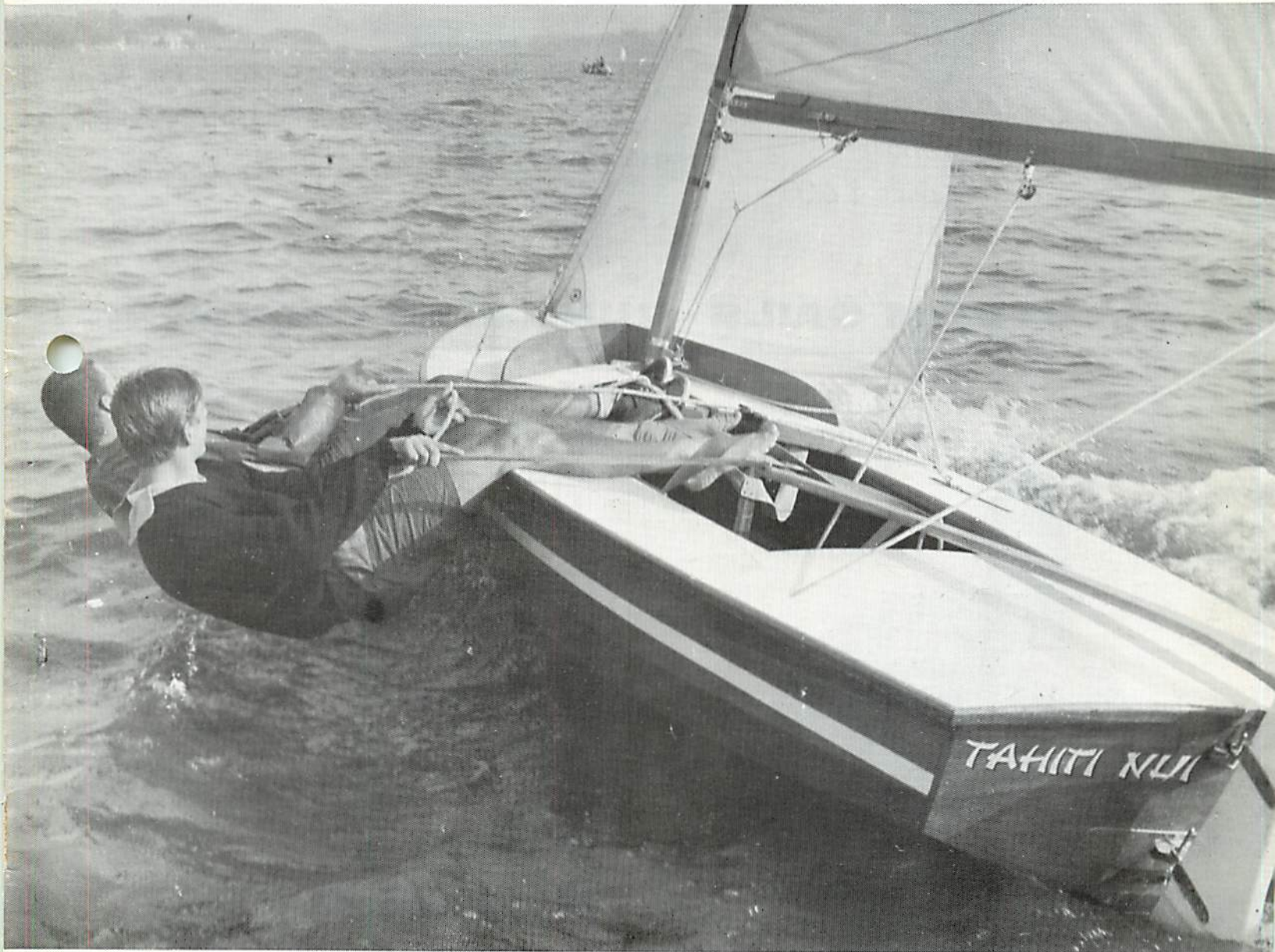


# ***SNIPE*** ***BULLETIN***



FEBRUARY 1964

Vol. XIII No. 9

Canadian National Championship Regatta

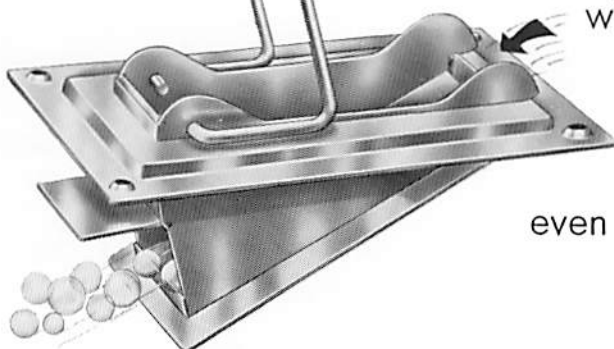
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## Voice Of The People

### A SOLUTION TO PROBLEM OF TOO MANY RACING CLASSES

" We have been corresponding with Jackson Cummings and the Levinsons on the Northeastern Regatta and now have things in pretty good shape ready for next May. As a matter of fact, we are quite excited about hosting this affair and only hope the weather, etc., cooperate so that all Snipers can see what a great place the Chesapeake is for Snipes.

