Squib Owner's Manual

Set-up, tuning, boat handling and racing



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Drawing on Batt Sails and Hyde Sails tuning guides, Jenny & Bryan Riley's LDYC training notes, Vincent Delany's tips and the fleet's own rigging ideas.

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1. About this manual

Every setting in this manual is a starting point, not a rule. No two Squibs are identical: keel position, mast step height, mast hole size and spar type all vary within the class rules. See https://squibs.co.uk/the-boat/class-rules/ for current class rules.

Start from these numbers, mark your controls, and experiment until you find what works for your boat.

Where the advice comes from

- **Batt Sails** tuning guide (via Dick Batt)
- **Hyde Sails** tuning guides and Nigel Grogan's strong-wind notes
- **Jenny & Bryan Riley**, LDYC Squib Training Weekend, April 2024 (light wind, strong wind, speed tips, spinnaker routines)
- **Vincent Delany**, racing tips and rig settings (Batt sails)
- *How to Win an Irish Squib Event* slides
- Fleet members' own rigging solutions (Tom, Tadg, Oliver and others), compiled in David McFarlane's Squib Notes

How differences are flagged

Where Batt and Hyde give different advice, you'll see a callout like this:

> **BATT vs HYDE** — Batt says X. Hyde says Y.

Section 5 collects every difference in one table. Where other sources disagree (for example Vincent vs the Rileys), the source is named.

Know your rig before you start. The Hyde settings assume a Z Spar or Superspar mast and a stiff hull.

If your boat differs, expect to adjust further from the base numbers.

2. Know your Squib

Your sail number tells you who built your hull and which keel you have. Both affect how the boat balances and how you set up the rig.

Keel types by sail number

Sail numbers	Keel	Notes
11–241	1st version	Original keel
241–460	2nd version	Considered “poor”
460–875	3rd version	Close to the original
900+	4th version (Rondar)	Similar to the original

Builders by sail number

Sail numbers	Builder	Notes
11–157	Oliver Lee	From 1968. Ordered enough keels for boats up to 241
158–300	Hunter	Hull laid up by hand
300–724	Hunter	Hull sprayed; can be thicker
475–555	Hunter	Oil-crisis years: minimal resin, fast hulls
725–767	Oliver Lee Racing Yachts	
768–782	Barker Brewer	1994
783–900	Parker	On some Parker boats the keel is slightly too far forward. 1997
900+	Rondar	

The ranges overlap at 241, 300 and 900 (475–555 is a sub-group of the sprayed Hunter hulls), and the keel table doesn’t cover 876–899. If your sail number falls on one of these boundaries, check with the class association.

Older boats have smaller mast holes. The mast hole on later boats is about 1.5cm longer at both front and back (3cm in total). On an older boat you may not reach the target rake figures in Section 4.

Key class rules

- Minimum weight 680kg, including mandatory equipment
- The mast heel may move no more than 10mm in the mast step

Mandatory equipment

- Hand bailer or bucket
- Anchor, 4–5kg
- 18–20m of line, 8–12mm diameter
- At least 158 litres of additional buoyancy
- One paddle, at least 1m long and no more than 2kg

Check these against the current class rules before relying on them.

3. Rigging and deck layout

A fast Squib is a simple one: every control runs freely, can be reached from either side while hiking, and is marked so you can repeat a setting. This section shows how fleet boats have solved each control.

Standing rigging

- **Shrouds:** minimum diameter 2.5mm. Some boats use Dyform (compact) wire.
- **Outer (cap) shrouds** hold the mast up. **Inner (lower) shrouds** control how far the middle of the mast bends forward, and keep it straight sideways.
- **Spreaders** vary from 538mm to 558mm. Hyde's Nigel Grogan suggests the middle of the range, 548mm.



Upper: Dyform shroud wire.

Lower: round wire

Where Dyform makes sense: you can either keep the same diameter and get less stretch, or drop one size and keep the same strength with less weight and windage. The smooth surface is also kinder to the jib on the forestay and to the spinnaker where it rubs the shrouds.

Where round wire makes sense: it's cheaper, easy to replace from any chandler, and more tolerant of tight bends and slightly misaligned fittings.
On a small keelboat like a Squib, the absolute gains from Dyform are small.

Recommended rope and purchases

Line	Recommendation	Source
Main halyard	5mm or 6mm Dyneema (e.g. Marlow Excel)	Squib Notes
Jib halyard	16:1 purchase	Rileys
Kicker (vang)	16:1 purchase	Rileys
Jib sheet	6mm rope	Rileys
Mainsheet	6mm rope (unconfirmed)	Rileys

Main halyard

Rope halyard: exits the side of the mast, goes to a block on the floor (best to go forward before going aft), then a cleat on the floor.

Wire halyard: has a loop at the end, with a small rope attached to pull the wire down the mast as the sail goes up. Hook the loop to a line led to a cleat so you can adjust tension.



Rope main halyard led to a floor cleat (white rope)

Jib halyard

You must be able to adjust jib halyard tension while sailing, because it sets your mast rake (Section 4).

- **Wire halyard:** set up like the main halyard, plus a purchase led to a cleat on the front edge of the cockpit. The block in front of the tensioner takes the lazy end of the wire.
- **Rope halyard:** there is no loop to hook, so lead the rope to a cleat attached to a muscle box or other tensioner.





Left to right: Wire jib halyard tensioner; Rope jib halyard (blue) led to a muscle box; Muscle box detail

Backstay

Attach the backstay to its control line with a shackle or carabiner hook. You can then release it when lowering the mast without re-rigging the control line.

Rig a single or double block under the rear deck. One control line runs to a floor block and up to a cleat on the cockpit side. The other runs to a floor block on the port side, across under the traveller, through another floor block and up to the other cockpit-side cleat. Mounting the blocks under the seats keeps lines off the floor.





Left to right: Carabiner hook on the backstay; Backstay blocks under the seat; Backstay control line routing

Cunningham

A rope from the sail runs through the mast slot (or a hole behind the mast) to a block under the deck. One continuous control line runs: cockpit-side cleat → floor block → block on the front tank → around the cunningham block → and back the same way on the other side. You need at least a 2:1 purchase.

Tying the cunningham around the gooseneck before it goes through the sail gives double purchase. It may also make the cunningham harder to release.

On Tom's boat the cunningham is led to a fitting on each side deck (blue line).





Left to right: Cunningham led to the side deck (blue); Cunningham block under the deck; Hook that attaches to the sail

Most boats run three controls to both sides so helm and crew can each reach them: backstay, kicker and cunningham.

Kicker (vang)

Use either a cascade system, or a triple block on the mast and a double block on the boom. The tail goes through the mast slot to a block, then to each side of the cockpit like the cunningham. Most systems have to be disconnected before you drop the mast.



Kicker purchase

Jib barber haulers

On Tadg's boat both barbers come through the cuddy roof to a single ring, with a triple block above and a double below. Each end of one continuous control line runs from the triple to a floor block, then along the side of the boat. Either crew member can adjust it from the cockpit side while sailing.





