

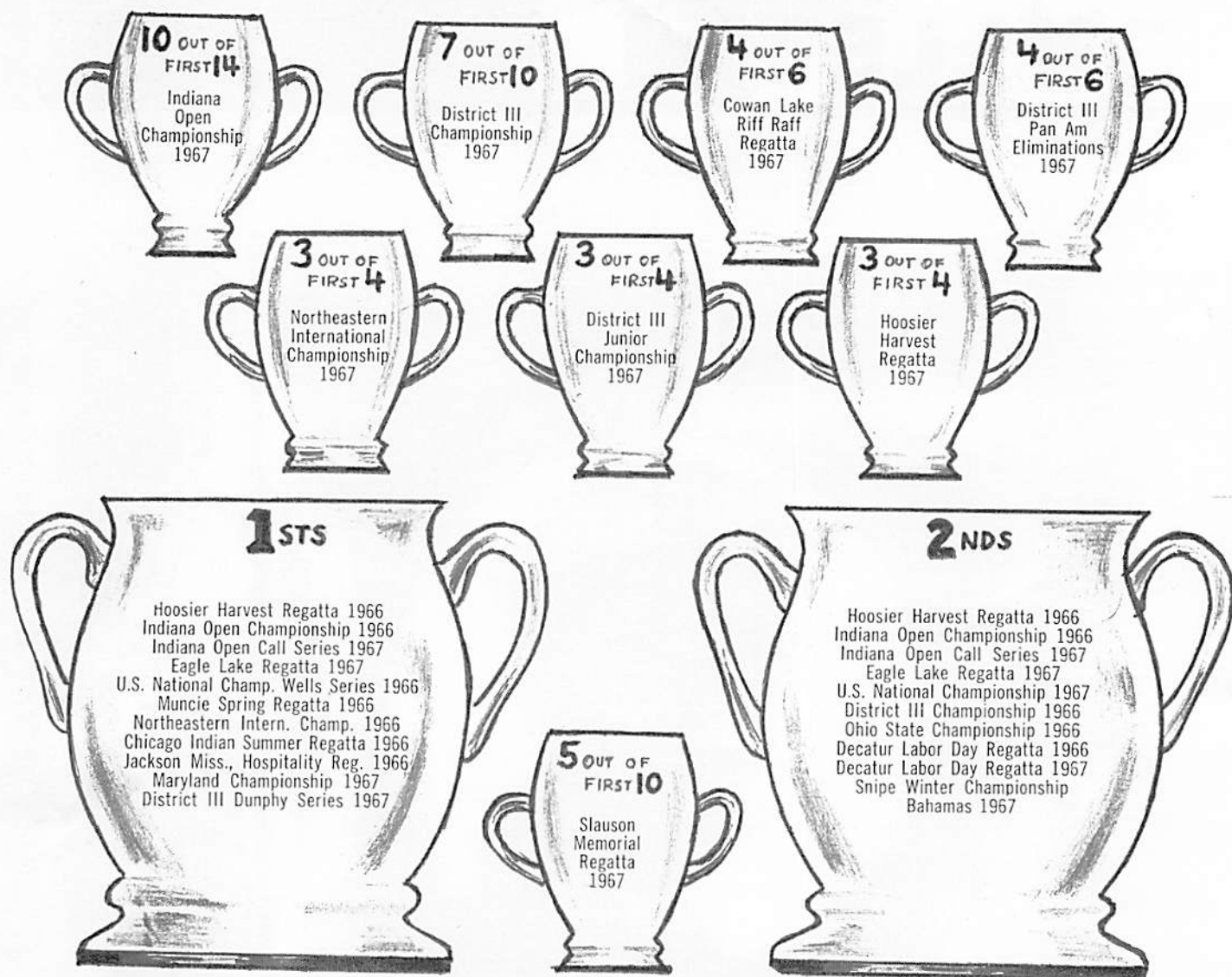
Vol. XVII No. 7





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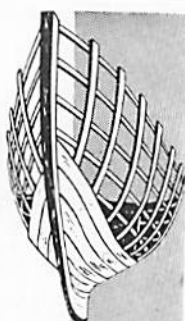
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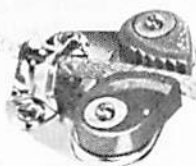
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The SNIPE BULLETIN is edited and produced monthly for the INTERNATIONAL SNIPE CLASS by Birney Mills, Executive Secretary.

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## MEET THE NEW COMMODORE

It is widely recognized that doctors like to get out in boats on the water when relaxing, where they are safe from telephones, etc. The first Commodore of the Snipe Class was Hub E. Isaacks, M. D., of Texas in 1933, but then there was a great lack of doctors until 1961 and 1962, when Dr. F. V. G. Penman of England and Dr. Sam Norwood of Atlanta took charge. Now again, a steady hand takes the SCIRA tiller as Robert C. Schaeffer, M. D., of California, assumes office this month. And it is also noteworthy that his chief assistant, the Vice-Commodore, Angel Riveras de la Portilla of Spain, also holds a medical degree.

Born in a small logging and fishing town on the southern coast of the State of Washington in 1918, Bob has been a true Far Westerner. He moved to Redondo Beach in California in 1923 when 5 years old, and there he sailed rafts, kayaks, air-filled 5-gallon cans, air mattresses, and just about anything that would float and he could get his hands on.

Graduating with A. B. and M. D. degrees from Stanford University, he established a general practice in Palos Verdes Estates after some U. S. Army service. By 1952, it became apparent that the price of a successful medical practice was too high in both time and emotional obligations, so he became an anesthesiologist, reserving two of each three week-ends for sailing, when he can.

You might say he "married Snipes". His bride, Carolyn Moore, of Palos Verdes Estates, had crewed regularly for Barbara Metcalf, sister of one of our Snipe Champions of the thirties, Darby Metcalf. She had sailed with Snipes at its early inception, competing against Darby, Fred Schenck, and Tom Frost. They had sailed from San Diego to San Francisco.

When his children became old enough to crew for him, he began to sail in Snipes. From his introduction to small boats in 1958, it was a true love of wind and water, God's own elements of excitement and liveliness. His teachers were the old-timers of Los Angeles Harbor Snipe Fleet, going since Charter #2 was granted 35 years ago.

Bob says his most demanding lessons were taught, however, by his boat and crew. He is fortunate to have sons of 11, 17, and 24 years - enough to last him for many years yet. His lovely daughter, with whom he brought home local trophies, has chosen (and married) a more permanent skipper - a former Snipe sailor who will perhaps return when they both finish their schooling.

So, once again, SCIRA is headed by a real sailor who understands Snipe from a family viewpoint. We can congratulate ourselves as we extend best wishes and fair sailing to Bob.

At the same time, Dr. Riveras moves up to Vice-Commodore and William M. Kilpatrick of Oklahoma steps into the flag office as Rear-Commodore. (Minutes of the National Secretaries and Governors meetings will appear in the February BULLETIN).



## Self-Rescuing Snipes and Spinnakers

Comments by Ted A. Wells, Chairman of the Rules Committee.

