

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



**JULY 1978**



# Ullman Sails

## WE GIVE RESULTS

1977

North Americans	1, 2	Finnish Championships	1
Sr. Nationals	2, 3, 4	Norweigen Championships	1
Jr. Nationals	1, 2, 3, 4, 5	Scandinavian Gold Cup	1
Crosby	1, 2, 3, 4, 5, 6, 7	Canadian Championships	1, 2

## 1978

BRAZILIAN NATIONAL CHAMPIONSHIPS\*\*1

ARGENTINE NATIONALS - 1

SOUTHERN CIRCUIT:	Midwinters Clearwater	1
	Don Q Miami	1, 2, 3, 4, 5
	Bacardi Nassau	1, 2
	Gamblin Nassau	1
	Zimmerman, overall Circuit - 1	

WEST COAST MIDWINTERS - 1, 2, 3, 4, 5

GEORGIA STATE CHAMPIONSHIPS - 1

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## The Lighter Side

# Do You Have Crew's Blues?

You haven't lived 'til you've braved three foot waves in a 16 foot boat; or slithered along a salt laved foredeck to adjust the forestay.

With wind blowing salt water into your face and the boat pitching precariously, the skipper wants to know can you let it out another half inch? and how much have you screwed it out already? Your fingers are numb with cold and you can barely get a grip on the slimy metal, but you shout back that it's out to the last two threads and he yells, "Good!" You can come back now as the boat takes a sickening lurch to port and only the mast saves you from the surging foam.

You take a chance and leap back into position with one thigh squarely on the fairlead. Try to catch a breath now, but your skipper is screaming, "Hike out! Hike out! Uncleat!" Now what?

Suddenly you're straddling the gunwale watching the skipper as he tries to get a purchase on the underside of the centerboard. Easy now; don't over-compensate. Ahh, if you do this enough times, you get it right. Don't worry about the water, the bailer will suck it out in no time at all.

While you're struggling with the bailer, a new command rings out. "Prepare to jibe!" You grab the lines and vault over the centerboard as your skipper yells "Jibe Ho!" and the boom vang slices away your favorite cap and you watch sadly as it bobbles away.

It's time to launch the whisker pole which of course is lodged under the foredeck. After freeing it, the stubborn

thing refuses to bite onto the loop of the jib sheet. Forcing it secure, it is at last placed out to port, at which time the wind makes a sudden 45 degree shift and you wait a few minutes to see if it's serious and then you jibe the jib. After which you jibe the mainsail, being careful to keep your head down since the vang is still on and your cap is already gone.

This maneuver completed and the centerboard raised, you prepare for the "real thrill" of sailing; planing. Everybody forward, catch that big one, ease back . . . well, next time.

You wait for that pause in eternity, breathless, when your boat leaps free of the water and glides on air. Then gently, quietly, oh, reverently, ease back. No good; down she flops. It is the considered opinion of the skipper that the waves are too high, or too low, or we're hitting them wrong, or conditions, or whatever.

By the grace of God, we approach the final mark. It's time to haul in the pole as you hear "Prepare to come about!" Then frantic activity; lower the centerboard, let off the vang, set the Cunningham, rake the mast, pull the jib cloth, haul in the pole: deftly over the transom and under the foredeck in flawless rhythm, except for a minor detour in the skipper's gut.

Finally you rush for the finish line, boats jamming for first place. "Mast abeam," someone calls as you feel a boom in your ribs and go sprawling onto the deck. (Oops, forgot to close the bailer.) Your skipper barks, "Protest." (It didn't hurt, honest, let's just get out of here, please?)

Yes, it's a great experience, thrills, spills and drama every second. Everyone should try it once, at least once . . . even twice if you survive your first outing. Who knows, YOU could be a potential skipper and REALLY live!

Pat McChesney

(Pat is now a correspondent for the *Spencer, MA, weekly, The New Leader, as well as "sometime" crew for her husband Dick of Lake Lashaway's Fleet 706.*)

### Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook - still not complicated. \$1.00 per copy - 10 for \$8.00. From SCIRA only.

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# SNIFE BULLETIN

SNIFE CLASS  
INTERNATIONAL RACING  
ASSOCIATION

JULY 1978  
VOL. XXVII No. 7

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complete with zip code. Allow a  
month to become effective.

## The Commodore and YOU

Dear Fellow Sniper,

The first subject for this month's column, I am very pleased and happy to announce that our Junior World Championships are confirmed to be sailed in San Diego, California at the Mission Bay Yacht Club.

Tom Nute, (our Current U. S. National Champion) and myself have worked extremely hard and very conscientiously to be sure that the event would be sponsored efficiently.

The Jr. World Championships will be sailed at Mission Bay Yacht Club in San Diego, California, U. S. A. The respective dates are October 12, 13, 14, and 15 of 1978. Further information may be obtained by writing to your National Secretary.

I can confess to you that at one time the above Championship was an endangered species at which I was extremely disappointed. However, due to real "Snipe Class Sailors" coming forward and volunteering their facilities and sailing friends, this Championship is going to be raced and successfully I might add.

