the first proponent of providing a means of cleating down the main sheet and leaving this sheet cleated down at all times when on a beat to windward regardless of wind velocity. The first reaction to this is that you don't need to cleat down the main in a light wind and can't in a high wind so why bother about it, but experimenting over a couple of years has convinced me that it is a good idea.

In a light wind the chief advantage is that the skipper does not have to pay any attention to the trim of his main and can devote all of his attention to sailing the boat. What frequently happens when the main sheet isn't cleated down is that the skipper gets wrapped up in sailing the boat or watching other boats and gets absent-minded about the trim of his main; then after sailing along for a while he suddenly notices that he either has it pulled in too flat or has let it out too far, and of course in the meantime he has lost some ground. If the cleating arrangement for the main sheet is placed on the centerboard trunk, then it is not necessary to touch it when

the boat tacks. Having the hands entirely free when coming about enables the skipper to do a better job of coming about, as he needs to concentrate on only one thing.

It is in high winds, however, that cleating down the main on a boat really pays off, after you learn the necessary technique for handling the boat. The advantage that the skipper does not have to worry about the position of the main applies here also, but probably the greatest advantage is that in order to sail successfully in a high wind with the main cleated, the technique which must be developed in handling the boat is the same technique that will make the boat go fastest to windward. This technique is difficult to develop in Wichita, because our gusts are so strong and so sharp and disappear even faster than they appear. Learning how to sail a boat with the main sheet cleated in a high wind in Wichita is about like trying to take Master's Degree before you have finished high school; but it can be done—and if you succeed you will never have any trouble with high winds any place else, as I have never sailed anywhere where the gusts are as bad as they are here.

The technique to which I refer is that of sailing the boat with everything strapped down tight, skipper and crew

out as far as they can get to balance the boat, and then holding the boat as flat as possible by luffing carefully through the puffs. It takes a lot of practice to be able to luff quickly enough to prevent the boat from heeling when a gust comes along, and it also takes a lot of practice to bear off a little immediately after this gust has passed in order to keep the boat from heeling to windward; or in the case of sailing in Wichita in high winds, even tipping over to windward.

Of course the boat will go a lot faster on a beat in a high wind with flat sails, but the same technique applies if you are caught in a high wind with full sails. The only difference is that the main is cleated down without being pulled in quite so far. Provision should be made of course to free the main immediately in case it becomes necessary. However, if you will restrain that impulse to cut it loose and really work at luffing through the gusts, you will be surprised how much better the boat will go. You will have a few bad scares for the first year or so, but you will finally get to the point where you will practically never release the main in a high wind.

T. A. Wells

Note: Sailing this way can be extremely dangerous and it is not advisable unless you have had plenty of experience.



Nylon Racing Sails Available for Snipe, Lightning, Comet and Other Classes—Also Nylon Spinnakers.

ORDER NOW FOR EARLY DELIVERY

H. SINNHOFFER, Racing Sails

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San Diego 6, Cal.

## Larsen Championship Sails

Mr. Louis J. Larsen

50 Warren St. New York 7, N. Y.

Dear Mr. Larsen:

My boat, Snipe 6914—Jolly Roger, and I have completed a very successful racing season. And since no little of the credit goes to the wonderful drive you built into my sails, I thought you might be interested in my record.

Won North Atlantic Coast Championships at Lake Mohawk, N. J.—3 firsts.

Won New Jersey State Championships at Beachwood, N. J.—3 firsts.

Won Barnegat Bay Yacht Racing Association season championship.

Won Money Island Yacht Club (home fleet) high point championship.

Won Pine Beach Yacht Club season championship.

Won Island Heights Yacht Club Jack English Cup post season series.

Won Island Heights Yacht Club Dickerman Cup series.

Second President's Cup Regatta, Washington, D. C.

With your sails powering her, I know that my boat is as fast or faster than any boat I have met in competition and I do not hesitate to recommend them highly.

(Signed) Bud Stillmun

Snipe Class World Championship won by Brothers Vilar Castex from Argentina in Palma de Mallorca, Spain, 1948 with Larsen sails. This championship has been won before with our sails in the greatest international racing class in the world.