Left to right: Barbers through the cuddy roof; Barber control running aft along the side

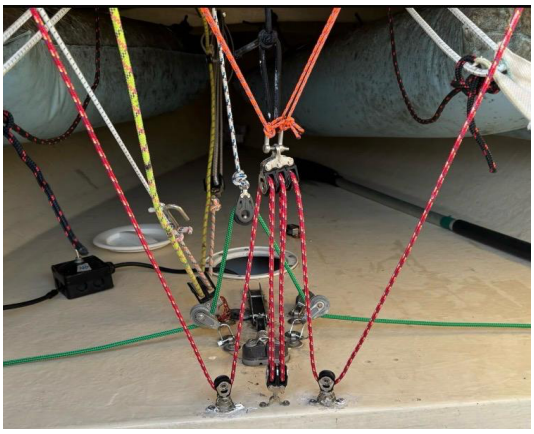
See Section 6 for barber positions on the deck.

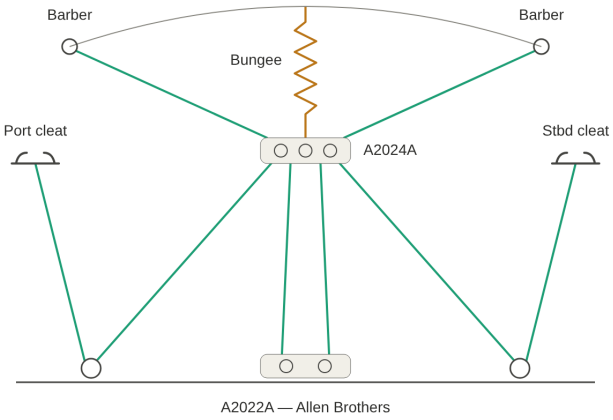
Single-pull barber hauler system

This barber hauler setup lets the crew adjust both jib barbers from the side deck with a single pull.

How it works

- A barber line runs from each jib sheet to the central A2024A block.
- From there, the lines lead down to the A2022A Allen Brothers block on the floor, then out through turning points to the port and starboard cleats on the side decks.
- A black bungee runs from the A2024A block up to the underside of the deck. It keeps the system under tension, stops the blocks falling into the bilge, and gives a firm, positive feel when you adjust.





A2022A — Allen Brothers

Why the block choice matters

The Allen Brothers blocks (A2024A and A2022A) are articulating blocks. They swivel to line up with the angle of the lines, which keeps friction low and stops the lines chafing or jamming. Use these part numbers, or an equivalent articulating block, if you copy this setup.

Key advantages

- **Easy to reach.** The controls come to the side deck, so the crew can adjust the barbers while hiking on a beat without moving inboard.
- **Both sides move together.** Pulling either control line adjusts both barbers by the same amount.
- **No resetting after a tack.** Because both sides are always matched, the new leeward barber is already set correctly when you tack.

Jib sheets

Halve the load with a block that has a fiddle at each end. One end of the fiddle attaches to the barber hauler. The sheet ties to the other end, runs through a block on the jib clew, back to the deck block and into the jib cleat.

Double purchase sheets make it easier to tack. A block on the clew is optional: the sheet can also run straight through the clew ring.



Left to right: Fiddle block on the barber; Block on the jib clew

Mainsheet

Two common layouts:

1. A Harken cleat on a rotating arm fixed behind the traveller.
2. A block and cleat that travel along the traveller.




Left to right: Cleat on a rotating arm; Block and cleat on the traveller

One owner uses a pillar-mounted system. The only issue reported is the mainsheet winding round the pillar; it may also get in the helm's way behind the traveller.





Left to right: Pillar mainsheet system; Pillar mainsheet, side view; Pillar mainsheet, detail

Traveller

The usual layout leads the traveller lines to a cleat on each side of the cockpit.

An alternative tried by two fleet members: a Harken Carbo pivoting lead block with cam cleat (or the cheaper Ronstan Swivel 180 base and cleat) on each side of the cockpit, in line with the traveller. Think about how the lines behave when you tack; a continuous line may be easier.

The pull is then across the boat rather than up from the floor, and you gain an extra purchase.

A ring on the car is essential; it stops the lines jamming under the car.







Left to right: Ronstan Swivel 180 base and cleat; Swivel cleat mounted on the cockpit side; Traveller line led across the boat; Ring on the traveller car; Swivel traveller set-up, overview

Toe straps

Adjustable toe straps let crews of different sizes hike comfortably.

Rear straps: a line runs from the back of one strap, through a block under the rear deck, to the other strap. That block is pulled by a line through a block on the transom to a cleat on the rear buoyancy tank.




Left to right: Rear toe strap block under the deck; Rear toe strap adjuster

Front straps: the control line starts at a block on the frame under the cuddy, passes through the hole in the strap, round the block, down the side of the hull to a block on a side frame, then to a cleat. Rope shown in blue.




Left to right: Front toe strap block on the frame; Front toe strap block and cleat on the side frame

An alternative is a cam cleat, with a stopper knot on the tail so it can't escape.



Toe strap cam cleat

Spinnaker halyard

The halyard exits the back of the mast. Fleet boats use three layouts.

1. Down the middle to a cleat at the traveller. Block directly behind the mast, along the cockpit floor to a block under the traveller, then to a cleat on the floor or the back of the traveller structure (purple rope).




Left to right: Layout 1: block behind the mast; Layout 1: cleat at the traveller

2. Self-locking cleat with release ring. The halyard passes through a ring, then a cleat behind the mast, then an eye at the back of the cockpit floor. The helm hoists and the halyard locks itself in the cleat. To drop, the crew pulls a toggle on the cuddy roof; the ring lifts the halyard out of the cleat.

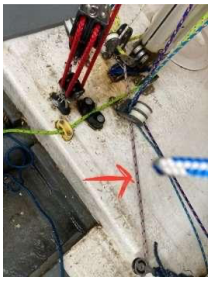


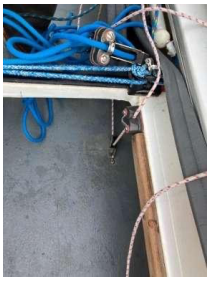


Left to right: Layout 2: ring and cleat behind the mast; Layout 2: release toggle on the cuddy roof; Layout 2: eye at the back of the cockpit

Layouts 1 and 2 share problems: the halyard runs down the middle of the floor where the crew stands while gathering the kite, it can snag in the aft eye, and it can re-cleat itself on the way down.

3. Down one side. A block behind the mast turns the halyard toward the side, a second block leads it along the side of the cockpit, and it ends in a cleat behind the traveller. This keeps it out from under the crew's feet.





Left to right: Layout 3: turning block behind the mast; Layout 3: halyard along the cockpit side; Layout 3: cleat behind the traveller

Tie a stopper ball on the halyard so it can't jam in the block at the masthead. The Rileys also suggest tying the tail to a fixed point to stop it knotting.



Stopper ball on the spinnaker halyard

Stowing the boom

Attach the mainsheet blocks to the boom with carabiner hooks. You can then unclip them and stow the boom under the front deck. If you used the boom as a strongback for the cover, the cover will need another support (Section 10).

4. Mast set-up

Batt and Hyde set up the mast differently. Batt fixes the shrouds and changes rake only with the jib halyard. Hyde changes the shroud adjuster holes as the wind builds. Use the method that matches your sails.

> **BATT vs HYDE** — Batt measures rake from the upper mast band to the transom (7470 / 7570 / 7440 / 7415mm) and leaves the shrouds alone on the water. Hyde sets rake from forestay length and Loos-gauge tension, then moves the shroud pins 0.5–3 holes as the wind changes.