I want to do the honorable thing and give special thanks to dedicated Snipers, Vice Commodore Flavio Caiuby in Brazil and our Board of Governor member Graham Hoffman of New York. They rose to the occasion and were ready and organized to sponsor these Championships if Mission Bay Snipe Fleet needed their assistance.

I, as Commodore, was and still am impressed by our dedicated Snipers and want all of you to know that this is what has made our Snipe Class so Super World Wide.

See you next month.

Happy Planing,  
Commodore Bruce H. Colyer

## Commodore Harry Lund

Harry Lund, 1937 SCIRA Commo-  
dore, died in late April in an Oshkosh,  
Wisconsin hospital. He was a founder of  
Oshkosh Snipe Fleet 11, and a former  
partner in Clark and Lund Boatbuilders.

Commodore Lund continued his inter-  
est in the class over the years, and was a  
faithful correspondent with Birney Mills

about the problems and progress of the class.

He is survived by his two daughters and a sister.

## Cut-Off Date Has Passed!

If one of your buddies complains that he hasn't received his BULLETIN, ask if he has paid his dues. We have mailed Final Notices, and have "killed" all non-paid members as of this issue.

## Brazil's New Secretary

Dante Ramenzoni, Rua Getulio de Paula Santos, 41, Sao Paulo, S. P. 05657, Brazil was elected to the post of National Secretary at the Annual Meeting held in late January. He replaces Paulo (Pistola) Paradedda of Porto Alegre. We welcome Dante, who was acting secretary for Brazil at the secretary's meeting in Denmark last year, and express SCIRA's appreciation to Pistola for his work for the class.

## THE COVER

How sweet it is! Can you doubt that having your Snipe and it's crew in perfect trim and flying is one of the greatest sensations there is? Bermuda's Andy Mullen, crew, and Wayne Soares, skipper, skim along the surface of The Oresund at the World Championship in Denmark. Buzz Lamb photo.

## THE SCORE

Sixty-eight numbers were issued last month with 30 going to Spain, 20 to Argentina, 12 to U. S. A., 5 to Denmark and 1 to Canada. So far this year numbers issued show an increase of better than 50% over last year. This is certainly an encouraging sign and we surely hope it continues.

A new charter was issued to Oresjo Sailing Club in Boras, Sweden. We extend a welcome to this new fleet and wish them every success.

**Numbered SNIPES— 23401**  
**Chartered Fleets— 756**

## XV Western Hemisphere Championship

Vice Commodore Flavio Caiuby, General Chairman for the XV Western Hemisphere, Championship, and chairman of the race committee for the event, has sent the following preliminary schedule. Further information will be sent to National Secretaries of Western Hemisphere countries in August.

Oct. 19 – Reception and Measuring

Oct. 20 – Skipper's Meeting and boats drawn

### Opening Ceremony Tune-up race

Oct. 21 – 1st race

Oct. 22 – 2nd race

Oct. 23 – 3rd, 4th races

Oct. 24 – 5th race

Oct. 26 – 7th race

Oct. 27 – Dinner and Prize award ceremony

Mornings of the 22, 24, 25, 26, and 27 until 16.00 hrs are reserved for making up cancelled or abandoned races. The National Secretaries meeting will be held the 23rd at 20.30 hrs.

The host club will be Clube de Campo de Sao Paulo, Sao Paulo, Brazil, home club of SCIRA Vice Commodore Flavio Caiuby. Schedule for entertainment and sight seeing will be announced later.



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# WE WILL HELP YOU WIN.



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SCIRA MIDWINTERS	4, 9
Jackson Redneck	1
Bermuda Race Week	4, 6
Annapolis Spring Tune-Up	1
Southern Championship	3, 6, 7
Middlefork Spring Open	3
Northeasterns	1

Give Greg Fisher or Bill Shore a call to see how we can help you win . . . or look for us on the regatta circuit.



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# FOR SALE SNIPE 20965

*Past Commodore Carl Zimmerman, a Snipe Class institution, puts his boat on the market.*

Zimmie is going to sell his Snipe. He can't keep it at his winter home in Florida, and the Akron club where he spent his summers and sailed at Portage Lakes Yacht Club on Turkeyfoot Lake is

now closed. But he is not retiring from life — he has other interests now.

Commodore Carl Zimmerman has been a Snipe institution almost as long as we have had a class. He has been around long enough to have won most of the trophies offered in his district, as well as to have held every important Snipe office in the U. S.

When Carl was elected to the position of Vice-Commodore it was 1952, Owen Duffy, a strong and able leader, was commodore. He should have had an easy year to learn the commodore's job. Then Owen died halfway through the summer, and Carl took over as acting commodore until his election to the top post the following January. He still had Executive Secretary/Snipe designer/BULLETIN Editor, Bill Crosby to lean on, and learn from, and with the previous year's experience his year as commodore should have been relatively smooth and simple. Then Bill Crosby died, and Carl had to arrange for a new Executive Secretary, Editor, international correspondent, etc. Carl persuaded Birney Mills of Akron to take the job, and did most of the physical work of moving the Snipe Class and its records and files to Akron, where it flourished for another 17 years.

