		Boat Controls								Sail Settings				Crew		Boat	
Course	Wind Speed (Knots)	Mainsheet	Traveller	Vang	Downhaul	Outhaul	Boom	Centreboard	Rudder	Luff	Leach	Foot	Fullness	Body Position	Speed	Heel	Angle
General	0-5																
	5-10			Generallly minimumum tension is to ensure maximum boom angle to mast is not greater than 90 Deg.													
	10-15																
	15-20																
	20+																
Upwind	0-5	Sail block to block	Ease to decrease boom angle	Minimum is "block to block"	Slack	Relate to foot distance gap to boom	Close in	Fully Down	Small as movements as possible	Can crumple sail on to the top part of the mast	Ensue leech is not closed up.	7 to 15 cm	Flatter sail	Sit as far foreward as possible in under 5kn. Middle of cockpit as winf increases.	Maintain as much speed as possible		Point low in lulls to maintain speed. Point a little higher in gusts.
	5-10	Sail block to block	Ease to decrease boom angle	Minimum is "block to block". Try a little extra as it can help wind stay attached to sail	Slack	Relate to foot distance gap to boom	Close in	Fully Down	Small as movements as possible	Can crumple sail on to the top part of the mast	Ensure tufts are streaming together. Leech ribbons streaming together	15 to 20 cm	Slightly fuller	Sit as far foreward as possible in under 5kn. Middle of cockpit as winf increases.	Maintain as much speed as possible	Leaning boat to leeward slightly steers boat to windward. Leaning to windward steers boat to leeward.	Point low in lulls to maintain speed. Point a little higher in gusts.
	10-15	Block to block.	Tight	Supervang - more than block to block. More in chop wind will stay attached to sail through a greater range of angles	Progressivly tighten	Relate to foot distance gap to boom	At end of traveller. Ensure boom goes past end of traveller before pulling in after a tack.	Fully Down	Small as movements as possible	just pulling out wrinkles near mast joint	Ensure tufts are streaming together. Leech ribbons streaming together	5 to 10 cm	Flatter	Rotating body backwards steers boat to windward, Rotating forwards steers boat to leeward.	Maintain as much speed as possible	Leaning boat to leeward slightly steers boat to windward. Leaning to windward steers boat to leeward.	Point low in lulls to maintain speed. Point a little higher in gusts.
	15-20		Tight	Tight but start to ease	Very Tight	Relate to foot distance gap to boom	At end of traveller. Ensure boom goes past end of traveller before pulling in after a tack.	Up a bit to reduce weather helm and heel	Small as movements as possible	Pull out wrinkles to tight	Ensure tufts are streaming together. Leech ribbons streaming together	Tight. Have creases along foot.	Very flat	Rotating body backwards steers boat to windward, Rotating forwards steers boat to leeward.		Leaning boat to leeward slightly steers boat to windward. Leaning to windward steers boat to leeward.	
	20+		Tight	Ease to spill wind. Block to block	Very Tight	Relate to foot distance gap to boom	Ease past edge of boat in gusts	Up a bit to reduce weather helm and heel	Small as movements as possible	Tight	Top of leech should be eased right off during gusts.	Tight. Have creases along foot.	Very flat	Rotating body backwards steers boat to windward, Rotating forwards steers boat to leeward.		Leaning boat to leeward slightly steers boat to windward. Leaning to windward steers boat to leeward.	
Reaching	0-5	If weather helm decreases pull in mainsheet a little.	Tight	Maximum tension is block to block.	Slack	Relate to foot distance gap to boom	Angled to keep telltails streaming	20 cm Tight Reach. 80 to 90 Broard reach. Ensure boat is just not slipping	Keep rudder dead centre if possible.	Can crumple sail on to the top part of the mast	Ensure tufts are streaming together. Leech ribbons streaming together	7 to 15 cm	Flatter sail	Sit as far foreward as possible in under 5kn. Middle of cockpit as winf increases.		In drifting conditions below 5 kn heel to reduce wetted surface.	Max speed generated in 60 to 90 deg range. In large fleets go down below rhumb line so that a higher and faster approach to the mark is achieved.
	5-10	If weather helm decreases pull in mainsheet a little.	Tight	Maximum tension is block to block.	Slack	Relate to foot distance gap to boom	Angled to keep telltails streaming	21 cm Tight Reach. 80 to 90 Broard reach. Ensure boat is just not slipping	Keep rudder dead centre if possible.	Can crumple sail on to the top part of the mast	Ensure tufts are streaming together. Leech ribbons streaming together	15 to 20 cm	Slightly fuller	Sit as far foreward as possible in under 5kn. Middle of cockpit as winf increases.		Keep flat. Heel slightly to windward or leeward to adjust course to save on rudder movement.	Max speed generated in 60 to 90 deg range. In large fleets go down below rhumb line so that a higher and faster approach to the mark is achieved.
