

In All Conditions

Shrouds

800 lbs Upper Shrouds
 300 lbs Lower Shrouds
 Check Mast is centered by using Jib Halyard to measure to Shroud base
 Check Mast is straight by sighting up aft face

Partners

Make sure Mast cannot move / pump

Jib Lead

Leave in center of T track -- not worth adjusting

Vang

Do not use upwind ever
 In light air, let the Boom be raised by puffs

Downwind, set it to make top batten parallel to Boom in all conditions

Outhaul

Outhaul is not eased in most conditions going upwind
 On a run also leave trimmed to maximize (see notes for small adjustments)

0-6 Knots Wind

Key Thought

Develop boat speed -- foot to keep boat moving
 Keep Luff telltales on Jib flowing by cont. adj. sheet
 Use Tiller to steer as Traveler is not yet effective
 Sail shape moderately full; twisted

Forestay Datum

48" above deck (add Merriman/use turnbuckle)
 Forestay Datum = Forestay is marked at top of Mast Band which is 2' 5" above Deck

Crew Position

All to leeward and forward
 Helmsman steers from leeward side

**Traveler
 (1 of 3 most important sail controls)**

2/3 to weather rail but keep Boom below Center Line
 Use Tiller rather than Traveler in these conditions

**Mainsheet
 (1 of 3 most important sail controls)**

Ease so that Boom sits 6-10" to Leeward of Center Line

**Jib Sheet
 (1 of 3 most important sail controls)**

Back end of middle batten even with Spreader
 Trimmer has sheet in hand to trim in puffs and ease in lulls -- keep Luff telltales flowing

Backstay Datum

Only enough to steady headstay
 Want maximum sag in headstay

Jib Luff / Halyard

New Jib, wrinkles 4-6" into sail
 Older Jib, wrinkles 4-6" into sail

Cunning. / Main Halyard

Loose enough to get 3 or 4 FEET of wrinkles in lower half of Luff

Outhaul

Tight enough to completely close shelf between Boom and bottom of sail

6-13 Knots and Smooth Water

6-13 Knots and Waves

Key Thought	Point high Sails fuller than 0-6 knots Sails not twisted Use Traveler to steer, minimize Tiller	Sails full Sails twisted Use Traveler to steer, minimize Tiller
Forestay Datum	48" above deck (add Merriman/use turnbuckle) Forestay Datum = Forestay is marked at top of Mast Band which is 2' 5" above Deck	
Crew Position	Two to leeward, one to weather Helmsman steers from weather side	Keep weight as low as possible
Traveler (1 of 3 most important sail controls)	Set so Boom is 2" to leeward of Cntr Ln Helmsman to play continuously to balance helm in all conditions and minimize Tiller movement (which avoids the time lag of Tiller action as well as unnecessary drag) Traveler to windward = turns up, to leeward = turns down; in a puff, ease, reach speed, pull up to point and feather (not using Tiller if possible)	Set so Boom is 4" to leeward of Cntr Ln
Mainsheet (1 of 3 most important sail controls)	After half of top batten 5 degrees to WEATHER of parallel to Boom	After half of top batten 5 degrees to leeward of parallel to Boom
Jib Sheet (1 of 3 most important sail controls)	Back end of middle batten 2" in from Spreader Use Jib leach telltales	Back end of middle batten even with Spreader Use Jib leach telltales
Backstay Datum	8 inch setting Backstay Datum = Backstay is marked at 11" from bottom of Mast; use 12 inch gauge on aft deck	10 inch or completely slack
Jib Luff / Halyard	New Jib, wrinkles of 2-3" into sail Older Jib, slight wrinkles of 2-3" into sail	New Jib, slight wrinkles of 2-3" into sail Older Jib, no wrinkles
Cunning. / Main Halyard	Leave some wrinkles in lower half As sail gets older, the rope shrinks so that more Cunningham / main halyard is needed to keep upper half of sail smooth	Leave some wrinkles in lower half
Outhaul	Tight enough to completely close shelf	Ease so 2 " of shelf shows