Zimmie has continued to race — six point score races with the fleet last summer — and as recently as 1969 at age 79, he was second in the Wells Series at the U. S. Nationals. But, now the boat has to be sold. Here's hoping his other interests don't crowd out his continuing support of the class and its officers and organization — we will continue to need Zimmie — there aren't enough men like him.



*A recent photo of Past Commodore Carl Zimmerman.*



*Carl (right) and crew at 1951 Nationals in New Jersey, where they finished 7th. (Bob Vreeland photo)*



*The Zimmerman Trophy for best performance in the Snipe Winter Circuit, established in 1967, is presented to Jeff Lenhart by the American Ambassador to the Bahamas. (Gus Roberts photo)*

*Zimmie lost a mast at Peoria Nationals in 1965. (Lou Leber photo)*

# DOWNWIND IN HEAVY AIR

Larry White comments on downwind performance aboard a Snipe.

Buzz gets all kinds of interesting mail. One letter this Spring asked the great minds of Snipedom several questions about sailing downwind in heavy air. Since the author of the letter wanted his reply rushed back in a plain brown wrapper, we fear it did not reach him. We left off the address.

There must be as many opinions on downwind technique as there are sailors. The May 1978 *Yacht Racing/Cruising* has

a good article on "Downwind in Waves" (page 20), for example. And in fact, whether or not there is a usable wave system does dictate downwind technique to a large extent. If there is, using those waves well may make the greatest difference in boat speed. Read Skip Whyte's article, it has a decision diagram and everything.

As a rule in heavy air, the skipper is always to weather. The only exception is

before a controlled jibe, in which case the skipper, after bearing well off, gets to leeward of the tiller, facing forward, where "helm" keeps the tiller against his side. He then can sheet in the main with both hands until it is almost midship, put the helm slightly to weather, and let the sheet run out smartly — resuming course with perhaps only a 10 to 15 degree variation. With the board down, this is as near to total control as you can get.

The jib, in really heavy air, should probably not have a pole set and in fact, you'd probably be broad-reaching without a pole rather than running. If you have set a pole, jibing it first is probably easier and safer, and you're better balanced when the main is jibed. Be sure to keep the vang on, and don't get the crew caught in it. Shift the crew to the new weather side during or before the jibe, if possible. Keep the jib sheets out from under the bow — (skipper's job, probably), as the crew shifts the pole.

The other school of jibing is the board-up-and-flip-her-over group. This works very well only if your crew coordination is exceptional, because it's hard on the gear and the reaction to this jibe is a sudden roll to the lee side followed by a roll to weather and, not infrequently, a loss of control. So, if you can shift weight quickly to counteract these rolls, this board up jibe is quicker and boat speed can be maintained, if you don't lose it all.

Crew location (fore and aft and athwartships) is a rough one to try to explain. In general, on reaches crew and skipper are together to weather, gradually further aft as wind increases. This way each can trim jib or main and own weight for optimum performance.

Rapid fore and aft adjustments in crew position for wind strength and waves are easier. The vang and reachers (haulers) take care of sheet lead and twist. If you sail a taut rig, you have no adjustments but if the rig is slack, ram forward or use the forward puller (ease the after one) when the apparent wind goes aft of the



*Snipes broad reach rather than run before heavy wind at the 1975 World Championship in Uruguay. (Buzz Lamb photo)*



*Planing Snipe parallels Mission Bay Beach. Note Positions of skipper and crew.*

beam. This is hard to judge on some reaches since the increase in speed when surfing or planing can bring the apparent wind forward — play the strings. Draft location and board adjustments also need to be made for changes in apparent wind — generally wind aft of the beam is the time to ease jibcloth, cunningham, out-haul and vang slightly. As you reach off, you can break gear if the vang is left in as full as it is for upwind work in heavy air.

In going more nearly downwind, crew and skipper can be on opposite sides, skipper to weather. But it is easy to get rhythmic rolling started. Rapid counter movement by crew and skipper, and coming to a broad reach may be the only way to stop this rolling short of crashing. The “skipper-and-crew-crouch-and-face-forward” school, and the “let’s-sit-out-to-increase-moment-of-inertia” ideas both seem to work. It depends on

how quickly you can react, or better yet, anticipate what a gust will do. Dead downwind in heavy air is bad news anyway, even if a Race Committee has not reset courses for reaches rather than runs. When it’s survival time, avoid dead runs.

Maybe some of the “great minds” will see this and comment.

Larry White  
Technical Editor

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Winners Terry Timm and Liza Hersey.



Saturday's weather necessitated buoys to starboard.

At 17th Northeastern Championship

## Timm Bests 40 Snipers at Cuba Lake

The flags of three nations flew over the Cuba Lake Yacht Club as the Bolde Mothers of Dismal Valley hosted the 17th Northeastern International Snipe Championship May 20, 21, 1978, won by Terry Timm and Liza Hersey of Ann Arbor.

