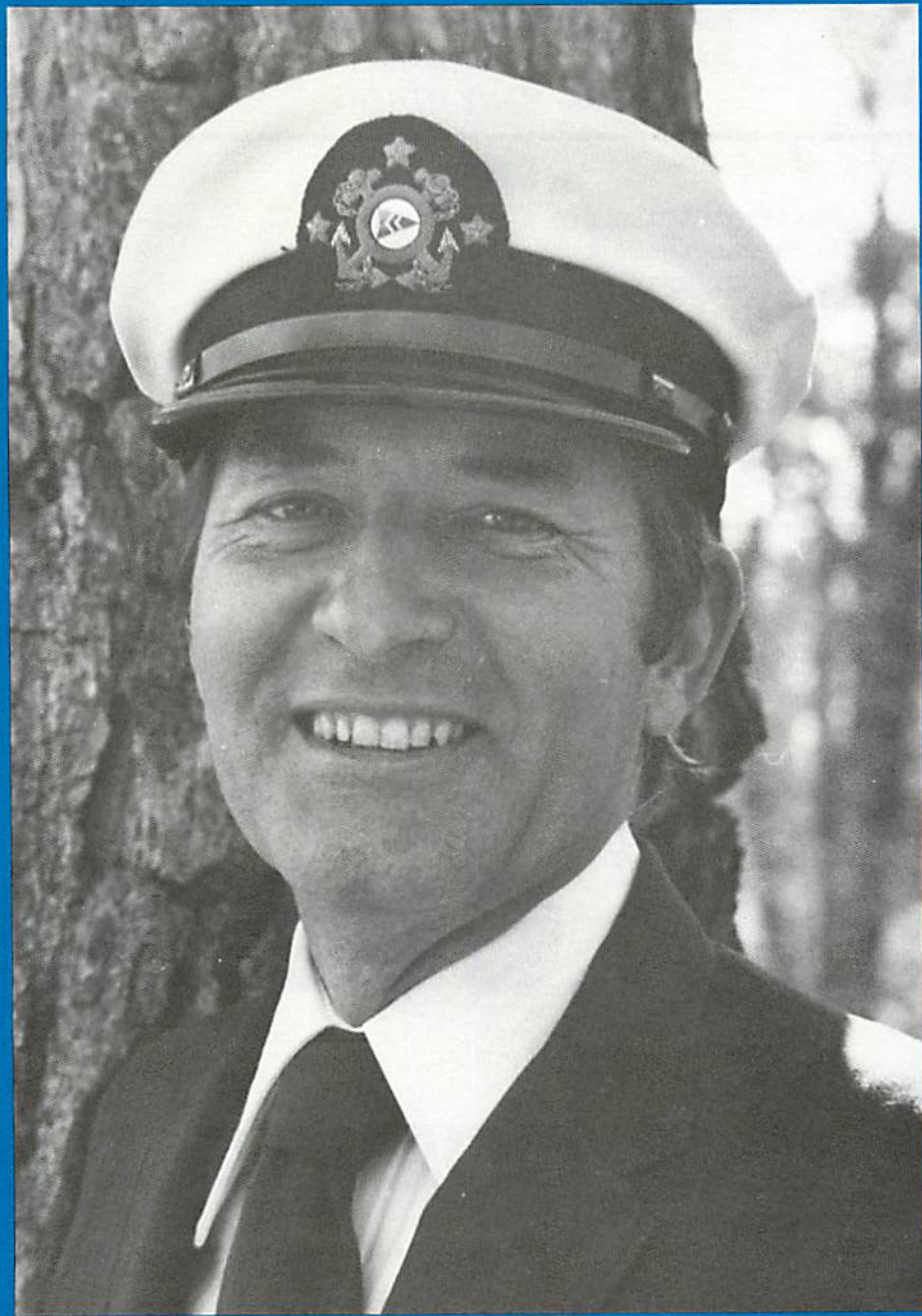


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JANUARY

1977



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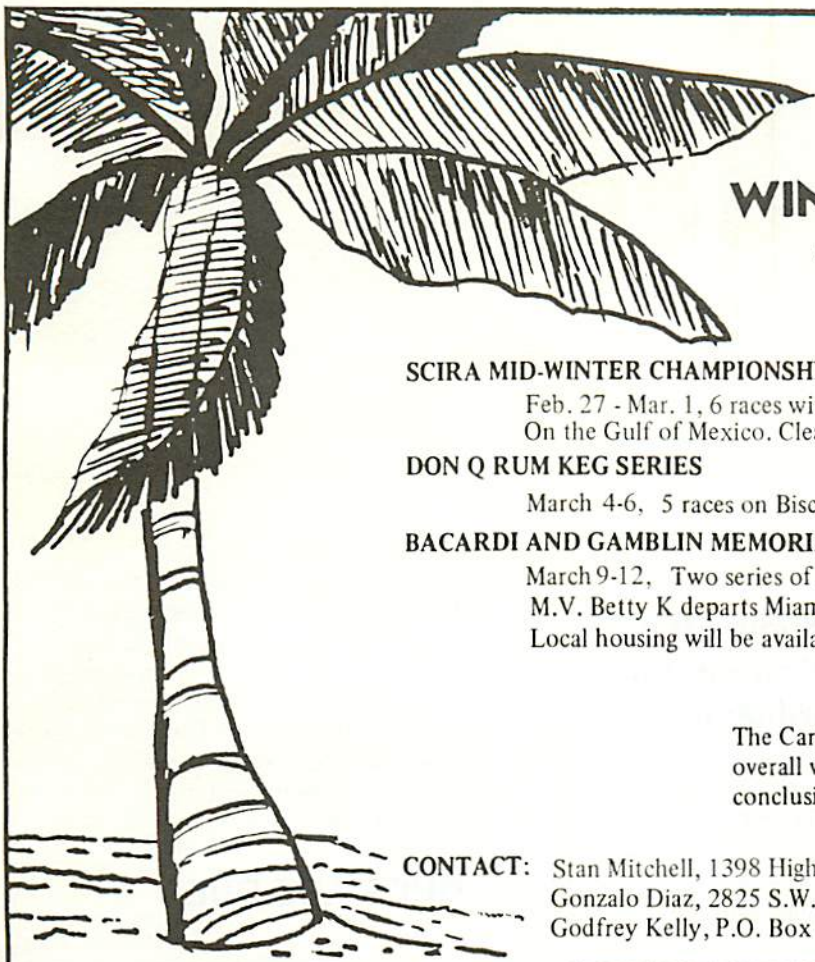
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# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

JANUARY 1977  
Vol. XXVI No. 1

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## On the cover

### Introducing the New Commodore — Dan Williams

New SCIRA Commodore Dan Williams is a native of Chattanooga where he began sailing Snipes at Privateer Yacht Club in 1952 as part owner of No. 4430. He bought No. 9747 in 1954 and still owns it in partnership with his son Chris. He bought No. 19747 in 1973.

Dan is a graduate of Georgia Tech and is a manufacturers' representative and owns his own company. He and his wife Joan live on Signal Mountain. They have two sons Chris and Nibs. Chris owns his own Snipe and Nibs crews frequently for his father.