# LOUIS J. LARSEN

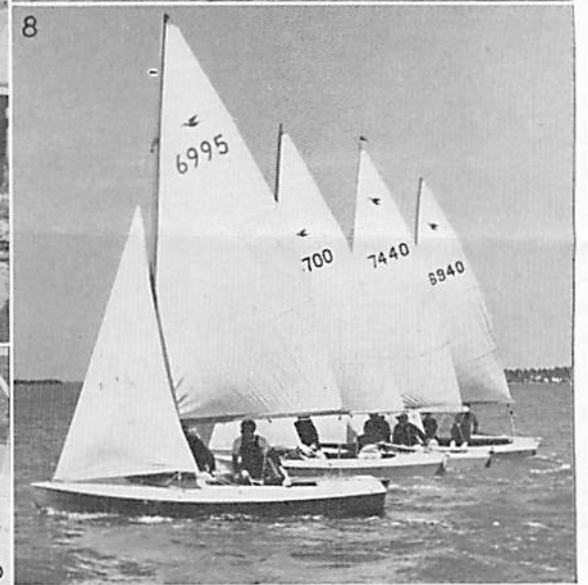
Yacht Sailmakers

50 Warren Street

New York 7, N. Y.



**MIDWINTER CHAMPS  
CLEARWATER, FLA.  
(SNIPES)**



- 1. Ted Wells
- 2. Don Cochran and Crew receiving championship trophy from Chairman George Shedd.
- 3. Don Cochran, Ted Wells and Crew.
- 4. Jack Wirt and Crew.
- 5. Jam at starting line.
- 6. Before the start.

- 7. Committee.
- 8. Before start.
- 9. Ike Halsey and Hamp Hampton lowering Snipe into water.
- 10. Hamp Hampton says—"Ah thinks all these white folks is whacky!— They fusses around with these little boats—Ah puts them in the water,

they gits all wet and Ah puts them back on the trailer—and they spects me to know one trailer from another!"

PHOTO CREDITS:  
1, 5, 7 and 8 Morris Rosenfeld.  
2, 3 and 6 Charles Ogg.  
6, 9 and 10 Chet Miller.

**SEE NOTES ON NEXT PAGE**



## Don Cochran, Sr., Wins Clearwater Snipe Midwinter Championships

### In Florida

By Wm. P. Crosby

Five perfect races on four perfect days is the story of the Clearwater Yacht Club's running of the 12th annual Snipe Class Midwinter Championships. Twenty-one Snipes competed from thirteen fleets ranging from Wichita, Kansas, to Winchester, Mass., with way stops in between.

The first race was the killer of the lot, three laps, windward-leeward, each leg being just exactly one mile. Wind velocity averaged about 30 miles an hour from the northeast which made it impossible to race in the open Gulf of Mexico. Consequently, the course was set off Dunedin, a few miles north of the yacht club. At the windward start three boats crossed the line ahead of the gun, Ted Wells, Ted Kamensky and Larry Roberts. Despite the recall signal and despite the bellows of the race committee through a public address system, the two Teds kept on going and were, of course, disqualified. Larry Roberts returned and restarted and was forgiven. This disqualification certainly cost Ted Wells the Championship and it probably cost Ted Kamensky second place in overall standings. Francis Seavy, running second to the disqualified Good News II, led the fleet for all three laps. Billy Wicker was fourth on the first round and then jumped up to second which he held until the finish. On the down hill legs of the race, the little boats were doing better than 15 miles an hour according to stop watch time, but the entire race took 1 hour and 3 minutes. The old Blue Nose, sailed by Don Cochran, Jr., snapped her mast and Joe Ilmberger from Chicago with his bride, capsized and was finally towed in.

The second race was sailed off Dunedin again in a wind velocity of around 6 to 7 miles an hour and everyone was extremely careful not to beat the gun. This was a triangular course of two laps and Mr. Wells took the lead right at the start and proceeded to pull away from the fleet on every mark. The entire race was over in 56 minutes despite the light airs. Don Cochran, Sr., was second and third place went to Ted Kamensky. Cochran was fourth on the first round with Wicker and Kamensky ahead of him, but he managed to get by them both on the second lap. This race was held in the morning. Lunch was brought over from Clearwater Yacht Club and skippers, crews and the committees gathered at Dunedin Yacht Club which was graciously thrown open for the event. During the lunch, eight Cuban Snipers turned up for a visit, the skipper

and crew of Ciclon which had been entered in the St. Pete-Havana race.

The third race was held after lunch, again in the Bay, using the same course as in the morning. Wind was about 12 miles an hour and still northwest. The race took 49 minutes with Mr. Wells again in the lead all the way. On the first round he was 52 seconds ahead of the second boat and at the finish he was 1 minute and 20 seconds ahead. No one seemed able to get near him. Don Cochran, Sr., was second again but Francis Seavy dropped back to seventh. Ted Kamensky was third and Billy Wicker, fourth. All twenty-one entries finished.

