

G.P. 14 SETTING UP GUIDE

<u>Mast Rake:</u>	Measured top black band to top of transom at centre of aft deck.	
	Light Crew Weight	6635mm
	Heavy Crew Weight	6690mm

It is important to take the rake measurement properly. So, hoist a tape measure on the main halliard and hold it down the aft face of the mast. Cleat the halliard off when the measurement at the top of the bottom band reads 5490mm. Then swing the tape aft and take the measurement at the top of the transom on the centreline.

<u>Rig Tensions:</u>	In light winds	350 lbs
	In Medium Winds	400 lbs
	In Heavy Winds	440 lbs
	(Be careful of straining your boat!)	

The rake should either be kept constant throughout the wind range or increased slightly as the wind gets up. Do this by altering both the shrouds and the genoa halliard as extra rig tension is applied. Remember that rig tension is needed to keep the genoa luff tight because genoa luff sag stops the boat pointing.

<u>Mast Position:</u>	Back of mast to transom	2835mm
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<u>Spreaders:</u>	Overall length from mast	360mm
	Distance from mast to straight line tip to tip	150mm

Genoa Sheeting: With maximum rig tension the distance between the fairlead and clew of the genoa should be 75mm.
Sheeting angle should bisect the clew and if extended meet the luff just below half height.
The sail should be sheeted so that throughout the wind range the slot between main and genoa is constant throughout its height. The exit to the leech at mid-height should be parallel to the centre line.

Main Sheeting:

When beating the mainsheet should be split so that the join always stays inside the boom end block. In medium winds the boom should be centralised with just enough kicker to stop the upper luff from backwinding.

In light and heavy winds the boom should be off centre. In heavy winds it will need to be altered all the time to keep the boat upright so the kicking strap will need to be tensioned to bring the leech under control. Ideally in these conditions the sail at the top batten should have very little camber. In light winds there will be no kicker of course, and in drifting conditions the boom will be out beyond the gunwale.

In all conditions aim to have the last 150mm of the top batten and the last 600mm of the boom parallel when viewed from behind.

Rudder Blade:

In Light Winds the front of the blade should be vertical or minutely angled back.

In Medium Winds it should be vertical.

In Strong Winds it should be angled forward so that the tip is underneath the transom.

Finally, although they have been used successfully by many boats, don't forget that these measurements are a guide only.