All Snipes registered after December 31, 1968, shall be self-rescuing. The exact method of accomplishing this will be optional, but compliance with the following requirement is proposed:

When the boat has been capsized, and has taken in all the water it will take in with 200 lbs. on the centerboard and with all the required equipment on board and with sails, after righting it shall float with the lowest point on the deck at least 8" above the water while supporting 400 lbs. on the deck.

All fiberglass boats must still have 6 1/2 cubic feet of uni-cellular foam material weighing not more than two lbs. per cubic foot, and plywood hulls must have at least three cubic feet of foam as any flotation system based on water tightness alone may be rendered ineffective by a collision.

No decision has been reached yet concerning making this requirement retroactive, but it probably will be required on all boats competing in certain levels of competition. (Probably World Championships in 1969, Western Hemisphere and all district championships by 1970.)

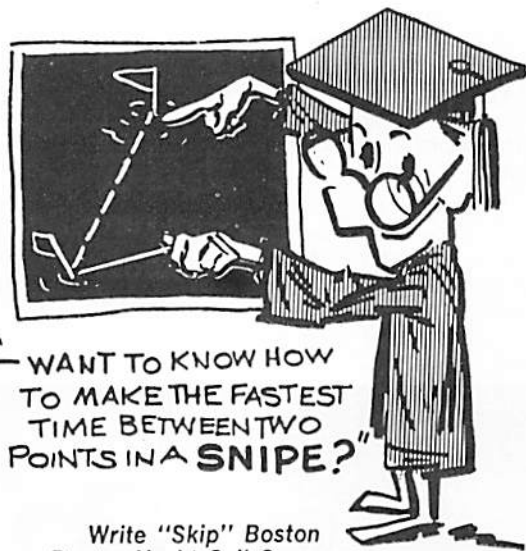
Also, National authorities will be allowed starting in 1968 to authorize use of spinnakers in any local or regatta races up to and including National Championships. Spinnakers now are not authorized for European, Western Hemisphere or World Championship regattas. Sailmakers have been requested to submit suggestions for limiting dimensions for standardization. The idea of using a spinnaker has been popular in Europe (especially with the IYRU) for a number of years. Two experimental spinnakers were tried in the plains states several years ago and were greeted with a marked lack of enthusiasm--possibly due to the generally shift winds.

It is the intention of the SCIRA Board of Governors to continue its policy of evolutionary changes which it considers in the interest of the owners of Snipe Class sailboats. The Board of Governors are subject to condemnation by some people who feel that too much leeway has been given in past developments, and by others with a passion to create a new look that will open the hearts of the IYRU and the starting lines of the Olympics. These suggestions range from the self-rescuing feature and the spinnaker already mentioned--through the use of a larger jib and a mainsail with a longer luff and leech (which would probably not impress the IYRU) up to taking the money paid in dues by the present Snipe Class owners to sponsor an entirely new boat (whose only concession to the principle of commonality with the present Snipe would be to use the Snipe mast, boom and sail plan), the boat to be conceived in England and born there with the blessing of the IYRU and, therefore, assure success as a boat and automatic elevation to Class A social status and Olympic entry. Maybe! This being a free world anybody can build any kind of a fiberglass bathtub he wants to at his own cost and try to sell it anywhere he can, but the probability of success appears slight. (End of Article)

### TO SUM IT ALL UP:

(1) No official specifications for any one particular method of making a Snipe self-rescuing has been adopted. This may come later, after results of experimenting with the general requirement stated above have been analyzed.

(2) As far as official rules are concerned, spinnakers are not allowed in the Snipe Class. So, for the United States in the year 1968, there will be no spinnakers used in any official class races. Authorization by the national authorities (the 9 U.S. members of the Board plus the National Secretary) will depend on the will of the majority of U.S. Snipers. There is nothing to keep Snipe owners or fleets from experimenting or playing with the idea - in fact, they are encouraged to do so with the invitation to the fleet captain to report on the results, opinion, and recommendation of his fleet to the National Secretary. Only then will the authorities consider, deliberate, and act on the use of the spinnaker in the U.S. Perhaps some course might be defined at the next National Championship Races in August.



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## Charter for Old Fleet 100 Re-issued

Last summer, Canada was in the middle of what is probably the "Swingingest" birthday party ever held - 100 years old, and still moving along at a great clip. Part of the great big celebration, of course, was Expo 67, which was held in Montreal, Canada, and I am sure that many Snipers in the United States, in fact, in the World, took the opportunity of visiting it.

I was really delighted that the Race Rules Committee, and the Executives, decided to honour Canada, and the Snipers here in Woodstock, by reactivating Charter 100. We could not let this opportunity go by without having a birthday party of our own, so we got the local Golf Club to give up their premises for the evening, and had our Charter Presentation there.



THE PRESENTATION - (l. to r.) Joe Hutter, Fleet Measurer; Doug Keary, Canadian National Secretary; Dave Richards, Fleet Captain; and Howie Richards, Canadian National Champion.

Canadian Secretary Doug Keary, and Howie Richards were good enough to come up together with their ladies to make the presentation to us. At that time we had 6 boats, and we are now up to 9, so the local publicity shot in the paper, and the radio, and other activities really paid off for Snipers in the area. Everybody really had a lot of fun at the party, and there were no real bad casualties among the Skippers, but some of the crew had to be towed home.



This funny little guy is not the Fleet Captain, nor the Fleet Measurer. He is Ookpik, the Artic Owl, who somehow or other has crept into Canadian Mythology and Eskimo Art, and we felt it most fitting to have him present at the meeting, since it was a birthday party and a celebration, and you may recall that Doug Keary's boat is also named "Ookpik".

Ookpik was originally created by Eskimo ladies in Fort Chimo in the Canadian North, and believe it or not, Joe Hutter, our Fleet Measurer, who is also a ceramist, had to make almost a million of these little guys for sale, etc., at Expo and in Canada during our 100th year party. Joe is very capable on fiberglass, and of course, as well as constructing Ookpiks, he does the local repairs on the fiberglass hulls for us.

Most of this summer was spent in teaching the boys to sail, and getting them in racing form, so that we can have a competitive race.

We have 2 complete novice sailors with boats of their own, and I shall be forwarding the registrations, etc., for you in due course. There are three competitive sailors here and I expect the new Snipers will soon learn to compete so that soon, we can run official SCIRA races, and everybody will be happy, together with the fact that we could forward you the results as required.

-- W David Richards

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\*'Varalyay Built' Snipes won the National Championship 12 times from 1939-1965



# FIBERGLASS

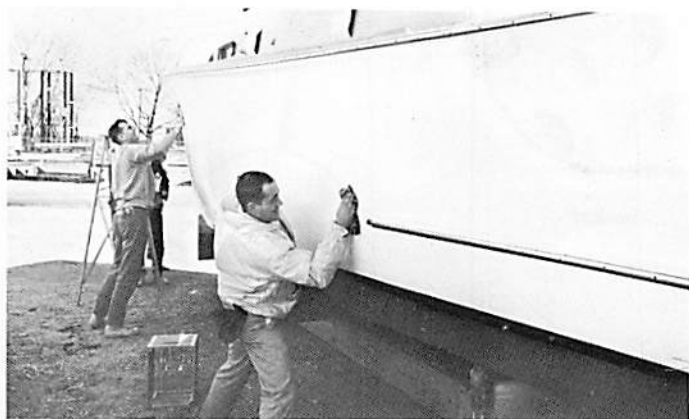
## Surface Imperfections

SPECIAL REPORT: ANNUAL MAINTENANCE By BOUGHTON COBB JR.

