



[Snipe Class Page](#) [Tuning Guide](#) [Pricing](#) [Results](#)

Rig Tuning for Snipe Sails made by UK Sailmakers Denmark

Spreader Length- The length of the spreader controls sidebend, where the goal is for the mast to be straight from the deck to the hounds. Spreaders that are too long will push the middle of the mast to leeward while spreaders that are too short allow the middle of the mast to pop to windward. *Spreader Angle -* The angle of the spreader affects how much the mast will bend in moderate to heavy air. A large angle measurement will stiffen the mast while a small number will allow the mast to bend more. The UK Snipe main is designed for a 25-28 mm prebend at the spreaders with your upwind halyard setting.

Shrouds/Location- The prescribed measurement for the shroud placement on the deck is 194.0 cm aft of the stem.

Shrouds- Use the fore puller to pull the mast forward against the shrouds. The shrouds should be barely tight and the mast near straight. Raise a tape measure on the main halyard until the halyard is locked. Take the tape measure to the stern and measure from the top of the mast to the intersection of the aft deck (center) and the stern of the boat. Adjust your shroud tension until this measurement is 647.0 cm.

Mast Rake- Adjust the jib halyard until you are at 658.0 cm. This will be your upwind halyard setting.

Mainsail Trim

Main Cunningham- Adjust upwind to keep the luff wrinkles in the bottom half of the sail (the sail should be fairly smooth in the top half). Once you are overpowered start pulling on the cunningham tighter than what the above rule states. Ease completely for all offwind sailing.

Outhaul- The UK main is constructed with a shelf foot to give the bottom third of the main the broadest range of shapes possible. Adjust upwind to place the clew approximately 2.5 cm from the band to offer sufficient fullness in light air and/or lumpy conditions. For higher winds or smooth water the outhaul must be tightened, with the clew reaching the band by app. 5 m/s and higher. Ease for all offwind sailing so the shelf just completely opens.

Mainsheet- The rule for upwind sailing is to trim the mainsheet so the top batten is either parallel with the boom or just hooking to weather of the boom. In lighter air the weight of the boom will prevent the top batten from opening. When this occurs ease the main out so the top batten is parallel to the centerline of the boat. Ease the mainsheet when reaching so the sail is on the verge of luffing. For downwind, ease until the boom is barely resting against the shroud.

Fore/Aft Mast Puller- With the mast at the upwind setting, place a mark on the mast and a corresponding mark on the deck. This is your prebend mark. Next place a mark 15 mm. in front of the prebend mark. For upwind pull the fore puller to the front deck mark when the wind is too light for the top batten to twist open to an angle parallel with the boom. As the wind builds the mast will naturally bend more, but you may want to restrict it with the aft puller to hold onto mainsail power. To depower you will be gradually tightening the boomvang (see boomvang section)

while easing the aft puller (stop at the forward mark). For reaching (with or without pole), bring the mast back to the prebend mark. For pole running pull the mast back, to make the main fuller.

Boomvang- The boomvang is used upwind in conjunction with the aft puller for medium to heavy wind. As the wind strengthens, increasing vang tension (and decreasing aft puller) will help flatten the main while controlling jib luff sag. When reaching adjust the vang so the top batten is parallel to the boom. When running the top batten should be either parallel or twisted off.

Traveler- The traveler is an upwind only adjustment that shall be kept centered until all other mainsail adjustments are well into their heavy air positions. Begin by easing the traveler 5 cm to help keep the boat flat. In puffy, overpowering winds a balance between the traveler and the mainsheet must be found.

Jib Trim

Jib Leads- The leads should be set so the jib is quite full in the bottom third and open in the top - depending on the conditions of course.

Jibsheet- Trim the jib upwind so the foot will just come down to the splash rail. Reaching trim should have the sail eased until the luff is on the verge of luffing. Pole trim should have the jibsheet adjusted so the leech is on the verge of collapsing when reaching and the foot is just taught when running.

Jib Cunningham- The upwind rule is to trim it so as to have only slight wrinkles coming out of the bottom half of the luff when sailing upwind. As the wind increases, this adjustment must be tightened to maintain our rule. For offwind trim the jib cunningham is completely eased.

Jib Halyard- Pull the halyard to your upwind setting when sailing to windward. When non-pole reaching leave the halyard at the upwind setting. For tight pole reaching leave the halyard at the upwind setting and gradually ease it as the wind swings further aft.