The fourth race, next day, was held in the Gulf of Mexico which had calmed down from the big sea that had been running two days before. The course was triangular, twice around, with the running leg directly up the beach for the benefit of spectators. Wind velocity was between 6 and 8 miles an hour, from the southwest, for a change. Wells once more did his stuff, ably assisted by "the perfect crew" Charles Henry. On the first round he was 1.10 in the lead and at the finish he had increased it to 1.33. The upset in this race was the second place which was won by Allyn Stevens of Orlando who had not placed in the previous races. Francis Seavy was third, Ted Kamensky, fourth and Don Cochran, Sr., came in fifth. Billy Wicker got himself disqualified in this race for hitting the flag on one of the turning marks. Nobody saw it except Billy's crew, Bob Veters, and the committee had all the points figured out before Billy had a chance to announce it.

The fifth and final race was back again in the Bay off Dunedin as the wind had piped up again and the Gulf was pretty choppy. The weather reports were not

good but the wind never did get over 12 miles an hour. This was a windward leeward, three laps, and Wells, once more, took the lead right at the start and was never even threatened. There was more or less of a concerted effort to "cover" him at the start, but he was off and away before anyone knew what happened. In this race, another "dark horse" pulled up to come in second—Owen Duffy of Chattanooga, but Old Don Cochran was right in there in third place which gave him the championship by a good, safe margin. Francis Seavy was fourth and Huger Sinkler, Jr., of Charleston, was fifth. Something went wrong with the "old Maestro" Ted Kamensky and he wound up in fifteenth place. Larry Roberts and John W. Rix of Wichita, finished in a dead heat for thirteenth place.

The Clearwater Yacht Club, as usual, did its splendid job of entertaining the visitors with a "fish fry" the night before the first race and some other sort of a racket from dances to dinners on every other night. Bill Crosby had brought down some splendid movies that had been taken by Cal Duncan of Kansas City at the 1948 Nationals at Corpus Christi. These were shown on the night of the fish fry. George Shad and his wonderfully efficient regatta committee did a splendid job from Stuart Carew's big Chris-Craft cruiser, Restless III. Many of the motor boats belonging to club members were used every day for taking out guest spectators and the course was well lined for all five races.

\* \* \*

Easily, the most beautiful boat of the fleet was the "Venom" recently completed and sailed by Jack Wirt of Miami. All varnished, it was all but impossible

### Summary, Clearwater Yacht Club Midwinter Snipe Regatta

Skipper, Fleet	Races:	1st.	2nd.	3rd.	4th.	5th.	Final
Don Cochran, Clearwater, Fla.		4	2	2	5	3	1st
F. Seavy, Clearwater		1	4	7	3	4	2nd
T. A. Wells, Wichita, Kans.	Disq.	1	1	1	1	1	3rd
Billy Wicker, Kansas City		2	5	4	Disq.	6	4th
Ted Kamensky, Clearwater	Disq.	3	3	3	4	15	5th
Owen Duffy, Chattanooga		6	11	11	10	2	6th
Jimmy Cochran, Clearwater		7	8	8	8	10	7th
Huger Sinkler, Jr., Charleston		12	13	5	7	5	8th
Don Cochran, Jr., Clearwater	Dnf	6	6	6	6	14	9th
Jack Wirt, Miami		3	14	15	15	8	10th
Eddie Williams, Kansas City		5	9	18	16	7	11th
John Nicholson, City Island		9	15	17	12	12	12th
Allyn Stevens, Orlando	Dns	7	10	2	Dnf		13th
Larry Roberts, Clearwater	Dnf	17	9	9	9	13*	14th
Frank Rogan, Wichita, Kansas		8	19	16	17	16	15th
Mel Moller, Winchester, Massachusetts		15	12	14	20	9	16th
I. Y. Halsey, E. Hampton, New York		11	10	12	13	Disq.	17th
C. R. Miller, Rochester, N. Y.		13	Dnf	21	11	11	18th
Cliff McKay, Clearwater		10	18	19	14	17	19th
John W. Rix, Wichita		14	16	13	18	13*	20th
Joe Ilmberger, Chicago	Dns	Dnf	20	19	Dns		21st

\* Larry Roberts and John W. Rix, dead heat in 5th race.



to detect a seam in the well put together hull. The deck was made from one piece of mahogany plywood which had been bleached out except for the edges which had been stained mahogany. The result looked like a bright finished deck with mahogany covering boards.

Ted Wells' use of airplane shock cord for various purposes was an interesting innovation. He had a bilge pump rigged, a cylinder arrangement, with foot pedal. The crew pushed it down with his foot and the shock cord pulled it back up again. He also had a boom jack arrangement whereby the boom could be held down when running before the wind. When it came time to let go, the crew unsnapped the line from a cam-action cleat and the shock cord yanked the whole business up out of the way in a jiffy.