Now that a great number of Snipers have fiberglass hulls with popularity increasing every day, a common subject of conversation is how to keep the boat looking like factory-new.

This article from the Owens-Corning Fiberglas Corp., of New York gives complete and universal information on the subject, and is most timely, as the season is still a few months off. Mr. Boughton Cobb, Jr., sent it to us with his kind permission to reproduce it here. It first appeared in the April 1967 issue of YACHTING Magazine.

### The cause, care and repair of "cosmetic" defects



Cobb photo

Good coat of wax once a year and washdowns will add years of life to high-gloss finish.

THE INTEGRAL MOLDED FINISH on fiberglass hulls has proved to be a very advantageous feature. Ostensibly, the need for painting and associated rituals are done away with. But is this actually and literally true? Today's fiberglass boat owner will acknowledge the virtues of the "molded in" finish but he knows it is not maintenance-free. For example, anti-fouling bottom paints are required under appropriate conditions; painting above the waterline is not required for protection, but may be needed after a period of years for appearance's sake. No color pigments are completely permanent, they will eventually fade and deteriorate from the ultra-violet rays of the sun. Also, any boat will accumulate scratches and surface mars.

All such factors considered, a balanced appraisal indicates that seasonal or regular periodic painting and re-finishing is not required—the need for such procedure depends on the type of service, exposure and general care given the hull. Regarding the latter point, it is generally agreed from experience today that regular washdown and protective waxing can be very beneficial to preserving and protecting the original "factory" finish on fiberglass hulls.

Particularly in years past, the finish on glass hulls has been the subject of a degree of controversy with regard to maintenance and expected durability. Some of the criticism leveled has been rightfully supported by a relatively small amount of poor product performance. The larger part of the problem has been due to misunderstanding about how to care for the hull finish. It's probably true that any new material of this nature must undergo a "consumer familiarization" phase.

In this article we will investigate certain types of surface "cosmetic" problems which have occurred in glass hulls. We will try to accurately explain the cause and suggest general repair techniques that have proved successful. It is doubtful whether any glass boat owner has experienced all these troubles and more than likely that many owners

have never been aware that such defects exist. With today's glass hull, these surface defects are not often encountered.

### The nature of the gel coat

The smooth colored exterior finish on almost all fiberglass hulls is provided by a thick (about 15 mils) layer of resin which is permanently fused to the laminate shell in the molding process. This so-called gel coat is not reinforced with glass as the fibers would be quite apparent and detract from appearance. Since the boats are generally laid up in a female mold, application of the gel coat is the first step. It may be applied with a brush, but more often with a spray gun.

Because of weathering and general wear and tear, the gel coat has very demanding performance requirements. By comparison, the glossy finish on an automobile or kitchen appliance is rarely exposed to the abuse which the average boat hull receives.

This surface resin layer must be hard enough to resist scratching and abrasion but elastic and resilient enough to absorb impact without cracking. The resin of necessity is formulated with a greater elongation property than the glass reinforced laminate shell. To preserve the color pigment and resist chalking, special additives are incorporated to absorb destructive ultra-violet rays of the sun.

### The life of a gel coat

Just how long a gel coat will stand up cannot be answered in definite terms. It depends on the type of exposure and care given the hull. Florida sun, for instance, will fade colors many times faster than that in northern areas. The acceptability of appearance will, of course, vary from one owner to another.

Certain colors look better for a longer period of time. White, although it is not a color, can give six or eight years service if cared for properly. Beige colors, light gray and light blue seem to stand up better than dark colors. Fading is not necessarily objectionable if it is uniform and not a drastic change.

### Gel coat defects and their cause

The accompanying drawings show some of the typical defects. (The drawings tend to highlight the cracks in a more alarming way than really occurs. Most hairline cracks are generally not visible from any appreciable distance.) Six defect examples are shown, five of which indicate gel coat failure due to improper formulation or application.

Crazing can be caused by excessive thickness, too rigid a formulation, or an incompletely cured gel coat which has been prematurely exposed to water. A combination of all three factors can cause the failure of the entire gel coat on a hull, but cases have been very rare.

FIG. 1 shows crazing radiating from the base of a winch pedestal. The cause here might be too rigid or thick a gel coat. The heavy local strains on the winch thus helps induce the surface cracks.

FIG. 2, a cross-section of cabin-to-deck area, attempts to show that angles or abrupt changes of plane are beginning points for crazes if the gel coat is too rigid or thick.

FIG. 5 demonstrates a condition where crazing below the waterline has begun to extend through the boottop area and up the topsides. Such a situation is a good indication of lack of proper cure to the resin before it has left the shop. Water, salt or fresh, can attack or hydrolyze improperly cured resin. While this statement may have alarming implications, long experience with glass hulls has shown that the reinforced portion of the hull shell has never been structurally degraded by this action, only the thin exterior gel coat is in need of attention.

