



# OLIMPIC SAILS

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## SNIPE Tuning Guide – The Brazilian Way

Below find the tunings given by Alexandre "Careca" Paradedá to set your rig for best performances with our **new models CRC1** Main and **AR2** series Jibs. The way used by the Brazilians might sound a bit "empirical" ... but THEY'RE FAST!

In the opinion of Paradedá this Tuning Guide is suitable for **All Mast models!** The only thing he says referring to **Sidewinder Standard and Gold** models is that the **Vang and Back settings are more sensible** and need a longer practice to trim correctly. We find it hard to clearly explain the system they use to set up their rig for top performances, but we hope you will understand:

When setting up the mast the first thing you do is, start by attach a 10 meter steel tape measure to your main halyard and pull all the way to the top and lock the halyard in position. All settings start with a **"first rake"** where the rig is just leaning forward against the shrouds and then finish with a **tensioned rake (2<sup>nd</sup> rake)** where the jib halyard is pulled on to sailing tension.

Procedure: pull the mast forward just to take the slack out of the sidestays. Then measure the distance from the top of the mast to the middlepoint of the transom. This measurement is your **1<sup>st</sup>. RAKE**. Now hoist the jib and tighten until you measure 18 cm more. This is your **2<sup>nd</sup>. RAKE**. The way we get the 1st rake is to pull *lightly* in the forestay to the point when you JUST take the slack out of the sidestays, or, imagine if you put the boat on a steep hill facing downhill, the mast will fall forward until the sidestays holds it back, that's the kind of tension you should be looking for to get the 1st. rake measurement. We hope this is clear enough for you!

Wind Speed in Knots	4 – 8	9-17	Notes
<b>RAKE DIFFERENCE</b>	18 cm		
<b>SHROUDS TENSION</b>	25	28	with first version aluminium shroud tensiometer. Cable diameter 3mm
<b>SPREADER LENGTH</b>	43 cm	43 cm	from the mast side to the shroud centre
<b>DISTANCE BETWEEN SPREADERS</b>	74 cm	78	Tip to tip
<b>SHROUDS FASTENING</b>	//	//	FIRST HOLE from the front

Careca says: "In Snipe it's impossible to talk about tunings not considering mainsail Traveller, Mainsheet Vang and "Back" (the Mast Control Lever or the Fore/Aft Guys) all together. This because changing one of this setting have direct influence to all others."

Light Wind (up to 7 knots)		Medium Wind (8-11 knots)	
RAKE:	6,56 m	RAKE:	6,54 m
TRAVELER:	in the middle	TRAVELER:	in the middle
MAINSHEET:	Very critical tuning. Sheet in just enough to avoid closing the Leech	MAINSHEET:	just enough to give a bit of tension to the leeward arm
VANG:	No tension	VANG:	No tension but locked
BACK:	3-4 cm forward (from reference mark made in neutral position)	BACK:	Neutral or 1 cm forward
Strong Wind (12-18 knots)		Very Strong Wind (18-25 knots)	
RAKE:	6,50 m	RAKE:	6,50 m
TRAVELER:	Loose it progressively as the wind increase to avoid loosing only mainsheet	TRAVELER:	loose at about 20 cm from the middle
MAINSHEET:	with Vang and Traveller loose, the mainsheet helps to keep the Jib "under pressure". In this condition the leeward arm have still to keep some tension	MAINSHEET:	in this condition it does not have influence on the Leech, but only to move in and out the boom. The leeward arm is always loose
VANG:	It's needed to flatten Mainsail as the wind increase. In this condition you don't wish to open the Leech too much, so you don't have to tighten it too much and close the Leech too early.	VANG:	It's the "responsible" to keep the main flat, together with Cunningham. The main's leech must be open to make possible to control the boat
BACK:	Neutral. This position helps keeping pressure on the Jib and not open the Main's Leech too much	BACK:	2-3 cm forward from neutral, to ease the pressure on helm, lighten the boat and keep her fast

Good Wind & Happy Sailing!  
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 one design department