	10-15	If weather helm decreases pull in mainsheet a little.	Tight	Less in moderate winds. Increases fullness, keeps boom out of water	Ease	Relate to foot distance gap to boom	Angled to keep telltails streaming	22 cm Tight Reach. 80 to 90 Broard reach. Ensure boat is just not slipping	Keep rudder dead centre if possible.	just pulling out wrinkles near mast joint	Ensure tufts are streaming together. Leech ribbons streaming together	5 to 10 cm	Flatter	Move further back as boat starts to plane		Keep flat. Heel slightly to windward or leeward to adjust course to save on rudder movement.	Max speed generated in 60 to 90 deg range. In large fleets go down below rhumb line so that a higher and faster approach to the mark is achieved. Bear away in gusts and up in lulls
	15-20	If weather helm decreases pull in mainsheet a little.	Ease	Ease to spill wind. Block to block	Ease	Relate to foot distance gap to boom	Angled to keep telltails streaming.	23 cm Tight Reach. 80 to 90 Broard reach. Ensure boat is just not slipping	Use small movements to keep boat tracking	Pull out wrinkles to tight	Ensure tufts are streaming together. Leech ribbons streaming together	Tight. Have creases along foot.	Very flat	Move further back as boat starts to plane		Keep flat. Heel slightly to windward or leeward to adjust course to save on rudder movement.	Max speed generated in 60 to 90 deg range. In large fleets go down below rhumb line so that a higher and faster approach to the mark is achieved. Bear away in gusts and up in lulls
	20+	If weather helm decreases pull in mainsheet a little.	Ease	Leave same as upwind. To risky to change.	Leave	Relate to foot distance gap to boom	Angled to keep telltails streaming. May need to ease in gusts.	24 cm Tight Reach. 80 to 90 Broard reach. Ensure boat is just not slipping	Use small movements to keep boat tracking	Tight	Ensure tufts are streaming together. Leech ribbons streaming together	Tight. Have creases along foot.	Very flat	Fully hiked, angled backwards at 45 deg, upper body extended over stern.		Keep flat. Heel slightly to windward or leeward to adjust course to save on rudder movement.	Max speed generated in 60 to 90 deg range. In large fleets go down below rhumb line so that a higher and faster approach to the mark is achieved. Bear away in gusts and up in lulls
Running	0-5	Ease to over square. Sail by the lee	Tight	Don't need to ease	Slack	Don't need to ease	Let out to Over-square	All the way up	Use small movements to keep boat tracking	Can crumple sail on to the top part of the mast	Telltails on front and back stream towards the mast	7 to 15 cm	Flatter sail	Next to centreboard		Heel to windward	Sail by-the-lee. Faster and safer
	5-10	Ease to over square. Sail by the lee	Tight	Don't need to ease	Slack	Don't need to ease	Let out to Over-square	All the way up	Use small movements to keep boat tracking	Can crumple sail on to the top part of the mast	Telltails on front and back stream towards the mast	15 to 20 cm	Slightly fuller	Next to centreboard		Heel to windward	Sail by-the-lee. Faster and safer
	10-15	Sail by the lee. 70 to 80 deg boom angle.	Tight	Ease a bit	Ease	Don't need to ease	70 to 80 Deg angle	All the way up. Except in choppy conditions.	Use small movements to keep boat tracking	Ease to just eliminate wrinkles	Telltails on front and back stream towards the mast	5 to 10 cm	Flatter	Just aft of centreboard		Not as much as in light winds	Sail by-the-lee. Faster and safer
	15-20	Sail by the lee. 70 to 80 deg boom angle.	Tight	Ease a bit	Ease	Don't need to ease	71 to 80 Deg angle	If having trouble with stability put board half way down or even fully down	Use small movements to keep boat tracking	Ease to just eliminate wrinkles	Telltails on front and back stream towards the mast	Tight. Have creases along foot.	Very flat	When planing keep to middle of cockpit. When coming off plane move forward to keep on plane longer. Move back to initiate plane		Flat or very slight to windward. Use heel angle to assist steering	Sail by-the-lee. Faster and safer
	20+	Sail by the lee. 70 to 80 deg boom angle. 60 to 70 in extreme conditions.	Tight	Don't need to ease	Leave	Don't need to ease	72 to 80 Deg angle	If having trouble with stability put board half way down or even fully down	Use small movements to keep boat tracking	Ease to just eliminate wrinkles	Telltails on front and back stream towards the mast	Tight. Have creases along foot.	Very flat	When planing keep to middle of cockpit. When coming off plane move forward to keep on plane longer. Move back to initiate plane		Flat or very slight to windward. Use heel angle to assist steering	Sail by-the-lee. Faster and safer