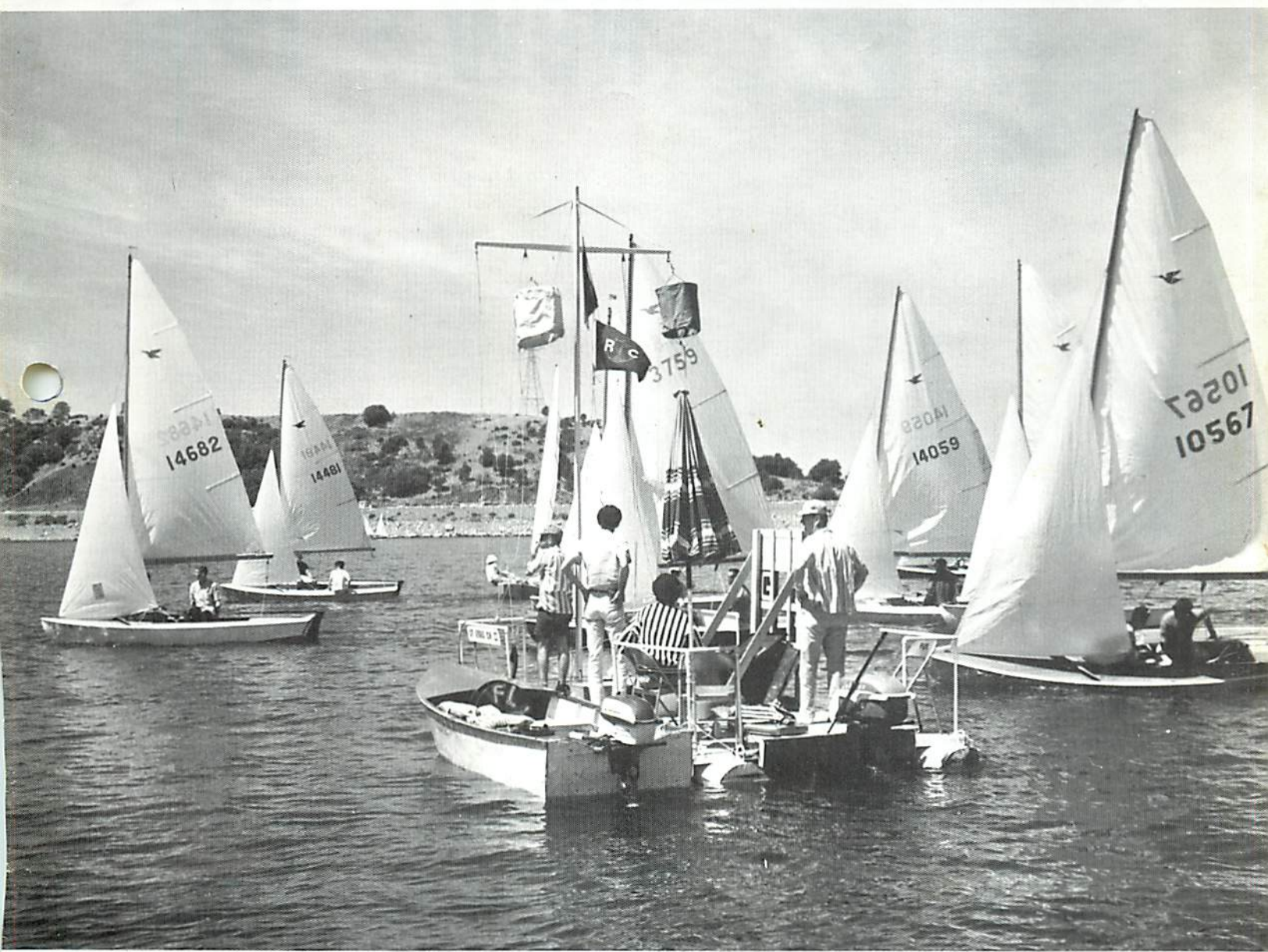


# ***SNIPE BULLETIN***



JUNE 1966

Vol. XVI No. 1

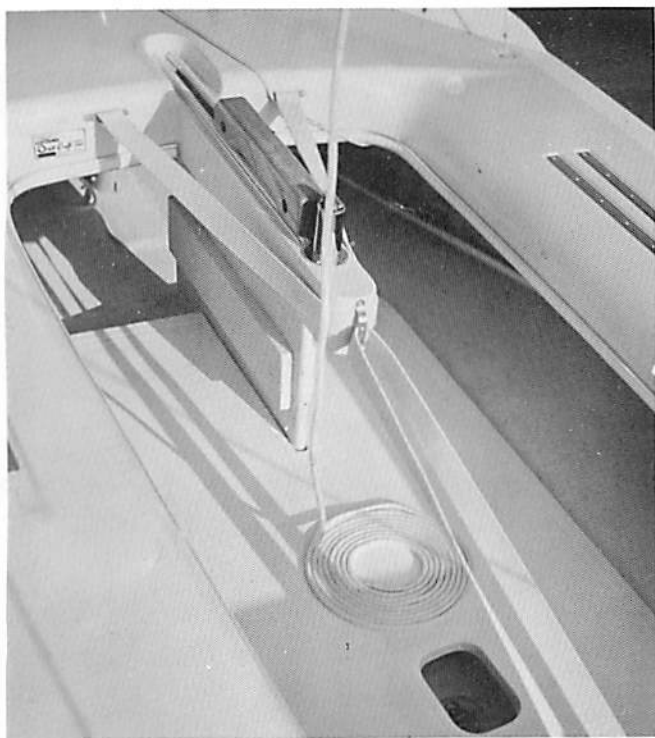
Some New Officers Elected  
Regatta in Virgin Islands  
The Cunningham Hole

# LOFLAND

# SAIL-CRAFT, INC.

## FIBERGLASS SNIPE

# NEW... FOR 1966



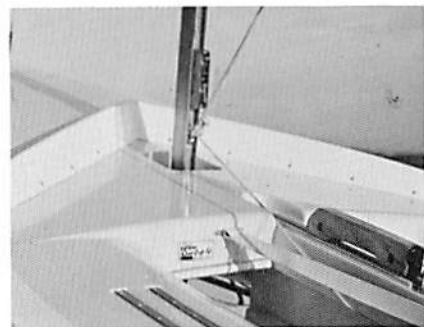
\*A brand new hull built to the exact specifications of the 1965 National Championship Snipe.

\*A proven hull design that has won many National and International honors.

\* A more rigid hull combined with superior hull finish.

\*The hull has been designed for championship sailing, encompassing many features recommended by World championship skippers.

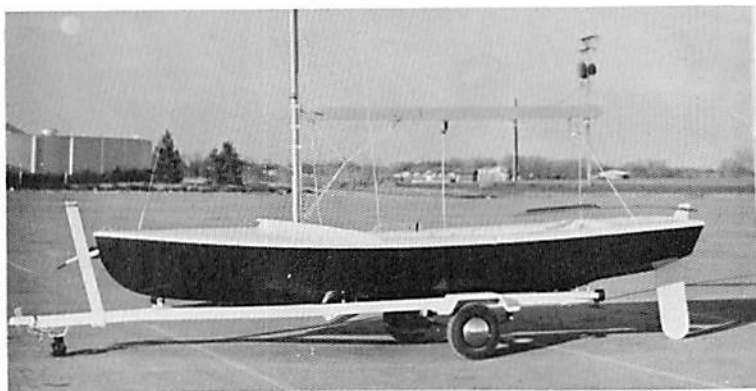
- ↑ \*A brand new beautiful deck and cock-pit.
- \*Double sail track permits perfect trimming of jib.
- \*Removable floor board. \*Whisker pole and paddle.
- \*Fiberglass rudder with mahogany tiller & extension.
- \*Cock-pit edge roll increased for greater crew comfort.
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⊙The Lofland Sail-Craft Snipe for 1966 features a new innovation in deck design.

