

Ian Short's Sail Trim Guide

| Point of Sail | Wind Conditions | Goal | Backstay | Luff Tension | Outhaul | Genoa Car | Traveller |
|---------------|-------------------------------------|---|--|--|---|---|---|
| Upwind | LIGHT 2 - 10 knots true | - power up | Ease backstay to induce forestay sag and straighten mast bend which induces fullness forward in both sails for maximum power | Ease luff tension to induce sag in forestay, maximum depth of sails approximately 35% headsail and 40% main | Ease 50 - 70 mm | Tell-tales break evenly when slightly luffed (optimum sheeting point) leach 20-40 mm from spreader | 50-100 mm to windward, trim mainsheet to induce optimum twist |
| | MEDIUM 10 - 20 knots true | - reduce drag - improve boat speed - point higher | Backstay medium to reduce forestay sag and increase mast bend to flatten the entries of both sails | Increase luff tension via halyard or Cunningham enough to remove horizontal wrinkles | Bring on to begin to flatten lower sections in main | Cars aft to flatten foot and exhaust upper leech, leech approximately 20 mm from spreader | Traveller centred or slightly to leeward |
| | HEAVY 20 - 30 knots true | - reduce drag - reduce heeling | Backstay on to 'blade' main and tighten forestay to eliminate sag, ease backstay lightly to remove diagonal overbend creases in main | Tension halyard and/or Cunningham to keep draft forward | on hard to flatten foot | Car up to 300 - 400 mm aft of optimum sheeting point to flatten headsail and promote twist in top of sail | Ease and play traveller constantly to power up in lulls and dump air in gusts |
| Reaching | LIGHT 2 - 10 knots true | - power up | Ease backstay to induce sag in forestay and straighten mast to induce fullness forward in both sails | Luff relaxed to induce sag in forestay and fullness forward in main, slight horizontal wrinkles in main's luff | Ease 70-100 mm | Tell-tales break evenly, move leach outboard to open up slot and avoid back winding main | Position traveller to keep telltales and leech ribbons flowing |
| | MEDIUM 10 - 20 knots true | - reduce weather helm - reduce heeling | Tension backstay to help flatten entry in main and Genoa | Tension halyard and/or Cunningham to hold draft forward with slight twist in main | Tension to begin to flatten main | Move cars aft and open slot, to flatten foot and twist upper leech area | Ease traveller, play in gusts and lulls |
| | HEAVY 20 - 30 knots true | - maintain control - reduce weather helm - no rounding up | Backstay on hard to flatten and depower main and headsail | Tension halyard and/or Cunningham on hard to keep draft forward | on hard to flatten foot | Move car aft to open slot, flatten foot and open twist in upper leech | Play traveller aggressively to keep boat balanced through gusts and power up in lulls |