Our fleet now has twelve boats and improving competition. The Severn Sailing Association has initiated a policy of limiting class racing in order to prevent further diversification and resulting weakness by the splitting up of the good sailors. We already have ten classes under twenty feet, and with new ones coming out every day, we don't want to find ourselves firing more guns than we have starters in any one class. "

— Stovy Brown  
5711 Falls Rd.  
Baltimore 9, Maryland

### BUILDS SNIPE WHILE IN THE ARMY

" Last year I bought a set of Snipe plans and the book BUILDING A PLYWOOD SNIPE. Several months ago I got some space in the Fort Lewis Craft Boat Shop and I started building my Snipe. I have now come along to fibreglassing the hull and putting on the deck. It looks like the boat will meet all specifications and I am excited about getting it finished and into the water.

It might interest you to know that another fellow got interested and has started his own Snipe in the Craft Shop, too. The book BUILDING A PLYWOOD SNIPE has been invaluable to both of us. We each have a copy now and they are our constant guides. I continue to enjoy my issues of the BULLETIN. They are usually most interesting. "

— 1/Lt. Dennis B. Kneier  
Tacoma, Washington.

### CALL TO PROSPECTIVE AUTHORS IS HEREBY "PUT OUT."

"Thank you very much for promptly forwarding to me the request for information concerning my wet suits. I have had more response from the Snipe BULLETIN than all other ads I have placed combined.

I have a suggestion concerning the layout of the BULLETIN. The only articles which are of much lasting interest are Wells Wanderings and JJ Rumlblings, which on occasion go into the two things dear to every sailor's heart - tactics and equipment. With the wealth of sailing talent in the Snipe class, why not take advantage of it and have these people pass on some of their "secrets". Surely everyone would be interested in how the Schmidts have equipped their boats, how Huggins remains so consistent in major regattas, etc.

Such articles have proved most popular in other class publications and are read and re-read. Put out the call to prospective authors and I am sure the response will be most gratifying. "

— Michael F. Flanagan  
9630 N. 30th St.  
Omaha, Nebraska

### ONCE A SNIPER - ALWAYS A SNIPER!

" Your Snipe BULLETIN (September 1962) appeared at our house from unknown sources and, as you would know, I 'got the bug." I built one Snipe back in the good old days of 1936, and now I want to try my hand at it again. Haven't done any sailing since the War, but we do have a few bodies of water scattered around where we can get back into the swim. Swin? "

— Lloyd G. Scarff, 2800 Ashby Dr., Bakersfield, Calif.

" I have just purchased fibreglas Snipe 14295 and I wish to register it with SCIRA as Dipper V.

I am thrilled to be back sailing a Snipe after an interlude of some 12 years. My first Snipe - Dipper II - was number 3180, and my second one - Dipper III - was number 4150. Home port is Alamitos Bay, Calif. Now for the Nationals!" —P.H. Greene

no matter how you look at her, she's a

# LIPPINCOTT SNIPE

**NO MIRRORS\***, microscopes or ouija boards are necessary to pick a Lippincott Snipe out of the fleet. The Lippincott's an **obvious** standout.

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Your own obviously Lippincott Snipe is being built right now. Give us a call to arrange spring delivery. Or better yet, come in and visit with us at our Riverton shop to see for yourself why Lippincott's the standout.

\*Maybe you better use one to see how Lippincott is spelled frontwards

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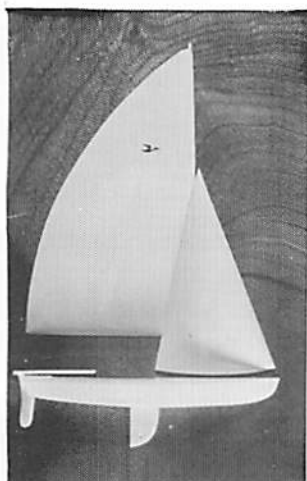
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Complete Mahogany Plywood Snipe Fiberglass covered. \$1275



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# SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly by Birney Mills, Executive Secretary.

Address all correspondence to:

Snipe Class International Racing Association,  
655 Weber Ave., Akron 3, Ohio, U. S. A.

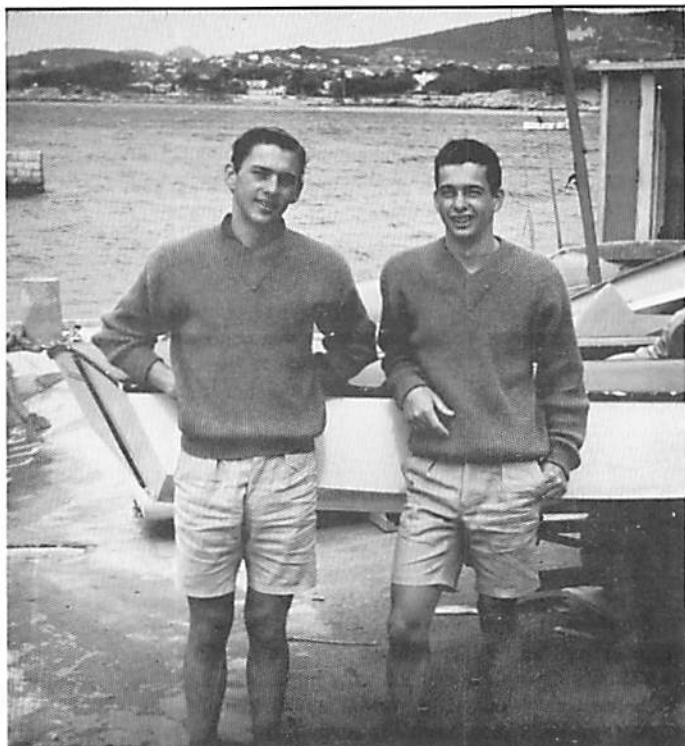
### Subscription Rates.

