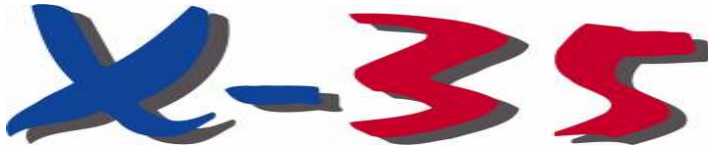


X-35 Jib Trim Information

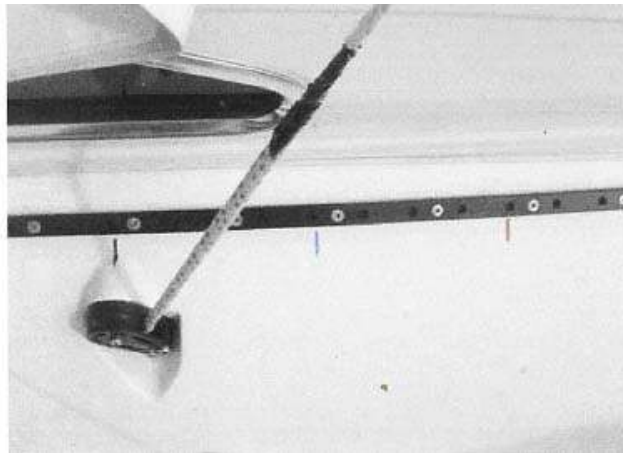


spreaders
4. Set-up jib trim

1. Marking the position of the lead block
2. Marking the outhauler
3. Marking the top

1 Mark the position of the lead block as follows:

- Draw a red line at 485 cm from the inside of forestay, a blue line at 505 cm from the forestay and a black line at 525 cm from the forestay. During sailing different colours are easier to identify than numbers.



- Positioning and checking the position of the lead blocks is not done by reference to the position of the cars on the deck (as used to be the case when using numbers on the deck) but by reference to the marks on the lead block's trim line. This has two advantages:

a. You can adjust the trim line from the windward side. Having one of the crew push the car to the right position is much less accurate and causes less disturbance.

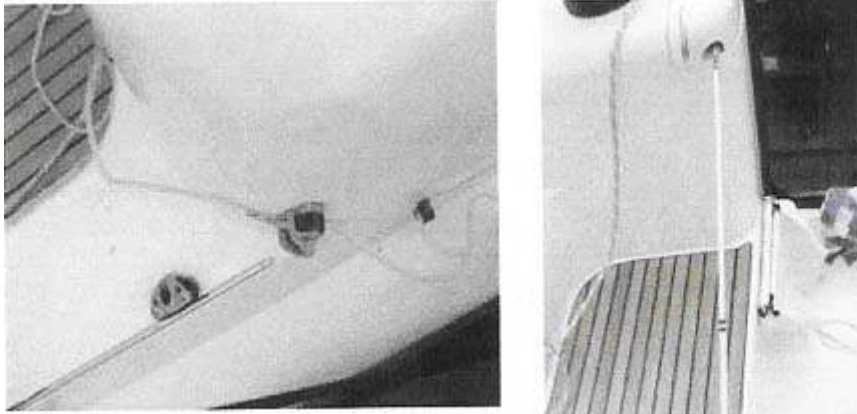
b It is much easier to trim the lead block when sitting on the leeward side of the boat; you do not need to hang outside the boat to be able to see at what number the car is positioned. You only need to look at the mark on the trim line in the cockpit.

Always use at least 3 marks:

Red (on deck) for marking the no 3 position

Black and blue (on deck) for marking the no 1 and no 2 position respectively.

So as to avoid any confusion, the marks on the trim line for the cars should always be red. Those on the inhaulers should always be black (the standard colour of both lines is always white).

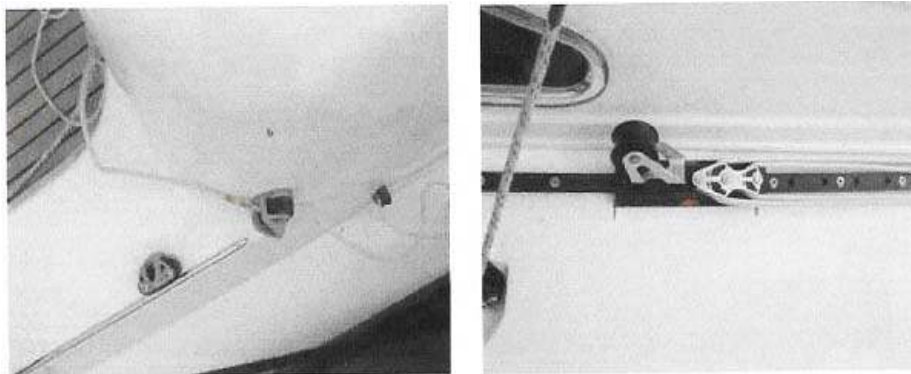


The marks on the line match the position of the car on deck (see photos).