⊙The fore-deck has a high crown to shed water faster — a much lower crowned aft-deck to provide lower C. G.

The LOFLAND SNIPE TRAILER is designed especially for the LOFLAND SNIPE. Performance proved by actual roadtesting. Complete with signal, stop, and tail lights. Extremely low structure permits unrestricted rear vision from auto. Springs, axle, tires permit pulling Snipe at all speeds in absolute safety. Tubular steel used in A-frame construction. A cradle is provided for carrying mast above deck.



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## Voice Of The People

WANTS CHEVRONS DISPLAYED — AND WHY NOT?

"I want to make a suggestion concerning chevrons for winning important regattas.

In our fleet, we are fortunate to have Ted Wells as an active skipper. We also have several other exceptional skippers, including Bob Williams, who have earned the right to display chevrons on their sails. The problem is that through modesty or other unknown reasons, they don't!

I notice that in the Star Class, chevrons are displayed. The Star skippers are apparently proud of their achievements and anxious to show it. I think this is well and good. To me, anything that will promote keener competition and effectively recognize achievement is certainly worthwhile, and winners should so regard it and appreciate their privileges.

I feel that SCIRA should take immediate steps to amend the rules so that any skipper who had won the right to a chevron (especially in-national competition) would be required to wear it. I invite other members of SCIRA to make their feelings known on this issue." — John E. Cameron, Wichita Fleet  
Box 913, Winfield, Kansas

### SOME GOOD NEWS FROM CHILE

"As you know, the Snipe Class is just getting started in Chile, and I am sure all members will be pleased to know that we had our first regatta on April 8-9-10 in the Pichidangui waters.

On those dates, two regattas took place in Pichidangui: the "Lightning Cup" for Lightnings (12 boats) and the "Kon-Tiki Cup" for Snipes (5 boats - it is modest, but a start!)

The results of these regattas were published in Chile's main newspaper "El Mercurio" (something like the New York Times) and I am pleased to enclose a cut of the article. You can see the publicity is good, which is important when one is trying to develop something new in an area.

Although I realize this event is not very important in SCIRA affairs, compared with big regattas in other countries, we would be happy if we could get a small note in the BULLETIN, as this is the first result of the efforts of a few enthusiastic Snipers in a country where we expect to develop our class. For this possibility, I indicate hereunder the results:

BOAT	SKIPPER	CREW	Fin.
16423	Andres Minvielle	J.Y.Reboulet	1
16424	Etienne Nemes	R.Nemes	2
16063	A.Roberts	R.Apel	3
15962	Marcos Briebea	Mauricio Briebea	4
15983	L.Delano	Mrs.Delano	5

The first two Snipes were from Pichidangui and the other three from Valparaiso. We have had only numbered Snipes in the last few months and we are now and expect to be in good SCIRA standing at all times. We are completing our organization and will soon apply for a charter and admission to the SCIRA family of nations." — Andres Minvielle  
Casilla 3218, Santiago, Chile

### A BOY, A BOAT, AND SUMMER - IT'S A TOUGH LIFE!

"I have just purchased a magnificent Snipe which I wish to transfer and register in my name. The hull number is 7114.

I understand that the boat was constructed in 1948, but she is still in mint condition. Her entire hull has been fiberglassed and the wood interior shows no sign or wear or rot. The mast and boom have an almost flawless coat of varnish and everything appears new or very well-kept. She also has a recent suit of sails.

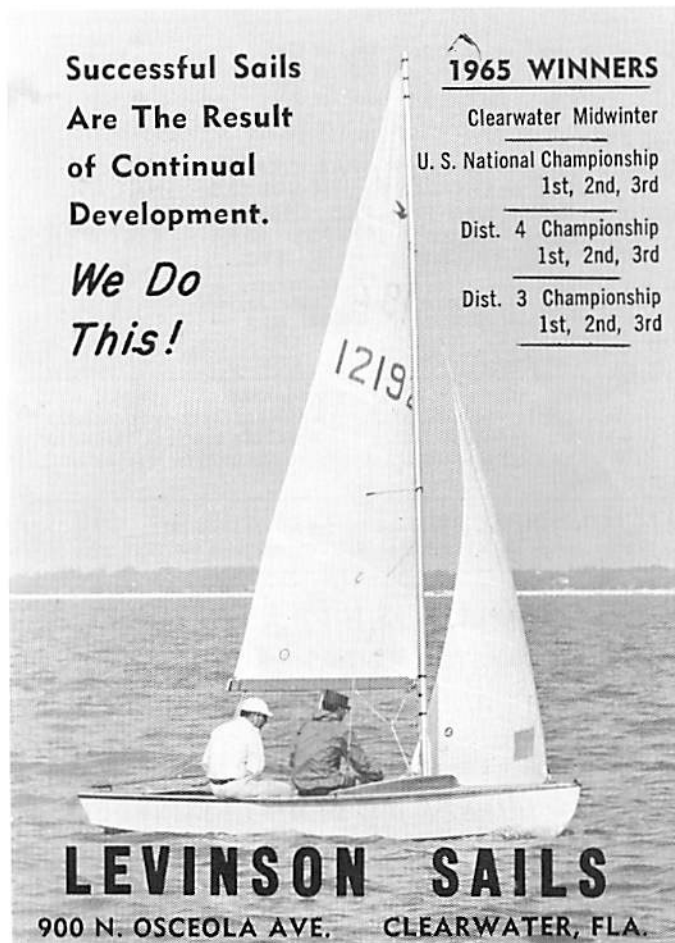
I have only taken her out twice, but she is the fastest boat I have ever sailed. Before I go off to college, I am going to spend my weekends and nights sailing." — Ron Santoriell  
East Northport, N. Y.

Successful Sails  
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of Continual  
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Dist. 4 Championship  
1st, 2nd, 3rd  
Dist. 3 Championship  
1st, 2nd, 3rd



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**FIBERGLASS SNIPE**

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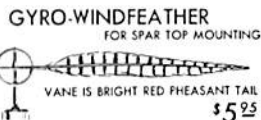
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*New Sails* **\$105.**

4oz Dacron Main & Jib, Bag, Battens, Jib hanks



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 4 OZ. PER SET — UNBREAKABLE  
 SET OF 3 — \$10.50



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# SNIPE BULLETIN

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

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 655 Weber Ave., Akron, Ohio 44303, U. S. A.

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## The Cover

This is really a "busy" picture - lots of people doing many things at the same time. It depicts the start of a Small Boat Racing Association Regatta sponsored by the Folsom Lake Yacht Club, Sacramento, California. This lake, created by a dam on the American River 25 miles east of Sacramento, is approximately 25 miles long with an average width of 10 miles and offers almost unlimited recreational facilities to people from all Northern California. Small boat racing on inland lakes like this in the United States is playing an increasingly important part in the sailing world and unquestionably has a most promising future.