Dan is current PYC Snipe Champion, has won the Southern Championship twice, and was sixth in the 1974 Wells Championship. Although Nibs crews for Dan in local races his regular crew in out-of-town regattas is Brainard Cooper. They are a formidable team at racing, dancing, girl and/or bird watching.

Dan was stuck with the job of fleet measurer for the home club years ago, and somehow his fame and service to the Class has spread in that direction. He was on the measurement committee for the US Nationals in 1969 and 1974, and the Worlds in 1973. Dan was one of the three-man committee who took on the formidable task of revamping the rules which resulted in the changes incorporated in the most recent rule book. The moment-of-inertia check and the new one-design board evolved from that study. Note in this month's Wells Wanderings that Dan has been asked to do the same job for the proposed fiberglass mast.

Dan has met and corresponded with most of the Class leaders from all over the

world, having attended the World Championship in Spain as measurer and protest committee member, and the Western Hemisphere Championship in Nova Scotia as SCIRA representative.

Congratulations to Dan for this well deserved honor. We are looking forward to a successful year with our new Commodore.

## DUES ARE DUE

1977 dues are due January 1. They become delinquent March 31.

In order to sail in any SCIRA event (local, national, international, or intergalactic) you must have a 1977 decal on your boat.

Be the first in your fleet to sport the new high visibility black and white 1977 SCIRA decal.

## Lenhart wasn't the bridesmaid

### Jeff Rejects Title

Jeffrey Leroy Lenhart and Peggy Anne Brown were married at La Jolla Presbyterian Church, La Jolla, CA on November twenty-seventh.

Pretty Peggy knows her way around a sailboat, and is the secretary of the Sabot Class, and the editor of their newsletter.

Congratulations and best wishes to Jeff and Peggy!

## THE SCORE

Two numbers were issued during the month and both went to the U.S. No new fleets were chartered.

**Numbered SNIPES — 22594**  
**Chartered Fleets — 751**

## THOUGHTS WHILE SAILING

At the mid-year meeting of the USYRU, the subject of newly-developed (exotic) materials came up. The focus was on Kevlar, the material that has been highly recommended by the manufacturer for use in strengthening fiberglass hulls and decks. The impetus for discussion was that the Centerboard Technical Committee had recommended that the classes consider its use.

Most of the technical committee and the classes represented were negative. Ed Phillippi of the 470 class had done a lot of research and concluded that their class would not want to use Kevlar. The following is excerpted from his findings:

1. Cost to use Kevlar/glass on a 50% each basis would increase the cost of a 470 in excess of \$500. Using 45 lbs. of Kevlar at \$12 per pound, less the cost of fiberglass replaced at \$1 per pound adds up to \$459. Kevlar is very difficult to work and requires special cutting/grinding tools. The additional cost of tools and labor would further increase the cost.

2. Apparently there are some problems of compatibility of Kevlar and fiberglass. It is assumed that resins to bond these


two materials will be developed, but they are not presently as satisfactory as for fiberglass alone.

3. Kevlar's ability to withstand compression is not fully known. Technical data alludes to this problem but does not give enough information to permit complete conclusions.

4. Unanswered questions have arisen as related to the potential carcinogenic (cancer causing) reaction from working with Kevlar. The price of Kevlar has increased from \$10 to \$12 per pound because of the reluctance of weavers to work with the product.

Whether the Snipe Class should permit the use of Kevlar (as well as other exotic materials) is now under consideration by the Rules Committee. This study was requested by the U.S. Board of Governors. Considering the above, plus the fact that a Snipe, under present specifications, can be built with adequate strength and stiffness, it would appear that we would not adopt its use at the present time.

Fiberglass, aluminum and stainless steel were all exotic at one time, so we must not exclude anything from consideration. But we do not want to adopt anything that would lead to a lot of problems. The best course of action is to wait and see.




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# Brosted Is New European Champion

*Danish sailor survives rugged weather, bests 51-boat fleet*

*Secretary General for Europe and Africa Arturo Delgado prepared an account of the European and African Championship in Spanish and sent it to Gonzalo Diaz for translation for use in the Snipe BULLETIN. Thanks to both Arturo and Gonzalo for their help to us.*

The best European Snipe skippers competed for the Championship held August 30 through September 5 at the mouth of the Sena River at Le Havre, France. The top three places were a replay of the 1973 World Championship — only Denmark's Per Brosted was winner over Felix Gancedo of Spain, who was this year's runner-up. Eric Thorsell, Sweden, was third. The top five skippers represented five different nations with Matti Nieminen, Finland, 4th, and Neil Martin, Great Britain, 5th. Other countries represented in the 51 boat fleet were Belgium, France, Italy, Norway, Portugal, and Jugoslavia.

River current added to a tide which rises and falls 12 meters, made sailing conditions difficult. In spite of the many efforts of the regatta committee, races were not perfect, with some poor starting lines, and some courses over rocks, etc. The weather conditions did not make the committee's job any easier.

Race one had winds of force 4 with no big waves. Felix won followed by Brosted, Thorsell, and Strombeck and Pettersson, both from Sweden. In the second race, back-to-back with the first, winds were force 2 - 3, but with more waves. The finishers were Nieminen, Brosted, Thorsell and Gancedo. After the first day it was established that there would be a tight race between these top four boats.

High waves, and winds force 6 and stronger, cancelled the races for the second day. The following day conditions were still rough. The race committee decided to try a course inside the bay for protection. This brought the need to tack toward the coast, against the current, and through the rocks. Snipes looked like racing cars. It was not possible to go 50



*The wharf at Le Havre during the European Championship.*

meters from shore without suffering in the strong current. In this narrow navigable strip, there was not enough room for 51 participating boats. It was a record breaking day for protests and boats dropping out of the race.

The winner of the third race was Brosted, second Jacobsen also from Denmark, third Thorsell, and fourth Meyvis from Belgium. Gancedo finished sixth.

The fourth race was also held on the "rocky course", even though the sea was calm and the protection of the bay was not needed. Martin from England won, followed by Thorsell, Gancedo, Lorentzen of Denmark, and Strombeck.

On the next to last day the winds were force 3 and the sea was wavy. Lindholm of Finland captured the fifth race, followed by Brosted, Graux of Belgium, Zendrera of Spain and Carpelan of Finland. Gancedo took sixth.

On the last day Brosted had the championship in his pocket, but nerves played a role in the seventh race. He had a bad start, completing the first triangle in 33rd place, while Gancedo was first. Emotions were red hot during the whole race as the Dane, demonstrating his sailing abilities, gained place after place, finishing in eleventh, and winning the

title of European Champion. The race was won by Gancedo, followed by Nieminen, Sinding-Larsen of Norway, Thorsell and Peterson.

The new champion was very fast, basing his triumph on his speed rather than exceptional techniques. Felix was not in shape for the Snipe after his Olympic effort in the Tempest.