\$2.00 Per Year.

\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

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## The Cover



The cover photo shows the superb sailing form of the two young teen-agers pictured above — Reinaldo and Ralph Conrad of the Santa Amaro Yacht Club of Sao Paulo, Brasil. Taken at the 1963 Pan American Games in Brasil, and "buried" inside the July BULLETIN, it has aroused so much comment that it deserves front page treatment. Once before, a picture of the brothers sailing in the 1959 Pan-American Games in Chicago made a sensational BULLETIN cover, so this threatens to become a habit.

The team finished second in the 1963 Snipe World Championships at Bendor, France, giving their fellow countrymen, the famed Schmidt twins, a real fight for the title. They'll be around for a long time!

## Point Scores Are Due

Point score sheets for the 1963 season have been coming in very good recently, and they will be published when compilation is completed about the first of May. If you have not sent in your fleet's records (as required under Section 13 of the Constitution), please do so at once, for your members want to see their scores in the record. Besides, it must be done to keep your fleet in good SCIRA standing. Also, don't forget that special forms furnished by this office must be used in all reporting, so there will be uniformity plus ease in sorting each.

individual score in numerical order. If not sent in as prescribed, they will be sent back, so please do them properly the first time.

### **LIGHTNING in the Olympics?**

Vice-President Jay Limbaugh in charge of International Affairs for the Lightning Class made a report at their annual meeting which provides most interesting reading for Snipers:

"LIGHTNING FLASHES" says, "He would like to see us inaugurate a planned program for promotion of our Class abroad with the ultimate goal of Olympic participation.

..... the problem of getting the Lightning into the Olympics ... will be difficult to accomplish and will not be done quickly. With the present setup, whereby the IYRU recommends to the Olympic Committee the yachting classes for the Games, it is purely a political matter, even though he knows they try to keep politics out. He expects IYRU to retain their authority, at least for the foreseeable future, for choosing the Olympic classes. Therefore, the need for getting the Lightning established in more countries of the IYRU members is of primary importance. England is undoubtedly the most influential country in the IYRU organization and we don't have Fleet One in that country. Neither do we have fleets in France, Holland, Norway, Spain, Germany, Poland, Belgium, Sweden, and Russia. Each of these countries have a member on the IYRU Permanent Committee.

In planning establishment of the Lightning Class in these countries, we should concentrate on England, Holland, and the Scandinavian countries. We should not overlook Russia, who is rapidly becoming a power in yachting as well as in other events of the Olympic Games. Once the Lightning is established in these other countries. Mr. Limbaugh feels we could expect the IYRU members to become aware of the potential of the Lightning and to realize that the design characteristics and popularity if the Lightning make it a desirable choice for Olympic competition. .... He would like to see us inaugurate a planned program for promotion of our class abroad with the ultimate goal of Olympic participation."

Tom Allen of Buffalo, New York, won the second Lightning World Championship Races held in Peru in December, 8 countries: Argentina, Canada, Chile, Colombia, Ecuador, Italy, Peru and the United States were represented.

The International Snipe Class has tried for many years to "get into the Olympics." SCIRA is the largest one-design class in the world, with wide distribution and acceptance. Our 21st World Championship Regatta attracted entries from 22 countries last year, including England, France, Norway, Spain, Belgium, and Sweden. In spite of those facts, IYRU and Olympic policy excludes Snipe. The course is long and rough, friends!

### **Fiberglass or Wood?**

A survey of construction materials used if the fleet of more than 500 pleasure craft exhibited in the New York Boat Show discloses that wood had regained some ground. Although fiberglass still accounts for almost half the hulls, it dropped to 49 from the 51% it enjoyed last year, while wood jumped from 27 to 33%. Of special interest is the fact that aluminum also gained, going from 15 to 19%. — Al Mastics.

### **Snipe Sailor in Interesting Work**

One thing for sure about a large and truly national group like the Snipe Class - you'll come in contact with different types of people from different parts of the country who possess diverse personalities and interests. The opportunity of becoming acquainted with so many fine people through participation in a mutual hobby is a chief advantage of membership in the class, secondary only to actually sailing the Snipe itself.

All who attended the 1962 National Championship Races at Seattle will long remember and praise the way everything "ticked" down to the smallest detail — and well they might, for most of the organization were Boeing engineers and experts.

Especially memorable was the measuring job overseen by Gene Shelley, and one of his assistants on the famous rack was a chap named Willard Wright. Of interest to all who made his acquaintance there is the material he furnished for Page 8. It gives you an idea of who your competitor might be some day!