Before you start: make the rig adjustable

Changing shroud settings is slow if your shrouds use clevis pins and split rings. A quick-release pin (a ball bearing in the tip holds it in place until you pull it) lets you change holes between races.

- Always cover the adjuster or tape it up. A sheet can pull an untaped pin out, and the mast comes down.
- Carry spare pins.



Quick-release pin

Some guides compare forestay length to the mast heel. This photo shows where to measure.



Measuring the forestay against the mast heel

Batt method

All measurements are taken from the **upper mast band**. You need a 10m tape.

Setting up the tape: hoist the tape up the back of the mast on the main halyard. Cleat the halyard when the tape reads 6325mm down to the black band at the gooseneck. The tape's end is now at the upper band.

Tip: if your tape is old, hoist a strong thin line tied to the halyard shackle alongside it. If the tape breaks, you can still get the halyard back.

1. **Mast step.** Stand the mast in its step, leaning gently on the back of the deck hole, shrouds slack or detached. Move the heel fore and aft until upper band to the centre of the transom deck is as close to **7470mm** as possible.
2. **Cap shrouds.** Attach the caps, lowers slack. Pull the mast forward and set the caps so upper band to transom is **7570mm**. A light lashing to the mooring cleat helps if you're alone. Check the masthead is on the centreline: it should measure the same to each transom corner.
3. **Lower shrouds.** Keep the mast pulled forward with the caps tight, without bending the mast. Set the lowers to firm tension. If your pin rack forces a choice, go slightly tighter.
4. **Jib halyard.** Hoist a jib and attach the backstay to hold the mast gently aft.

1. Set the jib halyard so upper band to transom is **7440mm**. Mark it: this is **position 1**, your normal setting.
2. The mast may bear on the back of the deck hole. That's normal; with the main up, mast bend lifts it off.
3. Ease the halyard until upper band to transom is **7415mm**. Mark it: this is **position 2**, for very light and very strong winds.

5. **Forestay.** With the halyard at position 1, set the forestay with about **30mm of slack**. It should take no load even at position 2.

On the water, Batt leaves the shrouds alone. You change rake only between the two jib halyard marks (Section 6).

Hyde method (B3 and 4-series sails)

1. **Rake.** Tie a tape to the jib halyard and hoist it until it reads 1m to the top of the lower black band. The distance to the forestay base pin should then be **2.06m**. Put another way, the forestay is 106cm longer than the halyard-to-band measurement.
2. **Cap shrouds.** With the forestay at that length, pull the caps up as tight as you can by hand.
3. **Tension.** Hoist the jib and tension the jib halyard until the caps read **20 on a Loos gauge**.
4. **Lowers.** Set them just tight, so the mast stays straight sideways when you look up it while sailing.

Mast heel position. Hyde's guide for older sails gives a mast heel base of **3522mm**, measured from the aft face of the mast at its base to the top of the transom. The B3/4-series guide doesn't mention it, so treat it as optional. On an older boat with a small mast hole, you may need to move the heel further forward than 3522mm to get enough rake.

Batt and Hyde rakes are similar. Oliver set his boat up the Hyde way, then measured upper band to transom with only the caps attached: 7570mm. That's Batt's cap-shroud figure, and also Hyde's loosest light-air setting (one hole looser than base).

Nigel Grogan (Hyde) adds these checks for strong winds:

- Mast tight between the sides of the mast gate, and centred in it
- Forestay length: drop it down the mast; it should end 13mm from the heel tenon
- Caps should only reach the adjuster with some backstay on
- Push the middle of the mast to the front of the gate; the lowers should then be tight

Hyde shroud schedules

Three Hyde sources give different hole changes. They are shown here as found. All three tighten the caps as the wind builds; they differ in how much and when. The adjuster's solid edge is the reference.

A. Hyde B3/4-series table

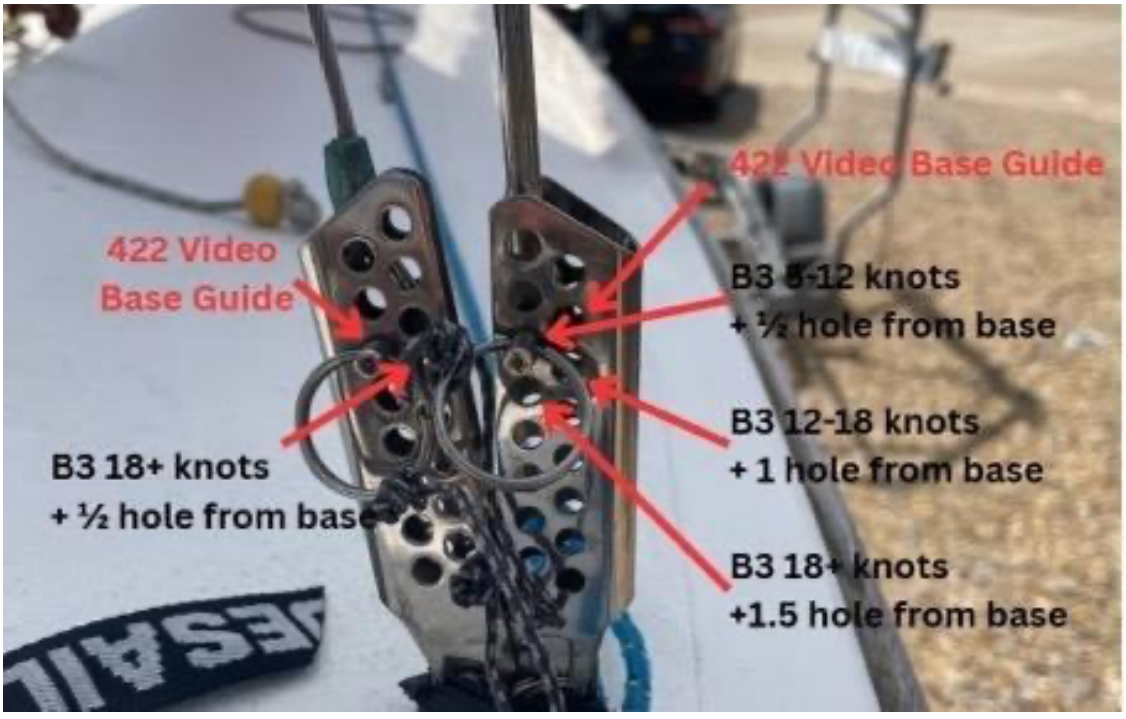
Wind	1–6 kn	7–11 kn	10–15 kn	15–22 kn	22+ kn
Mast rake	206cm	Jib halyard	Jib halyard	Jib halyard	Jib halyard
Jib halyard	Under tension vs forestay	Tighten to match forestay	Base	Base	Base
Rig tension	−1 hole from base	−0.5 hole	Base (20 on Loos)	+0.5 hole	+1 hole

Wind Speed	1-6 Knts	7-11Knts	10-15knots	15-22knts	22+knts
Mast Rake	206cm	Jib Halyard	Jib Halyard	Jib Halyard	Jib Halyard
Jib Halyard	Under tension compared to forestay.	Tighten to match forestay	Base setting	Base setting	Base setting
Rig Tension	-1 hole from base	-0.5 hole from base	Base setting (20)	+0.5 hole from base	+1 hole from base
Kicker	Slack	Tack Up Slack/little on	Straight main leech	Max	Max
Outhaul	Tight	Eased 10mm	Eased 10mm	Max	Max
Jib Luff	No	Slight crinkles	Slight crinkles	Medium	Tight
Jib barber	Ease 100mm	Ease 100mm	Ease 50mm	Ease 100mm+	Ease 100mm+
Main Track	Boom mid deck to outside edge deck	Pull up to boom just below centre	Max up	Kicker sheet	Kicker sheet