Equipment used by the top finishers: Brosted: "long" Skipper with Cobra mast and Green sails. Gancedo: "short" Skipper, Bruder mast and Ullman sails. Thorsell: "short" Skipper, Skipper mast, and North sails. Nieminen: Finland hull, Proctor mast (section and finishing like the Cobra), and Nimiranta sails. Martin: Skipper (English made), Needlespar mast, and North sails. Other equipment used included some wooden hulls, Scorpion masts, Piccolo and Omega sails, and various other equipment.

SCIRA Secretary General for Europe and Africa, Arturo Delgado, was re-elected at the secretaries' meeting. He expressed appreciation for the great effort, interest and concern given the championship by SCIRA France, and the regatta committee from the Societe des Regates du Havre. This great effort should favor the expansion of the Snipe Class in France.

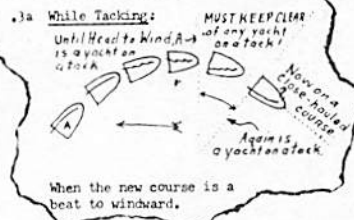


EUROPEAN AND AFRICAN CHAMPIONSHIP

Skipper/Crew	Country	Points	Finish
Brosted/Skotte	Denmark	30	1
Gancedo/Bernal	Spain	37.1	2
Thorsell/Nordwall	Sweden	46.1	3
Nieminen/Ajancko	Finland	53.1	4
Martin/Stanley	England	81	5
Carpelan/Sourtti	Finland	82.7	6
Pettersson/Halvor	Sweden	85	7
Holmstrom/Nippala	Finland	95	8
Sinding-Larsen/Hansen	Norway	98.7	9
Strombeck/Edsparr	Sweden	100	10
Lindholm/Lindholm	Finland	109	11
Hogberg/Otterlei	Norway	111	12
Zendrea/Anglada	Spain	119	13
Brezich/Napp	Italy	121.7	14
Gilborne/Larsson	Sweden	127	15
Jokobsen/Larsen	Denmark	129	16
Anderson/Engstroem	Sweden	132.7	17
Bjurstrom/Vasstrom	Finland	134	18
Graux/Wagemans	Belgium	138.7	19
Lkonen/Virtanen	Finland	139	20
Lorentzen/Fossum	Denmark	143	21
Eliasson/Berhandler	Sweden	146	22
Meyvis/Everaert	Belgium	151	23
Domingos/Mme Domingos	Portugal	159	24
Lewis/McGregor	England	172	25
Bak/Pedersen	Denmark	172	26
Borrhalo/Goncalves	Portugal	172	27
Masso/Lago	Spain	181	28
Lachapelle/Mlle Lippert	Belgium	187	29
Alapont/Botella	Spain	188	30
Durand/Laster	France	191	31
Villen/Garcia	Spain	200	32
Elleboudt/Degryse	Belgium	210	33
Hanssen/Mlle Eriksud	Norway	213	34
Kunnari/Lindholm	Finland	226	35
Gazet duChatelier/Mme Masini	France	230	36
Cenic/Lippe	Yugoslavia	243	37
Wright/Chapman	England	243	38
Gaja/Mme Gaja	Italy	245	39
Uthuralt/Martien	France	251	40
Basilio/Pacheco	Portugal	252	41
Davies/Garfield	England	258	42
Etcheber/Benessis	France	263	43
Romain/Mme Romain	France	272	44
Lamarque/Mlle Morin	France	277	45
Farrar/Mlle Beckett	England	289	46
Douglas/Thorogood	England	297	47
Monstad/Husebye	Norway	307	48
Decaix/Le Bour	France	320	49
Trois/Staniro	Italy	324	50
Orlando/Orlando	Italy	342	51

