

# SAIL TRIM GUIDE

## JIB

<b>KNOTS</b>	<b>0-7</b>	<b>7-14</b>	<b>12-18</b>	<b>15-20</b>	<b>18-25</b>
<b>JIB HEIGHT OFF DECK AT TACK</b>	2"	1.5" - 2"	1" - 1.5"	1"	1"
<b>JIB CLEW HOLE</b>	3rd hole forward/down from corner of clew board	3	3 - 4	3 - 4	4
<b>LUFF TENSION</b>	Slight horizontal wrinkles	Slight wrinkles to wrinkle out	Wrinkles out	Wrinkles out	Wrinkles out
<b>JIB CAR</b>	15" to 13.5" off CL	13.5"	13.5" - 15"	14" - 15"	14" ++ to stop backwinding in main
<b>TRIM</b>	To TTs on luff and keep all leech TT flowing	Find max trim by trimming until upper leech TT stalls then ease until it flows	Same but work in puffs	Same but work in puffs	Softer in general and slight ease into puffs

## MAINSAIL

<b>TRIM - TOP BATTEN</b>	Parallel to boom, top TT flowing 1/2 the time	Parallel to open in puffs, flowing	Open and flowing trim for balance, heel, and pointing	Open and flowing trim for balance, heel, and pointing	Open trim for angle of heel
<b>TRAVELER</b>	3"-6" ABOVE CL	CL to 12" down in puffs	CL down to rudder post	CL down to rudder post	6" down to rudder post
<b>VANG TENSION*</b>	Loose	Loose to med.	Med. to Firm in puffs	Firm to very tight in puffs	Very tight
<b>CUNNINGHAM</b>	Loose	Loose to wrinkles out	Loose to wrinkles out	Wrinkles out to firm	Firm
<b>OUTHHAUL</b>	Remove vertical wrinkles	Same to black band at upper end	1/2" from BB to BB	BB	BB

\*NOTE: Be sure to ease vang when bearing away or tacking to prevent boom damage.

