

BASIC LASER TUNING

	LIGHT WIND (10 KNOTS OR LESS)	MEDIUM WIND (10 – 15 KNOTS)	HEAVY WIND (15 KNOTS OR MORE)
Traveller	4-6" off deck at highest point – when mainsheet is fully sheeted in, traveller blocks should not be further inboard than corner of stern.	4-6" off deck at highest point – when mainsheet is fully sheeted in, traveller blocks should not be further inboard than corner of stern. Ease traveller off as you get overpowered going upwind.	6-8" off deck at highest point – mainsheet – when mainsheet is fully sheeted in, traveller blocks should be outboard of corner of stern.
Mainsheet	Going upwind: 1"-10" between the traveller blocks when mainsheet is fully sheeted in. The gap should decrease as the wind increases. Do not oversheet in light air. Going offwind, sail out until it luffs then in slightly.	Going upwind: Traveller blocks should be touching each other when mainsheet is fully sheeted in. But ease the mainsheet as required if you cannot keep the boat flat by hiking. Going offwind, sail out until it luffs then in slightly.	Going upwind: key is to keep the boat flat with the mainsheet once you can no longer keep it flat by hiking. Blocks may well be 18" apart. On runs, if deathrolling, sheet in when boat rolls to leeward and out when boat rolls to windward (to counteract)
Boom Vang	Set the traveller and then pull the mainsheet in until the traveller blocks are about 1" apart. Then take the slack out of the boom vang line.	The vang should be set tight enough that the boom does not rise if there is no tension on the mainsheet. As you start to get overpowered going upwind, increase vang tension. Going offwind, ease vang until mast is straight.	Vang should be overly tight; the boom should be visibly bent due to tension on vang. Warning: when going offwind with a tight vang, the boom hitting the water will cause the boat to pivot and may cause capsize.
Outhaul	Loose enough that there is one hand span between the boom and the foot of the mainsail at the point of maximum draft of the sail.	Clew should be about 3" from the bullseye at the end of the boom. Tighten outhaul as you start to get overpowered but if the boat is experiencing lots of weather helm, ease it slightly. Do not loosen outhaul when going offwind.	There should be 3-4" between the boom and the foot of the mainsail at the point of maximum draft when the sail is under load. Reduce if getting overpowered.
Cunningham	Just snug.	Tight enough to smooth out any wrinkles in the mainsail between the tack and clew. Increase tension as you start to get overpowered.	Very tight – to the point where the grommet is at or below the boom. Ease tension on runs.
Crew Weight	Minimize movement in boat	Keep the boat flat	Survival
Close hauled	Slightly forward of main block; heel boat slightly to leeward	Slightly aft of main block	Center yourself on the hiking strap
Reaching	Slightly aft of main block	Angle body rearward; move weight back in boat as planning starts	As far aft as possible, with body angled out and away from boat
Running	As far forward as possible, feet still in cockpit; heel boat to windward and hold boom out to leeward	Straddle centreboard trunk; move aft as boat starts to plane	As far aft as possible, with body angled out and away from boat. In "deathrolls", stay in position, steer into the roll not against it