Hyde B3/4-series tuning table

B. Hyde annotated adjuster photo (B3)

Wind	Caps	Lowers
5–12 kn	+½ hole from base	Base
12–18 kn	+1 hole from base	Base
18+ kn	+1.5 holes from base	+½ hole from base

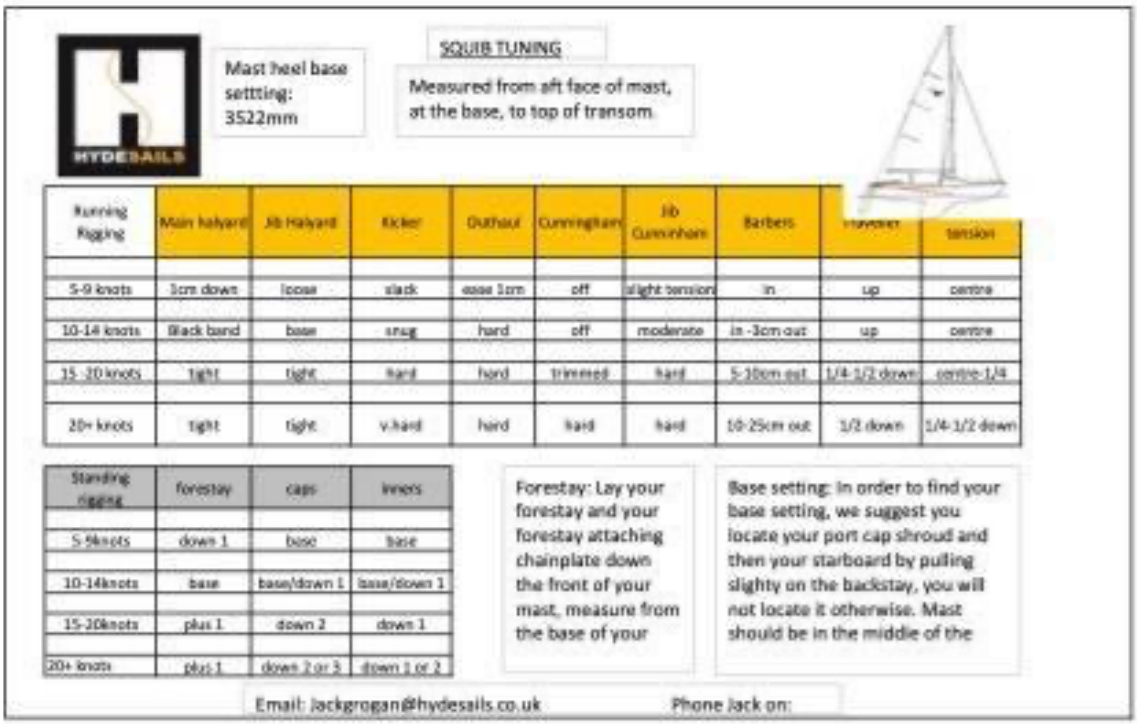


Hyde shroud adjuster settings (B3)

C. Hyde card for older sails

Wind	Forestay	Caps	Lowers
5–9 kn	Down 1	Base	Base
10–14 kn	Base	Base / down 1	Base / down 1
15–20 kn	Plus 1	Down 2	Down 1
20+ kn	Plus 1	Down 2 or 3	Down 1 or 2

Grogan's strong-wind notes match card C: caps 1–1.5 holes down, lowers 1 hole. In really strong winds he also rakes the forestay back 1–2cm with a shackle.



Hyde tuning card for older sails

Why tighten the caps? Tighter caps let the kicker and mainsheet bend the mast forward. That stretches the mainsail flatter, reduces power, and makes the boat easier to keep flat.

Mast bend

- David McFarlane's Squib Notes say the mast should bend about **8 inches** in strong winds, possibly Batt-specific (unconfirmed).
- The Rileys say the kicker can bend the mast **about 4 inches** in Force 4+.
- Either way, the lowers must be loose enough to allow the bend.
- Mainsheet tension does most of the bending.

Keep experimenting

Once you have a base setting, try different shroud lengths, jib halyard tensions and, if needed, a different mast step position. Mark everything so you can return to what worked.

5. Batt vs Hyde at a glance

The biggest difference is how each adapts the rig to the wind: Batt moves only the jib halyard between two marks, while Hyde moves the shroud pins and the jib halyard in steps. Most other differences are in light air. Details are in Sections 4 and 6.

Topic	Batt	Hyde
Rake reference	Upper mast band to transom: 7470mm (heel), 7570mm (caps), 7440mm (halyard position 1), 7415mm (position 2)	Forestay 106cm longer than halyard-to-lower-band; caps at 20 on a Loos gauge. Older sails: mast heel 3522mm from transom
Adapting to wind	Jib halyard only, two marks; shrouds unchanged	Shroud pins move 0.5–3 holes by wind band; jib halyard looser in light air, tight from 15 kn
Forestay	About 30mm slack; never takes load	Older card moves it down 1 / up 1 with wind; Grogan rakes it back 1–2cm in very strong winds
Mast assumed	Canopus or Superspar	Z Spar or Superspar, stiff hull
Main halyard	Not specified (Rileys: to the band)	Older card: 1cm below the band in 5–9 kn. Hyde main clew doesn't reach the outhaul band
Light-air cunningham	On, to remove most luff creases	Off
Light-air outhaul	Out to the band	Older card: eased 1cm. B3 table: tight
Light-air traveller	To windward, boom near centreline	B3 table: boom between mid-deck and deck edge. Older card: traveller up
Strong-wind traveller	Dump in gusts, haul straight back	Grogan: cleat in the middle, never drop. Older card: ¼–½ down
Barber position	Hole 250mm from centreline, 2585mm aft of tack anchor	Holes 250cm aft of tack pin, 70cm apart around the roof
Light-air barbers	Fully in	B3 table: eased 100mm. Older card: in
Strong-wind barbers	Ease when the boom goes out	Out 5–25cm (older card) or 100mm+ (B3 table)
Backstay	40mm prebend in very light air; last resort when overpowered	Not covered in the Hyde guides

Wind bands differ between sources (Hyde card 5–9 / 10–14 / 15–20 / 20+ kn; Hyde B3 table 1–6 / 7–11 / 10–15 / 15–22 / 22+ kn), so compare by conditions, not exact numbers.

6. Sail controls and trim

Each control below starts with what it does, then what each source recommends. Batt and Hyde often agree on direction but differ on how much and when, so check which sails you have.

The Hyde card used below is the older-sails card (Section 4, schedule C); the Hyde B3 table is schedule A. The card's two right-hand columns are "Traveller" and a second column whose heading is partly hidden; its values are shown as "Boom".

Mainsail tell-tales

The mainsail has three tell-tales on the leech, one at each batten. Streaming aft means air is leaving the sail cleanly. Hiding behind the sail means it has stalled.

