

# Glen Ashby Tips

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## Mast set up.

0 to 10kts 40mm rake, 15 to 25 mm pre bend

10 to 15kts 50mm rake, 25 to 35mm pre bend

15 to 20kts 60 to 70mm rake and 35 to 40mm pre bend.

This may vary according to wave conditions a little but will be a good start

Mast rake I set and forget at just on the rear of the hatch cover. This is done by swinging the trapeze from the front fore stay at the middle of the deck. Same as the T.

## Mast Rotation

Mast rotation Downwind is at 85 to 90 degrees in all conditions, flat and wild,

Up wind up to 10 kts about 45 to 40 degrees.

Up wind 10 to 15 40 to 30 degrees

Up wind 15 kts plus 30 to 20!

Basically up wind as a rule of thumb, I pull the mast in until the lower leeward mast telltail almost wants to stall and then let out about 5 degrees, A good trick if it is not real windy but enough to use a fair bit of cunningham is to drop the rotation out about 15 degrees just before the tack or just as you cross to the other side as this dramatically helps the re-attachment of flow around the sail at low speed and out of the tack. Try it... It really works! Especially when the boat is taking its time to wind up out of the tacks when it is marginal trapping conditions.

As you climb out on the wire as the boat picks up speed and the apparent wind builds, the mast can be then brought back to the original setting.

In gusty conditions beware that the jib is not over sheeted in the lulls as this is a fast way to put the brakes on. I try to sail with the jib about 25mm outside the spreader up to 14-15kts.

## Downhaul

Cunningham (Downhaul) use will differ for all but I mine goes from off for downwind being at #1 on the Ronstan number strip and fully on at 5.5, so I guess that is a total range of travel at about 100mm. I would be full cunningham with a lot of sheet tension at about 12kts. From then on the rig twists by itself.

Unless both Bows are going down under, Cunningham is fully off for the Downwinds.

To make the sails last. it is ESSENTIAL that the cunningham be let of before big sheet is eased around the top mark for eg. Even in a big wind I always let of half the full amount to avoid over stretching of the luff as the mast straightens from being super bent fore aft. I thinks sails can last up to twice as long by doing this. If you dont ease it it is like pulling the cunningham another 2 or 3 numbers down.

The out-hall I let off to about 220mm for wild and 285 for the flat. For sloop rig. When sailing flat down wind barber-haul pulled to 120mm from beam and when wild eased to 400mm from beam. Basically the Barber- haul needs to change when you move the traveller to keep a constant slot between the main and the jib.

In big breezes I sometimes use about 30% stiffer 2,3,and 4 (transition seam) battens to help the sail stay flatter and twist. 18kts + only. My weight is 80kgs.

It might be a help to use some stiffer battens if you are still struggling for good forward speed in the windy conditions

This is only a general basic guide Antony and I have covered both cat and sloop rigged sails here and not spoken about the jib to much . Will do more down the track.

Cheers Glenn