**Lofland Sail-Craft**  
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SAILED BY MORE **SNIPES** CHAMPIONS  
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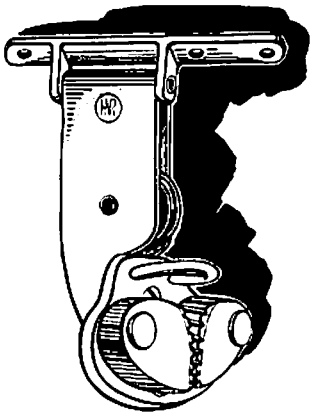
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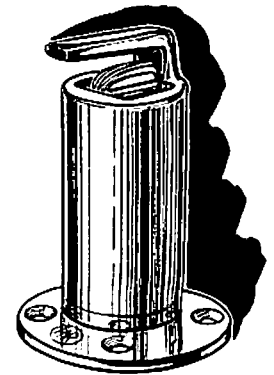
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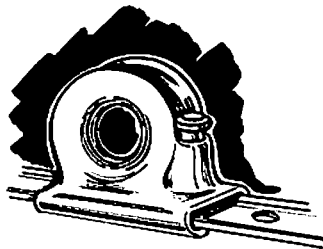
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The new low-profile streamlined fairlead that you can actually hike-out over without feeling a thing. No protrusions to catch your clothing or you. Only 1" high by 1 1/2" long and weighs but 2 oz. Takes up to 1/2" rope and fits standard 3/8" external type track. Adjusts in seconds with spring-loaded plunger. Made of high-tensile bronze, chrome plated.

(Stainless steel track, polished and drilled for plunger, available on request at \$1.50 per foot.)

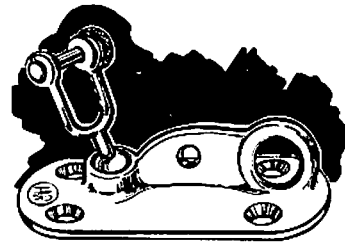
## Jiffy Jib Jam

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AS USED BY THE SCHMIDT BROTHERS OF BRAZIL IN WINNING THE 1963 WORLD'S SNIPE CHAMPIONSHIP

Also used by several National Champions in other classes. This is the fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support without it coming unjammed. Adopted as standard equipment by many builders of the Snipe class.

Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



## 4 in 1 Forestay Fitting

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This is the fitting that makes anything else up for'ard, superfluous. Incorporating four fittings in one, you have a mooring eye for up to 1/2" dia. rope, forestay anchorage hole for jaw type rigging terminal, jib tack attachment with no-lase pin, and a ball-joint swivel allowing the jib to swivel freely, eliminating wrinkles, giving your jib the efficiency it was designed to deliver. All this in one small fitting, made of chrome plated bronze alloy, 3" long, 1 1/4" wide, and weighing but 3 ozs. Comes complete with thru-deck fastenings.

# SNIPE BOAT KIT

Send for new free 70 page boat kit and accessory catalog including the SNIPE. Complete ready-cut Snipe Boat Kit Everything except sail & hardware—\$349 Ready-cut Snipe Frame Kit includes frames, rails, deck beams, etc.—\$165 Semi-finished round hollow Snipe mast, \$60 Semi-finished Snipe boom—\$17.00

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Snaps or ties under rub rail including snaps for boat
- 4. TRAILING COVER— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing \$50.00
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# Howie Richards Won the 1963 Dominion Championship



Kurt Born, the chap out front, must feel like a trapped mouse as he tries desperately to escape this solid blanket - Dinsmore.

For the first time, the Oakville Yacht Squadron of Oakville, Ontario, had the honor of hosting the Canadian National Championship Regatta. The 5 race series was scheduled for August 12-16th on the waters of Lake Ontario in front of the club. Not only did they do a fine job of staging a successful affair (which no one will soon forget), but also managed to take 4 out of the top 6 positions, to say nothing of keeping the John Leckie Trophy to grace the clubhouse mantel for another year.

Howie Richards and crew Peter Lazenby outclassed them all when they won 3 of the 4 races for a perfect score of 4800 points. Richards dropped his 2nd race with a 4th place which he scored after moving up from 20th to 2nd place and then, when fifty feet from the finishing line, the main halyard broke, bringing down his main and forcing him to cross the line on jib alone with the loss of two boats. Art Jarrett, also of Oakville, was his nearest competitor with 2-2-6 and 4267, just 10 points ahead of Harry Henderson, 1961 Dominion Champion from Sydney, Nova Scotia, who had 3-3-4 and 4257. Doug Keary, the defending Champ of 1962, got a 4th place with 4038 points.

23 entries came from 8 Eastern Canada clubs to take part in this 14th annual regatta. Five races were planned with one to be dropped, but bad weather Monday and Tuesday contracted the schedule to four. No wind and a light fog prevented the two trial races Monday, while a thick blanket of fog held up all activity Tuesday until late in the afternoon. Then, with the sun shining but accompanied by thunder and lightning out over the lake, the Race Committee started them on a 6-mile course. In less than 20 minutes, gale force winds gusting up to 60 miles under a black sky overturned 7 boats in spite of hurried scrambles to get back to shore. Several boats, and the club house itself, were damaged. "I've seen winds off Cape Breton, but never anything like that," shuddered Dan MacKenzie of the Royal Cape Breton Yacht Club of Sydney, Nova Scotia. "It was like a hurricane." Several managed to stay on the water, but, with minimum visibility, could not find the markers. Howie Richards rode the storm out and found 10 inches of water in the bottom of his boat when the rain ended 20 minutes later. The race was called off.