Forty sailors from the United States, Canada, and Bermuda competed in the five race series, laid out by R. C. Don Cutler. Saturday's three races were sailed back to back in shifty 15-18 knot breezes with buoys taken to starboard. Paul Levinson found the conditions to his liking as he won the first race and finished third in the second. However, in trying to recover from an early start in the third race, he capsized and lost his centerboard. Defending Champion John Johns saw his chances to make it two in a row disappear as he also capsized. Rusty Baillie won the race and was then series leader closely followed by Lee Griffith.

Terry Timm took over the lead by winning the fourth race Sunday as Rusty

Baillie slipped to 11th place and Lee Griffith was disqualified for starting too soon. Timm finished second to Bill Buckles in the final race to hold on to his lead and win the regatta with Rusty Baillie in second place overall and Fritz Gram in third place. Gram's home court advantage had been nullified in the third race as he was called back for being over early.

The victory by Terry Timm and first-time crew Liza Hersey represented a fine comeback as they managed only a 16th place in the first race.

Early arrivals on Friday were not disappointed as the six spout beer truck was tapped and flowing. Once again the sailors and friends were unable to drink it dry.

A fine rum punch concocted by Bob Dodds put everyone in a festive mood for Saturday's dinner and dancing by the light of the moon. Judy Barber of Quannapowitt beat out Carlos Bosch of Bermuda for the coveted dance trophy.

Leo Murphy  
Cuba Lake Fleet Captain

### NORTHEASTERN INTERNATIONAL REGATTA (Top 25 of 40 Entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
20707	Terry Timm/Liza Hersey	Barton BC	16-1-5-1-2	34	1
21105	Rusty Baillie/Bill Davey	Oakville	3-8-1-11-6	48.11	2
16699	Fritz Gram/Mary Flynn	Cuba Lake	9-2-15-3-5	54.7	3
21800	Ian Brown/Doug Maybank	Oakville	8-4-13-2-10	60	4
22350	Paul Levinson/Harry	Indianapolis	1-3-nf-8-3	62.4	5
23300	Bill Buckles/Id Crook	Cleveland	7-15-19-10-1	75	6
20004	Lee Griffith/Karla Sturm	Barton BC	2-11-2-dq-14	76	7
20006	John Johns/Pamela	Barton BC	4-5-25-9-8	78	8
22823	Sam Mollet/Mark Crosby	PLYC	18-10-9-7-7	81	9
20690	Jim Belford/Phyllis	Oakville	14-14-18-5-4	82	10
19491	Russ Cook/Terri	Keuka Lake	20-13-7-6-11	86.7	11
19721	Les Larson/Candy	Chautauqua	10-6-20-12-13	90.7	12
22216	Dirk Kneulman/John Haire	Oakville	ns-7-4-4-16	91	13
21463	Mike Hays/Judy Hays	Cuba Lake	5-9-6-dq-18	93.7	14
21716	Graham Hoffman/Glenn	Keuka Lake	12-17-16-14-9	98	15
22392	Dana Schnipper/Judy Goren	Sea Cliff	19-22-8-18-21	98	15
21707	Carlos Bosch/Margi Kneulman	Bermuda	29-21-11-17-12	115	17
20685	Fred Ables/Mike Doherty	Sea Cliff	6-19-nf-16-17	118.7	18
19793	Lucius Bugbee/Liz Bugbee	Cuba Lake	13-28-14-dq-15	127	19
19175	Ellen Lawton/Bud Booth	Onondaga	15-20-26-24-22	127	19
19119	Sam Ulbing/Lee Ulbing	Newport	11-12-10-ns-ns	131	21
19830	Chris Hains/Luis Perez	Oakville	nf-24-23-13-20	137	22
19417	Fred Hutter/Marilyn	Woodstock	29-25-12-19-26	137	22
22284	Jack Pierotte/Skip Wilday	Cuba Lake	21-16-ns-15-23	139	24
19063	Dick Edwards/W. Wesnewski	Cuba Lake	22-23-27-22-19	143	25



*Snipe Building Plans*

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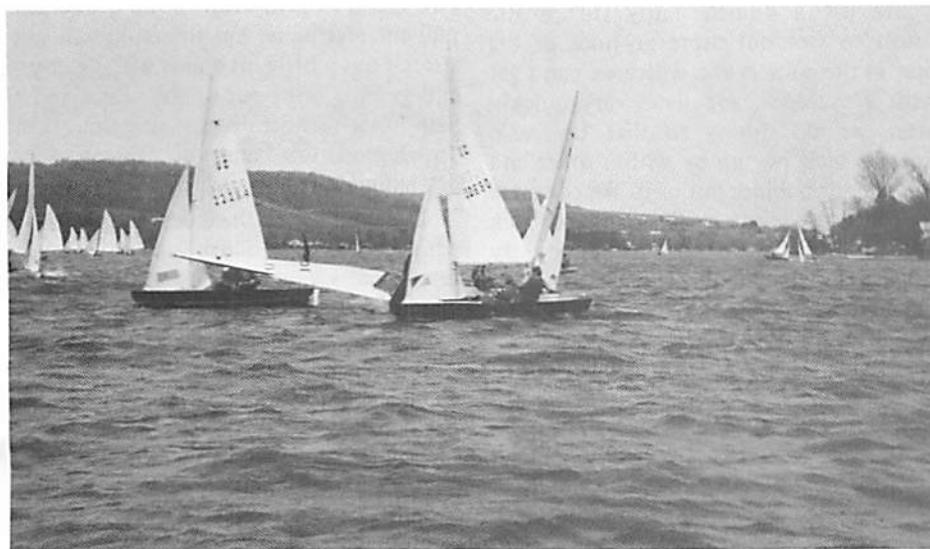
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Carlos Bosch (center) accepts second place Party Trophy presented by Robert (Bob) Johnston (left) and Leo Murphy.