It also affords an excellent view of a now common Race Committee "boat" in use throughout the country at small local regattas. A raft, floating on pontoons of various design and construction (oil drums are good), is driven by an outboard and completely equipped to the point of luxury with every device and equipment needed by RC members. Some even have stenographic equipment, an ice box, and awning to provide shade (in this case, an umbrella). Each summer sees some improvements, and now a job on the RC is looked upon as a special privilege instead of the chore it used to be.—By C. V. Warfield

## THE SCORE

Numbered SNIPEs — 16392  
 Chartered Fleets — 604

SCIRA issued 72 numbers for new Snipes in the last 30 days, thus bringing our total to 311 starting with last October. Pretty good, but just 101 boats behind the record-breaking 1965 with 412 for the same period. 45 went to the U. S.; 20 to Spain; 2 to England; 2 to Portugal; and 1 each to Angola and Canada. Looks like we are going to have a good average year with nothing too startling or to kick about - ergo, satisfying!

## The Latest News on Rule Books

When changes were made in racing rules last year by IYRU, it was stated that they would be in effect until 1969. To make sure that the 1965 NAYRU rule book as printed then (we still have some in stock) was still valid, we made enquiry, and Harry Anderson, Jr., Secretary, replied as follows:

"As you surmise, it is the intention of the IYRU Rules Committee to make no major changes until after the 1968 Olympics.

The NAYRU, therefore, ordered a sufficient quantity of the 1965 edition of the Racing Rules to last through 1968 and plans no revised edition in the interim."

So hang on to your old book, and if it wears out, we can supply a new one for 75¢ (50¢ more will get a copy of that wonderful little booklet "Principal Sailing Rules of the NAYRU" by Fearon D. Moore, too!) Copies of the 1966-67 SCIRA Rule Book have been distributed to all who have paid current dues. You should have one by the time you read this. Take care of it!

## Some New Officers Are Chosen

When Dr. Angel Riveras de la Portilla of Spain was elected Rear-Commodore of SCIRA last November, it was forgone that other changes would occur also, for he moved up from the office of General Secretary for Europe. Since the new rule book was in the make-up stage, it was desirable to fill the vacancy at once, so the election scheduled for this summer was moved ahead.



Svend Rantil

In a poll of the National Secretaries of all Europe, Svend Rantil of Sweden was chosen to become the new General Secretary for Europe. He, in turn, left the post of General Secretary for Northern Europe vacant, so the countries involved then proceeded to fill that post with the choice of Aarno Walli of Finland; So we have two newly promoted officials in SCIRA, and they are both excellent choices for the positions. Well recognized for their activity in their

separate countries, and working together, have joined with Uffe Josephsen of Denmark and Harald Grav and Brynjulf Romslo of Norway to promote Snipe in the Scandinavian countries.

Their success is attested by the fact that in the last six or seven years, those countries have more fleets and active boats than ever before and are steadily pushing forward. Snipe is really a leading class in that area as a result. The entire membership of SCIRA congratulates these men and wishes them continued success, luck, and good health as they work for SCIRA in the future. Skool!

One thing about Aarno - he is quite a versatile man, and as an executive in the TV and entertainment field, he knows how to get around. The picture below came entitled, "National



Secretary Aarno Walli can also lead a song ensemble at a garden party", but from the faraway look in his eyes, it could be he is thinking of the day when a Finnish sailor is Snipe champion of the world. And it might happen, too!

## The 1967 Pan-American Games

Detailed plans for the Pan-American Games to be held on Lake Winnipeg from July 26-August 2, 1967, are progressing steadily and indications are this will be the largest and best yet held. Since Snipe is one of the classes in the sailing tournament along with Finn, Lightning, and Flying Dutchman, SCIRA is quite interested in helping insure success of the Games.

The most immediate spot is in the entry list. It should be the largest as far as Snipes are concerned, and that gives the Committee headed by Doug Keary, National Secretary of Canada, a problem in trying to determine how many Snipes will be required and have to be built so all contestants will have good and equal boats. Only about one-third of the eligible countries are in SCIRA now, so the news must be disseminated however possible. The committee can be helped immensely if each country would serve formal notice of intention to participate, so the boat-building program can be started now and finished by next Spring. Transmit entries or requests for more information to the Pan-American Games (1967) Society, P. O. Box 1435, Winnipeg 1, Manitoba, Canada.

## DEXTER THEDE

Grand Rapids Yacht Club  
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Champion  
'64 and '65



Two Snipe Class Champions

## JERRY JENKINS

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Grosse Pointe, Mich.  
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'64 Dist. #3 Champion  
'64 Ind. State Champion  
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| 1. COCKPIT COVER—                       | Over the boom-snap closed front - mast collar to keep rain out with boom tip cover  | \$25.00 |
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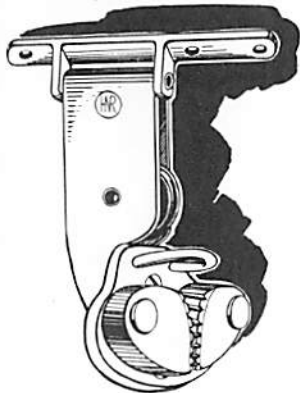
## Every Sailor Needs It — SCIENTIFIC SAILBOAT RACING — by Ted Wells —

First appearing in 1950, this fine sailing book has become the "Sniper's Bible." Completely revised and enlarged with some 20% of new material in 1958, it has proved so popular throughout the world that it was recently reprinted. This 3rd edition is now immediately available. Why Noy Buy the Best?

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# HOWARD N. RICHARDS

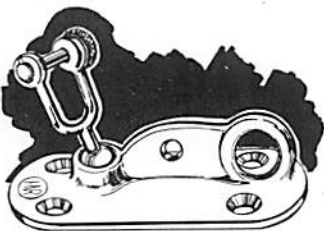
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## Boom-mounted Mainsheet Jam

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 forward, 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.



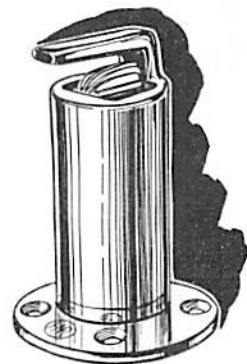
QUALITY FITTINGS



## QUALITY FITTINGS

for the discriminating yachtsman

If your fittings just perform well, you only have half a Snipe. When your boat is equipped with Richards fittings, you have the complete Snipe. To be truly "with it" in Snipe racing you need hardware designed by a Snipe sailor, for Snipe sailors. Take the Jiffy Jib Jam, for example. The Schmidt brothers of Brazil used it in winning the 1963 and the 1965 World's Snipe Championship, as did the runners-up, the Levinson brothers of the United States. The Conrad brothers of Brazil used one in winning the 1964 Western Hemisphere Championship. To win, you don't need your brother as crew, but brother, you need a Jiffy Jib Jam. In fact, in 1965 the National Championship of eight countries was won by Snipes so equipped. Could a record such as this leave any doubt as to what is needed to get you up where the action is?

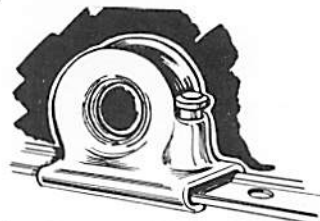


## Jiffy Jib Jam

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 \$1.50 per foot.)