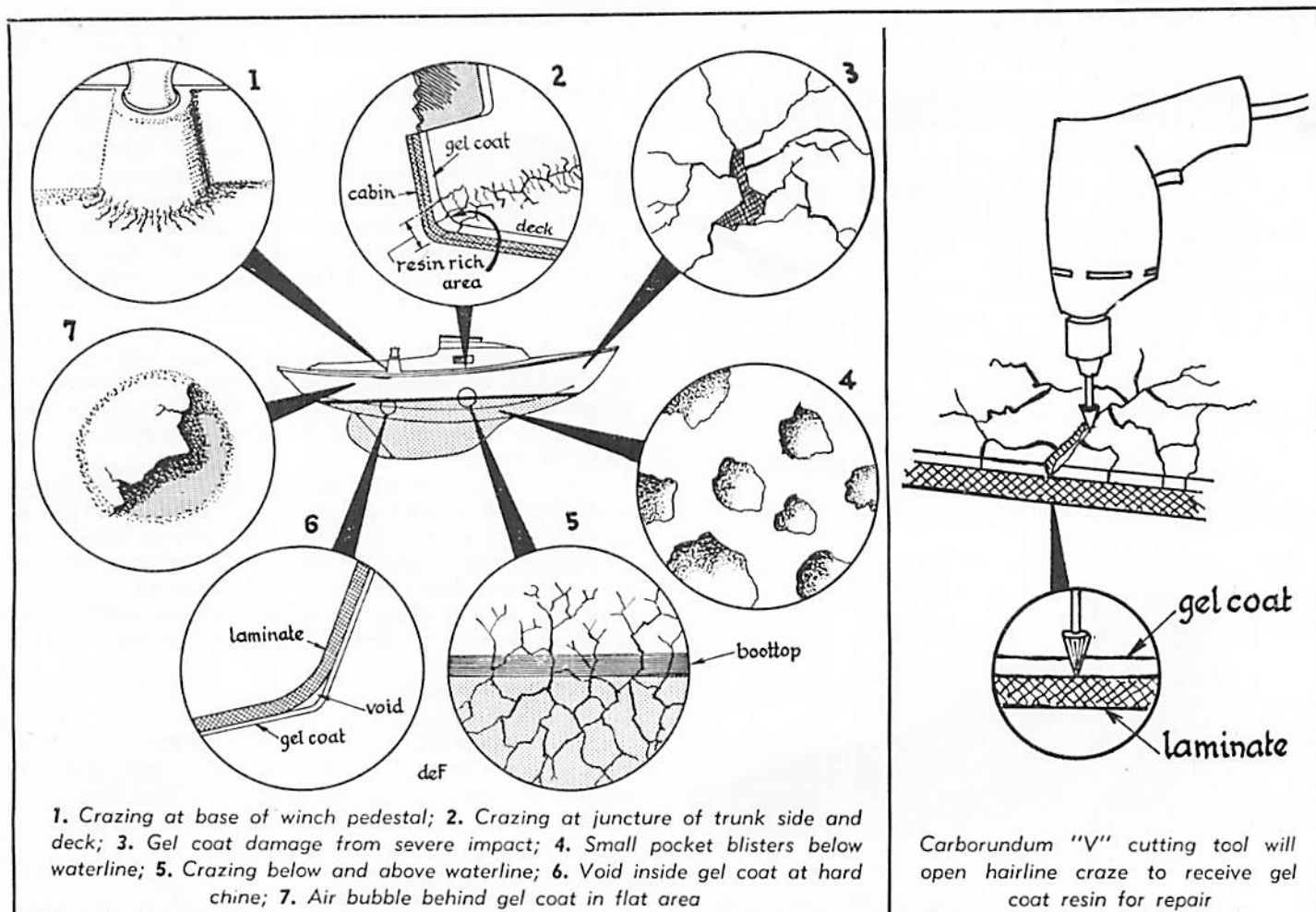


FIG. 4 illustrates a defect which is also caused by under-cured gel coat. For want of a better term, we call them "pocket" blisters. They appear below the waterline as a rash, localized or extensive, generally no more than  $\frac{1}{8}$ " in diameter. Sometimes they break open in small, half-moon fissures, pushing the bottom paint outward until it flakes off. At first it was thought that the cause was a chemical interaction between the metallic ingredients of antifouling paint and resin constituents. This is to some extent true, but primary cause is incompletely cured resin which degrades in small pockets, gas and fluid being forced to the surface.



Fiberglass paste cleaner can be very effective in restoring a chalked or faded surface as indicated by glossy area which has received treatment. A substantial coat of protective wax will maintain the finish

## FIBERGLASS SURFACE IMPERFECTIONS

FIGS. 6 AND 7 concern blisters or voids which may oc-

cur during the hull layup process. If any turn up at all, they are usually random in nature and widely spaced. FIG. 7 shows a round air-bubble variety on a flat area, which might be the size of a dime or quarter. FIG. 6 shows a void at a hard chine where the glass reinforcement has bridged the radius. The existence of such surface bubbles or voids will never be evident until the unsupported, eggshell like gel coat is crushed. Of course, tapping a suspect area with a metal instrument will readily reveal their existence.

### Gel coat repair below the waterline

Since most fiberglass hulls have their bottoms painted, the problem of matching color and finish are not present when making repairs below the waterline. If crazes or blisters are local, they are relatively quick and simple to fix.

Fine crazing on the bottom of the hull can be virtually ignored if the bottom paint will bridge the fissures to give a smooth surface. If the cracks are coarse and open, an epoxy surfacing compound or polyester putty can be worked into the cracks with a squeegee or putty knife.

Whether the crazes or pocket blisters will reoccur after the above treatment is a matter to consider. Practically speaking, by the time the owner has decided that it is necessary to fill the defects, the condition has stabilized and will not extend except at a very slow rate. However, we have seen pocket blisters which have reoccurred after local patching. The effective remedy has been a thorough sanding, filling the voids and then a coating of epoxy resin or paste over the entire underbody to seal the surface.

### Gel coat repair above the waterline

Patching the gel coat of the topsides and deck is complicated by the problem of matching color and blending in with the customary high-gloss finish. If the defect is a



small blister or gouge, the task is not too difficult and can be readily accomplished by the owner. If some local crazing is involved, as for example the condition seen in Fig. 1, the owner should be able to carry out an acceptable repair. If crazing exists over large areas of the topsides or deck, it is simply not practical to patch in the manner prescribed below and the whole area must be resurfaced and painted. Boats with defective gel coats have occasionally had a completely new polyester surface coat applied by spray gun. This is a job to be done in a yard by skilled workmen under controlled conditions. It is an expensive and tedious procedure if a whole hull or deck is involved.

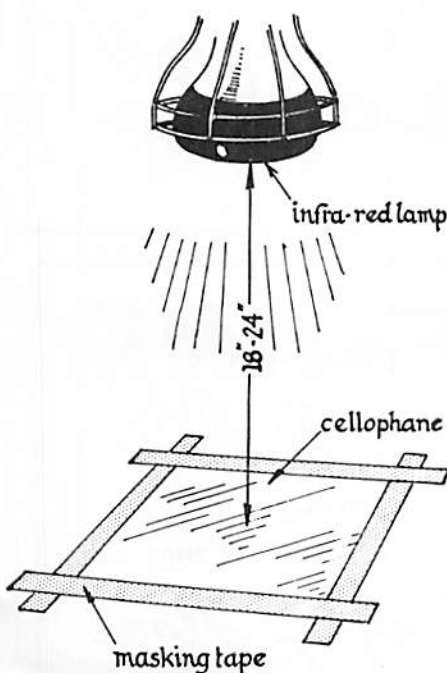
To correct a cobweb or hairline crack, it is first necessary to open it up by making a V-cut with a powered abrasive tool. The cut should extend down and slightly into the laminate and a quarter-inch or so beyond the termination of the hairline fissure. Matching gel coat paste obtained from the boat builder is catalyzed and spread into the V-cut with a spatula. Since the colored gel coat will not set up when exposed to air, a piece of cellophane is spread over the patch and held in place with masking tape. An infra red lamp is effective in implementing the cure when the temperature is below, say 60°. Do not let the lamp get too close.

After 15 or 20 minutes the patch will be partially cured to a sort of rubbery consistency. At this point, the cellophane can be peeled back and trimming or leveling accomplished with razor blade or sharp putty knife. Replace the film and allow the patch to harden. Finish the repair by sanding the area with 600-grit wet sandpaper and fine rubbing compound to bring out the gloss.

Some color difference is bound to be noticed between the old and new surface, but it is surprising how the patched area will blend in after a few months of weathering.