Cubans present were interested spectators and may be the start of a Cuban invasion for next year's race. Mario Bustamante and Joe Kates of Havana talked of entering several boats at Clearwater and then, after the Havana race, take a number of American Snipes to Havana for a second series of races.

Owen Duffy had his new patent main sheet rig on the Walter Mitty at Clearwater and it seemed to work beautifully. The cam action cleats were on the underside of the boom and the sheet was under perfect control at all times. If he got a hard puff and felt it necessary to ease off, a flip of the wrist freed the line. The rest of the time it was locked in position and Owen could devote all his time to skippering.

Ted Kamensky's "Florida Special" is a highly recommended form of liquid refreshment for visitors, natives and almost anybody. He cuts off the skin on one end of a grape fruit, leaving enough of the rind to hold it together. Then he goes down and lifts out the core with his knife, squeezes out about a third of the juice. The hole thus left is then filled with a more potent liquid, the grape fruit gently squeezed to get the

liquid well circulated and then the "topper" proceeds to suck out the mixture from the hole in the top. It saves wear and tear on glasses and has numerous other advantages. Note to Ike Halsey—never leave a bottle in your car under the front seat.

Eddie Williams of Kansas City, has a new salesman in Billy Wicker who has deserted Corpus Christi, Texas, to join Eddie. As a result they both turned up in Clearwater with handsome white unionalls with big red letters on the back—"Williams Meat Company". Some question came up about advertising on a Snipe and as a result, these were not worn during competition!

The Sea Shell Hotel was virtually entirely occupied by the Wichita crowd numbering in all twenty-one persons who came to see and compete. The Crosby's were the only "outlanders" in this crowd, virtually all the rest of the hotel being taken over by Wichita. Each night one of the couples gave a cocktail party, the last one being attended by practically everybody including Lou Spake, manager of Sea Shell, and his wife.

Johnny Nicholson, formerly of City Island Fleet and now of New London, was on hand and borrowed Guy Roberts' Snipe for the series. Chet Miller borrowed "Stew" Carew's "Black Beauty" for the races.

Youngest and most promising skipper of the entire fleet was young Cliff McKay, Jr., 14 years old, who was right in there in every race. Give him a year or so and he'll be heard from.

Francis Seavy's wife, "Ginny" was the busiest person in the whole outfit. As Secretary to the Race Committee, she kept all the records, made hotel reservations, acted as hostess at the Club and was on the job every minute. She even recorded the findings of the sail measurement committee headed by Art Kisby.

Joe Ilmberger from Chicago Corinthian Yacht Club and his bride were dogged with hard luck throughout the

races but he always came up smiling anyway and seemed to be enjoying himself despite the jinx.

Larry Roberts' Snipe was finished entirely in the new Phenoplast which gave it a glass-like finish. Huger Sinkler was the only entry from Charleston this year, the others cancelling out at the last moment.

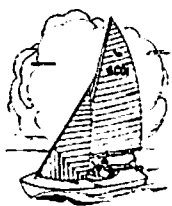
Through the kindness of Cliff McKay, Sr., Bill Crosby was enabled to broadcast for three fifteen minute periods after the races from Clearwater's new station WTAN. It was planned to broadcast all of the races but something happened to the short wave transmitter and the deal had to be called off.

### Ted Wells Still Leads Point Scores

Ted Wells of Wichita Sailing Club is still in the lead this month in the point scores for the 1948 season which closed March 31. There are still a few fleets to be heard from and final results will be given next month. The first fifteen boats are as follows:

Name, address	Points, races
T. A. Wells, Wichita, Kansas	1740 26
Bill Parenteau, Sea Cliff, N. Y.	1734 15
Roy Biebel, Jr., Oshkosh, Wis.	1728 14
E. W. Williams, Missouri Y. C.	1723 15
Jean Blanchard, Western L. I. Sound	1713.4 12
Eric Hauschild, Lake Mohawk, N. J.	1713.2 17
Frank Apgar, Lake Parsippany, N. J.	1702 11
Carl Zimmerman, P. L. Y. C., O.	1700 12
Owen Duffy, Privateer Yacht Club, Tenn.	1695 11
Hirum Upson, Lake Quassapaug, Conn.	1683 18
Wm. Errico, City Island, N. Y.	1681.4 11
Wm. Wilkins, Mass. Bay Fleet	1681.1 17
H. E. Schreck, Galveston, Texas	1680 8
V. L. Beakey, L. Worth, Texas	1675 30
Al. Ciechanowski, Manhasset Bay, N. Y.	1674 11

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## What Not To Do at a Regatta

By Chet Miller

As a shining example of how things can go wrong that could have been prevented was experienced by the writer at the Clearwater Midwinter Snipe Championships. Here's the story—

Because of the rush of business before the writer left for Florida, he had been unable to get his boat refinished to take to Florida so he took a chance of borrowing a boat at the Clearwater Club.

