

WIND SPEED (KNOTS)	1 - 4	1 - 4	5 - 9	5 - 9	10 -15	10 - 15	16 -20	21 – UP
SEA STATE	FLAT WATER	CHOPPY	FLAT WATER	CHOPPY	FLAT WATER	CHOPPY		
MAST RAKE - Imperial	22'6"	22'8"	22'8"	22'8"	22'6"	22'6"	22'4"	22'3"
RIG TENSION Jib Luff. Lbs (Superspar gauge)	400	400	400	400	400	400	400	350 - 400
KICKER	NONE	NONE	A BIT	A BIT			LOADS	LOADS
- Reason			TOP TELL TALE SHOULD BE STALLING 30% OF THE TIME				TO CONTROL TWIST & BLADE OUT MAINSAIL	
CUNNINGHAM	NONE	NONE	NONE	NONE	NONE	NONE	YES	YES - LOTS
JIB FAIRLEADS	LOWER LINE	MIDDLE LINE	LOWER LINE	TOP LINE	MIDDLE LINE	TOP LINE	TOP LINE	TOP LINE
From c/line (mm)	250	250	250	250	250	250 - 270	275 - 300	275 - 300
JIB SHEET TENSION	NORMAL	EASE ¼"	NORMAL	NORMAL	NORMAL	NORMAL	EASE ¼"-½"	EASE ½"-¾"
STRUT (from neutral)	0	0	0	0 ~ +1/4"	0	0 ~ +1/2"	0 ~ +3/4"	- ¾"
JIBB LUFF TENSION	WRINKLES	WRINKLES	WRINKLES	WRINKLES	NO WRINKLES	NO WRINKLES	TIGHT	TIGHT
CENTREBOARD POSITION	FORWARD	FORWARD	FORWARD	FORWARD	UPRIGHT ~ +1"	+1 ~ 2"	2 ~ 4"	4 ~ 5"
OUTHHAUL	TIGHT	1 ½"	¾"	1"	¼"	½"	V.TIGHT	V.TIGHT

N. B. Mast Rake is critical, so lighter crews may have to Rake earlier (14-15 knots)