- **Batt:** the top tell-tale can be stalled up to 60% of the time.
- **Vincent:** bottom two flying 100% of the time, top one 60%.

Main halyard

Sets luff tension and how high the sail goes. The black band is the class maximum.

- **Hyde card:** 5–9 kn 1cm below the band · 10–14 kn at the band · 15+ kn tight.
- **Rileys:** light wind not fully tight; strong wind tight to the band.
- **Vincent:** set it for the day and ignore the band. Hoist until the tack is about 50mm above the gooseneck, then attach the boom. Ease a notch if there's a vertical crease, unless it's really breezy. In 0–6 kn expect a hint of horizontal creases; above 10 kn, vertical creases in the luff.

Outhaul

Controls depth in the bottom of the main. Tighter is flatter.

- **Batt:** tight, clew out to the band, in extreme light air and when overpowered. Tight on flat water; ease the clew 20–40mm in from the band for drive in chop. Off the wind, ease up to 75mm on a beam or broad reach. It makes little difference on a dead run.
- **Hyde card:** ease 1cm in 5–9 kn; hard from 10 kn up.
- **Hyde B3 table:** tight in 1–6 kn; eased 10mm in 7–15 kn; maximum from 15 kn.
- **Vincent:** as tight as possible; ease 1 inch if waves slow the boat, and a little on a broad reach.
- **Note:** the clew on a Hyde main won't reach the black band. Dick Batt pointed this out; one owner's is about 4cm short.

> **BATT vs HYDE** — In very light air Batt has the outhaul **out to the band**; the Hyde card **eases it 1cm**. In 7–15 kn the Hyde B3 table eases it 10mm; Batt keeps it tight on flat water.

Cunningham

More luff tension means less power; less luff tension means more power.

- **Batt:** in light and medium winds, pull on until the horizontal creases near the luff almost disappear; this gives maximum power. In stronger winds, pull harder to flatten and open the upper leech. Off the wind, release it completely.
- **Hyde card:** off up to 14 kn; trimmed at 15–20 kn; hard above 20 kn.
- **Rileys:** no tension in light winds; pull down in strong winds; off downwind.
- **Vincent:** use it only when mast bend causes horizontal creases, usually as the wind builds. Off when the wind drops and downwind.

> **BATT vs HYDE** — In light air Batt **pulls the cunningham on** to remove most luff creases. Hyde (and the Rileys and Vincent) leave it **off**.

Kicker (vang)

Controls leech twist and, in a breeze, bends the mast to flatten the main.

- **Batt:** almost no tension in very light winds, or the leech can't twist and the boat feels dead. Reaching and running, some twist is fast; if the boat rolls badly, add kicker or sheet in. Sailing unsteadily with twist is still faster than over-trimming.
- **Hyde card:** slack · snug · hard · very hard (5–9 / 10–14 / 15–20 / 20+ kn).
- **Hyde B3 table:** slack in 1–6 kn; take up the slack or a little on in 7–11 kn; enough for a straight main leech in 10–15 kn; maximum from 15 kn.
- **Rileys:** use from Force 4; let it off before bearing away, then re-trim.
- **Vincent:** off in light air. Tighten as the wind builds; in strong winds as tight as possible, "plus a little bit".

Backstay

Bends the mast to flatten the main, and holds the rig when the spinnaker is up in a blow.

- **Batt:** about 40mm of prebend in very light winds. Slack in any normal breeze, because natural mast bend takes over. In the strongest winds use it sparingly, as a last resort; too much too soon opens the leech and kills pointing. Off downwind.
- **Rileys:** use from Force 5, with elastic to take up the slack.
- **Vincent:** only under spinnaker in Force 6+, to stop the mast going over the bow. Light crews may need it to depower upwind.

Traveller and mainsheet

The traveller sets the boom's angle; the mainsheet then sets twist.

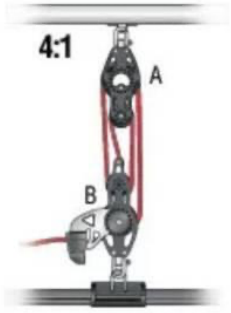
- **Batt:** make sure the traveller can reach the windward end, so you can put the boom on the centreline. In light and moderate winds, ease the sheet just enough for the top tell-tale to fly; if it hides, ease until it reappears. When overpowered, forget the tell-tales: sheet hard, flatten and twist. In gusts, dump the traveller and haul it straight back so the boat accelerates instead of heeling. Exit tacks with the traveller down.
- **Hyde card:** traveller up in 5–14 kn; ¼–½ down at 15–20 kn; ½ down above 20 kn. Boom: centre · centre · centre to ¼ down · ¼–½ down.
- **Hyde B3 table:** in 1–6 kn, boom between mid-deck and the outside edge of the deck. In 7–11 kn, pull up until the boom is just below the centreline. 10–15 kn, traveller fully up. From 15 kn, trim with kicker and sheet.
- **Grogan (Hyde) strong wind:** cleat the traveller in the middle and never drop it. Sheet as hard as possible, boom about a forearm and fist above the aft deck.
- **Rileys:** light wind, traveller to windward and sheet eased so the top of the leech curves open.

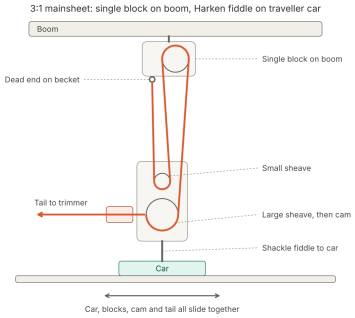
> **BATT vs HYDE** — In light air Batt (and the Rileys) put the traveller **to windward** with the boom near the centreline. The Hyde B3 table puts the **boom out** between mid-deck and the deck edge. In strong winds Batt **dumps the traveller in gusts**; Grogan says **never drop it**, but the Hyde card lowers it ¼–½.

Traveller layouts and upper-leech twist

Harken shows two common traveller layouts. In the 'swivel base' arrangement the end blocks and cleats are fixed and don't move with the car. In the 'fiddle' arrangement the whole tackle moves with the car. Harken recommends curving the track ends upward so the leech doesn't tighten as the car moves out; that isn't possible on a Squib. One fleet boat uses the swivel base; the same owner's previous Squib (639) used the fiddle.

The 4:1 fiddle (left) is the most common system. It reduces tangles when the helm moves forward of the track. On the right is a 3:1 traveller-mounted mainsheet.





Left: Harken 4:1 fiddle, with the whole tackle moving with the car. Right: 3:1 traveller-mounted mainsheet. Source: harken.com

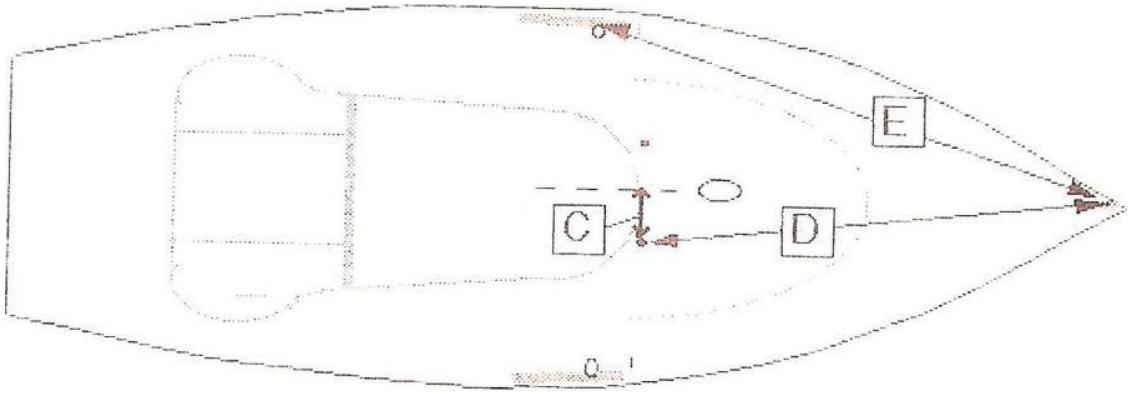
See also the swivel cleat traveller layout in Section 3, and the traveller settings above.

