

LIDGARD

P CLASS TUNING GUIDE

1ST 1989 TANNER & TAURANGA CUPS

1ST 1990 TANNER CUP

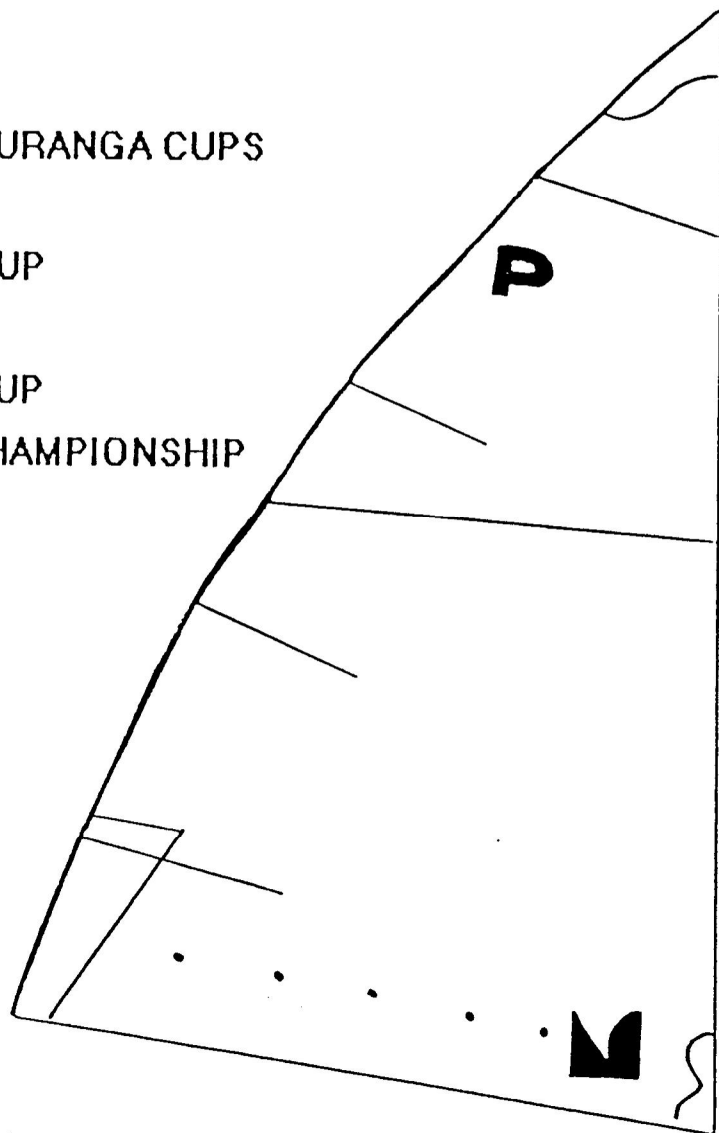
3RD 1990 TAURANGA CUP

1ST 1991 TANNER CUP

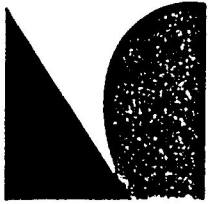
2ND 1991 TAURANGA CUP

1ST 1992 AUCKLAND CHAMPIONSHIP

2ND 1992 TANNER CUP



LIDGARD SAILS - *YOUR LEADING EDGE*



LIDGARD

P CLASS TUNING GUIDE

THIS GUIDE IS DESIGNED TO HELP YOU GET THE BEST PERFORMANCE FROM YOUR BOAT AND IF YOU HAVE ANY QUESTIONS, (NO MATTER WHAT TYPE OF SAILS YOU USE), PLEASE FEEL FREE TO WRITE TO LIDGARD SAILS OR PHONE 0 9 444 8080 (BUSINESS) OR 0 9 479 7083 AFTER 5 PM AND AT WEEKENDS AND ASK FOR ROGER