On Wednesday morning at 11:00 o'clock, the sun was shining, there was a stiff breeze, and all but one skipper was ready to go for some fine sailing in offshore winds at 20 mph gusting up to 30. Richards, Keary, and Jarrett of Oakville vied with Harry Henderson of Sydney and C. Flemming of Halifax for the top positions in the day's two races with ideal sailing conditions making the competition fair and close. Jarrett broke his mast in the morning race, and Flemming got a DNF in the afternoon event, so Richards and Keary paced the field at the end of the day with 1-4 and 4-3.

The final two races Thursday were sailed under fine conditions and Richards won both events with Art Jarrett 2nd and Henderson 3rd in the morning race; Art Rooney of Sydney 2nd



CLOSE COMPETITION - Richards rounds a mark " in the middle." — Photo by Ted Dinsmore.

and Flemming 3rd in the afternoon. Richards' three 1sts gave him the overall victory with the title, plus the honor of representing Canada in the 1963 World Championship Races at Bendor, France, in September.

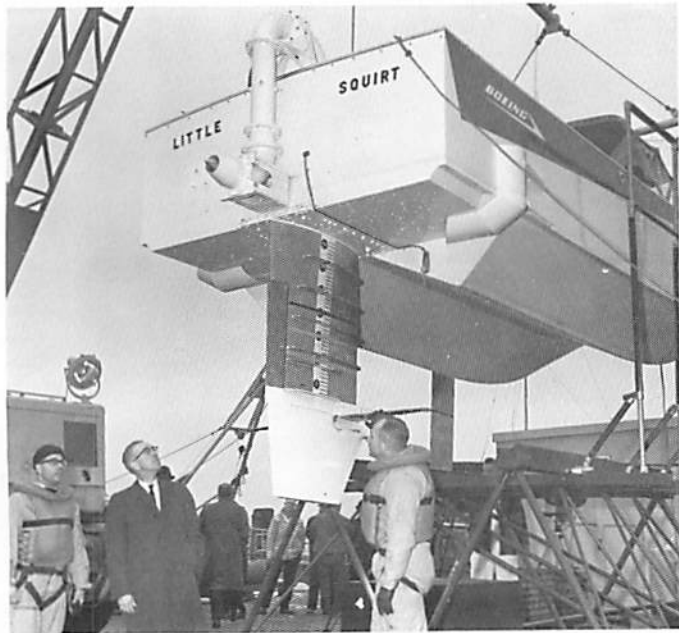
A banquet and presentation of prizes were held at Riverside Lodge. Oakville, with the winning skipper, will be host club for the regatta in 1964.

## Final Results - 1963 CANADIAN NATIONAL CHAMPIONSHIP

BOAT	SKIPPER	Club	RACES	1	2	3	4	Pts.	Fin.
10547	Richards, H.	Oakville, Ont.	1	4x	1	1	1	4800	1
8129	Jarrett, A.	Oakville	dnsx	2	2	2	6	4267	2
11670	Henderson, H.	Sydney, N.S.	3	5x	3	4	4	4257	3
10819	Keary, D.	Oakville	4	3	6	8x	4	4038	4
5654	C. Flemming	Halifax, N.S.	2	dnfx	10	3	3	3926	5
12547	K. Born	Erindale, Ont.	8	1	7x	7	7	3912	6
8385	Rooney, A.	Sydney, N.S.	6	10x	8	2	2	3835	7
13080	Astephen, S.	N. Sydney, N.S.	7	7x	4	5	5	3821	8
12390	Howie, B.	Hamilton, Ont.	dnfx	15	5	10	2	2933	9
13387	Porter, B.	Barrie, Ont.	dnfx	12	12	9	9	2706	10
13386	Brown, R.	Buchans, Nfld.	11	9	12x	10	2	2600	12
13998	Brockie, G.	Buchans, Nfld.	9	13	dnsx	13	3	2592	13
13509	MacKenzie, D.	Sydney, N.S.	13	16x	11	11	2	2584	14
11120	Bowring, D.	St. Johns, Nfld.	10	11	19	dnfx	2	2345	15
13307	Prior, W.	U. of T. Tor.	dnfx	8	14	dnf	2	2218	16
11898	Higgins, B.	Buchans, Nfld.	5	19	dnfx	dnf	2	2180	17
13388	Sarrosy, F.	Barrie, Ont.	dnsx	dnf	9	15	2	2100	18
12396	Storv, D.	Moncton, N.B.	dnfx	17	18	12	1	1946	19
12513	Fisar, J.	Barrie, Ont.	dnfx	18	17	dnf	1	1889	20
13429	Draper, J.	Hamilton, Ont.	dnsx	dns	19	17	1	1060	21
8386	Forsaye, S.	N. Sydney, N.S.	dnfx	14	dns	dns	2	729	22
12569	Clarke, H.	St. Johns, Nfld.	dnf	dns	dns	dnfx	2	489	23

## Snipe Sailor Enjoys His Work

"When I saw the picture of the hydrofoil boat in the February 1963 BULLETIN, I just had to send you a clipping from the Boeing Newspaper, for there is evidently some interest in hydrofoils. The little boat is an experimental and demonstration craft on which I have been working. I have been responsible for the control system design and, as a result of "you designed it - you ride it!" philosophy, I have ridden "Little Squirt" as a copilot observer. It is not as much fun as Snipe sailing, but what better way is there for one to earn his pay?" —Willard E. Wright.