Jib barber haulers and fairlead

Barbers set the jib's sheeting angle. In is narrower and more pointing; out opens the slot and flattens the jib.

Deck positions

- **Batt:** barber hole 250mm from the centreline and 2585mm aft of the jib tack anchor; fairlead block 3015mm from the tack anchor. If the fairlead is too far aft, the foot creases and flaps. Once set, it doesn't change with wind strength.
- **Hyde (B3/4-series):** barber holes on the cuddy roof 250cm aft of the tack pin, 70cm apart measured around the curve of the roof.



Batt jib sheeting positions (C, D, E)

Settings

- **Batt:** in light and moderate winds, barbers fully in to the datum; then jib sheet tension is the main control. The foot should sit about 150mm inside the rail, level with the mooring cleat. In stronger winds or chop with the boom further out, ease the barbers too. Off the wind, ease them almost to the shroud.
- **Hyde card:** in at 5–9 kn · in to 3cm out at 10–14 kn · 5–10cm out at 15–20 kn · 10–25cm out above 20 kn.
- **Hyde B3 table:** eased 100mm in 1–11 kn · 50mm at 10–15 kn · 100mm+ from 15 kn.
- **Rileys:** light wind fully in; strong wind further out with the sheet tighter. Above 20 kn, out 10cm and sheet harder to flatten the jib.
- **Vincent (Batt sails):** in light air, out 4–6 inches.
- **Grogan:** in strong wind, out for a flat jib at a wide angle; the top of the jib may flap.

> **BATT vs HYDE** — In light air Batt has the barbers **fully in**. The Hyde B3 table **eases them 100mm**. (Vincent, on Batt sails, also eases 4–6 inches.)

Jib halyard

On a Squib the jib luff wire carries the load and the forestay hangs slack. Halyard tension therefore sets mast rake and jib luff sag.

- **Batt:** leave it at position 1 in nearly all conditions. Ease to position 2 only in the very lightest and strongest winds. Some sailors ease it a lot in very strong winds for more rake and rely on mainsheet tension to control sag. A little sag is normal.
- **Hyde card:** loose · base · tight · tight (5–9 / 10–14 / 15–20 / 20+ kn).
- **Hyde B3 table:** under tension compared with the forestay in 1–6 kn; tighten to match the forestay in 7–11 kn; base setting above that.
- **Grogan:** tensioned to be just tighter than the forestay.
- **Rileys:** share the load between forestay and halyard. A rope halyard stretches in a blow, so re-tension it.
- **Vincent (Batt sails):** 4–6 inches of sideways luff sag in about 10 kn. In very light air, ease 1 inch. Forestay bottom 90mm from the mast foot tang.
- **Downwind (Batt and Vincent):** release the backstay and tighten the jib halyard to pull the mast forward. It stops the rig slapping about.

> **BATT vs HYDE** — Batt's jib halyard stays at **one mark** except in extremes, and the shrouds do the rest. Hyde changes the halyard **in steps with the wind**: looser in light air, tight from 15 kn.

Jib cunningham

- **Hyde card:** slight tension · moderate · hard · hard. The **B3 table** calls this jib luff: no tension · slight crinkles · slight crinkles · medium · tight.
- **Batt:** release it when the wind goes light, leaving some crimps, to help the boat accelerate when the wind returns.
- **Vincent:** it acts on the sailcloth. Letting it off gives acceleration at the cost of pointing (useful on the start line). Normally the jib is just kissing the deck. If struggling for power, ease it 1 inch along with the jib halyard.
- **Rileys:** not essential; if fitted, make sure it pulls evenly. No creases or bags at the front of the jib.

Jib sheet and the slot

The jib leech should follow the curve of the mainsail, so air flows smoothly through the slot. Check it by looking up and under the jib from the leeward side.

- **Batt:** in light air the crew is always playing the sheet, a few centimetres at a time. Ease in lulls, trim in the pressure. A slightly eased jib makes the boat much easier to sail; an over-tight jib in light air stalls the boat.
- **Rileys:** adjustments are 1–2cm. Keep the slot open; never let it get too small.



Left to right: Left boat: jib leech too open at the top, losing drive from the top of the main; Jib leech following the curve of the main; Winner of the 2024 Easterns: jib leech parallel to the main

Adjust early

Conditions change constantly in a race. If you're wondering whether a control needs changing, you should already have changed it. You can always change it back.

7. Sailing by wind strength

Fast Squibs sail with weight forward, all sails pulling and the smallest possible rudder movements. In light air, ease everything and keep still; in medium air, power up and keep flat; in strong air, flatten, twist and keep the boat upright.

Light wind (0–6 kn): soft, still, twisted

- Sit forward and sit still, with a slight leeward heel so the sails fall into shape.
- Minimum rudder: tiny movements only. Every big movement is a brake.
- Kicker almost off; main halyard not tight; mainsheet eased so the leech stays open.
- Jib sheet eased to its light mark, leech parallel to the curve of the main. Crew plays the sheet constantly.
- Hunt for pressure, keep clear air, and avoid the middle of the course.
- Downwind: sit well forward, heel slightly to windward, kicker loose.

Medium wind (7–14 kn): full power, boat flat

- Both crew sitting out, weight forward, boat flat. Move back only if the bow slams.
- Steer smoothly through waves; foot slightly for speed in chop.
- Main: top tell-tale just flying; backstay slack; outhaul tight on flat water, 20–40mm in for chop.
- Jib: sheet tension is the main control; foot about 150mm inside the rail.

Strong wind (15+ kn): flatten, twist, stay upright

You are overpowered. Forget the leech tell-tales; depower and keep the boat flat. A flat Squib makes less leeway, points higher and goes faster.

In the boat

- Hike hard. Sit forward for bow grip; move back a little in big waves so the bow doesn't bury.
- Heel no more than 10 degrees. Use the horizon as a spirit level.
- Steer on the luff tell-tales and feather into gusts, just stalling the sails slightly.
- Steer up the face of a wave and bear away in the trough. Watch the waves ahead.
- Weather helm is drag, and stops you luffing into gusts and wave crests.
- Tack behind the traveller, facing forward.
- Grogan: forget windshifts; just sail fast. He also notes a crew weight of about 158kg.

Trim

- Kicker hard on to bend the mast and flatten the main. Cunningham hard on. Main halyard tight to the band. Mainsheet in hard.
- Barbers out, jib sheet tighter, but keep the slot open and the jib working.
- Rileys: above 20 kn, barbers out 10cm and sheet harder.
- If the wind drops, ease the cunninghams and kicker and bring the barbers back in.
- **Traveller:** see the Batt vs Hyde note in Section 6.

