

# INTERLAKE CLASS

Quantum Sails experts have spent a good deal of time developing an Interlake Class sail program that is capable of making it easy to change a wide range of gears, allowing you to be fast in a wide variety of conditions. The following guide covers sail setup, boat setup, and preparation. As with all rig tuning, use these ideas and numbers in developing your own program. Use a tape measure and tension gauge, make notes, experiment, and reach out to our team of Quantum Sails experts if you have any questions. We're here to help you sail faster, sail smarter, and to have fun!

For more information on tuning and technique, contact Quantum Sails Interlake One Design Expert Bob Sagan at [bsagan@quantumsails.com](mailto:bsagan@quantumsails.com).

## MAST STEP

Max legal forward: 76" from stem (intersection of hull bow and deck) to front of mast.

## MAST RAKE

25'2"-25'3" as measured from full hoist to centerline of transom with rig under tension (Add 3" if you have the old masthead crane).

## RIG TENSION

240lbs. May increase up to 280lbs+ in heavy air.

## JIB CLOTH TENSION

Wrinkles appear and extend 5"-6" aft of the luff tape – fairly soft.

## JIB LEAD POSITION

Start with 97" as measured from the luff wire tack to the turning point of the jib car block when under load.

## JIB FOOT

Set the jib up low, preferably touching the deck. This helps diminish induced drag from air leaking under the jib.

## VANG

Off under 6kts. On firm enough to keep boom from lifting more than 5" in 6kts-10kts of pressure. Aggressively played in 10kts-15kts. Vang is tight in 15+kts.

## MAIN CUNNINGHAM

Minimum tension in less than 10kts. Progressively increase tension as wind builds to reduce overbend wrinkles. Max tension when overpowered to open the leach.

## OUTHHAUL

Begin with 4" of belly in mainsail (approximately the width of your knuckles). Adjust outhaul tension to keep this shape in winds 0mph-10mph. Progressively flatten the sail with more outhaul as wind increases.

## CENTERBOARD ANGLE

Beating: Straight down to 10° angled back (6"-8" straight-down pull on the centerboard line) as needed to balance the helm. A bit farther back in breeze/waves to lighten helm, and back even farther to balance helm when reaching halfway up or more on runs.

## CREW WEIGHT

Skipper and crew 375lbs-475lbs;  
425lbs is the sweet spot.