When we arrived at the club it was about a week before the regatta and there was no boat available at that time, however, two days before the race an excellent boat was made available. It had been freshly painted with a glossy black paint and the hull was in beautiful condition. It later was found that the boat did not leak and had an excellent reputation and the skipper was very happy to have been fortunate enough to get such a good boat. It was found that in the painting process the track for the Jib fair-leader had been removed and the skipper replaced these. By chance, the screws were put back in place apparently in the old holes but seemed to set fairly solidly. Halliards were checked and while they did not look too good, they looked as though they might stand the "gaff" for the series.



BROKEN JIB HALLIARD!  
ED McHENRY USES SPINAKER POLE  
AND SPARE TILLER TO HOLD JIB UP

In the rustle and bustle of getting the boat into the water, the pivot board which had been a combination lever and block arrangement was not thoroughly checked. Sails were measured and found to be 3½ inches long at the back. These were measured by the committee and corrected by Guy Roberts who was burning the midnight oil to correct sails that had been used in heavy weather late in the season last year.

At the starting line in the first race the skipper decided that it would be best not to get mixed up with 21 other boats on the starting line as it was blowing between 19 and 36 miles per hour. A youngster had been added to the crew because of the heavy weather. Just as we

crossed the starting line at the starting gun, the boat came about and the fair-leaders on the port side pulled out—First lesson—Be sure the screws are long enough; that there are enough of them; and preferably use bolts for all fastenings and avert this hazard.

The second day there were only two in the boat and the wind was not blowing as hard, however, right at the start, as though the gunner had shot off the halliard, the Jib halliard parted at the point where it comes over the sheave in the mast. Jury rig of the spinnaker pole combined with a spare tiller was lashed to the mast by the quick thinking crew, Ed McHenry of Loon Lake in New York State. (Incidentally Ed showed his ex-



cellent sportsmanship by being very patient with all the skipper's mistakes.) The fact that he got the jury rig working so soon got the boat once around the course; however, as we were in the last place by that time, we decided to go to the hardware store, get new halliards and prepare for the next race. Second lesson—Always replace the halliards at the beginning of the season or as often as necessary. A halliard that apparently looks good and still has a weak place is a dangerous thing to have.

The third race, we knew we had new halliards, that the fair-leaders were down securely so that at least five people could not pull them out and there were only 32 things that could go wrong so the third one on the list came up in the third race. After 14 years of sailing one would think that the skipper would have been able to check these things in advance. The skipper got a fair start a short ways down in the fleet but as boats were passing us to windward so regularly we knew that something was wrong with the pilot board and by the time we had rounded the first mark, we were last boat. We then discovered that the lever-block arrangement was not in the proper position. Lesson Number 3—If you have a "trick" arrangement on a strange boat be sure you know the position of the center board according to the seeable factors inside the boat. Just to make the

record complete on what not to do, we passed one boat and were a half mile ahead of them with about 19 boats ahead of us, and were about to round the last mark when the skipper slipped on part of the main sheet which was lying in the cockpit! In doing this the boat not only hit but ran over the windward mark, making it a perfect third race in the series! We do not have to tell you what the fourth lesson was. In the other races of the series we got a better position but the skipper was certainly an excellent example of What Not To Do at a Regatta. I am telling the readers about these details so that when you represent your club you won't be quite such a horrible example of a racing skipper as the writer was.

For my own benefit I wrote a list of things to check and here they are—not in order and possibly not all here for different classes but at least by checking this list it should help.