#### Can you match color?

Automobile paint shops can match color with great accuracy. This ability has not been developed by the fiberglass boat manufacturers outside their own facilities. It is doubtful whether an owner can do a good color matching job. He must use the original pigment paste as it comes from



Cellophane over gel coat patch excludes air to provide hard, tack-free cure. Lamp speeds curing process

the builder and test to see whether the contrast is within the bounds of acceptability. The size and location of the patch, plus weathering effect will determine resultant appearance.

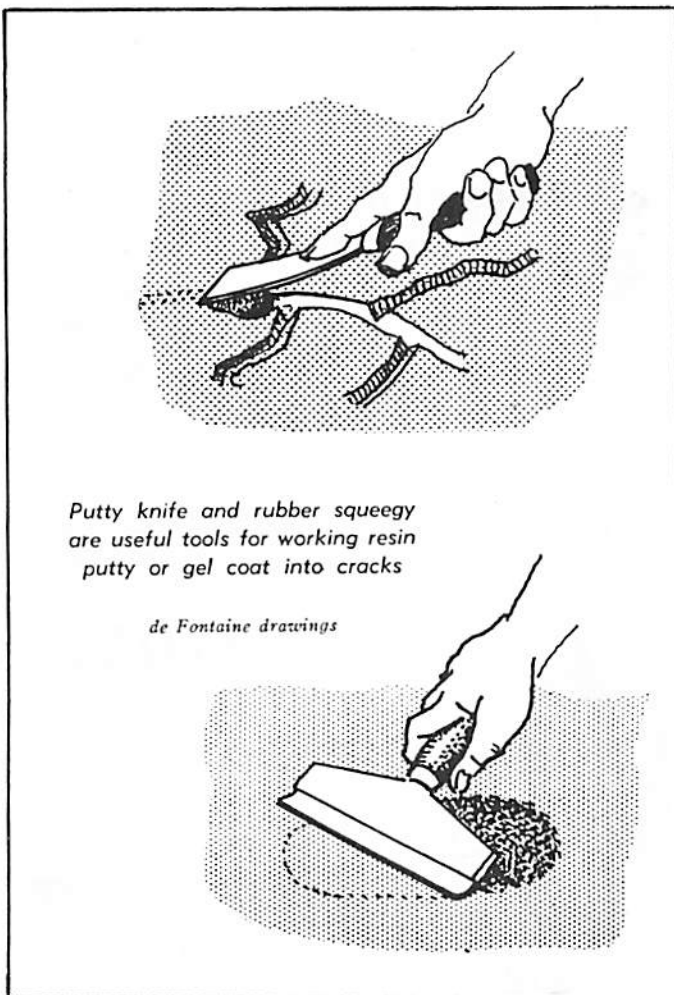
#### Scratches

Dark colors, particularly as seen on topsides, show scratches much more clearly than white and other light colors. This is one good reason for selecting the latter.

A correction method for scratches cannot be guaranteed, but the owner should first try vigorous rubbing with a cleaner polish. If unsuccessful, resort to a body rubbing compound. Fine wet paper would be the next choice; use the least abrasive material that will eliminate the scratches. Powered buffing pads should be used with care as they tend to turn at high speed and create excessive heat.

#### Stains

Stains can occur around the waterline from excessively polluted water or possibly in other locations from rust. Polishes and mildly abrasive compounds should be tried first. In addition, effective stain removers are now on the market. A product called "Rid-O-Rust" is one which has been recommended to us. Presumably these removers contain a bleach-acid solution. It would be wise to experiment with the action of such removers to see whether they will harm finish or color.



Further detailed instructions on surface care and repair can be found in Chapters 11, 12 and 14 of the author's book—"Fiberglass Boats—Construction & Maintenance" (Yachting Publishing Corp., 50 W. 44th St., N.Y., N.Y. 10036; \$2.50).

## Legere Won Winchester Series Again

Tom Legere retained his title as the Winchester Invitational Snipe Regatta champion the weekend of July 8 and 9, winning out over 42 other boats, in three races during two days of fine sailing.

Winchester Boat Club played host to some 16 visiting Snipers from Quassapaug, and Bantam Lake, Connecticut, Lake Quannawitt, Cottage Park, and Wessagussett Yacht Clubs in Massachusetts. The visitors arrived at the Winchester Boat Club on Mystic Lakes the evening of Friday, July 7, to the accompaniment of a rock and roll teenage dance which was going on in the Club, and with the exciting weather for Saturday morning with winds from the South 10 to 20 knots.

Saturday morning the weather was as predicted as the sailers were divided for a tune-up race into an odd and even group. Among well-known Snipe sailers were Norman Towle who was the Mass. Bay Champ in 1966, Jack Hurley, the New England Champ in 1966, and Chuck Loomis, the District Governor. The group included 6 or 7 National Qualifiers from 1966.

Russ Cook of Cottage Park, formerly of Winchester, sailing 13999 won the odd division catching Dick Thuma, sailing 13005, at the next to the last mark. The even division was won by Jack Hurley sailing 9446 over John Morley sailing 13006, after a traffic jam at the second mark.

The fleet was then divided into four color divisions each sailing against the other three for the three point score races. In the first heat of the first point score race, Tom Legere sailing 16582 managed to hold on to an early lead over the challenge of Cook in 13999 and Howell in 4140. In the second heat, Scooter Swanson in 16616, his new boat, opened a wide margin over Cook, in 13999, and Lawlor, in 8151, Cook edging out Lawlor for second at the finish.

In the second point score race, the first heat was won by Norman Towle, in 9100, after catching Scooter Swanson on the last leg. Lawlor was third. In the second heat Russ Cook

led the whole way, finishing ahead of Legere and Hazeltine.

On Saturday night the traditional cocktail hour and dinner was held on the beautiful lawns of Mrs. Swanson, on the opposite shore of the bay from the Boat Club. The excitement of the day's sailing and former years was reviewed with some of the old timers who joined the group.

Sunday, July 9, opened fair and clear with the winds again strong from the South. The first heat of the final race was won by Howell over Norman Towle and Russ Cook, Howell catching Norman Towle during the last lap.

The second heat was won by Legere over John Murdock in 14177, Richard Towle in 10182 finishing 3rd, Legere getting his usual good lead at the beginning and holding it for the race.

The timing proved perfect since shortly after the boats were hauled out of the water, the clouds gathered and a down pour descended on the Club. Trophies were awarded inside the Club House, and since no one wished to venture into the rain, Tom Legere was spared the traditional dunking in the swimming pool.

— R. J. Hallisey

### Final Results - WINCHESTER INVITATIONAL REGATTA Winchester YC. Winchester, Conn. (Top 15 of 42 entries).

BOAT	SKIPPER	CLUB	POS.
16582	T. Legere	Winchester	1
13999	R. Cook	Cottage Park	2
9100	N. Towle	Winchester	3
16616	Scooter Swanson	Winchester	4
4140	Howell	Winchester	5
14177	J. Murdock	Cottage Park	6
8151	Jim Lawlor	Quassapaug	7
13021	Lockwood	Quassapaug	8
15777	Schwenk	Quassapaug	9
13005	Dick Thuma II	Winchester	10
16314	T. VanDusen	Winchester	11
14114	J. Swanson	Winchester	12
10182	R. Towle	Winchester	13
16116	Lisa Marroni	Winchester	14
9446	Jack Hurley	Massachusetts	15

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Made at the 1965 U. S. National Championship Races at Peoria, it is an excellent presentation of Snipe sailing in particular, and is also a fine promotional feature for all sailing as a hobby. **EVERYONE SHOULD LIKE IT!**

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4 OZ. PER SET OF 3 UNBREAKABLE

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\$6.95

TEL-O-TAILS attached to port and starboard sailboat stays. Excellent in light air or a blow. Better than cigarette smoke in a drifting match.