BATTEN TENSION

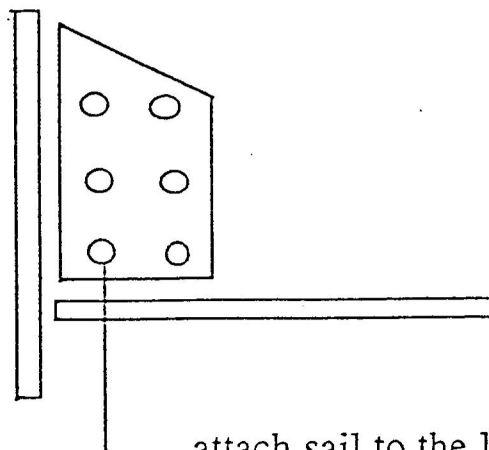
The top *BATTEN* should be set firm in the pocket. Too loose and creases will appear in the breeze, too tight and it will not flick over in the light. We use velcro to tension the top *BATTEN* in our sails so you can mark how much tension to put on each time. It is strongly recommended you use the *BATTENS* supplied with your *LIDGARD SAIL* as they have been specially tapered to match the sail design. The only exception is in extremely heavy weather when a very stiff *BATTEN* may be used or two softer *BATTENS* may be taped together.

OUTHHAUL

If there is enough wind to be full hiking, pull the *OUTHHAUL* out as hard as you can. Medium air - (Approximately 8-15 knots), ease the sail 12mm from its fully extended position. Light air (Approximately 0-8 knots), ease the *OUTHHAUL* 25mm from its fully extended position.

GOOSENECK POSITION

Under 8 knots of breeze, move the *GOOSENECK* one hole up from the black band. Over 8 knots of breeze the *GOOSENECK* should be level with the black band. (As low as it is allowed to go). The eyelet in the sail should be attached to the lowest most forward hole on the *GOOSENECK*.



attach sail to the lowest most
forward hole on the gooseneck

MAINSHEET, CUNNINGHAM AND KICKER

It is very important that all these controls are easy to use and strong enough that they will not break under load. I recommend 6mm rope for the *MAINSHEET*, but if you are having trouble holding on to 6mm you can use 8mm. Remember however, that if you use heavier rope there will be more friction and the *MAINSHEET* will be difficult to ease in light air.

It is very important to use a ratchet block in the cockpit and a good quality cleat each side completes the *MAINSHEET* system.

Use 4mm low stretch rope for the *CUNNINGHAM* and *KICKER*. Make sure you have plenty of purchase so they are easy to pull on and replace the cleats if they become worn and the rope starts to slip.

SAIL TRIM UP WIND

I will divide *SAIL TRIM* into 3 basic categories.

1. *LIGHT AIR* - 0-8 *KNOTS* or no wind to when you are sitting right up on the windward side or just starting to hike out.
2. *MEDIUM AIR* - 8-18 *KNOTS* or from when you just start to hike to when you are fully hiking and starting to get overpowered.
3. *HEAVY AIR* - 18 *KNOTS* up or when you are fully hiking and are overpowered.

* LIGHT AIR *

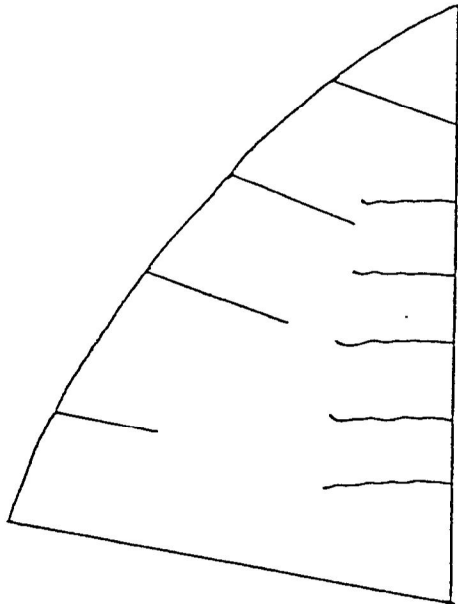
Ease the foot 25mm in from the fully extended position and move the gooseneck up one hole from the black band.