1 mark = red position of the car

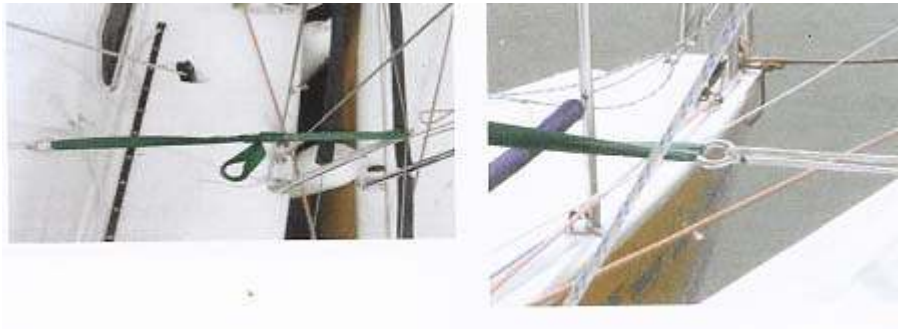
2 marks = blue position of the car (see photo's)

3 marks = black position of the car



2 Marking the inhauler

- Tie a sail tie round the stanchion next to the outhauler. Make sure that the sail tie pulls on the stanchion, not the guard rail wire, as the wire will move.
- Tension the sail tie by pulling the inhauler in the cockpit.
- Measure from the centre of the stanchion to the centre of the ring.
- Mark the inhauler at the ring that goes through the sheet (see photo)



a. 1 mark at 70 cm from the stanchion, 2 marks at 75 cm and 3 marks at 80 cm.

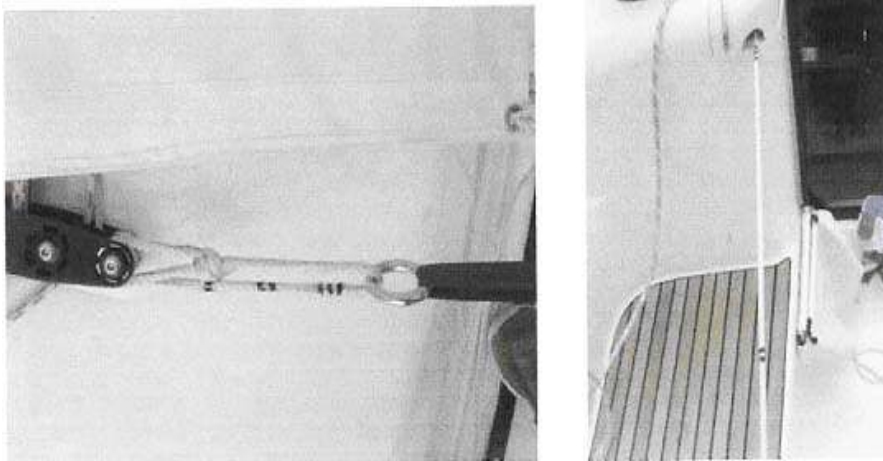
b Make sure that the part of the inhaul that emerges in the cockpit is marked with the same number of marks.

Use the number of marks on the cockpit-end of the line to trim the inhaul. This method has a number of advantages:

1. It is easier to get the trim right in light airs, when your view of the genoa's clew may be obscured by the crew

2 It is easier to set up the inhaul on the windward side (where there is no tension on the inhaul) for the next tack. All you have to do is put the inhaul in the cleat at the right mark

3 When sailing it is easy for the mainsail trimmer to adjust the inhaul; he/she can simply cleat the inhaul at the right mark and does not have to look at the genoa.

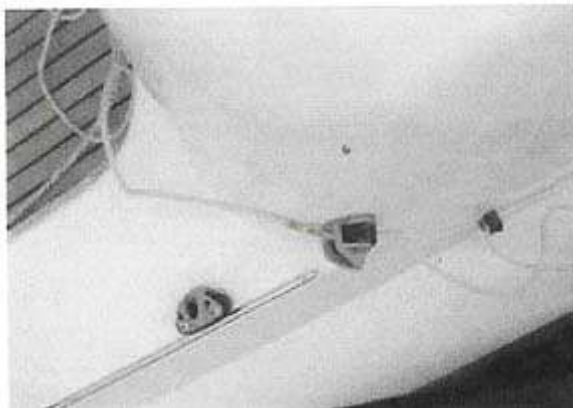


3) Marking the top spreaders

Put a piece of tape round the top spreaders at 18cm, 32cm and 46cm from the inside of the shrouds. Use these marks to assess the twist in the sail (see Twist in basic trim chart)

4)

Set-up Jib trim X35					
<i>Knots</i>	<i>Jib</i>	<i>Lead block position</i>	<i>in hauler</i>	<i>2nd Spreader (twist)</i>	<i>halyard</i>
0-4	code 1	1st mark is 20cm before the cleat	1-2	1st mark (outside)	lots of creases
4-6	code 1	2nd mark is 60 cm behind the cleat	1-2	between 1 and 2	lots of creases
6-8	code 1	2nd mark is 40 cm behind the cleat	2.5-3.5	2nd mark	creases
8-11	code 1	2nd mark is 10 cm behind the cleat	3.5	2nd mark	no creases
11-14	code 2	2nd mark is 15 cm behind the cleat	3.5	2nd mark	creases
14-18	code 2	2nd mark is just behind the cleat	3-2	between 1 and 2	no creases
18-21	code 2	3rd mark is 15 cm behind the cleat	off	between 1 and 2	no creases
21-25	code 3	3rd mark is 5 cm behind the cleat	1-off	1st mark (outside)	no creases
>25	code 3	3rd mark is 5 cm before the cleat	off	1st mark (outside)	no creases



This photo shows mark no 2 just behind the cleat on deck.

Notes:

- 1) In waves, move down 1 setting (e.g. from 4 to 3) to increase power
- 2) Too little halyard tension is preferable to too much tension