1. Check Jib Halliards
2. Check Main Halliards
3. Check Jib Sheets where they are attached to the tack of Jib
4. Check Fastening of Main Halliard to sail
5. Check Fastening of Jib Halliard to Jib
6. Check Fair-leaders track
7. Check Fair-leader for position
8. Check Fastening at foot of Jib
9. Check Boom fastening
10. Check Out-Haul on Boom
11. Check Tie down string through Grommet on tack of Main sail
12. Check Rudder fastening so rudder cannot slip out
13. Check Center board for position
14. Check Center board well for grass and debris
15. Check Boat bottom for dents and loose screws and slivers
16. Check Surface of boat for smoothness
17. Check Battens to see that they are tied in pockets
18. Check Paddle
19. Check Bailing equipment
20. Check Life preservers
21. Check Anchor and anchor lines
22. Check For loose floor boards
23. Check Side stays for proper cotterpins
24. Check Fore stays
25. Check All stays for proper tightness
26. Check Compass
27. Check Instructions for the race. Time of gun, flags, etc.
28. Check number of times around course
29. Check Proper way around course
30. Check Whether or not your crew can swim, and if a youngster, get his parents' consent
31. Check If protest flag is required, be sure you have one aboard
32. Don't cross a starting line too soon

All the foregoing has been learned from sad experience and you can probably bring this list up to 40 or 50. We hope that this will prove beneficial.

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## News of the Snipe Fleets

By Wm. F. Crosby, Sec'y, S. C. I. R. A.  
522 Stellar Ave., Pelham, 65, N. Y.

Commodore Griffith of the Lake Chautauqua Fleet reports that plans are going ahead rapidly for the Snipe National Championships which will be held there August 13-17. A pamphlet will shortly be mailed to all fleets and others interested explaining just exactly what it's all about and why your fleet should enter this year. He also reports that the New York State Snipe Association is inviting fleets from Ohio and Pennsylvania to compete for the N. Y. State, Lake Erie and Lake Ontario Championships this year. These fleets, if they show any interest will be invited to join the very active N. Y. State Association.

\* \* \*

Rumors persist of a new fleet forming at Conneautte Yacht Club in Pennsylvania, but as yet nothing official has come through asking for a charter or other data.

\* \* \*

Ted Giannou, Secretary of the 'Topsail and Island Pond Association of St. John's, Newfoundland, reports that this is the only fleet left in Newfoundland and they have about decided to drop out of active participation. Since Newfoundland has recently become a part of Canada, it might be a smart thing for this fleet to join up with the strong Canadian Snipe Association and take part in the Canadian National Championships which will be held at Halifax.

\* \* \*

Ted Cronyn, Fleet Captain of the hustling Manhasset Bay Snipe Fleet reports a steady growth after the first year of hard work. At the end of 1948 there were ten boats in the fleet and five new ones are now building or are completed and at least four more will join the fun when the racing starts. Three of the new boats were built on City Island and another is going together in a basement. One incoming skipper is a former Pacific Coast Star racer, and two others are reverting to their old loves with backgrounds of Snipe racing on the Sound and at Miami. One reason for the success of the fleet is that it keeps data on new and used Snipes that are available to prospective members as well as complete information on Manhasset Bay anchorages and fleet activities. Many other fleets could follow a similar course and add to their numbers by doing so.

\* \* \*

Frank Levinson, District Secretary for the Upper Great Lakes Region reports that the Dunphy Trophy and the Chalmers Burns Trophy Races will be held at Lake Wawasee, Indiana, July 30-31.

He also reports that Lake Wawasee will have a ten boat Snipe fleet this summer. Eagle Lake, Michigan, will have several new Emmons' Snipes and Diamond Lake, Mich., will have a twenty-five boat fleet. Jim McCaffery of Diamond Lake will compete again this year and it is going to be hard to beat him. He won the Upper Great Lakes Championship in 1948 and the bets are down that he will repeat in 1949. A newcomer at Lake Wawasee will be Martin Hellar formerly of the Wichita, Kansas Fleet.

\* \* \*

Medway Yacht Club of Rochester, England, reports that the British National Snipe Championships will be held at this club August 5th to 7th. A fund has been raised that will guarantee sending a skipper to the United States for the World's Championships. However, they hope to pick up some local Britisher to act as crew. Any volunteers? There are about 20 Snipes in this club and Geoff Hobday, Fleet Captain, says that there is terrific keenness in the club. Fourteen of the boats are brand new. Through Mr. Hobday's efforts, it is probable that the complete building plans for Snipe will soon be published in "Yachting World", the British magazine. This will give the class a big boost there.

\* \* \*

Ib Trock-Jansen has been appointed National Secretary for Finland with at least 150 new Snipes building in his country and several new fleets.

\* \* \*

Reports filtering through from the Scandinavian countries indicate that the Snipe has definitely been selected for the 1952 Olympics at Helsinki, Finland. According to one report, the Snipe has supplanted the Star class in this event but since there have been reports from Finland, Norway and Sweden and no two of them are exactly alike, it might be better to wait and get the official word on the subject. It is virtually certain, however, that Snipe will be one of the classes in the next Olympics.

