

**Above,** an overall view of the working area of *Munequita* showing many of the items that are detailed opposite and following. Note the twin tracks for jib leads, and winches cleated in clams inside the cockpit coaming.

# WHAT ~ MAKES MUNEQUITA GO?

Click Schreck, Jack Valley, John Dane and others at the Southern YC in New Orleans put together an SORC record setting team aboard *Munequita* that took six straight firsts in class and the overall prize. Here is Click Schreck's description, in words and pictures, of how they prepared the boat for the job. Schreck, skipper of *Munequita* is a New Orleans sailmaker and in 1968 was middle man aboard Buddy Friedrich's *Dragon* that won the Gold Medal at the Acapulco Olympics

**O**VER the past several years I've had a strong desire to take part in the "World Series of Sailing," the Southern Ocean Racing Conference. I've mentioned this ambition to several friends around the Southern Yacht Club in New Orleans, but strangely enough it was a friend who had never been involved in racing who came up with the idea of buying a new boat and getting it geared up for the "Circuit." During the course of our early discussions it turned out that Jack Valley—my non-racing friend—had some of the same suppressed desires I'd had since my participation in the 1968 Olympic Games, which obviously was the high point, to date, of my racing career.

Jack said he wanted to buy a boat that would not only be fast, but also a comfortable cruising boat. I recommended that he give every consideration to the new Ranger 37. As I recall, Jack said "Get the Ranger 37, if you think it's the right boat." We then called O. J. Young, a local Ranger dealer, and *Munequita* was born.

*Munequita* arrived just before Christmas, which allowed us less than two weeks to prepare for the Sugar Bowl Regatta, which would be our first opportunity to check-out the boat and to determine sail combinations and rig adjustments.

We were pleasantly surprised to learn that the new Chance 44, *Jemel* and *Congere*, a 52-foot Schmitt sloop, would be available to race against. We were elated when we won both races in our class and overall at the Sugar Bowl and felt we might have a bomb.

Obviously, it takes more than one ingredient to put a program like this on the road... a good boat, good sails, the wherewithall (which was no problem) and the hottest one design team that was available at Southern YC.

The nucleus of our crew was John Dane, By Baldrige, O. J. Young, Hjalmer Breit, and Jack Valley. We were joined at different intervals by such other talents as Bill Ibs, Bob Nugen, Bob Schimek, Mark LeBlanc (our Lipton Cup and Nassau Race Specialist), Ding Schoonmaker, and "Cop" Perez. As you can see from this roster, each individual has at one time or another distinguished himself in the racing world, and one concern that

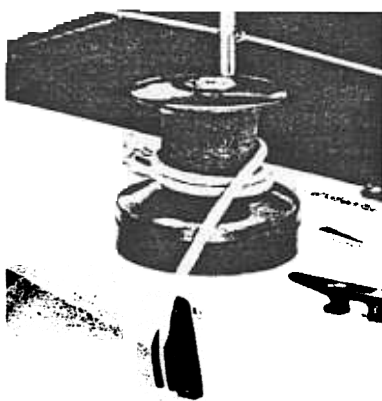
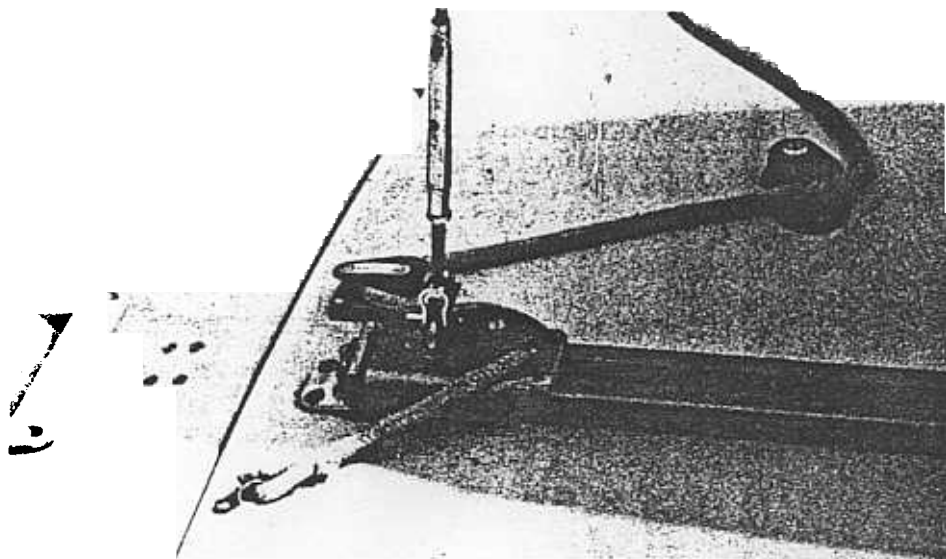
there is an exception to this rule. In a small chop or left over sea condition, providing the wind velocity is not too high, the jib top and genoa staysail are the answer. In these conditions the double head rig will give you greater overall speed. For example: No. 1 genoa going to weather in these conditions, we made six knots in puffs, five knots in the lulls, double head rig, same conditions, six knots in puffs, five-and-a-half knots in the lulls.

We had a 1.5 oz. Nylon drifter-reacher which we used as our large chuter (set outside the spinnaker) in breezes over 12 knots. This sail was also used with the genoa staysail for light, close reaching. We found that in drifting conditions we could use it going to weather.

On *Munequita* we installed the outboard genoa track in addition to our in-board track. This was the single, most important thing we did on the boat as far as sail trim was concerned. In the clew of our genoa we would install two genoa trims, one leading to the inboard track and the other to the outboard track. Each sheet was run to a separate winch. This allowed us to trim from seven degrees to 12 degrees in a matter of seconds. In the puffs we would release the inside lead and tighten the outboard lead. This would flatten the genoa and open the leech.

We found that to sail *Munequita* to her best at all times required so much concentration that it was necessary to change helmsman every half hour. We were fortunate enough to have four good helmsmen on the boat every race. I am sure that a lot of sailors would disagree with this and maybe they are right. We found that each helmsman would compete against the others, always trying his best. When not on the helm, you were always trying different things to improve speed. When sailing the boat downwind we always carried the trim and guy as far forward as possible, usually at the maximum width of the hull. The boat would track behind the spinnaker better. Therefore less rudder was used, and greater speed was maintained.

Exactly the same approach might not achieve the same results with another boat, but what we did with *Munequita* should serve as a guide for any offshore racing campaign. I wish I could guarantee that your results will be as satisfying as ours. ●



**Above,** the baby stay gear. The two-to-one purchase is enough to pull the stay forward with a ball-bearing traveller type track used on the deck. **Left top,** the sheet winch and clam cleat rig on the cockpit coaming. **Left bottom,** the mast partner looking forward. The small winches are used for reefing gear, cunningham, and outhaul on the main. The cam cleat and exit box on the face of the mast handles the main boom topping lift, used when reefing the main.