

## RDDA Dyer 10 Tune and Trim Guide

**TUNE: Rig:** Install fixed chocking in all around the hole in the thwart so the mast can't move around at all in the partners. Set up the shrouds with a little bit of slack when the boat is sitting in the chocks with the forestay just barely firm.

**Centerboard:** On most boats, if you put the lever all the way down the centerboard is cocked about 10 degrees forward. This is the base setting. When the wind comes up, and when we use short sails, cock the board back so it's straight or slightly aft. Downwind, pull the board up about 2/3rds of the way. When it's windy, pull it up only 1/3. If your boat starts to roll on a breezy run, drop the board down more.

**TRIM: The two most important adjustments are weight placement and main sheet trim, in that order.**

**WEIGHT: Upwind:** Your base fore-and-aft weight should be exactly centered on the seat. In light air, six inches forward; in heavier air, six inches aft (a foot aft in really overpowered conditions). For lateral position, move in or out to balance the helm moving in will induce or increase weather helm; moving out will reduce or eliminate it. Making the helm "neutral" is why everyone says to "sail the boat flat." **Making the helm neutral with lateral weight placement is the single most important thing to do for Dyer speed.**

**Downwind:** Lateral weight placement is exactly the same as upwind, balance the helm. The effect of this is that other than very light air, the boat should have a windward heel. Also, concentrate on steering with your weight and not the rudder lean to leeward to head up and to windward to bear off. The idea for fore-and-aft placement is to keep the transom just out of the water without digging the bow in. In light to moderate air this means sitting on the very forward edge of the seat. As the breeze builds, move gradually aft keeping the boat level on its waterline fore and aft. **When it's windy, it is very important to move aggressively aft** right to the transom to avoid pitch-poling and capsizing.

**MAINSHEET: Upwind:** With the sail up at the dock, pull the mainsheet just until it stops moving the boom in and starts moving it down. Remember this spot. Now pull the sheet hard. This difference, maybe a foot up/down at the end of the boom or 1 ½ feet of sheet, is the range of trim for upwind. The loose end of this range is for "power," and the tight end of the range for "point." A rule of thumb is if you're hiking, you can be trimmed just about all the way in and the boat will have enough power; if you need to heel the boat to leeward with your weight (or right after a tack), you need max power in the sail. **Sail fast before you sail high.**

**Traveler:** Set it to about 8" off the center of the transom and leave it there (some very windy days you might tighten it a few inches so you can really strap in the sheet).

**Downwind:** "When in doubt, let it out."

**Other sail controls: In order of importance, are Vang, Cunningham, and Outhaul.**

The **Vang:** Find your "base" mainsheet tension upwind, tighten the vang so it maintains just a bit less leach tension than when you ease the sheet. If the breeze builds or lightens adjust the vang accordingly. Off the wind, unless it's breezy, ease the vang considerably. When it's windy, you want to keep the vang pretty taught off the wind. It is recommended that you have a fixed gooseneck, instead of allowing your gooseneck to slide up and down the sail track.

The **Cunningham:** Downwind, just let it off. Upwind, slack for light air, gradually increasing with wind speed. Sail age is a factor here new sails will call for less Cunningham than older sails.

The **Outhaul:** A base setting is about 3" between the boom and the deepest part of the sail, and gradually tightens it with the wind.