\* \* \*

Mile High Boat Association of Denver, Colorado, Snipe Fleet No. 210, is putting on a campaign to increase its membership. Readers of this in or near Denver are requested to contact E. J. Kaiser, Mile High Boat Ass'n., 7700 West 48th Ave., Wheatridge, (Denver) Colorado. Jerry Raphael is the new Fleet Captain and the Fleet is planning on an extremely active season of racing.

\* \* \*

Associate and Junior members of the Royal Cabe Breton Yacht Club, Sydney, Nova Scotia, have applied for a fleet charter and membership in the Snipe Association.

Phil Klink has written in requesting reinstatement of the Onondaga Lake Snipe Fleet and wants to know if the old five boat rule still holds. Yes, Phil, it does. That's the minimum number of boats for a charter. Chet Miller also reports that there is every indication that Lake Canandaigua Snipe Fleet will be back in action again in 1949.

\* \* \*

Ted Wells, the "Wichita Wizard" is still in process of writing his book on "what makes a Snipe sail fast"—or something like that. His first manuscript was far too short, and the second one, after being read over by Bill Crosby, was found to be a little ambiguous in spots so Ted is still at it writing and re-writing. He'll find out that the life of an author is not all roses and checks! The manuscript will be turned over to SCIRA for publishing when he gets through with it and since the book will contain a raft of material that has never before appeared in type, it will become a "best seller" overnight. It doesn't apply only to Snipes either as the skipper of any centerboard boat will be able to get a lot out of it.

\* \* \*

Plans are going ahead for the World's Championships to be held at Larchmont Yacht Club, August 22-26 and invitations are going to be sent out shortly to foreign fleets giving all the data on the regatta. Definite entries will be made by Canada, England, Brazil, Argentina, Portugal, Spain, Switzerland, Sweden and Norway and of course U. S., France, Italy, Uruguay, Belgium, Denmark and a few others are on the doubtful list but it is probable that at least twelve nations will be represented and it is possible that there may be fifteen. The following committees are now in process of formation with some of the chairmen already appointed: Race Committee—Larchmont Yacht Club. Protest Committee—Jack Wood, M. I. T. Judges—Dr. Hub E. Isaacks. Sail measurement—John T. Hayward. Procurement of boats—Bill Errico (City Island Fleet). Drawing for boats—George Q. McGown, Jr., Ft. Worth. Spectator boats—Charles H. Vanderlaan, Larchmont. Greeting Committee—Curtis Olson (Western L. I. Sound). Finances—Don Simonds (Wichester Fleet). Committees not yet headed up are: Coast Guard Liaison, Housing, Entertainment, Prizes, Translators, Registration, Spectator excursion boat. Present plans call for borrowing boats from various fleets in the area, Cedar Point, Western L. I. Sound, Sea Cliff, Manhasset Bay and City Island. These boats will be the pick of each fleet and will be drawn for just previous to each race. No skipper will be allowed to sail the same boat in any two races. Each



boat will be completely covered by insurance and skippers may not "work" on their boats other than to wipe off the bottom. The committee will maintain a watch on the boats at all times to see that nothing happens to them.

If you are planning to come to Larchmont for the series, as a spectator, it would be wise to let the Executive Secretary know as far in advance as possible making sure to state just how many will be in your party. Housing is strictly limited in the area and after what few rooms there are are gone, it will be best to plan to stay in New York. Larchmont is only about 45 minutes from Grand Central Station on the New Haven R. R., and train service is every half hour. In fact, we would advise staying in New York City if possible as it is so handy and certainly rooms are better. Of course, all meals during the day and evening may be secured at the Larchmont Yacht Club.

**Wanted to Buy—Used Lightning sails.** Must be in good condition. Please state condition and price in first letter. **A. N. Austin, 44 Prospect St., Terryville, Conn.**

**Varalyay Snipe**—Perfect condition, like new. Kept in hangar. New sails. Padded cockpit. Many extras. **L. F. Cook, 714 Baltimore St., Waterloo, Iowa.**

**For Sale—1 Suit Larsen Snipe Sails.** Egypt duck, max. draft. Used two seasons, excellent condition. \$50.00. **C. H. Turner, 5 Rosa Road, Schenectady 8, N. Y.**

**For Sale—"Lil Ester" Snipe No. 3399.** Good sailing record. **1 Suit Larson Sails.** \$275. **John O'Brian, 283 Malden St., Rochester, N. Y.**

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## Rhodes Bantam Notes

By Charles A. Harrison, Sec'y  
468 Locust St., Lockport, N. Y.