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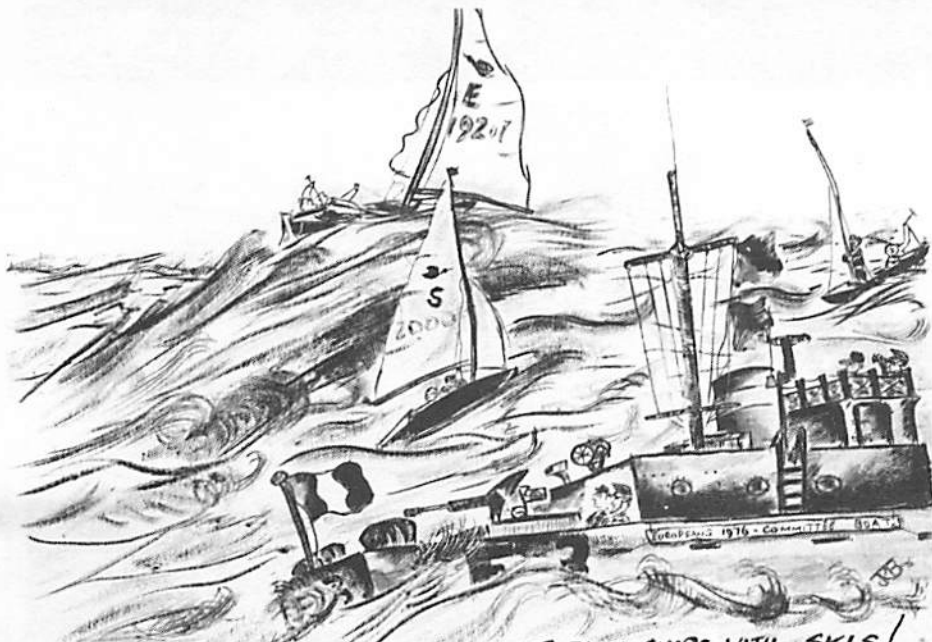
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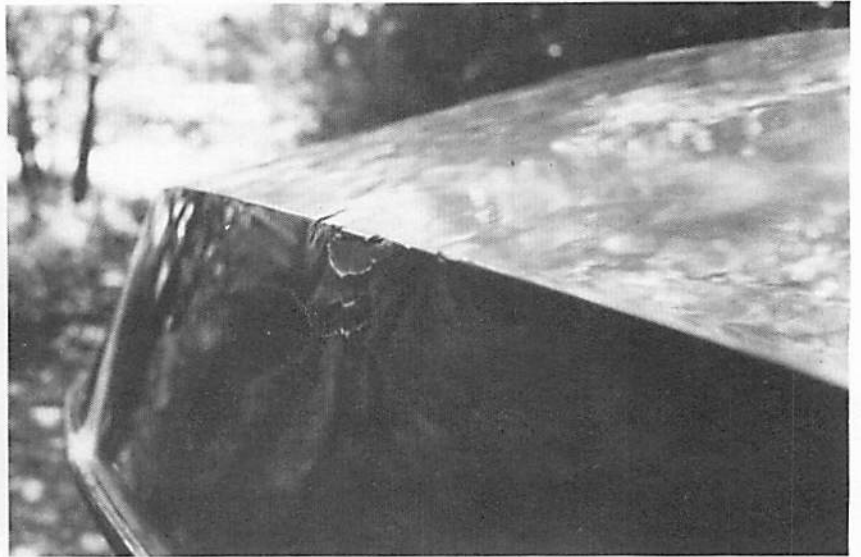
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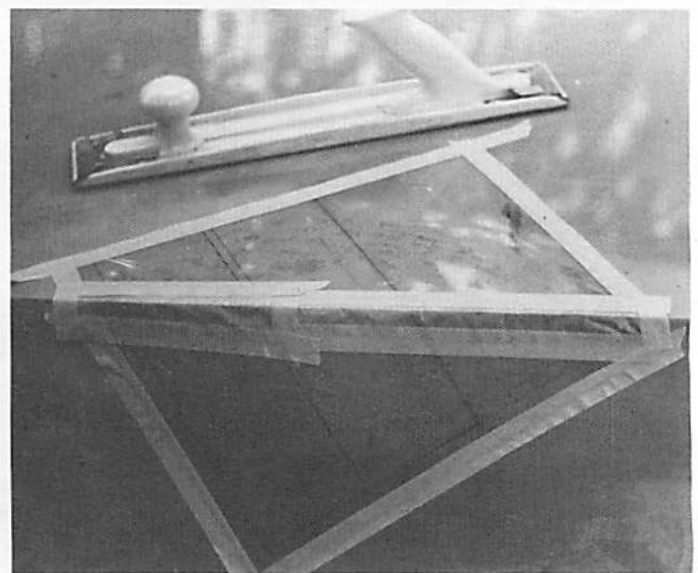
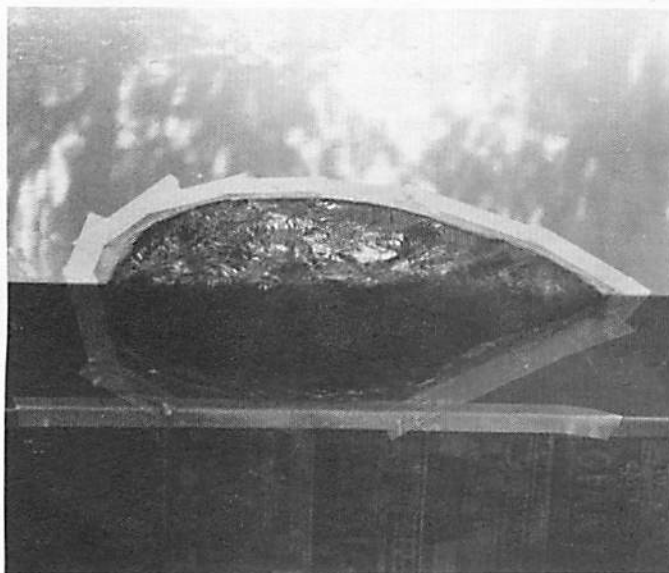
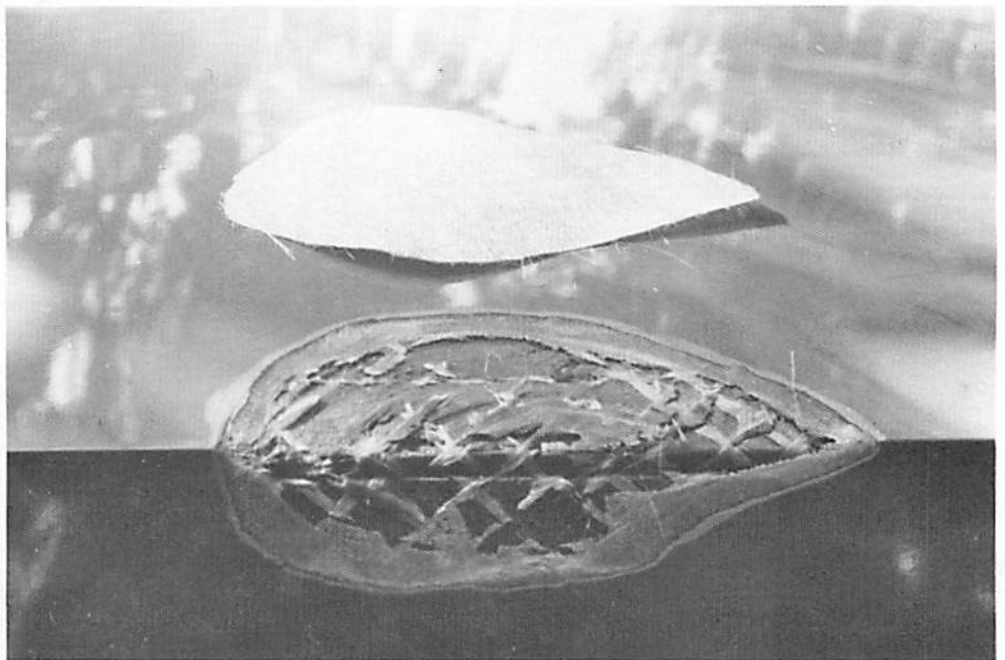
**THE DAMAGE:** *Centerboard dropped from trailer as rig was being towed at 60 mph, striking trailer and causing trailer bolster to break the hull.*

**THE REPAIR:**

*Fig. 3: damaged part removed; glass mat is cut and ready for application.*

*Fig. 4 (left): after patches have been applied.*

*Fig. 5 (bottom, right): patch with Mylar covering, after gel coat has been applied.*





# Do-It-Yourself Fiberglass Repair

*Hull repair without tears (and with just a little sweat) is within your ability if you follow these simple steps.*

Your first thought when you look at your damaged boat is: "Oh! My beautiful boat is dead!" Not so. It can be repaired as good as new (well, almost). And is a job that can be better done by you than many professionals.

Fiberglass hull damages usually come from alterations on the race course but they also come from a variety of other causes. The hole which brought about this article came from a rather unique situation. The centerboard was being carried under the trailer supported by two pieces of angle welded on the frame of the trailer. The problem was that space between the angles was designed for a 22" centerboard and this one was a 20 1/4" board.

Unfortunately, the wedge and lashing came loose and the board dropped with the leading edge forward. When it hit the pavement it jacked up one corner of the trailer with such a force that the trailer bolster broke the hull. It seems rather odd that the hull could be broken until you consider that the force was fairly well concentrated and the car was going 60 miles per hour. It was very disheartening to remove the cover and find my beautiful boat with a hole in it.

The first step in repair was to remove the damaged part, including the gel coat that was badly crazed. This is best done with a power grinder as it is necessary to taper the edge. Care should be taken not to damage the foam under the fiberglass since it will be used as a base for laying on the patch. (See photo No. 3.) If there is no foam at this point, a back-up plate of cardboard, held in place with battens and tape, should be placed on the inside of the hull behind the hole. The cardboard should be thoroughly waxed before installing. This will enable the cardboard to be readily removed after the fiberglass cures.

If the hole is inaccessible from the inside, attach several threads to the cardboard, roll it up and push it through the hole. Apply a thin coat of resin to the cardboard and guide it into place with the threads. This will give enough support to be able to apply the patch.

The next step is to cut about three pieces of mat, See photo No. 3. The first one should cover the edge of the hole and

the next should be slightly larger. The final one should just fit inside the edge of the good gel coat. Tape around the edges so resin will not get on the gel coat. The fastest way would be to apply the patches one at a time but before the previous one cures, otherwise, each will have to be sanded before the next one is applied.