Pump-jet craft gets inspection from Boeing Vice President, Vern Salisbury (right) who demonstrated craft, and Will Wright.



A 20-foot boat riding high off the waters of Lake Washington (in Seattle) and spouting a stream of water like a fire hose has eyes popping around here.

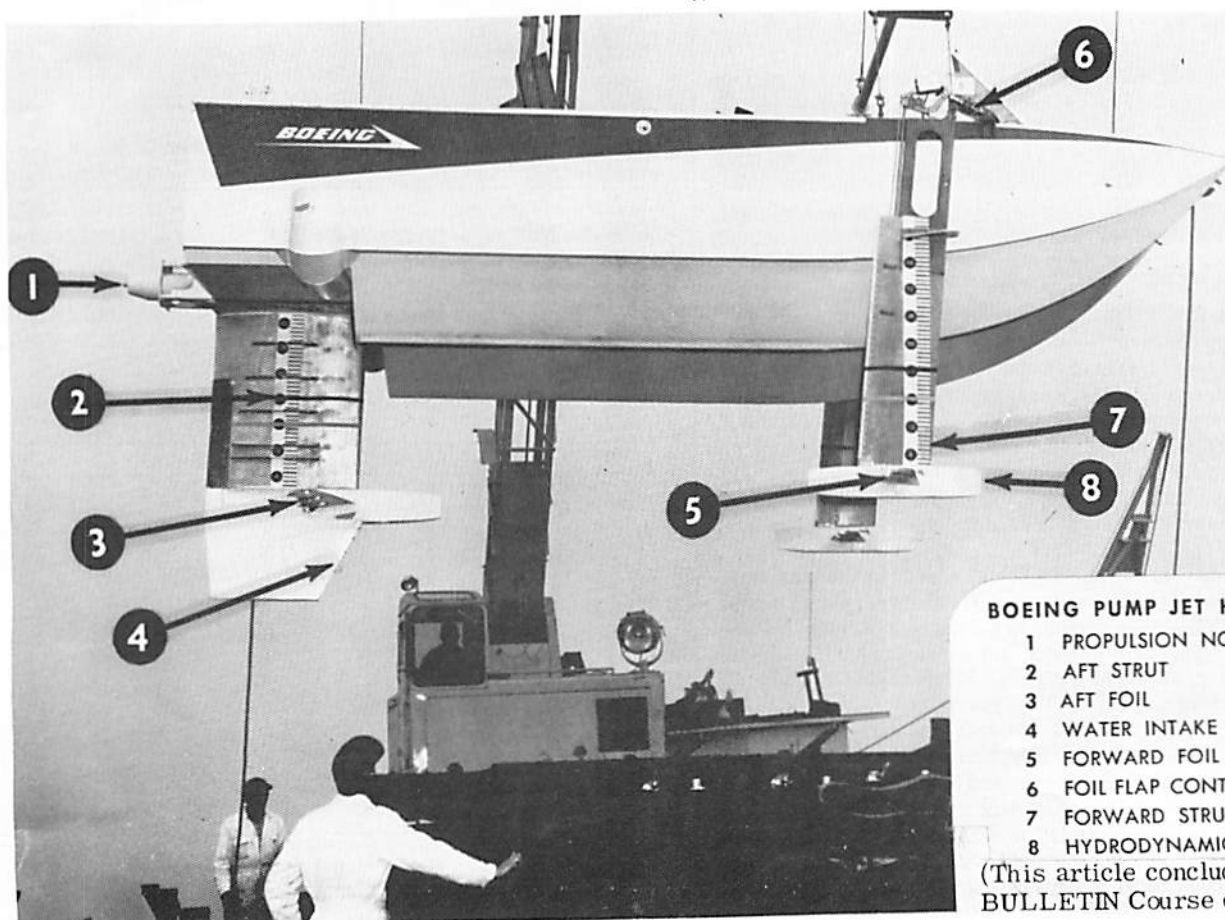
The "Little Squirt" is Boeing's latest water-bourne test vehicle. Its propulsion unit is an Industrial Products Division Model 520-4 gas turbine of 475-shaft horsepower linked to a pump which shoots water out through a nozzle at the stern. At speed, the boat rides on hydrofoils.

In the tests, pilot Vern H. Salisbury put the craft through its paces. Riding with him was "co-pilot" Willard Wright.

Designed strictly as a research craft, the boat will test Boeing's fully submerged foil systems and the water-pump propulsion systems, both of which are under development by the company. It is expected to supply information in the development of large hydrofoils.

In the water-pump system, water is taken in through a scoop in the rear foil, goes up the foil strut and into a centrifugal pump. The gas engine powers the pump to squirt the water out into the air behind the boat at great velocity.

The boat's foils are of the fully submerged type. Movable surfaces - like an airplane's ailerons - are built into the foils. Since the boat rides like on stilts, it has little inherent stability. Overall stability is provided with an electronic automatic control system much like that of a missile or fighter aircraft which senses and controls the boat's height above water, its pitch, roll and heave through movable foil surfaces.



