

**Guide to Mainsail Trim, their controls and guide to approximate settings**

Wind Strength in Knots (true)	0 - 6	6 - 10	11 - 15	15 - 20	20 +
Aim for sail shape - Upwind	Quite full, draft at about 45- 48°	Quite full, draft at about 45°	Medium depth, draft at about 45°	Quite Flat, draft at about 42°	Very Flat, bladed out, draft at about 41°. May need 1 reef
Aim for sail shape - reaching	Maximum depth, draft at about 48°	Maximum depth, draft at about 48°	Maximum depth, draft at about 48°	Medium depth, draft at about 45°	Flat, draft at about 48°
Aim for sail shape - running	Maximum depth, draft at about 48°	Maximum depth, draft at about 48°	Maximum depth, draft at about 48°	Quite flat, draft at about 48°	Flat, draft at about 48°
Backstay (Mast Bend) Upwind	None (to maximise forestay sag)	None (slight as getting powered up)	Slight to medium	Medium - Hard when getting overpowered	Maximum (until you get overbend creases out of clew)
Mast Bend off the wind	Straight	Straight	Straight	Slight bend	Slight bend
Main Halyard tension Upwind	Hand tight	Just over hand tight, be careful on the winch	Quite hard	Hard	Maximum
Main Cunningham (only ever use upwind)	None	None	Take out luff wrinkles	Firm	On hard
Outhaul tension upwind	Eased so foot is 2" away from boom	Eased so foot is 1" away from boom	Firm so foot is flat	Maximum	Maximum
Outhaul tension downwind	Eased so foot is 2" away from boom	Eased so foot is 2" away from boom	Eased so foot is 2" away from boom	Just eased 1" or 2"	Maximum
Twist Upwind - Top Batten	Top batten twisted about 10° to leeward	Top batten twisted about 5° to leeward	Minimal twist. Top batten parallel to boom	Top batten twisted about 5° to leeward more if need to depower.	Top batten twisted about 10° - 15° to leeward more if need to depower.
Mainsheet Traveller position (to achieve upwind twist)	As far to windward as possible to keep boom on centreline	About half way above the centreline to keep boom on centreline	Slightly above the centreline just enough to keep boom centred	On or below centreline, lower to keep boom 10° below centreline. More as you get overpowered	Below the centreline, but never lower than 3/4 down. Then vang sheet
Twist Downwind	Top batten twisted about 10° to leeward	Top batten twisted about 5° to leeward	Minimal twist. Top batten parallel to boom	Minimal twist. Top batten parallel to boom	Minimal twist. Top batten parallel to boom
Vang / Kicker Tension Upwind	None at all	Virtually none	Lose at first, then, trim the sail with sheet and traveller, then pull the vang snug	hard to maintain leech tension when sheet is eased	Maximum to maintain leech tension when sheet is eased
Vang / Kicker Tension Reaching	None at all	Virtually none	Slight to medium	Slight to medium	Very little to eliminate risk of broaching
Vang / Kicker Tension Downwind	None at all	Virtually none	Slight to medium	Hard to stop sail twisting to leeward and inducing rolling	Maximum to stop sail twisting to leeward and inducing rolling