The method of applying the patch is to put the patch on a piece of paper and saturate it with resin. Pick it up carefully and lay it on the back-up plate or previous patch. In order to save work, fair in the patch as best you can. Photo No. 4 shows the work after the patches have been applied.

So far the job has taken about a half hour. The rest is much more tedious. Although there is only a few hours work, it could take a week to complete, unless you force cure with a heat lamp.

The next step is to secure some gel coat of the same color as your boat. Most colors are fairly standard but the best place to get it is from the manufacturer of your boat as it will more nearly match. A perfect match is not possible because the color on the boat will probably have faded slightly. Mix the gel coat with a thickening agent to form a putty. Apply with a putty knife to fair in the holes in the patch. A number of applications will have to be made but remember to sand between coats. Here, try to keep off of the old gel coat when sanding. A straight edge will reveal when the patch is fair.

There will always be slight imperfections so now you should apply gel coat without the thickening agent. This is inevitably done with a brush and brings on more imperfections. To eliminate most of the sanding, lay wax paper on top of the brushed on gel coat. Then put down a fairly stiff piece of cardboard, Mylar, or what have you. Roll this with a rubber roller. This will flatten out the brush marks. Photo No. 5 shows the patch with Mylar. Unfortunately, I did not use wax paper the first time and the gel coat stuck to the Mylar, in spite of a good coat of wax.

If you have done a real good job of fairing in and applying the gel coat, all that remains is to sand. The tool shown in Photo No. 5 came from an auto parts store. It is plastic and slightly flexible,

and is great for fairing in, using 180 grit. However, the final sanding should be done with 400 wet or dry, then 600 wet or dry, all on a sanding block.

More than likely, you will sand through some of the new gel coat. This indicates that the patch was not fair, so sand until you think it is, then reapply the gel coat. This job required several gel coat applications.

The total cost of such a patching job should be about \$8.00 if you have to go out and buy everything. A professional repair job would probably cost around \$100, and in many cases, not be as good as the one you could do.

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Tense action at the windward mark during Indiana Open. (Inland Sailing photo)

Dave Chapin tops Eli Lilly Series

# Indiana Open Held at Indianapolis

A most successful Indiana Snipe Open Championship, hosted by Fleet 409 of the Indianapolis Sailing Club was held on September 11 and 12. Forty-nine of the seventy-five registrants were from out of town. Thirty-eight boats competed in the highly competitive Eli Lilly Series, and thirty-seven boats were in the John Call Series.

Two races were sailed on Saturday afternoon in winds of 10 to 15 mph. Approximately four boats capsized in the 18-20 mph gusts.

Fleet Captain Lew Lappas, Regatta Chairman Harry Levinson, and culinary hostess Patsy Hiatt can take the credit for making the necessary arrangements for the delicious roast beef dinner which was catered Saturday night at the clubhouse.

The wind slept in Sunday morning about an hour later than did the Race Committee. At about 11 a.m., the breeze was perceptible even though its direction was not. Once the third race was finally started, the breeze steadied at 8-10 mph.

Trophies were awarded to the top ten places in each of the two series. The champion of the Lilly Series was Dave Chapin who edged out such notables as Jerry Thompson, Bob Rowland, and Harry and Buzz Levinson. Dave, a 16 year old from Springfield, Ill., also took home the "Best Junior" trophy.

By winning the last race, Marshall McCuen upheld the reputation of the host fleet by taking the honors in the Call Series. The "Best Girl" trophy went to Peggy Menzies of Cowan Lake Sailing Association; she finished third in the Call Series.

We hope to see everyone next year.

David S. Allen, Fleet 409

## INDIANA OPEN CHAMPIONSHIP

### Lilly Series, Top 25 of 38 Entries

Boat	Skipper	Club	Races	Points	Finish
19432	Dave Chapin	IBYC	1-8-1	14	1
17387	Jerry Thompson	ABYC	7-1-6	24.7	2
18926	Tim Dixon	IBYC	2-9-4	26	3
21955	Greg Fisher	BLYC	3-15-3	32.4	4
22355	Bob Rowland	Cowan	5-4-20	44	5
12192	Harry Levinson	ISC	26-2-5	45	6
22350	Buzz Levinson	ISC	15-3-14	46.7	7
21008	Jim Richter	ISC	8-14-8	48	8
20908	Berk Duck	ISC	12-5-18	52	9
19267	Don Hite	L. Angelus	4-6-29	54.7	10
20026	Jeff Evans	IBYC	10-12-15	55	11
21109	Greg Gust	Muncie	19-22-2	56	12
22511	Jeff Baker	BPYC	18-11-16	63	13
16856	Tom Townsend	ISC	13-10-25	66	14
13020	Paul Dovey	ISC	9-20-22	69	15
21119	Frank Hiatt	ISC	20-13-23	74	16
21460	Sterling Beimfohr	Burnham Park	29-16-11	74	17
19445	Dick Crookston	Gull	16-38-7	79	18
18921	Mark Schoenberger	Cowan	14-18-30	80	19
21790	Bill Coberly	Decatur	37-17-10	82	20
20933	Harry A. Levinson	ISC	38-7-19	82	21
20659	Ray Schmit	BPYC	30-23-13	84	22
20932	Paul Zent	ISC	17-19-32	86	23
20878	John Brannan	ISC	23-25-21	87	24
17560	Tony Meredith	Richmond	36-26-9	89	25

### Call Series, Top 25 of 37 Entries

19386	Marshall McCuen	ISC	3-6-1	17.4	1
16851	Larry Colter	Evergreen	5-1-4	18	2
21777	Peggy Menzies	CLSA	1-4-7	21	3
20930	Dick Madden	ISC	16-2-2	28	4
21116	John McAllister	CSYC	7-7-3	31.7	5
17515	Chuck Vreeland	Gull L.	2-10-14	39	6
21796	Stewart Witt	ISC	4-11-8	39	7
17780	Bill MacCreery	Wall L.	8-13-6	44.7	8
18116	Jack Samuelson	ISC	17-8-5	47	9
22477	Don Hite, Jr.	L. Angelus	13-3-17	47.7	10
11109	Bob Rogers	ISC	20-5-11	53	11
22586	Gale Saint	Evergreen	10-12-13	55	12
7377	Bill Wiersma	Wall L.	9-18-20	65	13
19897	Felicia Bamer	CSA	19-19-10	66	14
22584	Bruce Wiland	White Water	15-9-26	68	15
14505	Jim MacKenzie	Rocky Mtn. S.C.	12-17-22	69	16
21827	Lawrence Christy	CSA	23-20-9	70	17
21870	Tom Rocks	CYC	6-15-32	70.7	18
18107	Dave Allen	ISC	11-21-24	74	19
21365	Joe Spain	BPYC	14-16-31	79	20
20934	Bob Forbes	ISC	21-22-23	84	21
14982	Stan Kawalski	ISC	25-25-16	84	22
21795	Tom Whitsitt	ISC	27-26-15	86	23
21118	Tony Wilson	Richmond	28-14-30	90	24
22366	Ted Stixrud	CSA	30-23-21	92	25





Happy trophy winners at the Indiana Open. (Inland Sailing photo)

## Thompson Tops Intergalactic Fleet

Jerry Thompson's 3 firsts, 2 seconds and a 5th totaled 16 points for first place in the Intergalactic Snipe Championship held at Cuba Lake.

