Thanks for choosing a Rob Brewer sail for your Optimist. Of course, I think it is one of the wisest choices you will make for your Opti.
To help you get the most from the sail I have put together some notes and suggestions that I hope will make it easier to set up your Rob Brewer Sail.

When you unroll your new sail you should see your own sail number already fitted. After all, I made it just for you! If you still have to fit the numbers yourself you will find that I have put some marks and lines on the sail to help you get them in the right spot. Remember the Starboard side number will be higher, and be sure to check the class rules on the spacing and size of your numbers. Like all rules for your Optimist it is up to you to make sure your boat complies.

With numbers fitted, you are ready to connect your sail to the mast, boom and sprit. Lay your sail out, Starboard side up.
You will notice all your sail ties are on the sail. Slip the mast through the preventer and clip the boom on. Now lay the mast and boom along the luff and foot.

Tie the clew and tack onto the boom. Use the thicker rope and go around twice, then tie a reef knot so the sail is 2 or 3 mm from the boom. Now thread your outhaul though the clew.

The tack should be tied to the mast next. This time with the slightly longer rope, twice around again with a reef knot, just like the boom.

Next, go to the top of the mast were you will tie the throat on. Here you will find 2 ropes. Firstly, take the shorter one and tie the throat to the mast, twice around,
either through a mast plug or leave enough to poke a loop inside the top hole to go around your wind indicator. With the longer rope make a single loop that will go to the lower hole near the top of the mast. Again, either through a plug or simply a loop but this line must keep the throat positioned so you cannot raise the black stripe on the luff outside the mast bands. Check your rules again. The stripe must stay between the bands while you are racing.

Now fit the sprit, starboard side. You will find a loop at the peak of the sail for the top of the sprit to slip over. Make sure your sprit is the right way round. It has a sleeve near the lower end were it rests against the mast. Hook your sprit halyard on and lightly tension the vang and the sprit.

You can now tie the small sail ties on the mast and boom. 6 Short ties are for the boom. Once around and tied so the edge of the sail in no more than 10mm from the boom itself. Make extra sure, as this is a rule. 6 Long ties are for the mast. Twice around with the sail set 2mm from the mast. All the small ties should be secured with a reef knot and pulled tight so they don’t slip or work loose.

Your sail is now attached to the rig. Re check your clew and tack ties on the boom setting them 3mm from the boom. Pull them tight, as you should have no need to adjust them again.

Re-check the throat and tack ties around the mast and set them at 2mm from the mast for now.

**Tuning your Rig**

Fit your mast into the boat and set your mast rake. You will need to work with your coach and your experience to find the mast rake that suits you best but as a starting point set your rake at 2800mm if you are less than 45kg, and set at 2830 if you are more than 45kg.

Measure the rake by hooking a tape onto the top of the mast and measure to the transom, sighting through the top of the stern to the top of the bow. Make sure the mast is resting with an aft rake in the cup and collar.
You may find your preferred rake is +/-10mm from these numbers, and in strong winds up to 20mm less rake may help you sail the boat.

Record the number on the mast step or use a marker pen across the front of the cup once you have found your setting. This will make it easier for you and your coach to make sure it is set correctly.

**Sail Controls**
You have a number of controls that you can use to shape the sail for the conditions you are sailing in. I will discuss the use of each and then it will be up to you to experiment and learn how to use a combination of these controls to reach the sail shape you are looking for.

**Outhaul**
The outhaul is quite simple. It obviously will control the amount of belly in the foot of the sail but just as importantly it changes the angle of the lower batten. So use the outhaul to control the power in the lower half of the sail. In light wind set the outhaul with just a little tension. In medium wind set it with a lot of belly and then pull it on more and more as the wind strengthens.

**Preventer**
The preventer does the same job as a Cunningham or luff control, only in reverse. As you apply Vang your boom will want to slide down the mast, tensioning the front of the sail. Your preventer will prevent this from happening. This control allows you to set the luff tension you want. In light wind you want to set the luff loose so the sail forms slight scallops along the length of the mast. Set the length of your preventer rope so you have 4 twists to get this setting. Now as the wind increases you can set up with fewer twists till you have none in really strong wind.

**Sprit**
To start with, adjust the sprit so the sail is smooth when you are sailing upwind. As you get more advanced with your settings you may find that some small wrinkles in the sail is faster. Wrinkles from the clew at the back of the boom upward across to the mast indicates a soft leech tension. From the top of the sprit to the tack indicates a tight
leech. Try to avoid these in light wind, as you will not be fast.

**Vang**

Your Vang needs to be set so the sail has the right amount of twist downwind. Try to set the twist so the top batten is parallel with the boom. You will notice this means less tension in light wind and lots of tension in strong winds.

**Sheet**

This is the main control you have. It controls the angle the sail is to the wind. As you pull it in upwind you will notice it also pulls down on the leech and reduces to twist in the sail. Use the sheet to position the end of the boom over the back corner of the boat. In smooth water and medium wind pull it inside the corner for more pointing. In strong wind and waves you may need it outside the corner just a little. Don’t forget to lean as hard as you can before you ease the sheet.

These notes should get you started on the road to some great results. Remember that sailing is in the world of nature where everything is always changing. So make sure you get practice making changes as well so you can get the most from your boat.

If you would like some advice on your Rob Brewer Sail you can always Email us at rob@raceaway.com.au as we want to make you as fast as we can.

Now stop reading this, and get out on the water!