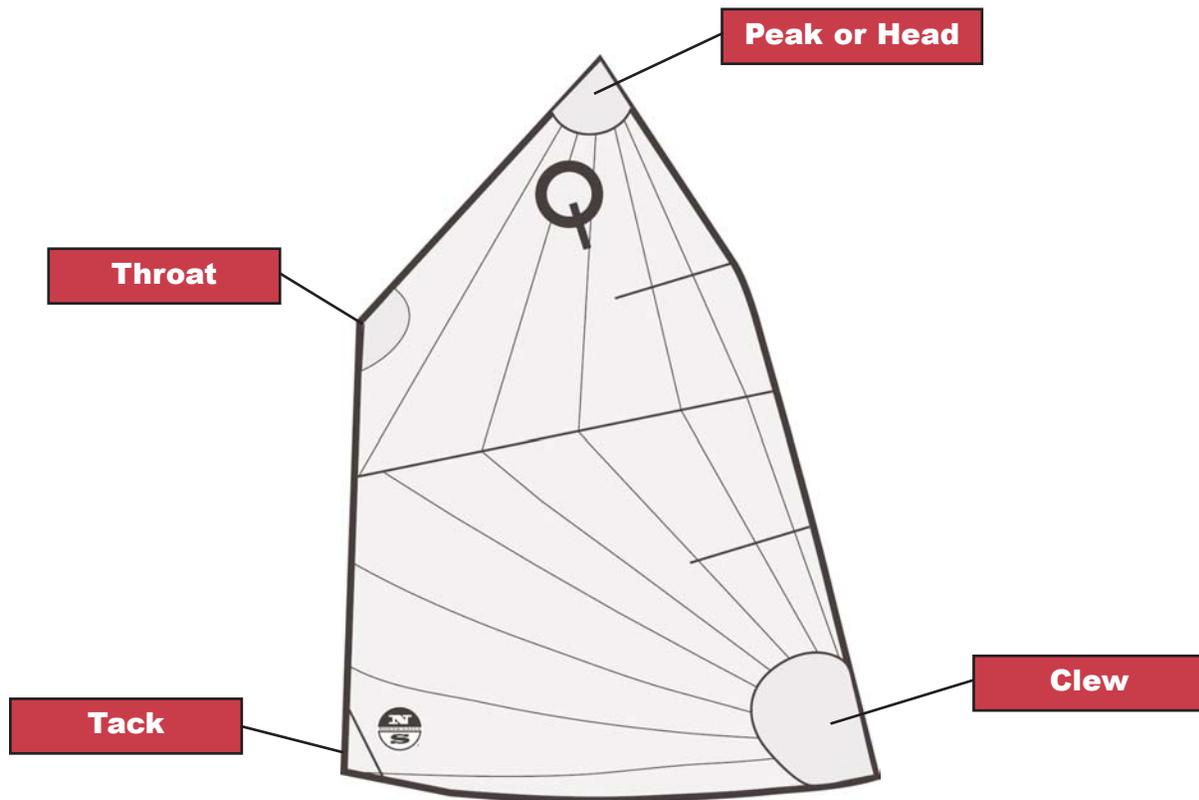




One Design

## Optimist Tuning Guide



**Thank you** for choosing North Sails for your Optimist. Whether you are just starting out in an Opti you are an experienced racer, read this guide carefully to make sure you get your new North Sail set up for maximum speed. While we have tried to make this guide as self-explanatory as possible if you have any questions please do not hesitate to contact our Opti experts. We are here to help you get the most from your new sail and your boat! See our contact information at the end of this guide or visit our web site at [www.OneDesign.com](http://www.OneDesign.com).

This tuning guide is designed to provide you with the information for the key controls that influence the shape of your sail. Having the correct sail shape can be the biggest determining factor in the speed of your boat and your success on the race course. We divided this guide into two sections, leech and luff, and we have also provided details for the centerboard height, hiking straps, etc. With this information you will know how to set up your sail and boat for all conditions.



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### Getting Started, Rigging the Sail

*If you are an advanced Opti racer you can skip this section.*

Begin with tying the line at the three corners, clew, tack and throat starting from the clew. To do this, you will want to use the larger diameter lines provided with your sail (3mm Diameter). Refer to the pictures for how to tie the throat and tack.