He was followed by brothers Rusty and Peter Baillie both of Oakville, Ontario, Canada, in 2nd and third. Russ Cook in 4th place had a wide spread of finishes with a 15th, a 14th, 2 sixths, and 2 firsts. Ned Daly, District I Governor, rounded out the top five for the regatta.

It was a busy week-end at Cuba Lake.

The 9th Annual Intergalactics attracted 41 entrants (all Terrestrials as far as is recorded) who competed in the 7 race, one throwout series, all conducted in a two day period.

The Windsurfers were also conducting their class Intergalactics at the same time and the District V Junior Championship was held the day before.

How does a small lake in upstate New York attract all those big regattas? Leo Murphy is the Cuba Lake Fleet Captain.

### NINTH ANNUAL BOLDE MOTHER INTERGALACTIC CHAMPIONSHIPS Top 20 of 40 Entries

Boat	Skipper/Crew	Fleet	Races	Points	Finish
17387	Jerry Thompson/Buffy Callen	Lodi	2-1-5-1-2-1	16	1
21105	Rusty Baillie/Janet Winsworth	Oakville	3-4-2-4-5-2	37.7	2
20690	Peter Baillie/Phyllis Belford	Oakville	1-8-7-6-4-4	54.7	3
19491	Russ Cook/Terri Cook	Keuka	15-6-14-1-6-1	64.4	4
20661	Ned Daly/Mary Hughes	Quassapaug	10-10-3-7-3-5	66.4	5
21716	Dirk Kneulman/	Oakville	11-3-7-6-4-11	72.4	6
20689	Ted Hains/Noreen Hains	Oakville	7-2-3-11-14-8	72.7	7
21640	Randy Nord/Lisa Nord	Pine Beach	7-17-13-8-9-2	87	8
16333	Doug Weeks/Susan Palmer	Keuka	14-9-1-16-9-13	91	9
19793	Tersh Bugbee/Randy Shroeder	Cuba	4-6-9-8-10-24	94.7	10
20222	Rob Hays/Maureen Hays	Cuba	12-11-9-16-12-3	95.7	11
21463	Mike Hays/Judy Hays	Cuba	6-14-4-21-10-7	95.7	12
21933	David Bouckhuyt/Marth B.	Chautauqua	9-17-12-5-15-7	100	13
16699	Fritz Gram/Les Scott	Cuba	5-16-11-2-18-24	106	14
20865	Fred Abels/Pat Dollinger	Sea Cliff	8-5-37-10-12-5	111	15
22284	Jack Pierotti/Mary Pierotti	Cuba	17-16-12-11-19-8	119	16
21555	Jay Hays/Roe Hays	Sea Cliff	25-19-23-26-15-9	153	17
20653	Ray Schmidt/Robbie Coughlin	Burnham Pk.	13-18-26-19-3-ns	154.7	18
19450	Graham Hoffman/Glenn Hoffman	Keuka	22-22-28-25-16-6	154.7	19
20311	Chuck Fox/Helen Fox	Newport	28-8-14-20-17-nf	166	20



First appearing in 1950, this fine sailing book has become the "Sniper's Bible" and has proven so popular throughout the world it was revised and enlarged for a third printing. Not only does it tell how to rig your boat, but how to sail it - and win - as well.

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## Ohio State Titles Decided at Acton Lake

Brilliant fall colors, beautiful Indian summer weather and light breezes of 3 to 6 knots greeted the 55 participants in the ninth annual Oxford Incident and Accident on October 2 & 3 hosted by Acton Fleet 515.

In the Incident fleet, Jim Richter, Indianapolis, repeated last year's winning form to continue as Ohio Open Champion. Bob Rowland, Cowan Lake, was second and won The Acton Trophy as Ohio State Champion. Felicia Bamer, Lake Carlyle, was first in the Accident fleet. Junior trophies went to Dave Chapin, Springfield, and Anne Meredith, Richmond, in the Incident and Accident fleets, respectively.

In Saturday's drifter, Richter spotted a light puff coming down the lake just before the start, got to it and did a horizon job on the rest of the fleet. Other positions changed at every mark, with 15 or more boats jamming up for each rounding with loud exchanges of "buoy-room" and "!!\*?\*\*\*j". Rowland was second with Terry Timm of Barton Pond, Michigan, third.

The wind increased to about 5 knots for the second race. Jerry Makela, Richmond, got an early lead and never looked back despite challenges from Jim Richter and Terry Timm.

The Acton "witch of the wind" cleared away Sunday morning's fog at 10:00 a.m. and provided a 6 knot breeze shortly after the start (a local tradition).

Local knowledge paid off as Bob Hill and Ed Griffith led the way around the first lap of the triangular course with Terry Timm in hot pursuit. Bob finished first, with Timm overtaking Griffith on the final reach to take second. Griffith was third, and Jim Richter scrambled to fourth after a near-disastrous start.

In the Accident, Felicia Bamer and Bob Dobson were tied with 1-3 finishes on Saturday, but Felicia picked up second on Sunday to Dobson's 11 to take home the trophy.

Participants again enjoyed the evening cocktails and dinner at beautiful Hueston Woods Lodge. Next year's regatta is October 1 & 2. Be sure to make Lodge or Cabin reservations now.

E. L. Griffith  
Acton Lake Fleet 515



Incident winners, left to right, skippers (top) – Jim Richter, crew Sandy Rowland, Terry Timm, Jerry Makela, Mark Schoenberger, Bob Hill; crews – Eric Witt, Steve Behrendt, Toni Meredith, Cindy Braun, Marie Hill. (Inland Sailing photo)



Accident winners, left to right, skippers (top) – Felicia Bamer, Bob Dobson, Edward Criddle, Anne Meredith, Tom Rocks; crews – June Johnson, Mary Lou Dobson, Brandon Criddle, Don Meredith, John Davidson. (Inland Sailing photo)

### OHIO OPEN/OXFORD INCIDENT A-Fleet, Top 25 of 37 Entries

Boat	Skipper	Club State	Races	Points	Finish
21008	Jim Richter	Indianapolis IN	1-2-4	11	1
22355	Bob Rowland	Cowan Lake OH	2-7-5	26	2
20707	Terry Timm	Ann Arbor MI	12-3-2	26.7	3
17560	Jerry Makela	Richmond IN	11-1-11	34	4
19432	Dave Chapin	Springfield IL	9-4-6	34.7	5
18921	Mark Schoenberger	Cowan Lake OH	4-8-9	37	6
21120	Bob Hill	Acton Lake OH	13-12-1	37	7
19724	Scott Cline	Privateer YC TN	6-24-7	54.7	8
20004	Ed Griffith	Acton Lake OH	22-18-3	57.7	9
18926	Lou Dixon	Springfield IL	10-6-25	58.7	10
19800	Tom Rolfes	Acton Lake OH	29-5-8	59	11
16400	John Eilers	Cowan Lake OH	7-13-22	60	12
18502	Steve Sherman	Muncie IN	24-9-10	61	13
21884	Means Davis	Atlanta GA	18-16-12	64	14
21790	Bill Coberly	Decatur IL	15-17-16	66	15
20659	Ray Schmit	Chicago IL	19-11-18	66	16
19062	Mike Zalzal	Acton Lake OH	14-21-15	68	17
16730	Bob Forsman	Chippewa Lake OH	5-30-21	73	18
22267	Sam Mollet	Portage Lake OH	3-28-28	73.7	19
13303	Bill Doherty	Kent OH	8-22-27	75	20
22555	Bill Buckles	Cleveland OH	16-20-24	78	21
19719	Bill Tansky	Chippewa Lake OH	26-23-13	80	22
21460	Sterling Beimfohr	Chicago IL	23-14-26	81	23
17467	Earl Purtee	Richmond IN	17-34-14	83	24
19447	Dave Wesselhoft	Peoria IL	32-15-20	85	25

