

# **NACRA 14sq RIGGING and RACING TIPS**

## **Nacra 14sq tips from the Kurnell Catamaran Club Fleet.**

### **BASIC SETUP.**

The hulls should be parallel, measure bows and check sterns at centre are same measurement.

The rudder blades should be parallel, measure leading edges and trailing edges are same measurement.

The leading edge of the rudder blade should be approximately 25 to 35 mm forward of the centre line of the rudder pin.

The mast should be raked back so the top of the mast is level with the chainplates with the boat in the water.

The rig must be loose enough for the mast to be rotated 105 degrees, the mast spanner must rotate at least 15 degrees BEHIND the main beam when sailing downwind.

Use cassette tape on forestays to show apparent wind.

### **Light weather to windward**

- Loose rig
- Adjust down haul enough to remove wrinkles in luff
- Centre boards fully down
- Outhaul purchase about 2 " rear of centre
- Don't choke main with too much main sheet tension, make sure leech ribbons are flowing
- Weight up front

### **Medium weather to windward**

- Down haul to suit so not overpowered
- Centre boards down
- Outhaul purchase centered
- Mainsheet tension as required.

### **Heavy weather to windward**

- Rig tension firm but still able to rotate mast with spanner
- Increase mast rake one or two holes
- Maximum down haul for flat sail
- Centre boards up slightly to reduce helm
- Outhaul purchase 2" - 3" forward of centre
- Main traveler about 6" out (weight factor)
- Fit stiffer battens in top 3 pockets to allow leech to fall off

### Down wind in light weather

- Keep apparent wind about 80 degrees and keep boat moving
- Centre boards up
- Windward rudder up
- Mast fully rotated to apparent wind
- Outhaul purchase to rear 8" - 10"
- Main traveler right out
- Main sheet about 2ft gap between blocks
- Maximum weight up front

### Down wind in medium weather

Keep apparent wind at 90 degrees

All other settings as per light weather

### Down Wind in Heavy

Keep apparent wind about 100 degrees, you may go much lower in large gusts

Centre boards up if you have the opportunity

Leave rudders down

Keep rest of heavy up wind settings as you probably won't have time to make adjustments

Weight well aft but go forward in any lulls

### Reaching in light weather

- Minimum luff tension
- Both centre boards up
- Windward rudder up
- Outhaul purchase to rear 6" - 8"
- Main traveller as required to keep both sides of sail flowing
- Main sheet about 2ft gap between blocks (play sail woolies)
- Maximum weight up front

### Reaching in medium weather

- Minimum luff tension
- Leeward boards up
- Windward rudder up
- Outhaul purchase to rear 6" - 8"
- Main traveller as required
- Main sheet about 2ft gap between blocks (play sail woolies)
- Trapeze if possible

## Reaching in heavy weather

- Maximum luff tension
- Leeward boards up
- Windward rudder up if possible
- Main traveller right out
- Main sheet about 2ft gap between blocks (play sail woolies)
- Weight to rear as required to prevent pitch poling

## **MAINSAIL TIPS**

The Nacra 14sq mainsail as supplied by the dealer is a very powerful sail and is suited for a body weight of 90 to 110 kilos. If you are a light weight and find yourself overpowered to windward, the boat wants to round up when hit by a gust and will only accelerate if you ease the sheet, try the following,

Use maximum downhaul when overpowered, fit a 10/1 or 12/1 downhaul system. May require fitting extra mainsail cringle or mast pulleys.

Fit heavier battens to the top 3 pockets

Release the bolt rope so you stretch the sail to flatten, not pull against the bolt rope. The bolt rope may disappear up to 20 cm inside the luff so you will need to poke a length of bolt rope in the bottom

The standard mainsail is very full with up to 10cm of excess luff round in the middle of the sail that the lighter sailor needs to flatten out to effectively depower the boat.

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**Thanks to Peter Backhouse, ex National Nacra 14 Sq Champion.**