VANG

In light airs the VANG should have nothing on it at all.

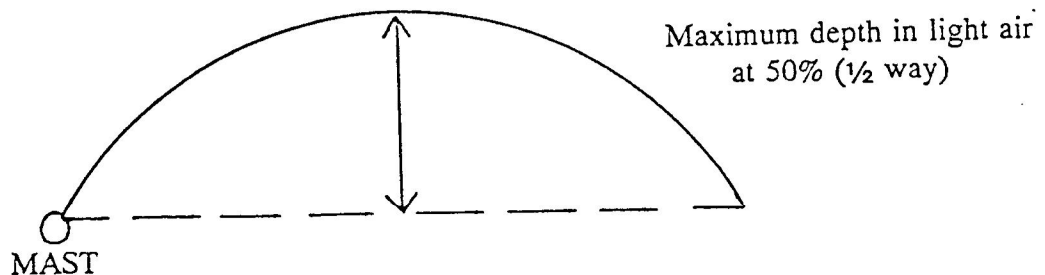
CUNNINGHAM

You will get horizontal creases appearing in the luff of the sail, but these do not matter.



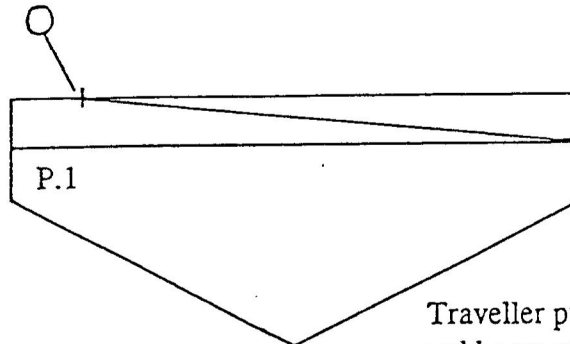
Horizontal creases off luff in light air

Pulling *CUNNINGHAM* on pulls the maximum shape further forward in the sail which we do not want in light airs. The maximum depth (where the sail is deepest, should be $\frac{1}{2}$ way between the luff and the leech). This is easiest to see by looking at the speed-stripe.



MAINSHEET AND TRAVELLER

The *TRAVELLER* should be pulled up approximately 100mm and the *MAINSHEET* pulled on until the boom is over the corner of the transom. Regularly look at the top leach ribbon, it should be flowing straight back approximately 90% of the time. If it is not, ease an inch or so of *MAINSHEET* at a time until it does.



Traveller pulled 4'-5' to windward
and boom above the transom corner

* MEDIUM AIR *

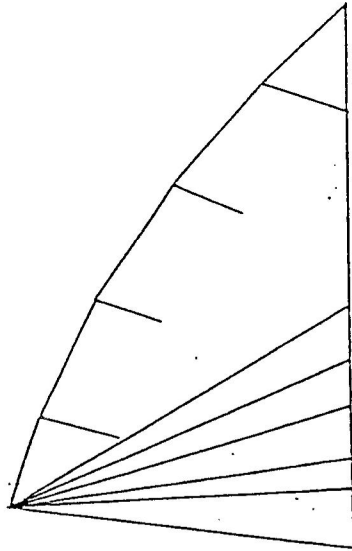
Ease the foot 12mm in from the fully extended position and put the *GOOSENECK* on it's lowest position (on the black band)

VANG

The basic rule of thumb is the harder it blows the more *VANG* you should use. Pulling *VANG* on bends the *MAST* and flattens the sail. So the more *VANG* you use the easier the boat will be to hold upright.

