

RIG FOR THE BARNEGAT SNEAKBOX

HOW TO BUILD A SAILING OUTFIT AND OTHER ACCESSORIES
NEEDED FOR CRUISING IN THIS POPULAR LITTLE BOAT

By DWIGHT S. SIMPSON

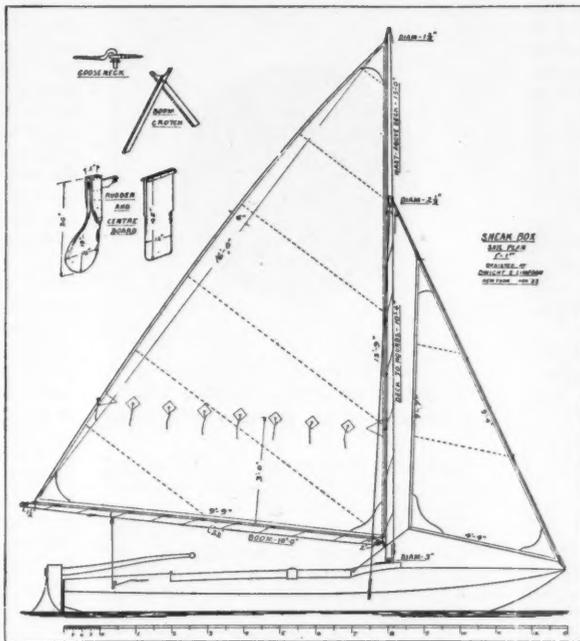
IN the December number I told how to build a Barnegat sneakbox and I now submit the sail plan with sketches of the various fittings yet to be made to complete the rig for cruising.

The rudder is made of 1" oak chamfered off to a feather edge all around the blade to minimize resistance. To the upper part rivet two cheek pieces, to form a mortise for the end of the tiller. This article is also made from 1" oak about 2½" wide at the rudder and gracefully curved and tapered to 1" square at the other end, where it is finally made eight-sided for a grip. It should project about a foot into the cockpit. It is not fastened to the rudder but fitted with some taper so that while it can be driven in solid, it is also easy to knock out. Two heavy screw eyes are put into the forward edge of the rudder and two into the stern of the boat, when a rod slipped through all four will hold the rudder in place.

The centerboard is made of 1" oak chamfered off below the hull. Some ballasting effect can be secured if the "board" is made of 3/16" steel or brass plate (the slot and trunk will be narrower), but it should be cut out "U" shaped in the trunk to lighten it. In either case two cleats are riveted along the upper edge to keep it from slipping through the case and to provide means of drawing it out.

The dimensions of the mast and boom are given in the sail plan. They should be made of spruce if possible. Failing this, fir, white pine or yellow pine may be used. They should be round and straight of course. The boom may be held to the mast with a pair of jaws or better by a large screw eye in the mast and a hook in the end of the boom. This hook will have to be made, as it should be long in the nose and have a hole through it for a cotter pin to keep it from coming out.

We can even make the sail ourselves out of 6 oz. tent cloth or heavy sheeting. The dotted lines show the seams. These are formed by lapping the two pieces of cloth about an inch and running two rows of stitching, one along each edge. If the cloth is fifty or sixty inches wide it should be looped over along the middle and a "fake" seam put in for strength purposes. At the three corners and at the ends of the reef row an extra piece of cloth should be stitched on each side of the sail, after which it must be



hemmed all around. Make the hem about an inch wide and run two rows of stitching. It is then ready for the roping. The rope should be about 3/8" in diameter and of the best quality. Starting at the top or head of the mainsail seize the rope around a thimble (which can be bought at any hardware store) about two feet from its end, then sew the sail (with double string for thread) to the rope so that the thimble comes at the corner with the two-foot length of rope running along the after-edge of the sail and the full length running down the forward or mast edge. In sewing, keep the rope well stretched but the sail just tight enough to keep out wrinkles. Sew closely and strongly until you come to the lower corner between the mast and the boom. Here another thimble must be seized in. Then proceed along the foot, seizing a thimble at the after corner and running the rope up the after edge about two feet. If you are a nice workman, you can untwist the rope, take out some of the fibers and twist up these two ends of the rope into a nice taper before sewing to the sail. Next we need a lot of small thimbles about 1/2" in the hole. Six of these we fasten to the roped edge of the sail along the mast every 18", beginning at the boom. Put a larger one at the ends of the reef row. Put more of them 12" apart along the foot of the sail. They are fastened by many turns of string around the rope and groove of the thimble.