### BOEING PUMP JET HYDROFOIL

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- 3 AFT FOIL
- 4 WATER INTAKE
- 5 FORWARD FOIL
- 6 FOIL FLAP CONTROL ASSEMBLY
- 7 FORWARD STRUT
- 8 HYDRODYNAMIC POD

(This article concludes the BULLETIN Course on Hydrofoils)



## District 3 Holds First Junior Regatta

The first SCIRA District 3 Junior Championship was held August 24-25 at Geist Reservoir under sponsorship of the Indianapolis Snipe Fleet. 19 entries from four states representing eight clubs made the event an overwhelming success. In fact, Gull Lake Fleet 190 in Michigan has already put in a bid for next year.

Plans for this regatta included holding 5 or 6 races over shorter courses (3 miles) and allowing one throw out. Time limit was shortened to 1 1/2 hours.

Saturday winds were calm - but a race was started in a faint zephyr. The boats inched along, but the time limit ran out with Dave Ryan and Mark Johnson just yards from the finish line.

All sailors were towed in and adjourned to the club house to discuss rules governing the future of the regatta. There was almost unanimous consent on the following rules to be presented for adoption to the District 3 officers next January:

1. Age should be 18 years and younger. (This differs from the National SCIRA regatta). This means one is eligible up to his 19th birthday.
2. Entries should not have to be Snipe owners or sailors, but should have sailed in a Snipe and competed in 5 races (any kind - need not be official) in the year preceding the regatta.
3. Regatta should be late in the summer, but prior to Labor Day weekend.

The winds remained dead so racing was called for the day, but starting times announced for 8:30 AM Sunday. The day dawned cloudy but windy (8-14) and all prepared to go. Two races were held back-to-back and after a brief snack, two more were held. The best three races were scored.

In the first race, Chuck Peters turned the weather mark first after a mile beat in fairly heavy going. The next two legs - a run and a beat - saw him maintain his lead and cover Roger Turner to win by 20 seconds. Other boats were closely bunched, but Kit Sommer emerged from the pack to finish third.

The second race was over a different course - a triangle plus a beat. In a lightening wind, Kit Sommer led at the first mark only to round the mark in the wrong direction. He went

back, but didn't reround properly, and finished only to receive a DSQ which eventually cost him second in the overall standings. Burt Perry won with Steve Simpson 2nd after Dave Ryan received a DSQ for not responding properly to a luff.

The third race, like the last course, saw Skip Baxter open up a 30-second lead and maintain it on the first beat to win handily.

The last race was a Z course - two beats separated by a reach. Steve Simpson held a leeward course while the rest of the fleet tacked to the center of the lake. It paid off and he had the biggest margin of the regatta at the weather mark - almost a minute! He won easily and Skip Baxter was 2nd.

The protests were well handled by a trio of veteran Snipers - Tim Scanlon, Paul Zent, and John Call. After scores were added, Skip Baxter of Grand Rapids was the first winner of the A. F. "bud" Hook Trophy. He has sailed Snipes regularly and placed well in other regattas. Second was Steve Simpson of Indianapolis, a Lightning sailor. Third, Roger Turner of Gull Lake, who has also sailed Snipes for several years. Local Junior Fleet leader Steve Foe received a DSQ in the third race over buoy room protest. This was his best race and it knocked him down to a 5th.

Ages of participants were from 12 to 18. The regatta pointed up several guide lines for future ones. (1) Have as many races as possible with shortened courses. (2) Change pattern of courses to give as much variety and experience as possible. (3) Work hard to lay out good starting lines and make sure the windward work is regular and plentiful. (4) Have a good protest committee and as much home fleet hospital-ity as possible. The kids will like it!

### Final Results - DISTRICT 3 JUNIOR CHAMPIONSHIP RACES

SKIPPER - CREW	CLUB	RACES	1	2	3	4	Pts.	Fin.
Skip Baxter - Louis Murray	Grand Rapids, Mich.	5	3	1	2		4565	1
Steve & Dara Simpson	Indianapolis, Ind.	8	2	dnf	1		4210	2
Roger Turner-Riard Vanderploug	Gull Lake, Mich.	2	8	2	8		4131	3
Pete Stamp-Jim Freed	Diamond Lake, Mich.	4	14	5	3		4109	4
Kit Sommer - Pete Foe	Peoria, Ill.	3	dsq	6	5		3965	5
Burt Perry-Dave Dunlap	Diamond Lake, Mich.	9	1	8	6		3914	6
Bill Parfet-John Jackson	Gull Lake, Mich.	13	5	dsq	4		3449	7
Steve Foe-Mike Newett	Indianapolis	7	4	dsq	12		3386	8
Dave Ryan-Ellen Bucok	Indianapolis	14	dsq	3	16		3343	9
Chuck Peters-Dave Bowers	Peoria, Ill.	1	13	11	14		3284	10
Vern Overturn-Judy Dulin	Indianapolis	dsq	6	9	9		3273	11
Dan Dender-Rechael Turner	Gull Lake, Mich.	6	15	4	17		3270	12
John Ransel-Frank Levinson	Indianapolis	12	9	6	13		3090	13
Mark Johnson-Bob Fretz	Akron, Ohio	11	16	10	7		3017	14
Dave Wood-Mike Park	Indianapolis	dnf	7	14	10		2848	15
Greg Wiseman-Phil Asherman	Muncie, Indiana	10	12	13	dsq		2689	16
Jim Bigham-Jed Miller	Cowan Lake, Ohio	15	10	12	18		2478	17
Dean Yantes-Mick Eweland	Cowan Lake, Ohio	16	11	dsq	11		2425	18
Jim Jordan-Jail Garinger	Indianapolis	17	17	15	15		1928	19

Note: All scores computed from best 4 races.