Once you have the three corners tied, rig up the sprit. Note that the sprit has a point on each one of the ends, and the peak of the sail has a looped line, put the upper sprit end through this looped line. Loop the short wire that controls the sprit tension over the opposite end. Note that the sprit has a little plastic cover, to protect it from chafing on the mast, make sure that you rig the sprit with this end down. Another suggestion is to rig the sprit on starboard side. Usually you start the race on starboard tack and this will give you the best speed off the start line.

Once you have everything rigged (outhaul, sprit, vang, top and vang preventer, and corners), put a little bit of tension on them, and then tie the sail ties to all the remaining grommets using the 3mm diameter line provided using a square knot. We suggest you tie these with two wraps around the boom. Keep in mind that the lines on the boom are tied loose (not more than 10 mm away but as close to that as possible), and the lines on the mast go tight (but not tighter than 1 mm). See the pictures as a guide. Don't forget to tighten your knots very tight, if not, the knots will come undone when the sail luffs.

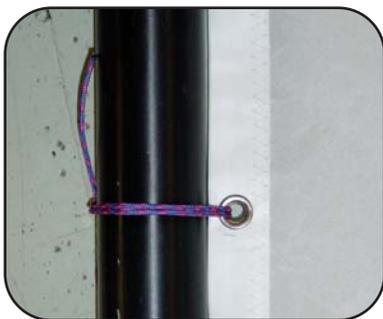
### Section 1: The Leech



How to tie the sail to the tack



How to tie the sail to the throat



1mm of separation between the mast and the sail.



No more than 1 cm of separation between the sail and the boom



*The North Opti experts are always available to help you! Call them if you have questions!*



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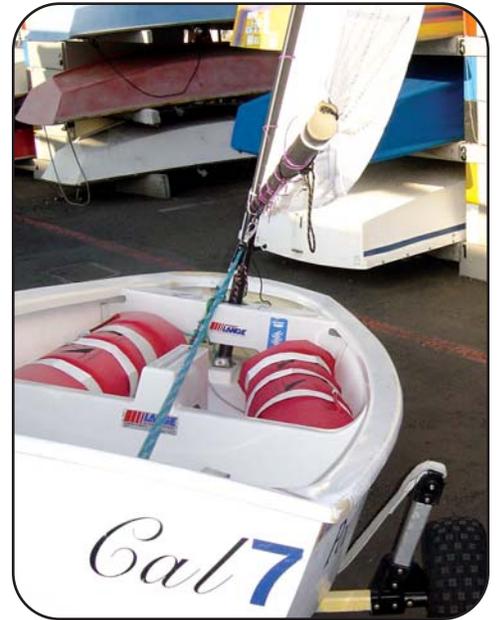
### Mainsheet: Upwind

Properly trimming the mainsheet is key. Consider it the accelerator on your boat and do not be afraid to play it. The best sailors are constantly adjusting their mainsheet as their boat sails through the water, adjusting it for each change in the water and wind.

In general, the sail should be trimmed so that the boom is always above the leeward corner of the transom (See picture). This will keep the leech at the right angle to the wind. To point higher, trim the sail tighter and to sail lower and faster ease the sail slightly. You might even want to put a small mark with tape on your mainsheet to help you gauge how tight or loose the sheet is.

You will notice that your new sail has a telltale sewn to the back end of the top batten. This telltale should always be streaming about 50% of the time. If it is always stalled behind the sail, your mainsheet, sprit or vang may be too tight. See more about the sprit and vang below.

It's always a good idea to give the sheet a little ease before hitting a big wave, because it will open your leech and give your boat a boost to power through the wave without slowing down. Make sure you head down as you ease and chose a mainsheet that will not absorb water, we suggest 6mm.



Boom should align with the corner of the boat

### Mainsheet: Downwind

Downwind, we suggest that you have a long sheet so that you can let the sail out all the way. You want the angle between the boom and the middle of the boat to be 90 degrees, but still have some slack in the sheet to be able to pump and regulate your heel. Tie a knot once it is at 90 degrees (See picture).

### Sprit: Upwind

The sprit controls the leech tension. It has big influence on the leech and when you tighten it, you will tighten the leech. The way you want to have the sprit in all conditions, with the exception of heavy air, is so there are no diagonal wrinkles at all.



Mainsheet all the way out.



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## Optimist Tuning Guide

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This is just a preview of our new tuning guide!

A full version is shipped with every new sail.

Thanks for checking it out!

For more information about our sails, please contact our Optimist experts listed below.

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