



## Star Downwind Jib Trim

### Reaching

Jib shape is controlled largely by mast position and lead position. If you were to leave the backstays in the same upwind position after rounding the weather mark the forestay would remain very tight. Straightening the mast and easing the rig forward will increase forestay sag. Finding the right amount of forestay sag will depend on the amount of wind and your angle to the wind. We prefer to straighten the mast to at least a vertical position when reaching. This will produce the proper luff sag for broad reaching. However, close reaching the jib will be very hard to trim and the luff will collapse. To prevent this in light air try raising the jib halyard just enough to tension the luff from collapsing. In heavy air do not use the jib halyard to tension the luff this will stretch the luff of the jib. We recommend taking up on the luff wire to control luff tension. Once the proper luff tension is determined the lead position should be set.

Tension the barberhauler or reaching block until the jib begins to break evenly along the luff. Broad reaching it will be nearly impossible to get the proper lead angle and you should consider using the whisker pole.

### Running

Trimming the whisker pole downwind is more than just squaring the pole and leaving it cleated. The jib must be trimmed just like any other leg. In most cases the skipper is better situated to make changes in pole positions because he has better leverage and visibility. If a quick squaring of the pole is needed sailing down the face of a wave have the crew grab the sheets in front of shrouds for temporary adjustments. Just as trimming shouldn't be overlooked nor should sail shape.

Try to think of the jib in reverse while sailing with the whisker pole. The leech of the jib is now the luff and what was previously consider the luff is now the leech. Also try to think in terms of sail area and sail depth. The efficiency of the jib can be improved with a few adjustments in halyard tension, jib cloth tension and pole position.

The for/aft position of the mast tip controls the amount of luff sag downwind. More luff sag will billow the jib forward similar to a spinnaker. At the same time the jib halyard needs to be raised so the foot of the jib will draw properly. Hoisting the jib halyard will expose more sail area and help tension what is now the leech. The jib must be hoisted high enough so jib cloth tension can be used to shape the jib. At times you may have the jib tack pinned on the deck or you may have the jib tack eased 12", it will depend on your sailing angle.

If you want to sail deep square the pole and ease the the jib cloth. The sail will flatten and you will expose more sail area to windward. If you need to sail a higher course ease the pole and trim the jib tack down to the deck.

Straightening mast helps Main and increases sag.....  
Always drop jib cars with out pole and in heavy wind with pole