AN AWFUL LOT OF SNIPES - Impressive start for the Italian Trophy "Citta di Luino" — Photo: Franco Belloni - Genova

# Wells Wanderings



by Ted Wells



## PLUS CA CHANGE, PLUS C'EST LA MÊME CHOSE (Part II)

The translation of this versatile French phrase for this month is there is very little really new under the sun. What brings this up is that I have had several letters recently suggesting putting grommets in the mainsail near the bolt rope on both the luff and foot, about a foot from the back. These grommets cost practically nothing to put in, they can be added to any existing sail by any tentmaker — and with a couple of pieces of light line, the luff and foot can be stretched, thereby flattening the main and saving the skipper about \$115.00, which a flatter sail would cost him.

This is a good idea and it actually works pretty well, but I learned my lesson on this subject six years ago. At that time Lowell North made the suggestion. I tried it and mentioned it in Wells Wanderings of May, 1958, innocently thinking I was being a benefactor of the skipper portion of mankind, if not of the sailmaker portion who might lose some business. Unfortunately, I had the same experience as the Do-Gooder who tries to stop a family fight — everybody got mad at me!

Another sailmaker pointed out that these grommets are known as "Cunningham Holes" having first been used some twenty-five years ago by Briggs Cunningham on a 6 metre yacht. This sailmaker made the claim that he could add enough area to a Snipe main to add 40% to the cost of the main if he could use these grommets. I thought this was idiotic on the face of it, because the girth limit itself would limit him to putting all of his increase into a big bulge along the boom, but a number of skippers became highly incensed and wrote rabid articles in District newsletters about how a couple of grommets could ruin SCIRA. The whole idea was killed in the Kansas City Board of Governors meeting in 1959, and the demise and burial were reported in Wells Wanderings of March, 1959. Further details of the gory battle were reported in the BULLETIN of January 1959, if anyone is interested. I'm not! R. I. P.

### A TRICKY QUESTION OF RACING RULES

This one was sent in from Cowan Lake, Ohio, and I'm not sure I know the answer. However, I'll stick my neck out and give

my personal opinion, which lately doesn't seem to jibe too well with the Appeals Committee of NAYRU.

The wind was extremely light and variable. Shortly before the start, the boats had been sitting wayless near the starting line. A puff came up from behind picking up three boats and carrying them up to a fourth boat which was still without way, sitting dead in the water, and about to be overtaken to leeward. The overtaken boat and the overtaking boat shortly thereafter came into contact side by side. The question is, of course, did the overtaking boat give the overtaken boat ample room and opportunity to keep clear when establishing the overlap? From the evidence submitted, the overtaken boat apparently did his best to keep clear but was unable to because he was dead in the water. It is my opinion that ample room and opportunity to keep clear was not given.

### NAYRU APPEAL 93.

The decision on this appeal has caused some consternation in these parts. We have generally felt out here that after a port tack boat had started to bear off to clear a starboard tacker on the windward leg, it was too late for the starboard boat to tack for a safe leeward position without being guilty of balking (assuming, of course, that the port boat doesn't start bearing off at an unreasonable distance away). Appeal decision 93 says not so.

Several years ago while preparing for an article on rules, I went to the library to get a big dictionary to look up "balk" to see whether I could figure out what the rule makers had in mind when they wrote the rule on balking. It was a very educational experience. Balk means a lot of things I hadn't imagined, but the definitions which appeared to fit the case in point were "to frustrate, foil, baffle, thwart, or disappoint; to block from things planned causing ensuing disappointment and vexation." In spite of appeal decision 93 — if a starboard tacker waits until I have borne off to go by his stern, then flips for a safe leeward which wouldn't have worked if he hadn't led me into bearing off to clear him (and he succeeds), I am going to be disappointed and vexed, not to mention foiled and thwarted, I won't be baffled however; I think I've figured out how to fix him. No details until I get to try it out.

Occasionally someone asks how to make a tight fastening to fiberglass hulls. Here is advice from expert Francis Lofland: When bonding chain plates to fiberglass hulls, it is necessary to use epoxy resin. We suggest laminating 5x6" 14 gauge stainless plate against the hull, covering this with at least 3 layers of heavy cloth and epoxy resins. Cloth should extend at least 6" from all sides of stainless. Surface of fiberglass and metal must be thoroughly ground before beginning operations.



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**CHANCE OF A LIFETIME!** A very limited number of complete Grampian fibreglas Snipes will be available for delivery after the Western Hemisphere Championship (late August 1964) if ordered now. The price is very attractive due to the cost of boats being subsidized in Canada. There will be no boats available on this arrangement after this offer. Orders to be accepted on first come, first served. For details write: Doug Keary, 238 Albion Ave., Oakville, Ont., Canada

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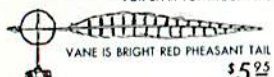
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