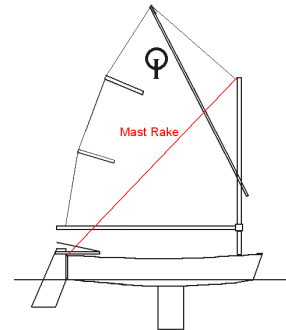


### Mast rake:

Indicative mast rake guide depending on crew weight:

35-40kg	2,78-2,80m
40-45kg	2,80-2,83m
>45kg	2,83-2,86kg



### Sail Ties:

All mast and boom sail ties need to pass minimum once around them, but if passed twice the distance to the mast and boom then the trimming can be more accurate. This is a particular choice of the sailor.

The class rules do not specify anything about the sail ties, the only rule to be respected is that the maximum distance between the sail and the mast and boom should be no more than 1cm.

**Mast:** head and tack must be adjusted to the mast because they have to support the sail tension. Ties must be adjusted depending on the mast bend.

**Boom:** adjust all ties leaving 3-5mm between the sail and the boom, this will help a lot when tacking.

### Outhaul:

It's very important to have some references of the outhaul trim in the boom depending on wind and waves. This will help us not to think too much about the outhaul trimming while racing.

### Cunningham:

Use the Cunningham with flat sea to move the camber aft and win more pointing angle. If not used, then keep it without tension but not completely released so that the vang works properly when sailing downwind.

### Kicker / Vang:

Soft to medium wind: before the start, adjust the vang so that the leech works properly.  
Strong wind: quite a lot of tension.

### Peak:

Adjust the peak in order to have as few creases as possible. If there's any doubt, is better to sail with less tension.

### Main Sheet:

The sheet can be pulled until the boom is 10cm inside the hull corner to get more pointing angle, always depending on wind / wave conditions.