The reef points are made of cotton

rope about 3/16" diameter and two feet long. Round eyes are worked in the sail and stitched like button holes. Then the ropes are put in and fastened at their middles. Whip the ends with thread or string so they will not ravel.

The jib is roped like the mainsail except that instead of thimbles lashed to the rope along the edge, we use large snap hooks. These can be purchased for the purpose but if you can get only harness hooks fasten them on so that a rope can be run through parallel to the sail rope. There are neither thimbles or hooks along the bottom.

WE are now ready to rig the boat. We need three straps of iron or brass about 1/8" x 1" x 8" long. Drill a half inch hole close to one end of each strap and file the end round to correspond. Then drill and countersink three holes for No. 12 screws toward the other end of each strap.

One of these straps is fastened to the bow so that its eye just sticks up over the deck. The others are fastened to the sides about six inches aft of the line of the mast. Next get three turnbuckles and 40 feet of rigging wire such as is used in radio aerials. You can get them at Five and Ten Cent stores now.

Fasten a wooden shoulder on each side of the mast where the fore-stay comes and after twisting a good, strong eye in the ends of the rigging slip them over the mast and down to the shoulders. First the starboard or right hand shroud; then the port or left hand and finally the fore-stay. Open out the turnbuckles, fasten one end to the eye-plate and run the rigging wire through the other. Twist up or seize this tight and when all three are ready tighten up the turnbuckles until the wires come just taught. We have previously run the halliards (of 3/8" diam. rope) through the blocks at the mast head and have both ends of them on deck. Splice a snap hook into one end of each and run the other end through the lower block and put a knot in it. First bend on the mainsail. Fasten the lower forward thimble to the end of the boom by several turns of cotton rope. Then take the other lower after end to the other end of the boom and draw it out until the foot rope is just tight and fasten it there. A hole in the end of the boom to take two turns of the cotton rope will help to hold it in place.

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Next the whole foot can be laced to the boom by a cotton rope which passes alternately around the boom and through a thimble. Another piece of cotton rope is made fast to the upper thimble, and the sail hoisted a little. The rope is passed around the mast and through the first thimble, then around the mast and through the next thimble, etc., hoisting the sail as you go. When the sail is all up, tighten on the lacing rope and make it fast to a cleat at the bottom of the mast. This rope loosens up as the halliard is let go so that it is not necessary to uncleat it when you hoist or lower the sail. When reefing it must be shortened on the cleat.

To assist in reefing quickly, fasten the middle of a three-foot length of cotton rope to each cringle (the thimbles at the end of the reef row), whip the ends and leave them there for future use. Put in a trial reef. Let down the sail until you can take a couple of turns around the boom and through the cringle with the reef line at the forward end. Then pull the other end out along the boom until the reef row is tight but not stretched. Fasten a little wooden shoulder underneath the boom about six inches farther out to prevent the reef line from slipping. Pass the reef lines around the boom, over the shoulder, back through the cringle and knot them together. The points can now be tied. They should be passed between the sail and the boom and not around the boom. Never tie the points until the two cringles are fastened or you may tear the sail.

The main sheet is the same as the halliard. One end is made fast to an eye in the deck aft of the cockpit and about a foot from the edge. It is then led through a block on the boom, through another block on the other side of the deck, then to the hand. In ordinary weather it can be held with the same hand that holds the tiller.

The jib is snapped on to its stay and the lower corner fastened with a line or snap hook to an eye in the deck. The sheet is about 20 feet long being seized to the thimble of the sail at its middle and one end coming aft each side of the mast through a hole in the forward end of the coaming to a cleat. Only the lee sheet is used, the other being loose, and the sheets must be shifted when coming about.

The rest of the ordinary equipment consists of a pair of oars, an eight-foot push pole, a sponge and bailer and a ten-pound anchor with about 75 feet of three-eighths line. There should be a chock or fairlead for the anchor line on the bow, but the line is made fast around the mast, instead of to a cleat.

WITH this equipment one has a good boat for a day's sail and by taking out the mast and covering the boat with rushes, a good shooting punt in the fall. The boat used in this way, however, is only about half used, as with a little



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