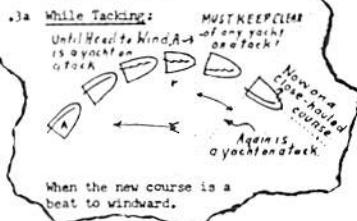
Judy Barber accepting Party Trophy from Bob Johnston.



Bill Buckles fell out of his boat at the weather mark.

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# HOW MIKE BUILDS A BOAT

*Part two of the art and science of building a fiberglass Snipe*

*Continuation of an interview between Pete Duvoisin and Mike McLaughlin*

Q: Now that the mold has been completed, how do you actually lay the hulls up?

A: O. K., assuming that there are no stripes — that complicates things — after we wax the mold, we try, generally to wait at least 4 to 8 hours after waxing the mold the final time before we spray the gel coat. We spray regular gel coat — we use Ram Gel coat — there are several brands, but this is the one we like. We spray it with a pressure pump. I can't remember how many mils thick — just a few mils — but, anyway, spray it and let that tack over, and then when it has tacked over, we spray a back up resin, which is usually black or brown — a dark color — against the gel coat. We do this so we can see the air bubbles when we laminate the first layers of fiberglass mat. You don't have to do this, but it makes it easier. If we have white gel coat, the bubbles, which are either clear, or whitish are going to be hard to see and roll out.

Q: So this black is what you can see sometimes if you really sanded your hull over and over again, and you see it start to lose the color, you've gone through the gel coat?

A: You are getting through the gel coat. If you see dark spots — it's generally black. It also serves to build up the gel coat a little so you don't have quite so much pattern transfer of the mat hairs. If you have a very, very thin gel coat layer, and lay cloth against the mat — we call it pattern transfer — it will go right through the gel coat. The exotherm will just carry it right through it.

Basically, the styrene in the resin softens the already hardened styrene in the gel coat, and it will transfer any pattern right through — so its always good to build up a little bit of thickness. Some people like to use lots of gel coat to hide the pattern, but that can shrink and cause cracking. In certain areas where it's thicker, in corners for example, where you make 2 passes with the spray gun, and you get a lot of gel coat, it will shrink and crack. It's best to put just the right amount of gel coat on, and then come



*Mike McLaughlin*

back and build the thickness up with resin afterward.

Anyway, then we go ahead and lay on the first layer of ounce and a half mat — we don't use a chopper gun, we use rolled mat in 50 inch width, which we cut to fit the bottom and sides before we get started, so all we have to do is lay the bottom out and then we go by with buckets of catalyzed resin and squeegees. We wet out one half of the bottom with our squeegees.

We use a 4 inch, fairly stiff bristle brush to wet out those portions of the mat in the corners etc. where we can't get with a squeegee, and then, very quickly after we do this — so that the resin doesn't tack, we go by with a roller and roll the air bubbles out of it. We continue to roll out the air bubbles and go back with the stiff bristle brush to wet any dry spots and pick up spots where there is too much resin, evening the whole thing out to get uniform distribution — you don't want any real wet spots or real dry spots. Through the years you learn to practically do this in your sleep — get a uniform wet out. If you get too much resin, you just get added weight, you aren't adding any strength to the laminate.

Q: Now, you have sprayed gel coat

and a backing coat, and a layer of mat and resin. Do you put any more layers on before letting this dry.

A: No, we let that "kick-off" — let it dry.

Q: O. K., how long has it taken you now, from the time you sprayed the gel coat, until you stop at this point.

A: If we start Monday morning first thing, and spray the gel coat and the back coat and clean up everything, this takes till about noon. With two of us working together, we can lay the first layer of mat in about an hour. Generally, that won't get hard until 2 or 3 in the afternoon, and we don't try to put a second layer in that day. We start fresh again Tuesday.

Tuesday, we lay a layer of the same ounce and a half mat with cloth in at the same time. It is what we call our second layer. The cloth gives it stability, and its just about as simple to lay it up with the mat and cloth at one time, as with the mat. We just put one half of the bottom down with the mat, just as we did before and fit it in along the chine and transom and then stretch some 10 ounce cloth, which we also pre-cut.

Then we go ahead and do the same process with the squeegee over the cloth. It is easier to get the resin out of the material because you can press down on the squeegee, and pull the resin around. If you are trying to do it on mat, you just pull up mat hairs, but the cloth will just stretch out a little bit and it will dig down and get the resin out of the ounce and a half mat underneath, so you can "squeegee it dry" and you can get a very dry laminate from this layer.

