

A Brief History of the Origin of the Modern Table of Offsets For the Racing Crackerbox PRO™

During 1956 there was a growing interest to re-design the Racing Crackerbox™ to accommodate the increasing horsepower, resolve handling characteristics that were not entirely solved by the addition of the adjustable cavitation plates in 1953, and to update the appearance of the boat. By late 1956 and following discussions between Fred Wickens and Bob Patterson a boat was built by Fred Wickens to explore these new ideas (the current P-99). During 1957 and 1958 further discussions and trials resolved the basics of the new design. During this time Donald “Danny” Campbell, an engineer at Douglas Aircraft was invited to join the effort. During 1957-1958 Bob Patterson lofted a full scale of this new boat at his shop on Sepulveda Blvd. in Van Nuys, California. Dimensions were then taken off of this lofted full scale drawing

and recorded in the Table of Offsets that was prepared at that time. The full scale lofted drawing was then reduced in scale to the drawing attached to complete the Table of Offsets. In 1959 a boat was then built by Bob Patterson with hardware fabrication and installation by Bob Patterson. That boat was “Hot Cinders”, the current 80-P, was the first modern Racing Crackerbox PRO™. This boat, designed and built by Bob Patterson, is the original source for the modern Table of Offsets, and is still racing competitively to this day. This modern Table of Offsets has been unchanged since it was first prepared.

When fiberglass hulls were introduced in the early 1970's two molds were prepared. One mold was taken from the original “Sparkler” a wood hull originally built by Bob and Tom Patterson, commonly referred to the WRAP mold. This mold is currently in the possession of the Crackerbox Boat Racing Club. The second mold was taken off of another Bob Patterson boat, the original “Hot Cinders”. This mold is currently owned by Tom Patterson.

The 44-P “Sparkler” is from this mold and is the only twin rudder boat currently in the fleet. Tom Patterson, known for his innovation, is considered to be the guru of the modern fiberglass and carbon fiber Crackerbox PRO™ hulls. Tom and Bob were always trying new and sometimes exotic hardware and set-ups to make their boats faster. Tom’s carbon fiber “Sparkler” is one of the fastest Crackerbox PRO™ hulls on the circuit for that reason.

All modern Racing Crackerbox PRO™ hulls are built from the Table of Offsets originated by Bob Patterson following discussions with Fred Wickens and Daniel Campbell. With the exception of 3 fiberglass Lowen hulls (only 1 of which is in competition), a similar number of Thornhill hulls (only 1 of which is in competition) and a similar number of Benson hulls (2 of which are in competition) the majority Crackerbox’s were either built and/or designed by Bob Patterson or Fred Wickens. All modern Racing Crackerbox PRO™ hulls are built from the Table of Offsets originated by Bob Patterson from the full scale lofted drawings that he designed and drew in 1957-1958 and have remained unchanged since that time.

Table of Offsets
For the Racing Crackerbox PRO™

TABLE OF OFFSETS — *measurements are in inches and sixteenths of inches*

STATION	13	12	11	10	9	8	7	6	5	4	3	2	1	0
BASE TO KEEL	0-10	0-6	0-4	0-2	0-1	0-1	0-4	0-8	1-0	1-15	3-12	6-12	11-0	22-10
BASE TO CHINE	1-1	1-0	0-15	1-0	1-4	1-11	2-6	3-6	4-12	6-10	9-0	12-1	15-15	22-10
BASE TO SHEER	15-0	16-11	18-7	19-12	20-12	21-8	22-0	22-6	22-10	22-13	22-14	22-12	22-12	22-10
BASE TO DECK	18-2	19-11	21-1	22-12	23-11	24-5	24-10	24-13	24-13	24-12	24-6	23-15	23-8	22-10
CL TO CHINE	29-7	30-3	31-0	31-12	32-6	32-14	33-1	32-11	31-11	29-11	26-1	20-8	13-4	0-0
CL TO SHEER	27-7	28-11	30-1	31-3	32-3	32-14	33-5	33-7	33-0	31-8	28-10	23-9	16-0	0-0

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The dimensions in the Table of Offsets contain all of the measurements that the Crackerbox PRO™ boats are designed and built from. An inspector will measure points on the hull that must fall within the tolerances listed in the table to determine if a hull is legal.

The drawing shows the center line and/or base line (the keel), the sheer line (top outside edge of boat), the chine line (bottom outside edge), the numbers 0-13 are the stations that correspond to measurements shown in the Table of Offsets and in most cases where frames (wood boats) are located. Glass boats are not required to have the same frames as the wood hulls but the fiberglass hull measurements must fall within the Table of Offset dimensions.