13-18 Knots and Smooth Water

13-18 Knots and Waves

Key Thought	Point high Sails full Sails not twisted Use Traveler to steer, minimize Tiller	Sails moderately full Substantial twist as angle of attack varies with waves
Forestay Datum	47" above deck (standard rake -- may include Merriman to be removed for 46") Forestay Datum = Forestay is marked at top of Mast Band which is 2' 5" above Deck	
Crew Position	Some weight on rail to maintain heel angle leeward rail 6"-10" above water	Same as Smooth Water Helmsman to be able to see waves
Traveler (1 of 3 most important sail controls)	Set so Boom is 4" to leeward of Cntr Ln Helmsman to play continuously to balance helm in all conditions and minimize Tiller movement (which avoids the time lag of Tiller action as well as unnecessary drag) Traveler to windward = turns up, to leeward = turns down; in a puff, ease, reach speed, pull up to point and feather (not using Tiller if possible)	Set so Boom is 4" to leeward of CnLn
Mainsheet (1 of 3 most important sail controls)	Top batten parallel to Boom	After half of top batten 5 degrees to leeward of parallel to Boom
Jib Sheet (1 of 3 most important sail controls)	Back end of middle batten 4" in from Spreader Use Jib leach telltales	Back end of middle batten 2" in from Spreader Use Jib leach telltales
Backstay Datum	6 inch setting Backstay Datum = Backstay is marked at 11" from bottom of Mast; use 12 inch gauge on aft deck	8 inch setting
Jib Luff / Halyard	New Jib, slight wrinkles of 2-3" into sail Older Jib, slight wrinkles of 2-3" into sail	New Jib, slight wrinkles of 2-3" into sail Older Jib, no wrinkles
Cunning. / Main Halyard	Pull Luff smooth As sail gets older, the rope shrinks so that more Cunningham / main halyard is needed to keep upper half of sail smooth	Pull Luff smooth
Outhaul	Close shelf and stretch more	Close shelf and stretch more

Over 18 Knots and Smooth Water

Over 18 Knots and Waves

Key Thought	Sails flat Sails not twisted Traveler to keep heel angle constant Use Traveler to steer, minimize Tiller	Sails flat Sails twisted Traveler to keep heel angle constant Use Traveler to steer, minimize Tiller
Forestay Datum	46" above deck (remove Merriman or use turnbuckle) Forestay Datum = Forestay is marked at top of Mast Band which is 2' 5" above Deck	
Crew Position	Hike hard over the rail Helmsman to be able to see waves	Same as Smooth Water Helmsman hikes too
Traveler (1 of 3 most important sail controls)	Set so Boom is 4" to leeward of Cn Ln Helmsman to play continuously to balance helm in all conditions and minimize Tiller movement (which avoids the time lag of Tiller action as well as unnecessary drag) Traveler to windward = turns up, to leeward = turns down; in a puff, ease, reach speed, pull up to point and feather (not using Tiller if possible)	Play continuously to balance helm
Mainsheet (1 of 3 most important sail controls)	After half of top batten 10 degrees to leeward of parallel to Boom	After half of top batten 20+ degrees to leeward of parallel to Boom
Jib Sheet (1 of 3 most important sail controls)	Back end of middle batten 4" in from Spreader Use Jib leach telltales	Back end of middle batten 4" in from Spreader Use Jib leach telltales
Backstay Datum	4 inch setting May not be able to get Backstay this tight if headstay has been shortened Backstay Datum = Backstay is marked at 11" from bottom of Mast; use 12 inch gauge on aft deck	4 inch setting
Jib Luff / Halyard	New Jib, slight wrinkles of 2-3" into sail Older Jib, slight wrinkles of 2-3" into sail	New Jib, slight wrinkles of 2-3" into sail Older Jib, no wrinkles
Cunning. / Main Halyard	Pull Luff max hard As sail gets older, the rope shrinks so that more Cunningham / main halyard is needed to keep upper half of sail smooth	Pull Luff max hard
Outhaul	Pull shelf closed then another 1" Wrinkle parallel to foot when luffing	Pull shelf closed then another 1" Wrinkle parallel to foot when luffing