Depending on the temperature, and who is doing the work, and how much time you want to take, you can save maybe four pounds from one boat to another depending on how you squeegee it. If you want to you can trim the resin maybe 5 or 10 percent, which helps wet out the mat a little easier and you don't use quite so much resin initially. You don't try to wet out everything initially, and then you squeegee out the resin and wet any dry spots.

Q: Now you have two layers of mat

and one of cloth. What is your next step?

A: On our boats, we vacuum bond foam strips — we call them cores, which we make. It's a 2 pound density urethane foam. We buy it in sheets and cut it on a band saw with a fence so we can get a uniform thickness, and then we have a machine, which Chubasco's founder invented, called a core wrapping machine — he also has a patent on it — and we send these strips of foam through this machine which wraps them in fiberglass gun roving in alternating directions, so that it is wrapped and woven with the strands going counter to each other.

We take these strips of foam and saturate them with a slow curing resin. We nest them in place all along the bottom and sides, and then we spray the tops with the same slow curing resin. We use a special catalyst which, depending on the temperature, will go off in either 1 hour, or 3 hours, or 5 hours, depending on how fast we want to work and how hot it is out.

After we get all the cores saturated — first we saturate the bottom and we mount them against the skin and then we saturate the tops. We cover this with a 10 ounce fiberglass cloth and stretch it very tightly over the foam so that we don't

have any puckers and wrinkles from bow to stern, and then we mount the vacuum bag.

We have a 3 inch flange all around the edge of the sheer of our molds. It is very smooth. We use a double sided sticky tape which we call vacuum seal tape all around the edges and use a vacuum pump with two hoses, one on each side, to suck all the air out. We use a six mil clear plastic polyethelene sheeting — a piece about 10 feet by 20 feet — for the vacuum bag. Basically, we have the plastic pressing against the cloth, the cloth pressing against the foam core, and the foam core pressing against the outer skin of the boat. We leave this vacuum pump on with everything being pressed against the inside of the mold, letting the pump work until the resin has cured. This is called the vacuum forming process or vacuum bagging. After the resin cures, we unplug the pump, take out the hoses, and take away the plastic.

Q: How long is it under vacuum usually?

A: About 2½ hours. It takes about an hour to nest all the cores in place, and get them all saturated, and get the vacuum on — maybe an hour and a half for two people to do. After that hour and a half,

it would be anywhere from an hour to three hours on a normal California day.

Q: Not a Chattanooga day?

A: No, if you have a lot of rain — humidity will slow it down. Cold will slow it down. A few days we have had to leave it 5 or 6 hours before the resin finally kicked off. It's best to leave it on a little longer than to take it off too soon. You get a better bond, a better laminate, if it is pressed until cured.

Q: What is your next step on your boats?

A: We have four — what do you call 'em — I call them bulkheads, which are lateral frames across the boat which we fiberglass to the bottom. They are made of 3/8 inch plywood with limber holes and air holes.

The first lateral one is attached to the front of the trunk and goes across and bows forward slightly on each side, about 4 inches, and will eventually connect with the chain plate area. The second one is attached to the back of the trunk, and goes straight across. It ties into the side and the bottom. The third one is about 18 inches aft of that, which is where the skipper will be walking quite a bit on the false bottom, that's mostly for support for

*(Continued on page 14)*



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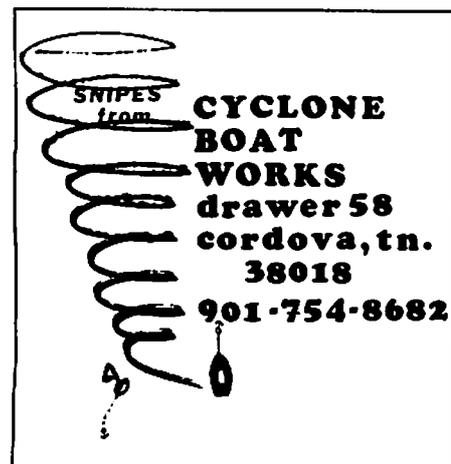
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## MIKE BUILDS A BOAT — Part 2

(Continued from page 13)

the false bottom. The last one is about 28 inches aft of that and is just to stiffen the back area.

Q: That's back where your bailer is?

A: No, its past the bailer. The center of the bailer well is about 30 inches aft of the back of the trunk. You are bracketing the bailer well with the last two bulkheads. But the bailer well adds quite a bit of stiffness itself, to the false bottom.

Q: Because it comes down and attaches to the bottom?

A: Yes, the whole well now attaches to the bottom, and the other little frame we have down there is also 3/8 plywood, and goes from the trunk — is glassed into the front end of the trunk — and goes forward to the forestay fitting. It has lightening holes.

All these bulkheads, lateral and fore and aft frames are patterned so that the false bottom will fit right against them with a little bit of thickened resin, so that when you put the false bottom, they do form little bulkheads. They are glassed to the side of the boat, the bottom of the boat, the trunk, and across the bottom of the false bottom. So it is very strong — you are boxing in the whole area — so you can't have any racking, and at the same time it is supporting the false bottom where the skipper and crew are going to be stomping around and where fittings are going to be attached etc.

