

# IDEAL 18 TRIM CHART

<b>SAIL CONTROL/ TECHNIQUE</b>	<b>0-4 KNOTS</b>	<b>5-10 KNOTS</b>	<b>11-16 KNOTS</b>	<b>17+ KNOTS</b>
<b>MAINSHEET TENSION</b>				
FLAT WATER	8 – 10"	6 – 8"	5"	6 – 10"
CHOPPY WATER	8 – 12"	8 – 10"	7"	6 – 10"
<b>OUTHAUL</b>				
FLAT WATER	½" eased	tight	tight	very tight
CHOPPY WATER	1" eased	½" eased	tight	very tight
<b>CUNNINGHAM</b> (cloth tension at slugs)	soft	soft	slight wrinkles	flat (no wrinkles)
<b>BOOM VANG</b>	5-10° twist (very light)	5° of twist (light to med.)	tight (med to hard)	very tight (hard)
<b>JIBSHEET</b> (clew shackle to turning block)	2 – 3"	1 – 2"	¾ – 1 ½"	½ – 1"
<b>JIB CLEW</b> (GOLD CLEWBOARD) (BLUE CLEWBOARD)	2nd hole down 3rd hole down	3rd hole 4th hole	3rd hole 5th hole	4th hole 6th hole
<b>UPPER SHROUDS TENSION</b>	180 lbs	180 lbs	200-220lbs	250 lbs
<b>LOWER SHROUD TENSION</b>	just hand tight	hand tight + ½ turn	160-180 lbs	220 lbs
<b>HEEL ANGLE</b>	5 – 7°	5°	flat unless steep chop then 2-5°	flat as possible
<b>SKIPPER POSITION</b> (relative to barney post)				
UPWIND	1' in front on seat	athwartship; on seat	athwartship; on gunwale	1' aft; over gunwale
DOWNWIND	athwartship	athwartship	1' aft	2' aft
<b>CREW POSITION</b> (relative to shrouds)				
UPWIND	Just aft; center or leeward	3" aft; center or on seat	6" aft; seat to gunwale	1' aft; over gunwale
DOWNWIND	3" aft	6" aft	1' aft	3' aft