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WIND-TELL-Red and green plastic vanes. Attach to port and starboard stays. Fine needle bearing for sensitivity. Balanced and accurate.

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# Women in the Limelight at Fort Gibson Nationals



**EDDIE WILLIAMS**, Commodore of SCIRA in 1955, has special pleasure in presenting the Eleanor Williams Memorial Trophy to Mrs. Alan "Buzz" Levinson, for, for many years when Eleanor crewed for husband Eddie, they sailed against Buzz and Winnie in regattas all over the country. Donated in 1963, this trophy is awarded to the woman skipper (or crew) having the highest total point score of the Heinzerling Championship Series. The 2nd place standing of the Levinson team gave the victory to Winnie by a wide margin. She got 12 silver cups and tray, too. **FRANCIS LOFLAND**, Lofland Sailcraft, Inc., of Wichita, Kansas, created a lot of interest and excitement at the regatta when he

donated a completely rigged new fiberglass hull to be given away at a drawing held during the awards banquet. Tickets were sold all over the country, and you can imagine the pleasure extant when the first name drawn revealed that Mrs. Gonzalo Diaz of Miami, Florida, was the lucky winner. Lots of excitement resulted as her two sons, Augustin and Gonzalo, Jr., rushed for the prize, while father Gonzalo, a former Cuban National Champ, beamed with happiness while he watched Francis present the boat to Carmen. All were pleased that this Cuban family of Snipers, members of Fleet 7, won the boat as it solved the problem of 3 sailors with only 1 Snipe. A most appreciated prize!



You can attend all three regattas in the short space of two weeks and have a wonderful unusual vacation the same time!

## SNIPES WINTER RACING CIRCUIT

NASSAU — MIAMI — CLEARWATER

*Come Join Us And Race Your Snipe*

IN THESE THREE SCIRA SANCTIONED REGATTAS  
IN BEAUTIFUL WEATHER DURING YOUR WINTER

1. BACARDI AND GAMBLIN MEMORIAL SERIES  
Feb. 23-29. Two series of 3 and 5 races  
Royal Nassau SC, Nassau, Bahamas - Montagu Bay
2. SCIRA DON Q RUM KEG SERIES  
March 2-3. 5 races if conditions permit  
Coconut Grove SC, Miami, Florida - Biscayne Bay
3. SCIRA MID-WINTER SNIPE CHAMPIONSHIPS  
Marc 5 - 8. 6 races with 1 throw-out  
Clearwater YC, Clearwater, Florida - Gulf of Mexico

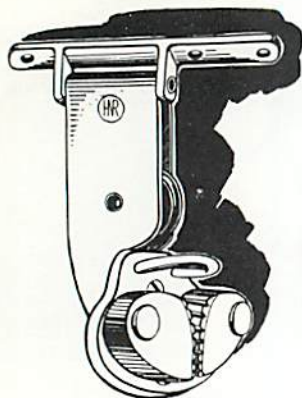
The Caribbean Winter Circuit Perpetual Trophy for the overall winner at these 3 regattas will be awarded at the conclusion of the circuit in Clearwater.

Transportation of boats available from Miami sailing on the 23rd of Febuary and returning on the 29th.

FOR FURTHER INFORMATION, CONTACT:

1. Peter Christie, P. O. Box 1628, Nassau, Bahamas
2. Charles A. Fowler, 3305 NW 5th Ave., Miami, FL 33127
3. Regatta Chairman, Clearwater YC, Clearwater Beach, FL.

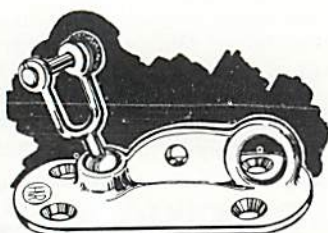




## Boom-mounted Mainsheet Jam

PRICE \$18.00 POSTPAID

Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1-1/4" and extends 4" below boom.



## 4 in 1 Forestay Fitting

PRICE \$12.00 POSTPAID

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-lose 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.



QUALITY FITTINGS



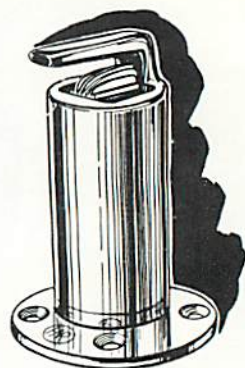
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QUALITY FITTINGS

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This quality line of ingenious hardware is designed and manufactured by a Snipe sailor for those who want something better than the ordinary run-of-the-mill fittings. The proven efficiency of these products has received world-wide recognition in the Snipe class as well as many other classes. Take the Jiffy Jib Jam, for example. It has been adopted as standard equipment by most builders of the Snipe class, including the world's largest. The Snipe Class Championship of the World was won by boats equipped with it in the years 1963 and 1965 and the runner-up in 1967. It was adopted as standard equipment on all Snipes used in the 1964 Western Hemisphere Championship and all Snipes in the 1967 V Pan-American Games. The National Championship of countries too numerous to mention, have been won by Snipes equipped with it. In short, it is doubtful if there is an important Snipe regatta anywhere in the world that has not been won by a boat equipped with it. A convincing record such as this, should leave no doubt that when better Snipe hardware is made, Richards will make it.

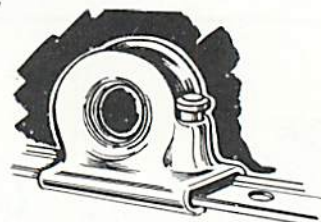


## Jiffy Jib Jam

PRICE \$18.00 POSTPAID

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"



## Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

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 \$2.50 per foot.)



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# Richter Best of the Riff-Raff

Superb weather greeted a field of forty boats at Cowan Lake Lake's Annual Riff-Raff Regatta June 10-11. It was effusively sunny, mild, and breezy.

Jim Richter, having just taken possession of his refurbished boat, proceeded to mop up his competition 1-2-3, or more accurately, 2-1-3.

Buzz Levinson took the early lead in winning the first race, but windward leg difficulties at the start of the 2nd race put him too far behind to recover and he settled for a 9th, while Jim won and moved up to first overall.

A solid third in the final go was Jim's insurance. Buzz recovered his form in finishing 1st, but this was not good enough to offset his 2nd race. Bob Blomquist and Mark Schoenberger sailed consistently enough to pick off 3rd and 4th places to put host Cowan Lake fleet near the top.