The two forward lateral frames stiffen the trunk considerably. They are tied into the front and aft end of the trunk, so that the pressures on the board aren't going to twist the top of the trunk and create any leaks or anything else. Some of the older boats didn't have enough stiffening on the trunk. With the old teak towers, you could take hold of the top and shake it back and forth, and see the top twist off. With the new ones there is no way it could do that. The forward frame is tall enough and is attached to some wood that we put under the false bottom which supports the mast step to take all the compression of the mast, and the bottom won't deflect — that's important. It's very efficient from the weight involved. Very little weight and keeps the weight out of the bow. The other good thing is the first forward lateral bulkhead, which is bent

forward 4 inches, is glassed after we put the false bottom in.

We reach through small inspection ports, which we use to bolt the chain plates through. After we put that in, we can fiberglass from the side of the boat onto the back of this flat area of the false bottom where the chain plate goes, and we carry that fiberglass mat — several layers of it — not only onto the false bottom, where the chain plate goes, but on down into this lateral frame which is bent forward so that the whole unit is really tied together. This frame is tied to the chain plate area so it is not going to lift the false bottom anywhere. It will lift the side of the boat, and the bottom of the boat at the same time because there is plenty of support there.

Q: Now — not counting the laying up of the false bottom — this has taken you about 5 working days? a week?

A: No — to lay the skin it takes — gel coat, Monday morning, first layer Monday afternoon, second layer Tuesday, Vacuum bag it Tuesday afternoon. We lay out all the frames on Wednesday morning, and after these frames are in, we seal the bottom of the boat, and put in any patches that may be needed. I didn't mention glassing in the trunk, but we have to do that Wednesday morning before we put the frames in.

The trunk is already premade and just needs to be glassed in along the keel area, so it takes til noon Wednesday to get the trunk and the frames glassed in and a couple of hours in the afternoon to get everything sealed up real well in preparation for the insertion or installing of the false bottom.

Assuming we do things in correct sequence, we will have a false bottom made by Wednesday afternoon. If we start Monday spraying the false bottom, and lay it up Tuesday, we take it off Wednesday morning, and do the few minutes of clean up work on that, we will be ready that afternoon to install the false bottom. After it is installed, we come back Thursday morning and its ready to take out — we just have to through bolt the chain plates and the aft ring in the bailer well for the lifting sling, and we can take it out by 9 o'clock on Thursday morning.



## Sanctioned Snipe Regattas

Q: So, by Friday, you could have a boat with a deck on it?

A: Oh yes, we are always working 3 or 4 molds at the same time so that while we are waiting for something to dry, we can be making the false bottom etc, and also on Monday afternoon I could be spraying a deck. Decks go quite a bit faster than hulls.

Q: How do you know what your weights are going to be? What are your hull weights coming out at now? Without the bottoms.

A: Well, we don't do it that way. When we take a boat out of the mold it is complete with the false bottom in it, although it doesn't have a deck yet. It is the only way we can get the boat out, and it is also important to help the boat keep its shape. So we weigh each boat at that stage, as it comes out of the mold.

With the new mold — at this point we have only made 6 boats — they have weighed from 191 lbs to 202 lbs — there was only one light one — most have weighed right around 200 lbs. Quite close considering it is a new mold, but we don't just take our resin from a 55 gallon drum and slop it in. We have three 1 gallon buckets on our resin table, and we fill each bucket before each step. For the first step with the ounce and a half mat, we know that it will take 2½ of these buckets, so we assume each bucket weighs 8 pounds, so we know it will take 20 pounds of resin to do this step. As we get further along, we can gage whether we are using more or less than usual.

If we are trying to keep a boat a little bit light because it has a heavy deck that is already made, or something like that, we can be extra careful and save a couple of pounds on each of the first layers, so we know the hull should be 4 pounds light when it comes out. We work only from these buckets and we know how much the mat and cloth weigh, so we will know the approximate hull weight before it comes out of the mold. We keep accurate records of each part; the false bottom weight, the deck weight etc; so that when I go to rig it I'll know almost within a couple of pounds how much lead a boat will require.

*(Next month Pete and Mike will wind up with some thoughts on the "round" bottom)*

JULY 1-2, KICKER REGATTA, Lake Canyon Fleet 681, John McCarthy, 105 Long Bow, San Antonio, TX 78231.

JULY 1-2, MISSOURI VALLEY CHAMPIONSHIP, Iowa-Nebraska Fleet 309, Henry Davis, 5100 So. 26 St., Omaha, NE 68107.

JULY 7-9, DISTRICT V CHAMPIONSHIP, JUNIOR AND SENIOR CHAMPIONSHIPS, Lake Ontario (Irondequoit Bay), Newport Fleet 103, Norm Dahl, 577 Bending Bough Dr, Webster, NY 14580.

JULY 8-9, WINCHESTER INVITATIONAL REGATTA, Winchester Fleet 77, Norman Towle, 50 Hutchinson Rd., Arlington, MA 02174.

JULY 8-9, DISTRICT III JUNIOR CHAMPIONSHIP, Barton B. C. Fleet 520, Dr. Douglas Behrendt, 2121 Woodside, Ann Arbor, MI 48104.