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## The Dinghy Float

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## Bill Wheeler Wins One Race and Title

If we had slightly more cooperation from the Dallas weather man, over fifty boats would have been in the running for the oldest (?) trophy in Snipedom.

With storm clouds coming in on a starboard tack and 20 knots of wind keeping everyone awake, away they went — the results are below (because, as it wound up, the first was to be the only race).

It was during the second race, about the end of the first lap, that those starboard storm clouds started wanting room at the mark. . . with lightning and thunder, the RC cancelled the race, as lightning had been the prearranged signal for such action.

Sunday morning was flat with California sunshine still falling and mean-looking clouds off to starboard, so we drank a few cool ones for you who didn't make it; passed out trophies, and went home to drink anti-mildew medicine.

Every member of the White Rock SC and Fleet #1 wishes to thank everyone for helping to have what would have been our finest regatta had we been able to reschedule the monsoons. Even with the rain and mud, it will probably be talked about longer than many.

We give special thanks to the RC for a hard job well done, and they will be waiting for you duffers next year. . . . and here's hoping for a not so drippy 1967 Southwestern!!

ORDER OF FINISH of the ONE RACE —Ed Haynes

### SOUTHWESTERN SNIPE CHAMPIONSHIP - Apr. 22-24

White Rock Lake, Dallas, Texas (Top 30)

1. Bill Wheeler, Dallas	16. Jeff Johnson, Shreveport
2. Dick Elam, Abilene	17. Dick Williamson, Ft. Worth
3. Henry Towles, Oklahoma City	18. Bob Gillespie, Ft. Worth
4. Bubba Horner, San Antonio	19. Lee Woodbury, San Antonio
5. Jimmy Zars, San Antonio	20. John Muller, Ft. Worth
6. Bob Cummings, Dallas	21. John Muller, Ft. Worth
7. Jim Bookhout, Dallas	22. Bob Wylie, Dallas
8. Bill Drummond, Austin	23. Gary Boswell, Dallas
9. Bill Culp, Oklahoma City	24. Austin Young, Dallas
10. Joe Starr, Dallas	25. Tom Haumermeister, Tulsa
11. Louis Nelms, Ft. Worth	26. Vinnie Beakey, Ft. Worth
12. Dick Fagan, Ft. Worth	27. Bill Holton, Dallas
13. Don Owens, Dallas	28. Don Williamson, Ft. Worth
14. Mac Hall, Dallas	29. Jack Compton, Tulsa
15. Phil Shoop, San Antonio	30. Jerry Sams, Dallas
	Barney Terrell, Dallas

## ATTENTION — all Fleet Measurers

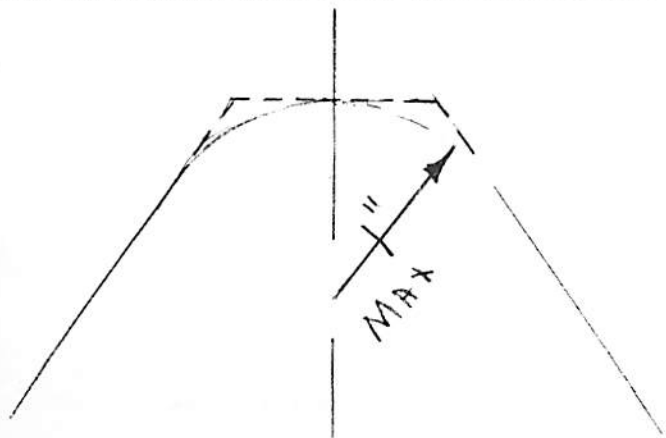
Snipe specifications for the stem include the following sentence:

" If bow is rounded, radius shall not exceed 1" at any point above sheer intersection. "

Been so specified for years.

Recently an amateur builder came up with three different methods of interpretation in applying this measurement, any of them plausible. So the Chairman of the Rules Committee makes the following statement:

" One inch radius on the stem means one inch radius on the stem", and he submits the full scale sketch reproduced below:



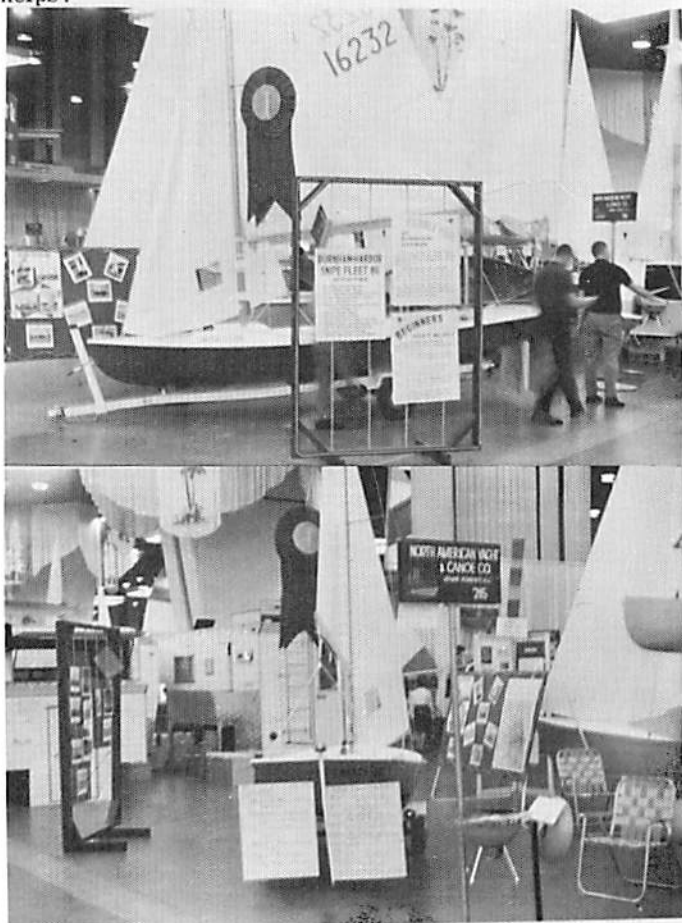
## Snipe in Chicago Boat Again

As usual, Chicago Snipe Fleet 86 had a booth at the Chicago Boat Show this Spring.

The display this year was focused on beginners as well as experienced sailors --and it really drew the crowds! As a direct result of our efforts there, it appears that we may add almost a dozen boats to the fleet for this season. Also, probably an equal number will be attracted to the other 3 Chicago Fleets ( we might have another new fleet in the area before the season is launched.

Our fleet committee chairman for this successful undertaking was John Pilon. We are a little surprised that a lawyer could exhibit such strong advertising and construction aptitudes, and suspect that his wife Jean, who is a school teacher, had her students working on special assignments. It figures - and it helps!

— Dick Ver Halen



Looks like an ideal set-up for a boat booth. Note the bulletin boards flanking the boat which display pictures of Snipes sailing and racing, covers and copies of old Bulletins, and other items with eye appeal. In addition, placards gave the story of Snipe on the local scene for all types of onlookers, and for really serious visitors, a few chairs gave an opportunity for the "hard sell" and the making of new friendships.

