

## **Top 10 29er tips from the man who sees all and knows all (Well, almost!)**

Dave Hall was at Ovington Boats for almost 10 years and is pretty much responsible for the introduction of the 29er into Europe. There is very little Dave has not seen either done 'to' or 'in' a 29er.

Over the last few years there has been a large influx of sailors from a variety of classes. Many have bought used boats or new direct from dealers and have therefore not had any advice or guidance on setting up or sailing their 29er. Some will not have read or even had the manual that is included with every new boat and having watched a lot of new teams over the last 18 months Dave thought it time to highlight a few points.

### 1. Rig Tension

When you use the pulley system to pull on the tension via the trapeze wires put the hook onto the rope not the ring. Reason; Rope is cheaper to replace than a bent ring.

### 2. Centreboard

Try to avoid pushing the centreboard straight down, line it up with the aft raked case so it finds its way down. Reason; pushing straight down puts pressure on the front edge of the packing and may push it out.

### 3. Spinnaker

The spinnaker is usually rigged for a port rounding and a port side hoist so the sail is hoisted behind the jib. If a port tack or gybe set hoist is required make sure you bare away onto a very broad reach or even a run to ensure the spinnaker blows forward and not into the jib. Reason; if you hoist it so it blows into the jib triangle the sail will snag, tear and get stuck.

### 4. Mainsail

When hoisting, make sure the boat is head to wind; all the battens are tensioned and are on the same tack – preferably starboard.

### 5. Spreader tips.

Make sure the wire is not slack between the tip of the spreader and the hounds bolt. Reason; If the wire is loose and rig tension is applied the wire may lock against the spreader tip and jam. The tension is then between the spreader and the boat rather than the whole length of the wire – result; bent spreader.

### 6. Mast when towing.

Make sure the track is facing the sky when the mast is on the boat for trailing. Reason; The plastic track can be distorted in hot weather and crack in cold.

### 7. Lee shores

Learn how to get on and off a lee shore. Use the 'Hand brake turn and slide' method to land. Reason; you will crash less

#### 8. Capsize

Learn how to make life easy, use the water start method.

Reason; Save time in a race and well as a lot of energy.

#### 9. Mainsheet down wind in strong wind.

Keep it in. Reason; It is faster – the mainsail acts as a foil to the spinnaker. It is also safer – the sail acts as a backstay keeping control of the mast and spinnaker.

#### 10. Tie a knot in the mainsheet and jib sheet.

So the sails do not go out too far. The boom should never touch the shroud.

Reason; It will give a degree of stability should you let go of the sheets and help stop the mast inverting downwind if the main is let out too far.