JULY 8-9, DISTRICT 7 CHAMPIONSHIP, Lake Yosemite Fleet 713, Mike Svinth, 644 W 17th, Merced, CA 95340.

JULY 14, 15, 16, DISTRICT III CHAMPIONSHIP, Island Bay Fleet 91, Tom Lewis, 7 Columbine, Springfield, IL 62703.

JULY 15-16, CHARLESTON REGATTA, Charleston Fleet 52, John F. Townsend, 3 St. Michael's Alley, Charleston, SC 29401.

JULY 22-23, ONTARIO SNIPE CHAMPIONSHIP, Oakville Fleet 321, C. Hains, 231 Westdale, Oakville, Ontario, Canada.

JULY 22-23, SILVER SNIPE STAVSNAS, Stockholm, Sweden.

JULY 22-23, SPOFFORD INVITATIONAL, Spofford Lake Fleet 751, Glenn Younie, 16 Edwards St., Keene, NH 03431.

JULY 29-30, DIAMOND LAKE OPEN, Diamond Lake Fleet 158, Bud Leonard, RR 4 Howell Point, Cassopolis, MI 49031.

JULY 29-30, NEW ENGLAND SNIPE CHAMPIONSHIP, Quannapowitt Fleet 628, Ron Barber, 48 Florence Ave, Norwood, MA 02062.

JULY 29-30, MIDWESTERN CHAMPIONSHIPS, Wichita Fleet 93, Ted Wells, 5 Huntington Ave., Wichita, KS 67206.

AUGUST 2-6, OAKVILLE-BERMUDA TEAM RACES, Oakville Fleet 321, C. Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

AUGUST 5-6, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Alamitos Bay Fleet 218, Eric Conn, 291 Glendora, Long Beach, CA 90803.

AUGUST 7-11, U.S. NATIONAL CHAMPIONSHIP, Alamitos Bay Fleet 218, Eric Conn, 291 Glendora, Long Beach, CA 90803.

AUGUST 7-11, CANADIAN NATIONAL CHAMPIONSHIP and PAN-AM GAMES TRIALS, Oakville Fleet 321, C. Hains, 231 Westdale Rd., Oakville, Ontario, Canada.

AUGUST 12-13, WISCONSIN-MINNESOTA OPEN, LaCrosse Fleet 571, A. C. V. Elston, 2005 Cass St., La Crosse, WI 54601.

AUGUST 19-20, HOOSIER HARVEST, Muncie Fleet 557, Nyal Williams, 4516 N. Tillotson, Muncie, IN 47304.

AUGUST 19-20, BRIENDY MEMORIAL CHAMPIONSHIP, Onondaga Fleet 18, Bud Booth, P. O. Box 42, Solvay, NY 13209.

AUGUST 21-27, EUROPEAN CHAMPIONSHIPS, Real Club Nautico De Valencia, Valencia, Spain.

AUGUST 26-27, BOARD OF GOVERNORS REGATTA, Quassapaug Fleet 231, Philip Paul, 23 Summit Road, Naugatuck, CT 06770.

AUGUST 26-27, EVERGREEN REVITALIZER, Evergreen Fleet 740, Larry Colter, 1203 Fell, Bloomington, IL 61701.

SEPTEMBER 9-10, WEATHERBY LAKE 6th ANNUAL HOSPITALITY REGATTA, Weatherby Lake Fleet 698, Hank Freeman, 9797 N. W. 75th Terr., Kansas City, MO 64152.

SEPTEMBER 9-10, INDIANA OPEN, Indianapolis Fleet 409, Harry Huff, 21 Sleepy Hollow, Carmel, IN 46032.

SEPTEMBER 9-10, LONG ISLAND SOUND OPEN — CALL OF FALL, Sea Cliff Fleet 4, David Lawson, 76 Wyatt Rd, Garden City, NY 11530.

SEPTEMBER 22-24, NORTH AMERICAN CHAMPIONSHIP, Annapolis Fleet 532, Eric Purdon, 3 Perry Avenue, Annapolis, MD 21403.

OCTOBER 7-8, OXFORD INCIDENT/ACCIDENT, Acton Lake Fleet 515, Jim Hater, 4591 Patron Ct., Cincinnati, OH 45238.

OCTOBER 12-15, SNIPE WORLD JUNIOR CHAMPIONSHIP, Mission Bay Fleet 495, Tom Nute, 4021 Bernice Dr., San Diego, CA 92107.

OCTOBER 19-27, WESTERN HEMISPHERE CHAMPIONSHIP, Clube de Campo de Sao Paulo, Sao Paulo, Brazil, Flavio Caiuby, Rua Libero Badaro 501 — 16º andar, Sao Paulo, 01009 Brazil.

OCTOBER 21-22, FRIGID DIGIT, Annapolis Fleet 532, L. A. White, 228 Claude St, Annapolis, MD 21401.

OCTOBER 28-29, HALLOWEEN REGATTA, Atlanta Yacht Club Fleet 330, Donald L. Simpson, 3432 Stoafield Dr. NE, Atlanta, GA 30319.



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