Equipment (Grogan)

- Smooth underwater finish and fair keel
- Bendy, light mast (he recommends the Superspar)
- Controls you can adjust from either side while hiking
- No loose, flappy clothing

Downwind in any wind

- Cunningham off. Ease the kicker **before** bearing away, then re-trim.

- Barbers out to the shroud; jib sheets loose.
- Backstay off; tighten the jib halyard to pull the mast forward.
- Outhaul eased up to 75mm on a reach.
- In a breeze, keep the spinnaker guy cleated and ease the sheet in gusts to stay flat. If the boat rolls on a run, add a little kicker and sheet the boom in.

Quick reference: upwind settings

Where Batt and Hyde differ, both are shown.

Control	Light (0–6 kn)	Medium (7–14 kn)	Strong (15+ kn)
Crew weight	Forward, still, slight heel	Forward, sitting out, flat	Hiking hard, flat; back a little in big waves
Kicker	Almost off	Snug / straight leech	Hard on
Cunningham	Batt: on, creases almost gone. Hyde: off	Batt: creases just removed. Hyde: off	Hard on
Main halyard	Not tight (Hyde: 1cm below band)	At the band	Tight
Outhaul	Batt: to the band. Hyde: eased 1cm	Tight; 20–40mm in for chop (Batt)	Tight to the band
Backstay	Batt: ~40mm prebend	Slack	Batt: last resort only
Traveller	Batt: to windward. Hyde B3: boom mid-deck to deck edge	Up, boom near centreline	Batt: dump in gusts. Grogan: never drop
Mainsheet	Eased, top tell-tale flying	Top tell-tale just flying	In hard
Jib barbers	Batt: fully in. Hyde B3: out 100mm	In (Hyde card: up to 3cm out)	Out 5–25cm
Jib sheet	Eased to light mark	Main control	Tighter, slot open
Jib halyard	Batt: position 2. Hyde: looser than forestay	Batt: position 1. Hyde: base	Batt: position 1 (or 2 in extremes). Hyde: tight
Shrouds	Batt: unchanged. Hyde: see schedules	Batt: unchanged. Hyde: base	Batt: unchanged. Hyde: tighter (Section 4)

8. Spinnaker

Clean spinnaker work wins more places than boat speed. These routines come from Jenny & Bryan Riley; practise them together until they are automatic.

Before the start

- Set the pole uphaul and downhaul for the day and leave them. Check they aren't so tight that the pole won't go up.
- Make sure the halyard runs forward of the pole and every line is clear.
- Getting the pole out should be easy. If it isn't, find out why.

Hoist

Get ready: check pole height; kicker and cunningham off; windward twinner cleated, leeward twinner off; barbers out as you bear away.

1. **Pole.** Clip on the guy, making sure the halyard isn't on the wrong side of the pole. Helm makes sure the guy is loose. Raise the pole.
2. **Hoist.** Crew puts an armful of spinnaker on the deck. Helm hoists fast while the crew pushes it clear of the jib and spreaders until it's half up.
3. **Set.** Pull the guy to its mark and cleat (helm helps). Trim the sheet together. Let off the leeward twinner if it isn't already.
4. **Check.** Twinners right, barbers out, jib sheet loose, kicker and cunningham right, spinnaker pulling. Trim mainly with the sheet. Sit well forward.

Starboard or port set?

- **Starboard:** connect the guy to the pole before hoisting.
- **Port:** get the sail filling before attaching the pole; otherwise there are too many ropes in the way. Pull the pole back against the shroud, fill the kite, pull the guy until the sail meets the pole, then ease the guy and the pole goes with it.

Gybe

Get ready: pull down the leeward twinner and ease the sheet a little to compensate. Cleat the jib sheet loosely to windward.

1. **Pole down.** Lower the pole and uncleat the guy. In lighter winds you can leave it clipped on.
2. **Gybe.** Uncleat the jib. Pull the spinnaker round behind the main. Let off the leeward twinner.
3. **Pole up.** Unclip the old guy if still attached. Clip the pole onto the new guy and raise it; the helm eases and holds the new guy.
4. **Set.** Pull the guy to its new mark and cleat. Let off the leeward twinner. Trim the new sheet.
5. **Check.** Spinnaker setting; twinners and barbers right; jib sheets loose, especially the windward one; everything tidy.

For a reach-to-reach gybe, Vincent pulls the kite round before the gybe so it sets more easily on the new course.

Drop

Get ready: before the mark, set the barbers for the beat but keep the jib sheet loose.

Windward drop

1. Let off the leeward sheet and re-cleat.
2. Pole first: lower it and unclip the guy.
3. Gather the spinnaker in to windward; the helm helps by easing the sheet.

4. Crew says “Go”. Helm drops the halyard.
5. Stuff it in the bag with the far clew in last.

Leeward drop

1. Let off the leeward sheet and re-cleat.
2. Gather the spinnaker in behind the main, in front of the shroud. Ease more sheet; the helm eases the guy.
3. Crew says “Go”. Helm lets it down and the crew stuffs it in the bag.
4. Lower the pole and unclip the guy. Put loose lines into the boat.

Check after the drop: jib set; cunningham and kicker right for the beat; spinnaker tidy and pole stowed; twinners set for the next hoist; sheets tidy.

Make sure the spinnaker sheet can’t slip off the bow.

Windward hoist

Only if you really need to, and only on a run.

1. **Get ready.** Check the twinners. Pull the clew out along the deck and tighten the new sheet to leeward. Barbers out, jib sheet loose as you turn onto the run. Lift the spinnaker onto the deck. Hold the new guy in front of the twinning-line block.
2. **Hoist.** Helm hoists. As it rises, crew holds the guy briefly so it all flies forward, then quickly pulls the new sheet round so it doesn’t catch on the forestay.
3. **Pole.** Clip on the new guy and raise the pole, helm easing the guy. Cleat the guy at its mark.
4. **Set and check.** Trim the new sheet. Leeward twinner loose; jib barbers and sheets loose; kicker and cunningham right. Sail away quickly.

Trimming

- Keep both clews at the same height.
- If the luff breaks low, lower the pole. If it breaks high, raise the pole. If it breaks in the middle, it’s right.
- Lower the pole slightly in light air (Vincent).
- Don’t over-sheet: you want a curve in the leech. Adjust the sheet every 15 seconds or so.
- Don’t play the guy; set it and leave it cleated.
- To plane, keep the boat upright, spilling the spinnaker if needed.

Very light air (Vincent)

- Don’t head straight for the mark. Sail a little higher to fill the kite.
- Some sailors heel to windward to pull the kite away from the mast, and keep their weight forward to lift the stern.

> **Sources differ on running angle.** Vincent sails slightly below dead downwind where possible, so the main feeds air into the kite. The Rileys say that if the jib wants to goosewing you are sailing by the lee and should gybe. The *How to Win* slides note some sailors sail 10° above true wind and gybe down the leg.

9. Racing

Most races are won or lost on the first beat: start in the front row in clear air, know the shifts from your compass, and stay with the fleet. This section draws on Vincent Delany's tips and the *How to Win an Irish Squib Event* slides.