### Accident Fleet (B-Fleet), Top 10 of 19 Entries

19897	Felicia Bamer	Lake Carlyle IL	3-1-2	8.7	1
18041	Bob Dobson	Cowan Lake OH	1-3-11	22.7	2
15168	Edward Criddle	Cowan Lake OH	2-6-5	24.7	3
18913	Anne Meredith	Richmond IN	6-9-1	26.7	4
22562	Tom Rocks	Cleveland OH	4-2-12	29	5
18120	Tom Katterheinrich	Acton Lake OH	7-8-3	32	6
11463	Bob Stevenson	Cowan Lake OH	5-5-7	33	7
19395	Everett Kitchen	Cowan Lake OH	8-7-4	35	8
19400	George Crampton	Cowan Lake OH	9-14-6	46.7	9
17165	Jim Hater	Acton Lake OH	13-4-15	48	10



# Wells Wanderings



by Ted Wells

JANUARY 1977

## EXOTIC MATERIALS

The term "Exotic Material" as applied to sail boats generally means a new material (or a new use of an old material) for which great things are claimed by the proponents of its use. Generally there will be an increase in cost which must be justified. Two materials currently considered exotic are Kevlar and carbon fiber, both of which are stronger, stiffer – and more expensive than other construction materials.

There are two things to consider in deciding whether to allow the use of these materials in Snipes – we want to be modern and up to date – but we don't want to obsolete existing boats. Also – we want to be sure the stuff is really as good as the salesman say it is.

A complication is of course, that a lot of today's commonplace materials were once regarded as exotic. Plywood and fiberglass for hulls – aluminum for centerboards and masts – Nylon, Orlon then Dacron for sails. Even stainless steel was probably pretty exotic once.

Currently, there is agitation to permit use of Kevlar in place of glass in hulls. It is lighter, stronger, stiffer – and MUCH more expensive. The IYRU is pushing its use in the hope that some of the ultra light classes which practically have one season throwaway hulls can be made more durable. One such class that could use a bit more durability is the 470 – but after much experimentation, they have rejected its use. It not only costs twelve times as much as glass, it is harder to work, requires more expensive tools and tooling, and there apparently are some problems of compatibility with glass and the presently used resins.

The Rules Committee has recently been polled on the question of permitting use of Kevlar, and only one member was in favor of permitting it. The majority felt that if more glass and less lead were used, there would be no excuse for a Snipe hull not having adequate strength and stiffness – a fact which has been amply demonstrated by several builders who still build hulls with minimum moment of inertia. Which brings up another subject on which the Rules Committee has been polled – (The Rules Committee was not polled on carbon fibers as there has been no agitation for their use. I have heard rumors of

their being stuck to the surface of a mast which was too limber. General large scale use would, I'm sure, be considered an unwarranted expense. Use of small quantities for minor reinforcement might be different.)

## MOMENT OF INERTIA

If it were possible to easily and accurately check the thickness of a completed hull, it would be possible to detect over zealous attempts to reduce the moment of inertia by building up mass in the area near the centerboard trunk by various means, according to rumors vigorously denied by builders. This practice permits reducing the thickness of the material at the ends of the boat while still not exceeding minimum weight.

The new system has not worked too badly, although it has led to building of hulls which are tailored to the minimum value of I by adding lead at the ends of the boat. This practice is bound to result in some discrepancies in measured values, and some people who cut things too fine, are going to have to add weights if found not to comply at the Nationals – or anywhere else where a re-check might be required. Which is another item on which the Rules Committee was polled – there has been a policy in the past which was reaffirmed for the future – NO deviations from specified measurements, no matter how minor will be allowed in any boat sailing in a National Championship. At the present time, there is no substitute in sight for the present moment of inertia test.

## FIBERGLASS MASTS

The aluminum mast was a great step forward in providing greater durability and uniformity in spars as compared with wood, and at no increase in cost due to the fact that the price of good spruce had gone out of sight – plus the price of the labor to make a wood spar.

Inflation has now caught up with the aluminum spar, and Fred Miller, who is making fiberglass spars for Finns and Stars thinks he can build one for the Snipe which will retain its deflection characteristics without change year after year, and won't take a permanent set or kink either, at a lower price.

The U.S. Board suggested the Rules Committee set up acceptable restrictions and testing procedures. The Rules Committee has, with one exception, voted to approve fiberglass masts, subject to adequate restrictions and testing. Dan Williams set up the procedure by which the present one design centerboard was tested and approved, and has drafted a proposed procedure for doing the same thing for fiberglass spars. Details later.

## THE NEW BOAT SYNDROME

There is a popular new theory that older boats are faster than new ones. The causes are the new centerboard, thinner rudder, and tightened tolerances. The only trouble is this theory just isn't correct. The new board was thoroughly tested and judged to be as fast as any old board, and some people felt it was faster. There is only one builder who had to change his hull mold at all and that was a very tiny amount. Peterson, the designer of hot yachts on the west coast says the superfat rudder is the stupidest thing he ever saw.

So, what is the score? This has actually been going on for years. Jerry Thompson and Gary Boswell are two hot skippers that I know of who changed boats several years ago and with boats from the same builder, with no changes, didn't win as much as they did in their previous boats. I'm not sure what the answer is – but I'm very sure what it ISN'T.

One last thought on exotic materials – how about a blond gal crew in a bikini?



## Sanctioned Snipe Regattas

FEBRUARY 27, 28, March 1, MIDWINTER CHAMPIONSHIP, Clearwater Fleet 46, Stanley R. Mitchell, 1398 Highfield Dr., Clearwater, FL 33516.

MARCH 4-6, DON O RUM KEG REGATTA, Miami Fleet 7, Gonzalo E. Diaz, 2825 SW 92 Place, Miami, FL 33165.

MARCH 9-12, NASSAU WINTER CHAMPIONSHIPS, Nassau Fleet 391, Godfrey Kelly, P.O. Box N 1113, Nassau, N.P., Bahamas.

APRIL 23-24, WORLD SINGLEHANDED SNIPE CHAMPIONSHIP, Atlanta Fleet 330, Brad McFadden, 6364 Warren Dr., Norcross, GA 30071.