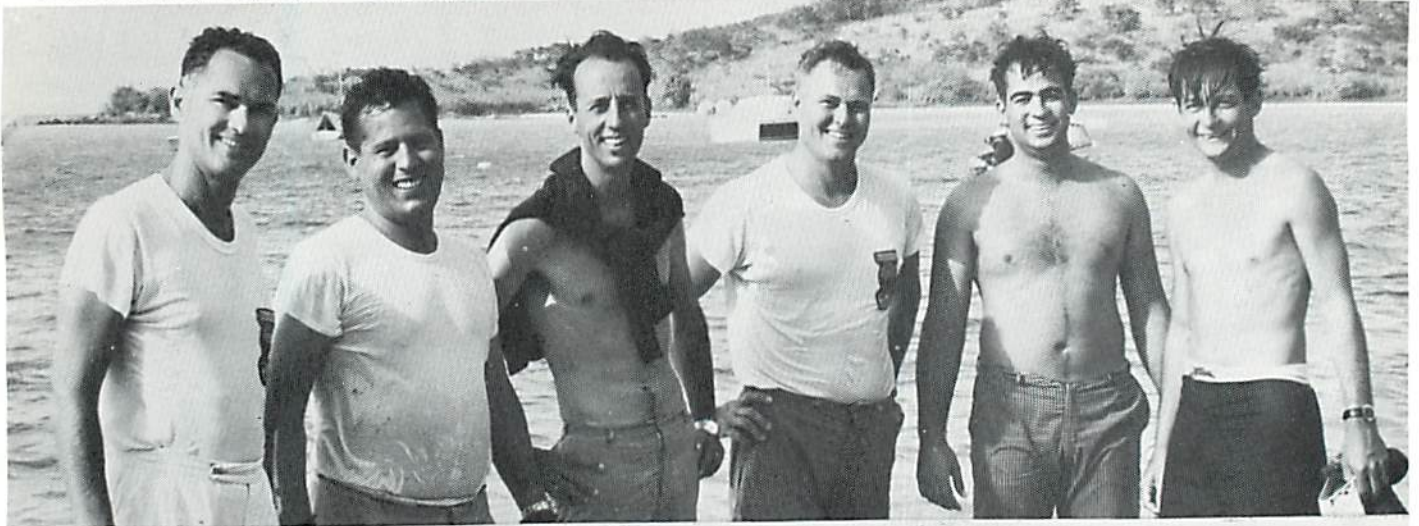
## Some Miscellaneous Items

The article " Junior Sailing Recommended" in last month's BULLETIN was by Buzz Levinson, recently appointed by National Secretary Bud Hook to be the Chairman of a Committee to encourage Junior sailing. Please send your ideas on the subject to him at 6234 Landborough Dr. , Indianapolis, Indiana 46220. All suggestions will be surely appreciated.

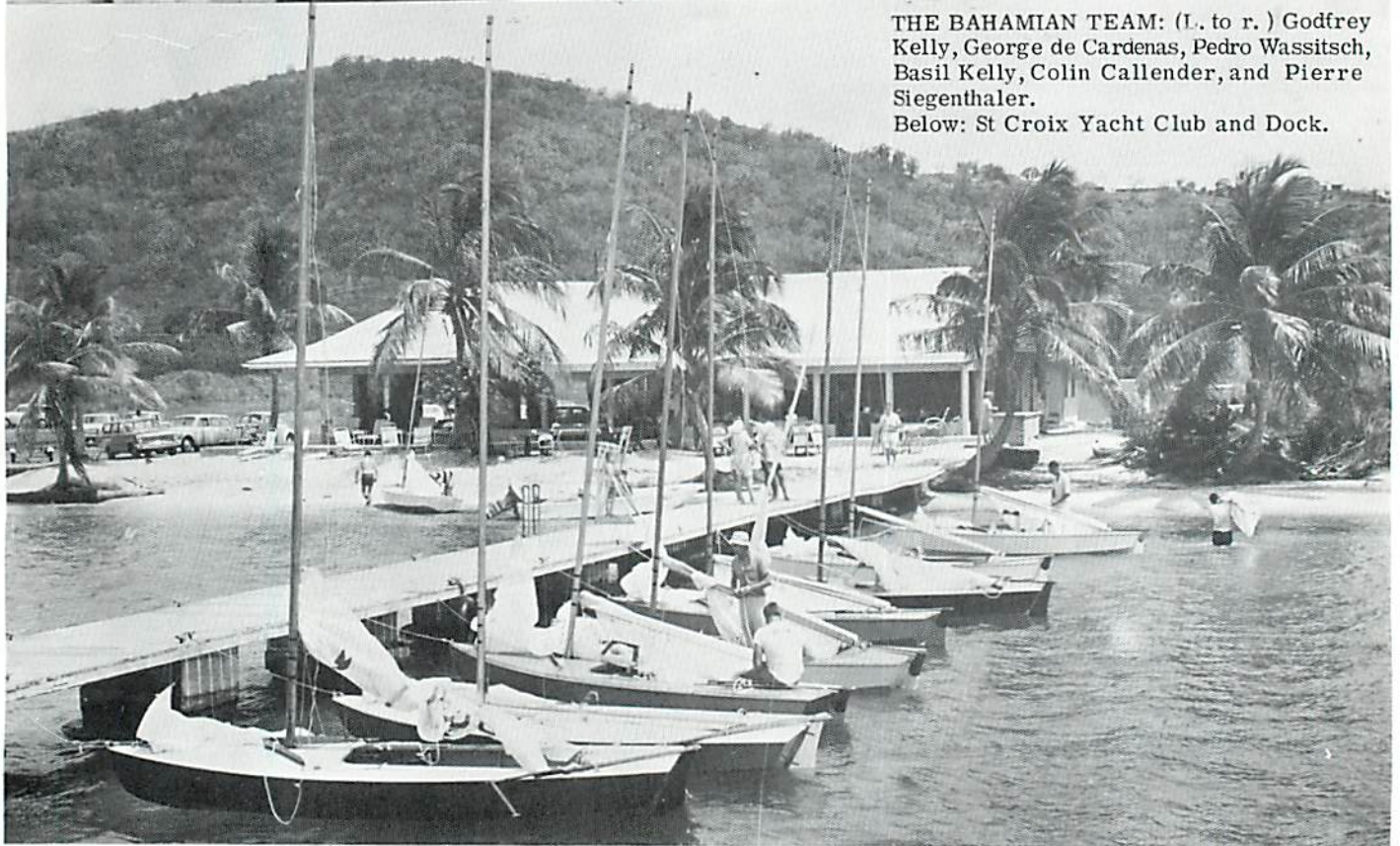
The members of Miami Fleet 7 have voted favorably on an all-Snipe Regatta on Biscayne Bay to take place during the middle of winter on the weekend between the Nassau Week and the Midwinter Championship Regatta at Clearwater. Bill Aicardi would like a postcard from anyone who might be interested in getting this started. (7645 SW 117th St. , Miami, Fla. )

You can get an extra copy of the new rule book for \$2. 00.

# BAHAMIAN SAILORS WIN VIRGIN ISLAND RACES



THE BAHAMIAN TEAM: (L. to r.) Godfrey Kelly, George de Cardenas, Pedro Wassitsch, Basil Kelly, Colin Callender, and Pierre Siegenthaler.  
Below: St Croix Yacht Club and Dock.



