

29er Guide – If you have any questions [please click here to contact our Class Coach via the Contact page on our website \(https://www.29er.org.uk/contact/\)](https://www.29er.org.uk/contact/)

	<b>Encouraging flow (0--6knts)</b>	<b>Harnessing power (6--11knts)</b>	<b>Depowering (11--34.3knts)</b>
<b>Overarching Technique</b>	<p>Flat Boat, constant heel. Smooth, subtle, minimal movements</p> <p>Helm on mainsheet upwind</p> <p>Crew in charge of balance --- direct helm where to sit-- either sitting on kick bar OR on side</p> <p>Move forward and back so there are no bubbles coming off the stern.</p>	<p>Flat Boat, constant heel. Harness the power one step at a time to ensure you don't "kill it".</p> <p>Once crew stable wiring behind shroud – then pass main to crew.</p> <p>If overpowered in the gust ease mainsheet to keep the boat flat and use kicker as described below to keep leech tension.</p>	<p>Flat Boat. Constant heel. Talk to each other!!!!</p> <p>Crew should wire just above horizontal, if you are sheeting the main on to heel the boat over so you don't get wet then raise yourself up.</p> <p>Move aft until the bottom of the bow should just kiss the top of each wave.</p> <p>If you want to go faster, keep the boat flat, get the jib tell tails flowing and ease the main to keep the boat flat, don't pinch in gusts, just depower more, ease 1 inch of jib if the main starts to flap.</p> <p>If you want to go higher, keep the boat flat, get the windward Jib tell tail just lifting, head up in gusts to keep the boat flat and ease less mainsheet.</p>
<b>Jib</b>	<p>Top Hole on clew board Middle pin on track Luff tension – just so there are no sagging between the clips when the sail is filled Sheet the jib leech to ~1 inch outside the spreader <i>"A stalled jib is one of the biggest reasons a 29er goes slow in light winds so if in doubt ease it a tiny bit (1 inch of sheet ease is a BIG change)"</i></p>	<p>Top hole on clew board Middle pin on track Keep luff tension so no sags Jib on the end of the spreader or 1 inch outside (this will require you to pull it on from the last mode)</p>	<p>Middle hole on clew board. Sheet jib to 2 inches outside spreader, If underpowered in the lulls you can sheet on 1 inch from here and if overpowered in gust ease 1 inch from this base point. Move track pins out if mainsail constantly ragging (as you are firing wind from the jib into the back of the main) Pull jib halyard so NO sagging between clips, Stamp on it if necessary!!</p>
<b>What does my main look like?</b>	<p>Not stalled leech. Encouraging flow. Look at top leech tell tail, get it flowing 80% of the time.</p> <p>Strops should be set so when block to block the leech tell tail flows 50% of the time, you can then ease some mainsheet to get it flowing 80% of the time.</p>	<p>Looking to harness the power by getting leech tension. Leech tell tail flowing 50--80% of the time.</p> <p>Pull main on and squeeze hard to harness power. If becoming overpowered in gusts ease main and use kicker to keep leech tension.</p> <p>Lower strops so you can get enough leech tension (use leech tell tails)</p>	<p>You are overpowered. You need to flatten the sails.</p> <p>You need to flatten the main using Kicker and then Cunningham in order to depower and enable you to keep the boat flat!</p> <p>Kicker flattens the main by bending the whole mast, Cunningham brings the depth forward helping increase forward drive, and bends the top--mast to open the top of the leech, helping to spill power.</p> <p>Once the Main is constantly eased more than 6 inches begin to</p>

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			<p>increase kicker tension to depower the main, progressively increase kicker as breeze increases.</p> <p>Once approx. 50% kicker has been reached (as hard as the helm can pull it with one hand when the main is block to block) start to pull Cunningham on progressively as breeze increases further.</p> <p>Maximum Cunningham is reached when the foot of the main touches the fairleads on the mast. This will require the crew to pull it with both hands</p> <p>A 125kg team will have 75% kicker (HARD) and MAXIMUM Cunningham on in 16knts.</p> <p>If the main is flapping constantly and you have already gone to out pin on the Jib track, then ease kicker to open main leech and spill power. Ease to a maximum of 50%</p>
<b>Kicker</b>	None	Squeeze the main, take the slack out, plus 2 inches.	As described above.
<b>Downhaul</b>	None	None – downhaul is not a control you use to “harness” power.	As described above.
<b>Outhaul</b>	2-4 inches from the boot at the deepest point	4-6 inches at the deepest point.	4 inches at the deepest point.
<b>Centreboard</b>	Down	Down	If boat is ‘tripping over’ raise 5 inches.
<b>Shroud Tension (loose gauge)</b>	32/33	34-35	36-38
<b>Tips</b>	<p>If you are struggling to decide whether to go on 32 or 35, go on 35. Over-tensioning won’t hurt you!</p> <p>Jib halyard – make sure it is as short as it can be – i.e. you can only just get the hook on.</p> <p>Pull your main halyard up hard – use 2:1 or downhaul to pull it on hard</p> <p>Use calibration strips on Boom and lower mast for Kicker and downhaul.</p> <p>SHOCK, made to measure or Zhik Velcro harnesses are the way to go if you are thinking about which to get.</p>		