AUGUST 19-21, SNIPE GOLD CUP REGATTA, SCIRA Denmark, (Immediately preceding Snipe World Championship in the same waters.)

AUGUST 21-29, 28th SNIPE WORLD CHAMPIONSHIP, Skovshoved Sejlklub, Nils Toftgaard-Hansen, Skovshoved Sejlklub, Shovshoved Havn, DK-2920, Charlottenlund, Denmark.

# Coberly Takes First Annual Evergreen Revitalizer

The first annual Evergreen Revitalizer, hosted by Evergreen Fleet 740 of Bloomington, Illinois, provided skippers and crews of all 24 boats ample opportunity to compare one another's foul weather gear, for rain was the agenda throughout both days of the September 25-26 event. Winds were light to moderate, averaging about 7 mph, and shift.

In the first race, the B-fleeters set the pattern of the weekend by badly embarrassing all of the A-fleeters. Evergreen's Gale Saint led all starters around five-sixths of the course and would easily have been first to finish had the regatta chairman not set the shallow water markers with his board up. As it was, Saint had to settle for 2nd behind another B-fleeter, Island Bay's Bob Donath. Saint was followed by A-fleeter Bill Coberly, who was to end up with a perfect score in A fleet. Coberly was hotly pursued by Ray Szczepanski of Lake Carlyle, with Buzz Levinson as crew, followed by Dave Wesselhoft of Evergreen.

Richard Goppert of Kansas City and Larry Colter of Evergreen came up 4th and 5th for the A-fleeters, while Dave Congdon of Decatur and Evergreen's Jeff Lash and Ed Andreason rounded out the top five in B fleet in that order.

A major wind shift necessitated a course change for the 2nd race of the day, and in the resultant confusion, Coberly headed for the wrong windward mark. He discovered his mistake just in time to pass the entire fleet to leeward, and went on to pull a horizon job. He was

followed, in order, by B fleeter Donath and A fleeter Szczepanski. Frank Vincent of Island Bay, Dave Wesselhoft, and Larry Colter rounded out A fleet's top five, while Gale Saine, Carlyle's Felicia Bamer, Ed Andreason, and Burnham Park's Allen Quirk filled the top spots for B fleet.

In Saturday's 3rd race, Island Bay's Frank Vincent made Coberly sweat to pull out his first, finishing only feet ahead of Vincent. As usual, Bob Donath was right with them, and took first for B fleet. Goppert, Crystal Lake's Howard Broadhead, and Szczepanski were 3-5 in that order for A fleet, and in B fleet, Andreason, Bamer, Saint, and Congdon came in 2-5 in order.

With the day's racing over, Snipers hauled their boats and trailed them through the mud to a farmer's pasture a few hundred yards down the road, where they were put up for the night. Everyone retired to Ed Harrison's house (crew for fleet captain Jeff Lash), for drinks and a steak dinner, marvelously grilled by Harrison and Lash.


Sunday morning it continued to rain, and fog set in reducing visibility to only a hundred and fifty yards or so. The start was delayed a half-hour, at which time the excellent Race Committee, chaired by Bill Kitchell, ordered us out on the water. In the first race of the morning, Coberly and Andreason took first for A and B fleets respectively. Wesselhoft, Szczepanski, Evergreen's Dave Cassens, and Goppert finished up the top five places in A fleet, while in B fleet, the slots were filled out, respectively, by

### EVERGREEN REVITALIZER A-Fleet, Top 7 of 11 Entries

Boat	Skipper	Club	Races	Points	Finish
21791	Bill Coberly	Lake Decatur	1-1-1-1-5	0	1
20501	Ray Szczepanski	Carlyle	2-2-5-3-4	19.7	2
19447	Dave Wesselhoft	Evergreen	3-4-7-2-2	19.7	3
21806	Richard Gappert	Lake Lotowama	4-6-3-5-1	23.7	4
20880	Frank Vincent	IBYC	10-3-2-9-8	37.7	5
16851	Larry Colter	Evergreen	5-5-11-8-3	39.7	6
20302	Dave Cassens	Evergreen	6-10-6-4-6	43.1	7

### B-Fleet, Top 7 of 13 Entries


Boat	Skipper	Club	Races	Points	Finish
21361	Bob Donath	IBYC	1-1-1-3-1	0	1
22421	Ed Andreason	Evergreen	5-4-2-1-3	16.7	2
22586	Gale Saint	Evergreen	2-2-4-4-6	22.0	3
19897	Felicia Bamer	Carlyle	6-3-3-6-2	26.1	4
15509	Dave Congdon	Lake Decatur	3-8-5-5-7	38.7	5
21099	Allen Quirk	BPYC	9-5-10-2-8	41.0	6
19278	Roger Schnaitter	Evergreen	12-6-7-7-4	45.7	7



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Quirk, Donath, Saint, and Congdon.

For the 5th race, the weather began to cooperate, with the fog lifting and the rain finally stopping. On the downwind leg Goppert went below everybody and smoked the entire fleet, finishing a good 200 yards in front of his closest competitor. He was followed by Wesselhoft, Colter, Szczepanski, and Coberly, in A fleet. Donath, meanwhile, resumed his habit of going fast and easily won for B fleet, followed by Bamer, Andreason, & Evergreen's Roger Schnaitter and Ray Wakefield.

Coberly and Donath took overall firsts in their fleets, each with zip scores after the throwouts. Top five was rounded out by Szczepanski, Wesselhoft, Goppert and Vincent in A fleet, and by Andreason, Saint, Bamer, and Congdon in B fleet.

All in all, it was a good weekend, and the rain, forcing everyone to crowd in under the tents, made it a great social weekend. We were delighted to have so many Snipers with us, and we're looking forward to next year and having even more of you at Lake Evergreen.

Larry Colter  
Regatta Chairman



A segment of the 75-boat fleet answers the starter's gun at the Indiana Open Championship. See story page 10. (Bill Carr photo)

## Snipes Race In Last Chance

Crystal Lake, Illinois, was host to 22 Snipes on September 18 and 19. Two races were held on Saturday in good winds. The first race was won by Lou Dixon followed by Don Hite and Jeff Evans. Race two was won by Mike Zalzal followed by Lou Dixon and Sterling Beimfohr.

Sunday's final race was a drifter with Dick Crookston taking first, Sterling Beimfohr second, and Mike Zalzal third.

By Allen Quirk

### LAST CHANCE REGATTA Top 15 of 22 Entries

Boat	Skipper	Races	Finish
19062	Mike Zalzal	5-1-3	1
18926	Lou Dixon	1-2-8	2
19267	Don Hite	2-5-6	3
21460	Sterling Beimfohr	12-3-2	4
19455	Dick Crookston	11-7-1	5
20659	Ray Schmit	6-11-5	6
20026	Jeff Evans	3-6-16	7
20821	Lee Shames	4-10-13	8
20625	Dick Jones	9-4-15	9
19715	John Stanley	8-8-12	10
22511	Tom Bennett	13-15-4	11
18647	Jim Pyott	10-12-9	12
18645	Wally Broadhead	15-9-11	13
19714	Jeff Baker	7-ns-7	14
22478	Skip Remter	19-14-10	15

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