A team of six Snipe sailors from the Bahamas competed in a Snipe regatta at the St. Croix Yacht Club, St. Croix, Virgin Islands on May 13-14-15. This was the second annual Snipe regatta sponsored by the Cruzan Gold Fleet 603, recently chartered by SCIRA.

The races consisted of two series - one a team race with a team defined as being not less than 3 boats for the Commodore Ohmeis Trophy, and the other a five-race individual championship series for the Viner Trophy. The races were interspersed during the three-day period.

The boats furnished by the host club were all Portuguese built and in excellent condition. The sailing conditions were excellent and the starting and finish lines were less than three minutes sailing from the club dock. Winds varied from 15 to 20 knots, with strong easterly breezes and relative smooth water, for the sailing area is protected from ocean waves by a barrier reef. It was an ideal set-up!

The three-race team series was contested by four teams of three boats each; one from Puerto Rico, one from Bahamas,

and two from the Virgin Islands. The Bahamian contingent won this event easily, with Puerto Rico 2nd, and Virgin Islands 3rd and 4th. Team racing is such that the team with the lowest score emerges the winner: Bahamas - 25 3/4; Puerto Rico - 51 1/2; Virgin Islands - 63; Virgin Islands - 93.

And the Bahamians also cleaned up in the Championship Series, for they took the first three places in this five race series. Godfrey Kelly with George de Cardenas as crew won the title with one 1st, three 2nds, and one 3rd; Basil Kelly and Peter Wassitsch had two 1sts, one 2nd, and two 4ths; Pierre Siegenthaler and Colin Callender got one 1st, one 2nd, two 3rds, and one 4th. Gary Hoyt of P. R., who was third in the 1965 World Championship Races at Las Palmas, was 4th overall.

The Bahamian team was in itself international with one Cuban, one Swiss, one Brazilian, and three Bahamians. Five of these fellows are Olympic sailors. This augurs well for the future of Snipe racing in the Caribbean, and no doubt next year there will be increased attendance. At least, there should be some U. S. sailors enjoying this fine sailing opportunity.



## Oregon Fleet Makes a Good Try—



DEE AND GENE PATRICK get Championship Trophies from Fleet Captain Don Waggoner (right).

Last New Year's Day, January 1st, 1966, the Willamette Snipe Fleet 533 (Portland, Oregon) held its first annual Charter Birthday" celebration, hoping to have the first race of the new year.

Winds with gusts up to 50 knots and heavy current kept the fleet's fifteen boats on the dock, but we celebrated by presenting Gene Patrick and wife and crew Dee with the fleet championship trophy. Gene is a four-time winner, taking the top spot each year the fleet has raced.

1965 Fleet Captain Don Waggoner made the award in the midst of rain, sleet, and heavy wind with the parting words of, "Congratulations, but we hope it doesn't happen for the fifth straight time."

A few minutes later, all the skippers, crew members, and families adjourned to Captain Waggoner's home for a splendid afternoon of assorted food and sailing talk, mostly centered around how best to beat Gene.

With the January race cancelled, we are now preparing for the opening of the WSC season in April. By the end of this season, Fleet 533 expects to be the largest in the area, closing in now on the Lidos, Lightnings, and Flatties.

You'll be hearing from us soon again!

— John F. Williams, Jr.

## Earl Elms Continues on Hot Streak

Earl Elms of Mission Bay, by winning FIVE STRAIGHT, took the Schenck Series, sailed at Balboa Yacht Club April 2-3. This victory gave him a flying start for the Southern California Travelling Trophy.

Dave Petersen, also of Mission Bay, had a close second place with three Balboa boats - Dave Ullman, Argyle Campbell, and John Laun - filling out the top five spots.

22 boats turned out for a well-run regatta, marred only by slightly chilly weather, unthinkable for Southern California. Earl hopes it will be better at Chautauqua! —Arch Higman.

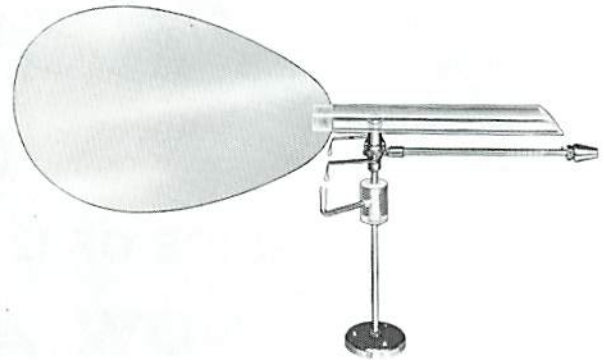
### FINAL RESULTS - SCHENCK SERIES - (Top 10)

BOAT	SKIPPER	Races	1	2	3	4	5	Pts.	Fin.
6103	Earl Elms		1	1	1	1	1	8000	1
12505	Dave Petersen		3	3	2	3	2	7374	2
14439	Dave Ullman		2	6	4	2	5	6932	3
14293	Argyle Campbell		9	2	5	7	3	6441	4
13599	John Laun		6	5	6	4	8	6204	5
14150	Tom Nute		7	9	7	8	6	5650	6
14480	John Thorne		5	13	3	10	7	5641	7
15278	Bud Raffee		10	4	12	6	dnf	4757	8
15189	Jack Jacosky		13	10	10	5	dnf	4363	9
13195	Jack Steele		4	8	11	dnf	dns	3719	10

ATTACH A

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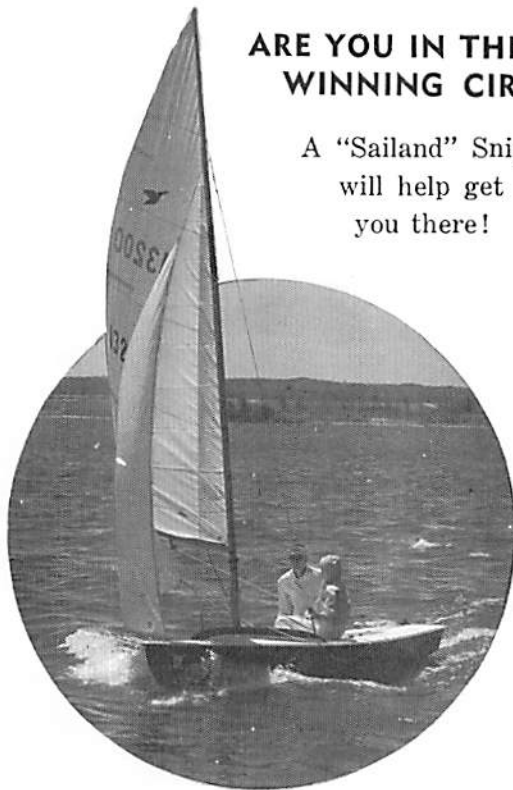
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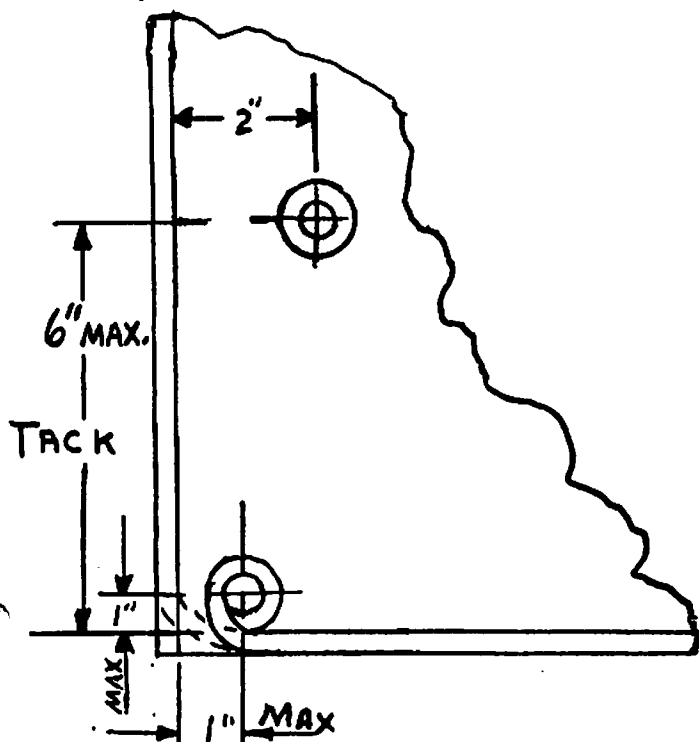
## A Dissertation on

