Sailing the Sloop 4.9

by Greg Goodall, Australian High Performance Catamarans **General Sailing Philosophy of Catamarans**

It doesn't matter where you are going as long as you are going there fast.

Go fast. Look for pressure then angles

(opposite priority compared to dinghies)

Light Winds: 1 -5 knots

Mainsheet traveler - centered.

Jib leads - forward and inboard.

Mast rotation - 40 to 30 deg

Mainsheet traveler - centered.

Jib leads - forward and inboard.

Medium Winds: 10 - 15 knots.

Mast rotation - 30 to 20deg.

other telltales should be flowing.

Foot - pull foot out flat and tight.

Mainsheet traveler - centered.

Strong Winds: 15-20 knots.

stalled, all other telltales should be flowing.

Downwind sail and rig settings.

Luff Tension - just remove the major wrinkles down the luff.

Foot - ease foot to give 150mm camber in foot.

Light / Medium Winds : 5 - 10 knots.

Luff Tension - just remove the wrinkles down the luff.

Mainsheet - light, allow sail to twist keep leeward telltales flowing.

Jib sheet - light and constantly adjusted to keep telltales flowing.

Jib sheet - firm and constantly adjusted to keep telltales flowing.

When possible change into the "Wild Thing" mode.

Luff Tension - just remove the wrinkles down the luff.

Mainsheet - firm, to stand up the leech for maximum power.

Traveler - pull traveler up to 300mm. up from inner gunwale.

Jib sheet - firm and constantly adjusted to keep telltales flowing.

Foot - pull foot out flat and tight.

Mainsheet traveler - centered.

Jib leads - aft and outboard.

Light Winds: 1-5 knots.

Mast rotation - 90 to 100 deg.

Traveler - out as far as it will go.

Jib barber haul - fully pulled on.

Mast rotation - 90 deg.

Foot - 150mm camber in foot.

Traveler - out as far as it will go.

Jib barber haul - fully pulled on.

Mast rotation - 80 deg.

Foot - 100 -150mm camber in foot.

Jib barber haul - 400 from fully pulled on.

Medium Winds: 10 - 15 knots.

Ideal "Wild Thing" wind range.

Foot - 100 - 150mm camber in foot

Mast rotation - 80deg.

Luff Tension - just remove the wrinkles down the luff.

Traveler - set traveler 100mm. up from inner gunwale.

Steer down in the gusts and up in the lulls.

Jib barber haul - 400 from fully pulled on.

Jib sheet - firm to keep telltales flowing.

Wild Thing this is where it got its name.

Steer down in the gusts and up in the lulls

Jib barber haul - 400 from fully pulled on.

When doing the Wild Thing - Smooth is Fast.

Strong Winds: 20 knots plus

harder you work the faster you go.

Traveler - out as far as possible.

easier to steer.

Steer down in the gusts and up in the lulls

Jib barber haul - 100 from fully pulled on.

Many thanks to Greg Goodall for compiling this tuning guide.

Mast rotation - 80 deg.

Traveler - set traveler 100 up from inner gunwale.

Strong Winds: 15-20 knots.

Mast rotation - 80 deg.

Foot - 100 camber in foot

the faster you go.

Mast rotation - 15 deg.

Jib leads - middle setting on trampoline loops.

powered.

Mast rotation - 45 deg.

Upwind sail and rig settings.

Mainsheet - light, all telltales should be flowing.

Foot - ease foot to give 50mm camber in foot.

Light / Medium Winds : 5 - 10 knots.

Foot - gradually flatten foot as the wind increases to 10knots.

Luff Tension - just remove the major wrinkles down the luff.

The element of truth in this statement is that boat speed is ultimately important.

Jib sheet - light and constantly adjusted to keep the jib leech 10 - 50mm from the spreader arm.

Mainsheet - firm to hard, to stand up the leech for maximum power. All telltales should be flowing.

Jib sheet -firm and constantly adjusted to keep the jib leech 10 - 50mm from the spreader arm.

Jib sheet - hard and constantly adjusted to keep the jib leech 10 - 50mm from the spreader arm.

Luff Tension - pull down the luff hard to flatten the sail as much as possible and to induce twist in the top of the sail

Jib sheet - hard as possible and constantly adjusted to keep the jib leech 20 - 60mm from the spreader arm.

Boat is sailed flat. Keep your weight forward to make sure the transom is not dragging.

Boat is sailed flat. Keep your weight forward to make sure the transom is not dragging.

Mainsheet - light to firm, to control leech twist for maximum power. All telltales should be flowing.

Move your weight to leeward to help lift the windward hull. Crew should be sitting on the leeward hull.

Mainsheet - firm to hard, ease the mainsheet in the gusts to control the power in the sail.

the windward hull. This also keeps the bow up and makes the boat easier to steer.

Luff Tension - pull down the luff slightly to induce twist in the top of the sail.

the windward hull. This helps keep the bow up and makes the boat easier to steer.

Jib sheet - firm to keep telltales flowing. Ease the sheets if the bow starts to go down

Luff Tension - pull down the luff firmly to induce twist in the top of the sail.

Move your weight back and to leeward to help lift the windward hull. The crew should be sitting on the leeward hull and the skipper on

Mainsheet - firm to hard, ease the mainsheet in the gusts to control the power in the sail. Play lots of mainsheet . The harder you work

Move your weight back .The crew should be sitting on the leeward hull or on the tramp deck as far aft as possible and the skipper on

Sail the boat flat; and deep as pointing higher will not increase your speed, you are already at maximum hull speed.

Foot - leave flat; the same as the upwind setting. Heavy crews can have 100mm of camber in the foot

Jib sheet - firm to keep telltales flowing. Ease the sheets if the bow starts to go down.

Mainsheet - as much as you are game, ease the mainsheet in the gusts to control the power in the sail. Play lots of mainsheet. The

Move your weight back as far aft as possible with the skipper on the windward hull. This helps keep the bows up and makes the boat

Mainsheet - firm to hard, ease the mainsheet in the gusts to control the power in the sail. The top 2 or 3 windward telltales will be

Luff Tension - just remove the wrinkles down the luff. Pull on luff tension rather than easing mainsheet if you start to get over

Luff Tension - pull down the luff to flatten the sail and to induce twist in the top of the sail. Max luff is usually required by 15knots.

Mainsheet - firm to hard, ease the mainsheet in the gusts to control the power in the sail. The top windward telltales will be stalled, all

A number of years ago I heard the following quote applied to catamaran sailing.