

Notes On Rigging & Setup

Notes on 29er Equipment Preparation:

- Reduce jib sheet purchase. Significant purchase is unnecessary, even for small sailors in big wind. The cost of running high purchase is high friction in the system - when you round the weather mark and release the jib sheet, the jib will not ease sufficiently in light/moderate air. For downwind speed, we absolutely must get the jib eased out to the point that we see disturbance on the jib's windward tell-tales/bubbling at the luff. Once trapping, there's no easy way for either the crew or the skipper to forcefeed the jib sheet the slack it needs, so reduce the purchase such that it can easily run free by itself.
- Find a way to decrease friction where the vang shoe meets the boom, without causing the vang shoe to jump out of its track. Experiment with bungee tension? McLube the top of the boom *without* McLubing the rails that keep the shoe attached? We must do this since many of you would pop your vang cleats, but friction would keep the shoe in place, hooking your leech. Downwind, your mainsail leech tell-tales would constantly stall. Have to find a way to fix this.
- Use Tyvek Tape (or something similarly strong) to adhere jib leech tell-tales just above your top jib batten. Even if you never look at it (although you DEFINITELY should), it will help your coaches ensure that your jib is properly trimmed/tuned. Likely that these may have to be replaced frequently since the spin halyard may mess with them, but if that's the cost of doing business we should pay it.
- If you don't have them, buy turnbuckles for your shrouds. Bring them with you when you're chartering. I know these are expensive for what they are - but compared to everything else in sailing, this is pennies. \$3XX.XX buys you a true one-design experience and a much more even playing field. Worth it surely.
- Make sure your spinnaker sheet blocks stand upright, aiding collection of the sheet coming out of hoists and jibes. You can either use bungee to sling the block to the shroud, or you can wrap bungee around the block's shackle until the block stands by itself. This is easier/lighter than using springs, halved Tennis Balls, or other items to stand the block up.
- Do the same thing with your spinnaker halyard hoist and retrieval blocks. Wrap bungee around the base so that it stands upright. This makes the line easier to collect when you're pulling hand-over-hand during sets.
- Bungee is not enough to keep the spin halyard from recleating during douses. Get some relatively thick bungee, string it through some circular plastic tubing (which will rotate freely underneath the halyard), and rig a system that lets you release the bungee when not in use.
- Skippers - configure your hiking straps so they are appropriate for your height/leg length. For most of you, this will involve tightening the strap and/or moving the straps inboard. When you're hiking, the rail should meet your leg at roughly mid-thigh. Only as your fitness increases should you have the rail meet closer to your knee. We need to have zero slack in the strap. Anytime you extend your shoulders, or leverage your shoulders forward or aft, we want all that force to translate directly into the boat. If you have a loose or slack strap - either your feet can pitch around under the strap, or your legs shift on the boat, you've got a kinetic leak. The force you're producing with your body is not translating into the boat. Must fix this.
- Make sure your main halyard is the proper length. At the correct tension, it should be hooking on the second or third hook down. This leaves you the fourth and fifth hook as options for reclaiming slack if any stretch develops, and the first hook in case you find the main halyard is too tight. Signs that the main halyard is too loose - any apparent gap between the top of the headboard and the very top of the mast. Signs that the main halyard is too tight - headboard starts to curl/crease over, top mainsail battens have a hard time popping.
- Experiment with trapeze bungee tension, and consider adding an upward pulling trap bungee to stabilize the donut, making it easier to collect in and out of tacks/jibes.
- Make sure your bridle is spot-on centered by pulling it forward and measuring it against the boat's centerline rail. Probably worth it to make marks on the boat's center rail relating to optimal bridle height across conditions. Single adjustment bridles are a little notorious for losing center. While two-adjustment bridles are more of a chore to adjust, at least they're easy to sync on centerline.
- Using a sharpie, install a measurement track in inch increments on the trailing edge of the head of your centerboard, at least 8" long. This section is always captured by the hull, so there's no need to worry about added hydrodynamic drag. However, this will give you a precise, consistent, and reproducible way to track incremental board height adjustments in big wind. Sharpie never sticks very long on the aluminum blades, so you'll have to re-inforce the marks every time you sail. Hopefully the glass blades get more adherence.

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- If you've configured your kite to launch cleanly on a straight set (leaving the port side of the boat), your jib tack and forestay pins should be oriented such that the rings are on the starboard side. And then you should tape them both - make them look like an Egyptian Mummy. We don't want those rings to put tears in the kite.
- Make sure there is zero play in the mounting hardware for the tiller. We can't have wiggle/slop obfuscating the skipper's perception of helm pressure.
- Finally, might want to examine and adjust the jib sheet cleat such that its easy for the crew to cleat the jib from the wire (this is for acceleration off the starting line). Not sure if there's anything to be done with this, but it would be nice to have a properly trimmed jib while we're building speed at the most crucial moment of the entire race.