CUNNINGHAM

About 1' to 2' of *CUNNINGHAM*. Use less in flat water and more in chop. You will get creases from the clew to the luff but do not try to get rid of these with the *CUNNINGHAM*.



Creases from clew to
luff in medium air

TRAVELLER

The TRAVELLER should be let right off.

MAINSHEET

The top leech ribbon should be flying 50% of the time and be sucked in behind the sail 50% of the time. If it is not flying at all ease the MAINSHEET and if it is flying all the time pull the MAINSHEET on. As the wind is changing all the time the MAINSHEET should be constantly trimmed to keep the top leech ribbon flowing correctly. In flat water a little mainsheet tension should be used, in choppy conditions a little bit less MAINSHEET

* HEAVY AIR *

Pull the foot out as hard as it will go and put the *GOOSENECK* in it's bottom position.

VANG

A lot of *VANG* should be used. The more *VANG* you pull on the more the mast will bend and the easier the boat will be to sail.

CUNNINGHAM

The same principal as the *VANG*. A lot of *CUNNINGHAM* helps to depower the boat.

TRAVELLER

Let the *TRAVELLER* right off.

MAINSHEET

In this much wind the top leech ribbon will be flying all the time. The *MAINSHEET* should be pulled on fairly hard and eased out in the big puffs to keep the boat flat.

PLEASE NOTE

Always let the *VANG* off before going downwind or you will break the *MAST*.

GENERAL INFORMATION

In very light air heel the boat to leeward. In all other conditions keep the boat as flat as possible.

BAILING

Keep the boat as dry as you can. Practice bailing out when sailing upwind.

FITNESS

It is important to be fit. Every top sailor spends a lot of time working out. If you are fit, your sailing will improve dramatically.

HULL, CENTREBOARD AND RUDDER FINISH

It is vital to have a fair, smooth finish on the hull, rudder and centreboard. They should be sanded with 600 grade wet and dry sandpaper to a perfectly smooth finish. Regularly check for any dents and scratches and fix them immediately. Make sure there is no water in the boat. If there is water, sponge it out and by using a vacuum cleaner, blow air inside the boat for several hours to get rid of all the moisture.

Regularly check all your gear and replace or fix anything that looks like it may break.

The last pages are an example of a *SAILING LOG* we recommend you fill out after every race and a *PRE-SAILING CHECKLIST*. I recommend to everyone, no matter what type of boat they sail, to keep a record of every race. If you get on old school book and draw up several pages at a time, it will only take a few minutes to fill in the details after each race.

After a few races, you should be able to read through your notes and realise your strong and weak points. For example, you may regularly have been in the first five at the top mark and then dropped several places by the bottom mark. If you do not keep a *LOG* it will be difficult to work out the conditions you need to practice in. Another important reason for always keeping a *LOG* is so you can recreate sail settings. I often see people who have gone really well in certain conditions and then a month or so later can't remember how much *MAST RAKE* or *OUTHHAUL* they were using. If you write it down you will not forget!

The last item is a *PRE-SAILING CHECKLIST*. I often see people arrive at the beach and realise they have left something at home. This can result in either missing the race altogether or rushing around to borrow gear or get your own and ending up tense and nervous before a race. If you pin this *CHECKLIST* in the garage at home and check everything off one at a time, you can avoid this problem.

S A I L I N G L O G

DATE	4 April 1991
MAST USED AND MAST RAKE	New Mast, 10'7 1/2 rake
SAIL USED	1991 Lidgard Sail
OUTHHAUL	15mm from black band
WIND SPEED	10-12 knots
SEA CONDITIONS	1' chop
PLACE IN RACE	1ST
COMMENTS	Very good speed upwind, using less cunningham than usual. Kept boat very flat upwind. Quite slow running, but Mr Brown said I had too much vang pulled on. Try less vang in same conditions next week.
THINGS TO DO BEFORE NEXT RACE	Replace rope on cunningham, sand centreboard and rudder with 600 wet and dry sandpaper