The Class enters its third active season as an organized class with great prospects for a very successful year. The growth from some points of view has not been as fast in past seasons as many might have wished but even that, viewed in retrospect may have been all to the good for it has allowed the class to become firmly rooted and well established where an early mushroom growth could have resulted in neglect of the foundations.

Our house is now pretty well in order. One of the major difficulties in previous years was the arrangement for measurement. Our New Chief Measurer, Mr. Jos. Surgenor, Box 525, Collingwood, Ont., Canada, has put in a great deal of work and now has ready the sheets for recording measurements and instructions on the procedure of measurement. This was mentioned in the Secretary's News Letter of March 8th, but it cannot be too strongly stressed or too often repeated: if you have any questions concerning measurement or any doubt about substituting materials or modifying the design of a boat you are building, do not hesitate to write Mr. Surgenor. In the Bantam Class the Chief Measurer has sole responsibility in these matters and it is up to him to see that the letter and spirit of the specifications and restrictions is met by each Bantam applying for its measurement certificate.

As is frequently the case, owners are lax in sending in their annual dues to the Association. Only members of the Association are eligible to take part in sanctioned events so if you have not already done so, now is a good time to part with that three dollars and give the Association a chance to plan bigger and better things for you.

Incidentally, all who have purchased plans since the last annual meeting in August last year are paid up in dues for 1949. It was voted at that meeting that a year's membership in the Association be included in the purchase price of the plans and the Secretary has interpreted the motion to mean that membership for

1949 should be considered paid up for all who bought the plans since the date of the meeting.

The Class is receiving a big push in Sweden. Mr. Eric Sjöstrand of Stockholm has been very active in promoting the boat, he has already built several and is planning to have them turned out in some quantity in the near future. The plans of the Rhodes Bantam appeared in the Swedish Yachting Magazine "Till Rors" and Mr. Sjöstrand is distributing in pamphlet form a Swedish translation of the articles on planing boats written by Bob Bavier Jr. in recent issues of Yachting. Bob as you know is a supporter of the Bantam class and last year won the North Atlantic Spring Series at Larchmont. The Bantam was displayed in the Stockholm boat show and arrangements have been made for the Swedes to control their own development under the auspices of the Association.

Nearer home Bantam activity shows healthy growth and promise. The eastern end of Lake Ontario has been particularly active with three fleets now chartered, Fleet No. 4 at Crescent Y. C. Chaumont, where the International Series were held last year, Fleet No. 5 at Henderson Harbor, a new Club that is becoming very active, and Fleet No. 6 with an initial 12 Bantams at Clayton Y. C.

Clayton were last year hosts to the chief Lake Ontario yachting regatta of the season, the L. Y. R. A. and there is a probability that Clayton may be the locale of this year's Rhodes Bantam International Championship series.

The Secretary has for some time wished to publish a Year Book on the Bantam Class but has been held up chiefly by the lack of good photographs of the activities of fleets and individual owners. There must be many competent amateur photographers in our ranks. Let this be a challenge and let's have these photographs, also information, character sketches of members and any other personality items, written or photographic would be most welcome.

To those groups of three or more boats wishing to form fleets and be recognized officially by the Association as

Chartered Fleets, we would remind you that the only requirements are that the owners should be individually members of the Association, a Secretary should be elected who will be responsible for reporting activities and that no conflicting Chartered Fleet should exist in the immediate vicinity with which such boats could or should race.

A number of new builders are making their debut as suppliers of Rhodes Bantams: in the South, the Williams Boat Wks. at 503 S. Bernadotte St., New Orleans, La. and R. E. Leffingwell at 330 13th Ave. S., St. Petersburg, Fla. In the North, a builder who will fill a long felt want by his location in the Midwest is Everett L. Millard, 69 W. Washington St., Chicago 2, Ill. Mr. Millard hopes to be in production in the near future and anyone wishing to purchase a Bantam in that area would be wise to contact him.

The first professional builders of the Bantam, Skancateles Boats Inc., Skancateles, N. Y. are now completing arrangements for the supply of the boats knocked down in kit form and semi-finished. This also should fill a long felt need as the Secretary has received many inquiries for building kits from would be builders.

In addition to the periodical News Letter issued direct to membership it is planned to run a monthly column in this periodical giving news of Bantam activities. It is therefore suggested that all who wish to keep on top of "what's cookin'" in the Bantam Class would be well advised to send in a subscription to Jib Sheet. This is no "plug" but just a common sense recognition of the value of mutual assistance.

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BOB MILLER

611 Melville St. Rochester, N. Y.

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508 ST. PAUL ST.,

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