# The Cunningham Hole

by Capt. DICK TILLMAN

1965 "Yachtsman of the Year"

The Board of Governors, at the 1965 Annual Meeting, approved the use of the Cunningham hole. This topic has been under consideration for several years, and was carefully deliberated. Many other classes have successfully used this innovation for some time. Thus the Board's decision is commensurate with SCIRA's policy of adopting only those tried and true improvements which will be beneficial to the Class.



### WHAT IS THE CUNNINGHAM HOLE?

The Cunningham hole, simply stated, is a grommet placed near the tack of the mainsail. It is used to adjust the tension of the luff and control the draft of the sail. This has several advantages. Pulling down the grommet in a heavy wind flattens the main and moves the maximum draft forward. This produces the most efficient sail shape for sailing close hauled, both for footing and pointing. For beating in light air or when off the wind in medium or heavy air, the tension on the luff can be eased, moving the draft aft and tightening the leech, thus producing additional sail power.

The Cunningham hole extends the range of wind condition under which a particular sail can be used. Heretofore, the Snipe skipper who owned a full sail cut to the maximum luff measurement could not control its luff tension or shape. Increasing the luff tension meant lowering the gooseneck below the maximum limit. However the Cunningham hole now legally allows him to do this, since the luff can be adjusted independent of the gooseneck.

The approval of the Cunningham hole will not make any sail obsolete. On the contrary, it will extend the useful range of any medium or full cut sail and will not reduce the usefulness of a flat sail since the flat sail is not effective in lighter air anyway. Moreover, it is relatively simple and inexpensive to add the grommet and hardware required.

### WHERE SHOULD THE GROMMET BE PLACED?

The rule says that the grommet should be no higher than 6 inches above the bolt rope at the foot of the sail and no more than two inches aft of the bolt rope at the luff of the sail. If a sail does not have a square corner at the tack, the six inch and two inch measurements should be taken at the imaginary point where the extension of the bolt rope at the foot and the bolt rope

at the luff intersect. Measurements should be taken from the top of the bolt rope on the foot and the aft side of the bolt rope on the luff. The location of the grommet then is anywhere within a 6 x 2 inch rectangle.

The actual location of the grommet for any particular sail will be determined by how much the luff can be stretched. Here is a suggested procedure for locating the grommet. Hoist your sails and put your main at the upper limit. In still air or when sailing close hauled in heavy air, pull your boom down until the luff is taut. Now sheet your main as tightly as possible. Slide the boom lower is necessary to remove any wrinkles in the sail caused by the mast bending. Place a pencil mark on the sail approximately one inch above the point where the tack would normally be located if it were at the lower limit. This is where the grommet should be.

### HARDWARE

The hardware for adjusting the Cunningham hole is also simple and easy to install. All that is required is an eye strap on the port side of the boom and a small cam-action jam cleat on the starboard side. Attach a 1/4" or 5/16" line from the eye strap, pass it through the grommet and sheet it in the cleat. This gives you a two-to-one mechanical advantage which should be ample for any luff adjustments. The jam cleat should be on the starboard side of the boom, as the first reach of the race is normally on the starboard tack. It will also be in a position where your crew can easily make the adjustments.

You should find that the Cunningham hole will enable you to adjust your sail easier, make it set better, and improve your performance. These are real benefits, considering the ease and low cost of installing the grommet and hardware.

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## SNIPE NEWS IN BRIEF

Snipes in the Potomac area are on the increase! With more interest and activity displayed than ever before, the local fleets are registering a record number of members and all prophesy the best season ever experienced. Potomac 60 and Annapolis 532 are especially active; revival of the Tobacco Road Fleet 465 in North Carolina and enquiries from southern Virginia indicate there will be lots of racing there this summer. Jack McNeary, 1852 Lynwood Dr., Charlotte, N. C. says that Jack Helms of Columbia, South Carolina, is planning to produce Snipes, which will certainly boost the fleet, and 495 wants to know about all prospective owners, good used boats, Snipers whom they do not know, etc., so they can really get moving in order to take on the Potomac and Annapolis fleets, to say nothing of Atlanta. They will be sailing from the Lake Norman YC (largest inland lake in the Carolinas about 20 miles north of Charlotte) with about 9 Snipes and prospects of a few more. Sounds O. K. . . . Rev. John Steve, 630 Main St., West Seneca, N. Y. reports that efforts to rebuild the Olcott Yacht Club Fleet 19 is meeting with some success. He was the main instigator of the trailer fleet now operating out of Buffalo, and if you reside in that vicinity, he will certainly be pleased to hear from interested sailors. A series of ads in local newspapers and informal meetings at private homes have brought encouraging results. . . . Betsey Ridge of Lake Mohawk 10 sails old #13 during vacations at Cape Ann, Mass., in the Chowder Races and attracts a lot of attention. The youngsters race at high tide and dig clams at low, then off to a chowder feast. The Ridge family is trying to promote Snipe as a step-up from the Turnabouts. . . . Jack Tomlinson, 1323 Brown-Marx Bldg., Birmingham, Alabama, says they have five Snipes at the BSC and hopes to eventually get a fleet started there. . . . Snipe #8 has a new owner in Alliance, Ohio. 1, 5, 8 and 9 are all accounted for. Then comes 13. . . . The Glen Lake Fleet 300 (Michigan) looks for at least 15 registered Snipes this summer with primary activities in August since this is a great resort area. They claim it is one of the most beautiful sailing