On the serious side, Saturday evening stimulation was provided by the Rex Ely quartet which rendered early English ballads (snatches below to the tune of the K... cigarette commercial):

## HAPPINESS IS .....

To the helmsman - it's a Star, Star, Star,  
To Dean Martin - it's a bar, bar, bar,  
To the Wolfman - it's a hairy face,  
To the Sniper - it's a race.

To a lady - it's a powder puff,  
To the leeward - it's a luff, luff, luff,  
To a Frugger - it's a jerk, jerk, jerk,  
To Birney Mills - it's paper work.

Commemorative mugs for all, silver to the top ten, and 30-second haulouts highlighted Sunday's activities.

See ya next year!

— Dean Jaynes.

## Final Results - RIFF-RAFF REGATTA - (Top 20)

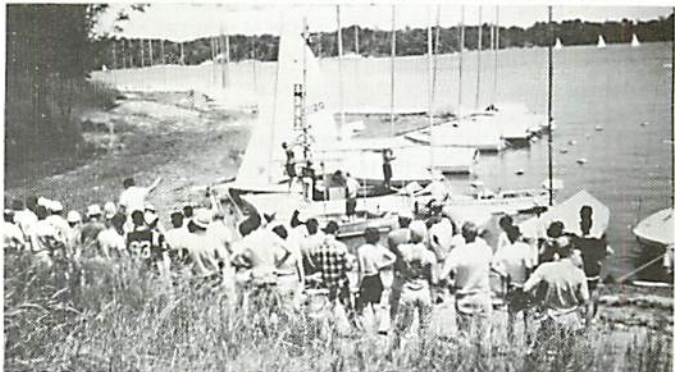
BOAT	SKIPPER	CLUB	Races	1	2	3	PTS.	FIN.
13008	J. Richter	Indianapolis	2	1	3	4	515	1
13020	A. Levinson	Indianapolis	1	9	1	4	224	2
16711	R. Blomquist	Cowan	3	7	2	4	21	3
16734	M. Schoenberger	Cowan	4	2	6	4	115	4
16800	E. Lemke	Indianapolis	10	3	4	3	774	5
13440	S. Griffith	Cowan	5	15	5	3	268	6
16396	B. Duck	Indianapolis	12	5	8	3	226	7
15520	T. Head	Indianapolis	9	10	9	3	009	8
12192	H. Levinson	Indianapolis	13	6	10	2	970	9
16129	A. Hook	Indianapolis	6	12	11	2	966	10
16789	D. Hite	Detroit	7	11	27	2	252	11
15489	J. Meyers	Cowan	22	8	14	2	179	12
14144	R. Ely	Cowan	11	21	12	2	141	13
16114	R. Bigham	Cowan	19	19	7	2	124	14
17093	R. Roland	Cowan	8	24	15	2	054	15
12641	D. Jaynes	Cowan	14	17	19	1	789	16
13455	T. Mooney	Cowan	18	14	18	1	787	17
15322	H. Fischer	Muncie	20	23	13	1	549	18
14490	H. Young	Akron	21	22	16	1	388	19
16797	P. Zent	Indianapolis	dnf	4	dnf	1	382	20



A helicopter from the Ohio State Dept. of Natural Resources



brings a photographer to take publicity movies of the regatta.



The usual skippers' meeting is well attended.



Meal time in the outdoor pavilion was always popular.



Outstanding at this regatta was the rapidity with which boats were launched and hauled out. Men were assigned definite posts and duties on a T-shaped course. Above, a boat in the background is coming up; at extreme left one waits with a trailer to back down to the water; outfit in the foreground will replace him when first car with boat passes him coming up. Behind him they

are all lined up. Judy Head had no trouble at all maneuvering the family bus here. You can see the 3 traffic cops in this picture. The operation was extremely well-organized and most efficient. (Right) Commodore Bud Hook took great pleasure in congratulating the winners - "his boys" Noel Harris and Jim Richter from his home Fleet 409 at Indianapolis.



# Wells Wanderings



by Ted Wells

JANUARY 1968

## SEASON SUMMARY

In my own racing experience this summer, the principal thing which stands out is the extreme sensitivity of the Snipe (NYRU and its Olympic classes notwithstanding) not only concerning the hull, rigging and sails, but also the handling of these items. The difference between doing everything right and doing everything wrong may be extremely small (and, of course, effected by luck and Old Joe) but this extremely small difference can mean a big difference in race position--and regatta score.

On the small lakes with smooth water where I do best--I

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Includes Instructions, Window Material, Dacron Thread, and a Special Tape to Insure a Perfect Fit. Easily installed with any Zig-zag or Straight Stitch Machine.

One Square Foot or under - \$4.00

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Specify size and shape - Send check or money order.

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18  
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Christiansted, St. Croix, U. S. V. I.

was either awfully good or awfully bad. Usually two good races and one bad one in three race regattas. At the District II Championship, Pan American Elimination and Iowa Nebraska regatta, I managed to skip the one bad race (except in the Pan American elimination series scored under the Olympic system with a small fleet where two firsts and a second took care of a WDR).

At Old Joe's Homecoming regatta (Halloween at Atlanta on Lake Allatoona) he had things well organized. Some of his tricks were routine, such as picking up Brad McFadden and me in fourth and fifth places respectively, and carrying us to and through the leaders who had been sitting and gazing at the jibing mark for five minutes, all of which was fine except shortly thereafter, the main halyard broke. I had borrowed the boat from Orrie Wade, with Orrie as crew. The shackle was a long one and as a result, the halyard had been bent sharply at the sheave on top of the mast. Halyards don't like this. Short shackles are better.

We got things repaired for the second race but got mixed up on when it was to start, with the result that we made what is known locally as a Norwood start. This consists of a dash from the clubhouse on top of the hill to the boat, then frantic paddling to get to the line. We arrived at the port end of the line with one minute to go. This end of the line was obviously best, but there was plenty of room there, because the wind had died and nobody could get there. We crossed on starboard well ahead of everyone, tacked to port as soon as we had the jib halyard adjusted correctly, and were to windward of the fleet and laying the mark. Then Old Joe saw us. He layed down a corridor for us to sail in, in which the wind speed was less than anywhere else and the direction about ten degrees poorer. What position we were in at the first mark I don't know, but it wasn't good. Joe won again. I had to leave early Sunday morning to get my boat to Miami to be shipped to Nassau. A DNF, a DNS and one lousy race gave me a solid last place in the regatta, which I understand caused some raucous hilarity at the trophy awarding.

It is amazing how an error in judgment can get a skipper in a hole and from there on things go from bad to worse, as he progressively does more things wrong than right.

## HULL SPEED

My hull speed research pretty much fell apart during the season--but this year's Nationals definitely proved one thing--namely that fiberglass boats are not prevented from winning races just because they are made of fiberglass. (Believe it or not--a lot of people believed this--and some probably still do). I believe my current conviction that you can improve the performance of Snipe hulls by fiddling with the tolerances was pretty well proven correct--but just how to fiddle was not. Buzz Levinson had already decided where to hang the Heinzerling Trophy when he stayed on the first tact too long in the last race. See the last paragraph above for the rest of the story.

