

	Light Airs	Medium Air	Heavy Air
Sails - general	Flat water-flat sails as a general rule. Sails flat but not "tight". Draught deepest in middle of sail. Genoa "cracked" an inch on beats. If in doubt ease sails slightly with sheets but keep sails shape flat with twist off at top. Settings below will do this.	Sails "fuller". Draught middle to moving forward. Use main a lot as trim tab. Water choppier - more fullness to sails to provide power.	Sails flat and twisted off top to dump air. Draught well forward. Sails stretched to create shape a below.
Genoa			
Cunningham/Hal-yard tension	Loose - Genoa luff should "sag" off forestay slightly	Tighter as wind increases - but no stretch on luff!	Tight with stretch on luff to move draught of sail forward
Genoa car position	Back - to open slot & release tension on leech. Also induce twist in sail at top. Leech should be approximately 4 fingers away edge of spreader (standard spreader length)	Forward position - to bring leech under more air force to 4 fingers from edge of spreader.	Back - to open leech to dump air off top of genoa and induce twist in sail.
Mainsail			
Cunningham	Off completely	Off - creases in mainsail are acceptable and will not slow boat down. Do not use cunningham to get rid of them or sail will be too flat.	On - as wind speed increases to move draught of sail forward.
Boom outhaul	Enough tension to keep foot of sail just off flat along boom, not stretched at all. Foot of sail must NOT bag away from boom unless lumpy water and need a bit more power.	Enough tension to hold foot along boom and slightly less if need more power in lumpy water and at start.	Tight - stretching along boom as wind increases to flatten sail.
Traveller and main sheet tension. (Please note that this is one of many ways that I prefer. Some people don't use the traveller off centre position and only play mainsheet tension.)	Traveller to windward of centreline and sheet eased to induce twist. Kicker can be used gently to close top leech when needed to act as trim tap for pointing purposes. This should be adjusted all the time to keep boat speed up. Please note that kicker is only on gently and to control shape of main where necessary!	Traveller middle to 2 inches below middle. Sheet tighter to close leech at top. Still a balance between gentle and force. Do NOT over-tighten main sheet, rather mover traveller to windward slightly. Boat speed to determine final trim.	Traveller blow centreline. Dump air with traveller in gusts. Mainsheet tight to flatten main.
Kicker (Boom vang)	Off - only gently on as above and in a puff.	Gradually on as wind increases. To use main as trim tab - watch top woolly on main as to tension needed. Woolly should fly 80% and can stall 20%..	On hard to flatten main, not lose main shape on dumping air and to help keep mast from inverting.
Spinnaker	A subject all on its own. General rules however are as follows: Clews to be at equal height all the time - adjust pole height to follow leeward clew which will vary as wind strength varies. Kite to be freed off all the time (never cleated) to trim it just off the leading edge break. If the kite is not just about to break it is too tight! On a tight reach to gain height or hold height, drop halyard by 5 inches, she will set more easily. On a run lift pole and ease to open shoulders. In heavy air lower pole and or use barber haulers to flatten to control rolling. Foot of kite should never touch genoa (forestay) - pole pulled to far back. At the same time pole should be back as far as possible for each setting. In heavy air, crew to ease kite and skipper to bear off BEFORE and as puff hits. This means watching puffs on the water all the time. If you broach - recovery is quickest if ... you relax and let the boat go, ease all sail sheets. Patience - have a cigarette - after boat rights slowly trim in and get going again. It does not help to trim too fast as you will go over again!!		
Backstay	Either off entirely or just take tension on it to hold max mast rake in place. When puff fills genoa if no backstay, mast will rake forward and you need maximum rake in light airs to help pointing and speed.	Some tension - should be played all the time, in puffs if necessary to twist top off of main to keep boat flat. Enough tension to allow very slight forestay sag on a beat (fuller genoa). If boat seed slow slacken backstay as a matter of course.	Very tight - creates top section of main to dump air, flattens genoa and moves draught forward. Helps control mast shape which in turn flattens main sail.
Crew positions	As far forward a possible to lift transom just out of water, reducing turbulence. Skipper always on weather side!!!! You cannot drive the boat fast on leeward side.	Crew against cabin wall and skipper next to him	Crew against cabin wall, skipper can be slightly further back but never in last third of cockpit.
Stowage of gear, motors, castle cases etc	In front of mast tabernacle. Weight forward.	Over keel box	Over keel box