lakes in the nation and whenever they get necessary arrangements for housing and other facilities, they are going to put in a serious bid for the Nationals. . . . Two young Snipers from Jerusalem, Israel, made a summer cruise in the Aegean Sea of 200 Km in the Cyclades. They started at Pireaus and finished at Amafi, through Kea, Simos, Mikomos, Maxos, Panos, Ios, and Thina. They have quite a story plus many pictures, and if any one is interested in helping finance the journey in return for their account, get in touch with SCIRA. . . . John Rose, one of the most enthusiastic members of SCIRA, is back in his beloved Northwest. He was the General Chairman of the 1963 Nationals in Seattle, and as soon as he got back, started a survey of the entire area to prepare for a major campaign of Snipe development in that fertile territory. He wants all interested persons to contact him at 4206 Woodlawn Ave. N, Seattle, Washington. . . . Don Waggoner reports they expect a record 14 boats on the starting line at Lake Oswego at Portland, Oregon, this summer. . . . Elisa Marroni of Arlington, Mass., was a lucky girl when she turned 16 and received a new Gerber Snipe #16116 as a birthday present from Dad. He named it "Sweet Sixteen", naturally. . . . V. E. Walpole, 102 Admiral Rd., Ajax, Ontario, Canada, says, " We hope to get a chartered fleet going in this section. Any Snipe owners in the vicinity of Pickering, Ajax, Whitby, Oshawa, Bowmanville, Newcastle, Port Hope, or Port Perry should write to me for information. " . . . Atlanta 330 has acquired a new Lofland Snipe 16330 and will award it to the outstanding junior sailor this year. Some youngster will be mighty happy! . . . And from Snipe Scraps, District VII Newsletter, "You know Bob Huggins is at Goettingen University in Germany. Well, I read an article in the FD Bulletin regarding experiments with Snipe rudders at said University's Hydrodynamic Institute. Wouldn't you know he wouldn't waste a year!" . . . Gregg S. Lister, 29 Burnett Tr., Maplewood, N. J. is trying to get a new fleet started on nearby Swartswood Lake. He has 3 lined up now and hopes to locate another 2 so they can get a charter on a permanent basis. If interested, get in touch! Neighboring Lake Mohawk 10 is helping with SCIRA details.

# Wells Wanderings



by Ted Wells

JUNE 1966



This is the one hundred and seventy-ninth Wells Wanderings to appear in the Snipe BULLETIN and it almost didn't appear. I just simply couldn't think of anything interesting enough or newsworthy enough to write about. At the last minute, I ran onto two subjects of, at least, some general interest.

## CHANGE THE SCORING SYSTEM?

Every now and then, the suggestion is made that we change our scoring system. At a regatta, it requires a lot of adding of large numbers and it is a wonder there aren't more mistakes. It also makes a lot of work for the scorer, especially if he can't get his job done until the protest committee gets theirs done.

The advantages are that it very effectively eliminates ties, and awards the higher places. The alternatives in the past have been the Olympic logarithmic system which has all the disadvantages of the Snipe system plus a few more of its own, a high total point system used by the Star Class based on number of boats beaten, and several low total points systems based just on counting the total of finish positions in each race with some bonus for at least first place and sometimes more.

With the advent of a new Olympic scoring system which is much simpler than the old one (although a little more difficult than the simplest system listed above), there has been agitation to adopt it. The first six positions carry some premium to award brilliance over mere consistency and to discourage ties. (Ties are unlikely at a regatta among boats which have places sixth or higher in at least one race. The trophies probably won't go far enough to get into many tie situations).

Our Sanctioned Regatta rules require the use of the Snipe point score system, and this cannot be changed until 1968 (changes every two years, and then by Board of Governors action after receiving recommendations from the Rules Committee); however, practice and experience can be obtained by scoring first by the Olympic system, but being sure that all trophies are awarded and first positions determined by the Snipe system. In all cases, every discrepancy between results of the two systems would, I'm sure, be immediately apparent. This new Olympic system is a low total system based on the following points per place: 1-0; 2-3; 3-5.7; 4-8; 5-10; 6-11.7; 7 on-place plus 6.

## LIGHT WIND TIP

In the April issue of "One Design Yachtsman" magazine, Peter Barrett has an article called "Foot for the Headers." Successful light wind skippers have probably always done this without realizing why. The article explains why, which basically is that by bearing off just enough to foot fast, you go down wind and forward of a boat pointing better but going slower, and by so doing, you get to the header sooner than he does. (With any boat there is a small range between best direction and best speed in which boats will get to the windward mark at the same time regardless of where in this range they sail - if there are no headers. But there almost always are.) The article is well illustrated and is convincing.



MIDWINTER REGATTA AT CLEARWATER - The picture above deserves a second look, for it is a perfect example of action around a mark. The various headings of these 10 Snipes emphasize the diligence required in applying knowledge of rules and tactics so you don't get "messed up" one way or the other. Seavy (6995) is now in the clear as he heads to the rear of the pack on a new tack to the next mark. A fine text-book shot!

— Clearwater Sun Photo.

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Olcott Yacht Club

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Write: George Steiner, 5900 Barnes Ave., Bethel Park, Pa.

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JULY 8-9-10 DISTRICT III Championship, Diamond Lake YC, Diamond Lake, Michigan. Herb Wurster, 2415 S. Twyckenham, South Bend, Indiana.

JULY 9-10 MYSTIC LAKE Invitational Regatta, Winchester Boat Club, Mystic Lakes, Connecticut. Kenneth Towle, 45 Woodside Rd., Medford, Mass.

JULY 15-17 DISTRICT V Championship, Keuka YC, Keuka Lake, Bath, New York. John R. Shoemaker, Box 276, State College, Penna. 553 W. Lake Rd., Hammondsport, N. Y. after June 15th.

JULY 16-17 MICHIGAN STATE Championship Regatta, (Closed), Grand Rapids YC, Reeds Lake, Grand Rapids, Mich. Charles Barrett, 2438 Lake Drive, Grand Rapids, Michigan.

JULY 22-23-24 MARTIME and NOVA SCOTIA Provincial Championship Regattas, Rockingham YC, Rockingham, N. S., Canada. Doug Redden, 38 Forest Hill Dr., Rockingham, N. S., Canada.

JULY 23-24 NEW JERSEY STATE Championship Regatta, Lake Mohawk YC, Lake Mohawk, Sparta, N. J. Charles Ridge, 71 Norwood Rd., Upper Montclair, N. J.

JULY 23-24 ROCKY MOUNTAIN SNIPE Championship Regatta, Rocky Mountain SA, Shadow Mountain Lake, Grand Lake, Colorado. John E. Bakken, 5439 S. Huron Way, Littleton, Colorado.

JULY 31-AUG. 6 U. S. NATIONAL CHAMPIONSHIP Regatta, Chautauqua Lake YC, Chautauqua Lake, New York. Red Garfield, 14 Bassett St., Jamestown, N. Y.

AUG. 20-21 DISTRICT III JUNIOR Championship Regatta, Illinois Valley YC, Lake Peoria, Illinois River, Peoria. Robert J. Wesselhoft, 3400 W. Knoxville A-1, Peoria, Ill.

AUG. 20-21 QUASSAPAUG BOARD OF GOVERNORS Regatta, Quassapaug YC, Lake Quassapaug, Conn. Ray Tyler, 92 Westbury Parkway Rd., Watertown, Conn.

AUG. 27-28 HOOSIER HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Heinz G. Fischer, 3010 Brook Dr., Muncie, Indiana.

SEPT. 3-4-5 DECATUR SNIPE REGATTA, Commodore Decatur YC, Lake Decatur, Decatur, Ill. William Coberly, 1365 E. Sedgwick, Decatur, Ill.

SEPT. 10-11 INDIANA STATE OPEN CHAMPIONSHIP Regatta, Geist Reservoir, Indianapolis, Ind. Nick Longworth, 1255 Golden Hill Dr., Indianapolis, Indiana.

OCTOBER 22-23 HOSPITALITY Regatta, Jackson YC., Ross Barnette Reservoir, Jackson, Mississippi. Harvey Mitchell, 1225 Buckley Dr., Jackson, Miss.



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