Who does what

Helm	Crew
Lines up the start at the favoured end, in clear air	Trims the jib, jib cunningham and barbers
Keeps the boat in clear air all race	Adjusts the outhaul
Watches the tide and plans the route to the windward mark	Calls laylines and starboard boats to avoid
Steers on the tell-tales; trims the main; controls mast bend	Runs the spinnaker
Responds to compass changes	Calls compass changes and what other boats are doing; moves weight as needed

Starting

- **Find the favoured end.** Point head to wind and note the compass bearing. Then sail along the line, take its bearing and add 90°. If that's less than the wind bearing, you're sailing toward the favoured end. Recheck: the wind shifts.
- **Positioning.** About 10 boat lengths to leeward of the committee boat with 2 minutes to go keeps the most options open.
- **Make a gap.** Pointing high on the approach slows you and opens a gap to leeward to accelerate into.
- **Accelerate.** It takes about 20 seconds to go from nearly stopped to full speed. Heel to leeward, then bring the boat upright at the gun. Don't sheet hard at first: for the first 30 seconds, build speed, then point up and sheet in.
- **Be in the front row.** If the fleet looks like it will be over, go with it rather than be left behind if there's no general recall.
- **Bad start?** Tack away within 30 seconds to find clear air.
- Letting off the jib cunningham gives acceleration at the cost of pointing (Section 6).

First beat and wind shifts

- **Use the compass.** Before the start and up the first beat, record port and starboard headings as often as you can. You need to know the mean wind direction to tell a lift from a header.
- **Tactic digital compass:** you can enter the average wind and a 70° tacking angle (for 8 kn+ on flat water). In shifty conditions like Lough Derg, Vincent prefers manual mode, spending 30 minutes before the start logging the shifts.
- **On Lough Derg,** Vincent tacks on a shift straight away rather than waiting to see if it lasts. Shifts may be random in the middle of the course but persistent near the edges.
- **Light air:** keep looking for pressure. You can "scoot" upwind for about 20 seconds, then return to streaming tell-tales, when there's no chop.
- **Corners** can pay on Derg but are high risk. The safe rule is to stay with the fleet on the first beat.
- **Avoid dirty air.** It extends about 10 boat lengths downwind of a boat.

Windward mark

- Don’t go out to the laylines early; it removes your options if the wind shifts. Approach from 10–12 boat lengths away.
- Approach narrow and leave wide. Avoid tacking within three boat lengths of the mark.
- If you expect a shift on the next leg, watch which side the leaders’ poles go. If unsure, hoist without the pole, then attach it.

Downwind and leeward mark

- Keep looking behind for wind.
- At a gate, round the windward mark of the pair and avoid traffic. Don’t be afraid to change your mind about which mark.
- Approach the leeward mark wide and leave narrow.
- If a boat is directly ahead, the last 10 boat lengths are critical: delay your drop to win mark room.
- Some boats tighten the jib halyard downwind, especially in a swell, to fill the jib and steady the rig.
- When you pass the finish line on the way down, note which end is favoured.

Tactics: do and don’t

Do	Don’t
Avoid the middle of the course in light air	Forget to read the sailing instructions
Avoid the laylines in oscillating winds	Forget the current
Use the compass to find the favoured tack	Start in dirty air
Avoid areas of big waves	Tack away from the fleet
Choose the fastest course, not always the shortest	Reach the layline early or overstand the mark
Learn from what the race leader did	Climb to windward on a reach or run
Know when to sail conservatively, and when to slow down	Get into a private battle with one boat
	Forget where the finish line is
	Be greedy

Practise

The Rileys suggest going out just to practise, without racing. In a race, work on one skill at a time: boat handling (spinnaker, roll tacks), mark rounding, starting, and keeping the speed up.

Ask after a race: “What would have happened if…?” Keep out of trouble; the crew keeps a lookout for dangers ahead.

10. Ashore

Speed starts ashore: a smooth bottom, free-running blocks and marked controls are worth more than any tuning number. A dry hull over winter keeps the plywood floors and bulkheads from rotting.

Boat preparation

- Clean, smooth bottom and a fair keel. Rudder tight on its pintles.
- Every block runs freely, every cleat works, nothing sticks. Check the systems for friction.
- Mark every sheet and control line so you can repeat settings.
- Fit double-purchase jib sheets and ratchet blocks if your crew is lighter.
- Check buoyancy, shrouds and halyards for wear.
- Keep the boat as simple as possible. Smooth is good.

Sails

- The *How to Win* slides suggest mainsails last about three years and jibs about one. Spinnaker life depends on how you treat it.
- The Rileys suggest fuller sails on the sea, to power through waves, and flatter sails on flat water.

After racing

- Note what paid for the wind direction, tide and settings, so you learn which way pays.
- Learn from your mistakes; it's not bad luck.
- Talk it through together before you go home. No blame, no dropped shoulders: sailing is a team sport.

Travelling

Two simple ways to secure the mast for the road:

1. A tailboard fixed to a timber upright that sits on the two rudder pintles.
2. An upright that goes through the mast hole into the mast step.

Each upright has a rope and cleat, so the mast is quick to tie down.




Left to right: Upright on the rudder pintles with tailboard; Upright through the mast hole

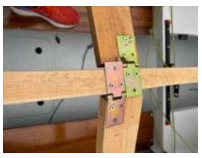
Winterisation

Before laying up, check all rigging and ropes for wear and order replacements, so repairs are done before next season.

Keep the hull dry. Outdoors, use a cover over the whole cockpit, reaching down the hull sides, well tied down. Wind drives rain under any cover, so visit regularly to pump out. Water gets in through any small hole, the twinning-line and pole-downhaul openings, and along a mast lying on the boat.

Ventilate. Remove the inspection hatches and the removable floor section so air can circulate around the plywood. Ideally keep the boat under a roof with good ventilation.

Supporting the cover. Three approaches from the fleet:

Rope off the mast. If the mast is the ridge pole, tie a rope from the mast near the front of the cover to a fitting on the cuddy roof, so water runs down the rope rather than into the cockpit. It works badly in strong wind, which blows rain in.	
Oliver's pole. Instead of the mast, run a pole down the centre of the boat on a block at the stern about 300mm high. This leaves a gap under the cover for air. Put the stern against a wall or garage, then a tarp over everything.	
Tom's frame. A strongback with hinged side arms supports the cover. 	
Raised frame. A raised support also steepens the cover so rain runs off. Don't make it so high that the cover no longer reaches over the cockpit coaming.	

On a trailer, put the trailer on axle stands to take the weight off the bearings and tyres. A loaded tyre that doesn't move for months distorts.

Checklist

- Keep water out of the boat.
- Leave all hatches open.
- Keep a good airflow through the boat.
- Make sure the rudder is stored flat and well supported.
- Fold sails carefully and store them somewhere dry and well ventilated, such as an attic.
- Don't fold across the sail windows.
- When folding the spinnaker, keep the corner reinforcements flat.
- Store the Windex (masthead wind indicator) somewhere safe.
- Coil all ropes.
- Remove old electrical tape and renew it next season.

11. Further resources

Resource	What it covers
Sail set-up (Michael McNamara)	How to set up jib and main together for maximum performance
Staying in the start box	Holding position before the start
Clear air	Why clear air is faster than air used by boats ahead
Hyde Sails: Squib	Hyde Squib sails and tuning guides

The source documents (Riley training slides, spinnaker routines, *How to Win an Irish Squib Event*, and David McFarlane's Squib Notes) are in the Squib project.