The boats sailed by Buzz and Earl Elms differed quite a bit in their hull lines. Both had been developed from wood hulls with good racing records. Boats like Earl's finished in more high places than boats like Buzz's. However, most of these were sailed by California skippers who could have placed high regardless of what they sailed. Anyway--Earl and Buzz definitely established that you can win races with fiberglass hulls, thus bringing to a conclusion an argument which has been raging since the adoption of fiberglass hulls in the Snipe Class back in 1953.

## PROPER COURSE

Recently, I have had two letters concerning hassles developing when two boats on a beat tangle as a result of one boat pointing much higher than the other. See figure 24 of Scientific Sailboat Racing. The fact that a boat on a beat can fall off on a boat to leeward doesn't mean that the leeward boat must keep clear. Also see definition of proper course, definition of luffing, and rule 37.3.



## WANTED AND FOR SALE DEPARTMENT

### CLASSIFIED ADS. Used Boats and Equipment

Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? **RESULTS WILL BE GOOD!** These small ads are accepted on a cash basis only, so send a remittance for the proper amount with your order.

**RUGGED ALUMINUM WHISKER POLES** - buoyant, light, strong. Shaped half-moon rubber pad clings to the mast, yet cannot gouge or scratch the varnish. Large, clothes-pin type jaws grasp the jib sheet hard enough to jibe the pole, yet release instantly. \$20.00 Postpaid.

We also make buoyant, light, aluminum tubing **UPHOLDERS** for dagger boards. 18" uplift, enough to retract the point of the board within the trunk. \$3.50 Postpaid.

Clarence Borggaard, The Boat Shop, 391 Riverside Ave., Medford, Massachusetts 04416.

**FOR SALE: JIB SHEET AND MAINSHEET ROPE** - Having trouble with your sheets not holding in your jam cleats? Marlow Pure Anchor Braid is made especially for the racing sailor. **FUZZY FINISH** (not the slick-finish braid). It will not slip in cam cleats. Will outwear all other types - easy on the hands. 1/4" @ 14¢ ft; 5/16" @ 21¢ ft; 7/16" @ 32¢ ft. Imported from England and exclusive with **LEVINSON SAILS**, 900 N. Osceola, Clearwater, Florida.

**NOTICE TO DAY SAILERS!** We have a few new and used masts, structurally sound, but not perfect. Will sell at 50% off. Also, spruce saddle whisker poles - \$6.00 each. Post Woodworking Shop, 2020 E. 1st St., Tempe, Arizona 85251.

**FOR SALE: TOP CONDITION USED LOFLAND SNIPE** at a bargain. Also the new self-rescuing Snipe by Lofland. Save money on a new or like-new outfit. New and used masts. W. G. Chase, Hillcrest Ave., Olean, NY. Phone 716-372-0328.

**FOR SALE: BOTVED SNIPE 10061.** Wood, always dry-sailed, and carefully maintained; minimum weight. 967 North sails; stainless board. A steal at \$600.00. R. Walch, 3249 Lockport-Olcott Road, Newfane, NY 14108.

**FOR SALE: 1966 LOFLAND SNIPE 16154.** Blue hull, white deck with Proctor E mast and North sails. Always dry-sailed and in perfect condition. Clew outhaul, Elvstrom bailer, and other extras. Complete with 1966 Lofland trailer for \$1450.00. Contact: Charles Fletcher, 127 Pimlico Place, Jackson, Miss. Day call: 601-948-1515; night 601-366-4063.

**HELP WANTED: TWO EXPERIENCED BUILDERS** of masts, booms, centerboards, etc., for sailboats. Good wages and good weather to live in. Will consider semi-retired. Move to Sunny Arizona. Send references and wages expected to Fred Post, Post Woodworking Shop, 2020 E. 1st St., Tempe, Arizona 85251.

**FOR SALE: LOFLAND FIBERGLASS 14107.** 3 times fleet champion. 2 suits dacron sails; Champ trailer; spare rudder and tiller; automatic bailer; actively dry-sailed the past 4 seasons. Measurement certificate - \$1100.00. Write or call Eldon Howell, 4134 El Paso St., Jackson, Miss 39206. Tel: 982-2911 office or 362-0479 residence.

**FOR SALE: 1965 LOFLAND SNIPE 15709.** Lofland trailer; metal mast; Levinson sails; dry-sailed. R. M. Townsend, 742 West Main St., Carnel, IN. Phone: 317-846-8298.

**FOR SALE: SAILS - USED OR TEST.** Some racing sails - all in good to excellent condition - some at half price. **NORTH SAILS**, 1111 Anchorage Lane, San Diego, CA 92106.

**WANTED TO BUY: A SNIPE FIBERGLASS HULL.** John J. Jaqua, Box 1089, Portland, IN 47371.

**FOR SALE: SNIPE 12712 - LOFLAND FIBERGLASS** in excellent condition. Two suits of sails - 1 of 1966 Levinson, and 1 suit of Watts. Two masts - 1 wood and 1 Proctor. Two daggerboards - 1 bronze, and 1 aluminum. Ready to race with green card. \$900.00 with trailer. Contact: Dave Ryan, R. R. 5, Shelbyville, IN 46176. Phone: 317-398-9673.

**FOR SALE: WOOD MAST** keel-stepped, competition proved, complete with stays, halyards, gooseneck track for \$75.00. Another mast for \$40.00. Roberts jib \$25.00. Write or call Gonzalo Diaz, 2825 SW 92nd Pl., Miami, FL 33165. Phone 226-4136; after 8:00 P. M.

**FOR SALE: SNIPE 12404.** Fiberglass, blue hull, white deck, two daggerboards (aluminum and steel), two suits of sails (flat and medium), keel-stepped hollow spruce mast, racing hardware, measurement certificate. \$900.00. Gordon Cook, 1044 Elbon Rd., Cleveland Heights, OH. 44121. Call: 216-382-0921.

**FOR SALE: SNIPE 13916.** FIBERGLASS by Leon Irish; racing rigged; excellent record. Bostons; bendy mast. Custom trailer and over-boom, full length cover. Always dry-sailed. \$1200.00. B. F. McCabe, 237 Ferson, Iowa City, IA 52240. Tel: 319-338-6955.

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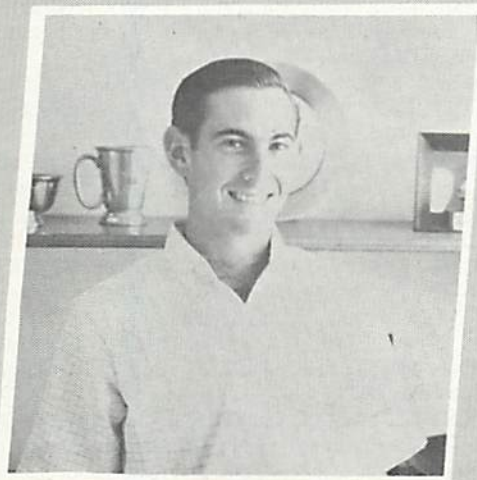
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