

## TUNING GUIDE SNIPE:

What we wish to do with this tuning guide is to give a good start that will work well. Everyone has got own opinions on how to get the boat to go fast, and it will probably always be ways of doing the set up and tuning that makes the boat go a little bit faster. For that reason, use this tuning guide as a starting point, get to know this way of tuning before you start doing experiments.

### **Rig set-up:**

Spreader lengths and angles:

Length from mast to wire: 42-44 cm

Distance between the wires: 76-80 cm.

If you choose the measurements in the middle, you will get a standard rig set up. If it is necessary with more power, and you wish to have a stiffer mast, increase to the highest measurements.

### **Important measurements:**

As standard in all our jibs the wire is 385 cm. It is possible to remove this to replace it in another jib. This is to ease handling regarding measuring. When you have measured the wire once, you may use this wire in all jibs, and at the same time, all the same measuring marks.

The snipe masts are soft. This makes it hard to create a mainsail that will not be too flat in heavy winds, or too deep in the light conditions. What you may do with this is to adjust the shrouds one hole tighter, and pull the tension to the same marks. This will give you more bend in the mast = flatter main. It will also give more overlap between jib and main which is good in the light conditions. In the heavy breeze the mast will bend too much anyway, and to get rid of power you should ease a little bit on the tension, to open up between the leech of the jib, and the mainsail. This will not be good to your height, but the speed will definitely be good, and you will have a boat that is easy to handle.

Standard measurements 6-16 knots.

From mast top to stern: 652 cm

With this measurement you should have 4,5 cm pre bend. (No pushers on)

Everyone measures the just tight measurement different, but I would say that to achieve these measurements, you should have a just tight measurement on 638 cm.

Light wind, 0-6 knots

Move the shrouds down one hole.

Measurement: 650 cm

Prebend 7,5 cm.

Heavy, 16 knots +

Use standard measurements and set up regarding shrouds, but ease tension gradually down to 647 cm.

You will with this set up have almost no prebend, but the wind pressure will make the mast bend so much that you will still get a really flat mainsail.

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## **Tuning options:**

Main sheet / traveller:

This is the most important tool. You will get more back by letting this out rather than steer higher on the beats. The traveller is important to use in the heavy wind when you start to ease on tension. Instead of using the main sheet for small tuning, you should set the mainsheet tight and use the traveller. When you do this, you will use the mainsail as a backstay that will give enough tension in the forestay to get a flat jib.

## **Jib sheet / sheeting angle:**

The sail is made for perfect twist when you can aim along the sheet from bottom and towards the forestay, and you hit 50 % on the luff. In light breeze you would probably like to have some more power, and you should move the sheeting point forward. The same thought goes for sailing in waves. When the wind picks up, you have to move the sheeting point further backwards.

## **Wang:**

Together with the mainsheet this is the speed maker. The heavier breeze the tighter wang. In light / medium wind, it should be eased. In these conditions you will keep the control over the leech of main with the mainsheet. Be careful with using too much wang on the downwind. On a run you should never tight anything. On reaches in light wind have it also totally eased. When the wind picks up, close to planning conditions, tight enough to keep control over the leech.

## **Cunningham Main / Jib**

These should be all eased on downwind.

Upwind In light wind they should still be eased, use the cunningshams only to get rid of the largest wrinkles.

When the wind picks up you extensively pull the cunningshams harder. What happens when you tight the Cunningham is that the sail will be flatter, the depth will be moved forward in the sail, and the sail will twist more. In other words, if you pull too hard on the Cunningham in light wind you will loose height.

**Important: Always ease Cunninghams and outhaul in breaks and other times when it is low pressure in the sail. If you do this, the sails will not be overtightened and will keep the good shape for a longer time.**

## **Pusher:**

If you set this in neutral in all conditions, you will always be inside a good trim on the boat. Do this until you are sure you have gotten everything out of the boat in all other ways before you start experimenting.

Otherwise: The snipe masts, are soft, and this is how you should use the pushers. In heavy winds, push backwards up to 1 cm behind neutral, to stiffen the mast. This will also add some more tension in the forestay, which results in flatter and more controllable jib. In light wind, push a little bit forward, up to 1 cm in front of neutral.

## **Current sail models:**

SNMA – 1: All round main Crosscut design, combination of 130 / 165 g square.

SNJ – 1: All round Jib Crosscut design, Combination of 130 / 165 g square.

SNJL – 1: Light jib. Crosscut design, 130 g square. This is the latest design, it is equal to the all round shape, but has got 1 cm more luff curve. This is definitely the sail to use when you tight tension to bend the mast.

With these 3 sails you have all you need to perform well in all conditions.

**GOOD LUCK WITH YOUR NEW ELVSTRÖM SOBSTAD SAIL SET.**

