

Rig Settings from Top 5 at 2016 RS400 National Championships									
Name	Crew Weight	Measurement mast tip to transom	Rig Tension	Ram Adjustment	Mast Rake	Spreader Lengths & Rake	Jib Car Track Settings	Wing Wang Pole Settings	Other Information
Boat F	136kg		We sail off 28 on the Loos gauge which is 190kg or 420lbs. We use the same tension for all of our settings and just put it there and leave it for the race. Takes another thing off your mind to think about.	Our ram is always neutral (about 10mm showing on our boat) until its really windy (20kt ish) and then if we remember we wind it all the way forward.	Our light wind (0-8kt approx) setting for the rake is that standard 6990 rake that everyone uses. Then we drop down half a hole for medium (7-12kt approx) and then another half a hole for windy (10-12kt+).	Spreaders are 395mm long (short as possible) with 180mm of deflection from the back of the mast to a line between the shrouds. We also have our mast in the very back step at the bottom not the	Our jib cars are all the way back and have never moved for literally 5 years. You get a lot more control of the leach with jib sheet tension than you do from playing with the cars really. Plus	We fully wang our pole in all conditions. Very occasionally we drop it forwards when it is super light (sub 4kt) to make the kite a little easier to set.	
Boat C	135-140kg	6960mm with shrouds in light wind settings ie base settings	28 on a Loos gauge on the shrouds which is about 190kg/420lbs in RS400 event conditions. Sometimes eased in club race drifters i.e. below 4kts of wind.	About 10mm of screw thread showing, which is about 5 threads in all conditions. All the way forward i.e. no threads showing if it is really windy and we remember!	The light wind base setting for 6960mm rake is with the pins in the 6th hole up in the forward row of the chain plate. Half a hole down to 5 aft in medium conditions and another half to 5 forward for windy.	395mm long, 180mm rake	All the way back, never move them.	Fully wanged , only time it goes to the middle is in very light conditions to open the slot between the mainsail and spinnaker, or if we can't make the mark because we have over stood or the wind has shifted	
Boat A	150kg		156kg on an electronic harken gauge	Generally set to neutral regardless of rake, then wound forward to depower	Mast rake starts at 6.99 m in the light, hole 4 back, ram about 2 thread s. Medium rake is 6.96m, hole 4 front. Windy rake is 6.93, hole 5 back	Spreader length 424mm, deflection 150mm	Jib car at back of track	Nearly always use wing wang, but having second thoughts about this when windy in waves.	
Boat D	160kg		340lb	Neutral in light wind. Max ram in medium wind. Medium ram in heavy wind.	6950mm	410mm	100% aft	100% wanged in Force 1-5. Centred in Force 6+	
Boat B	143kg	6990mm in 5 knots, then half hole back for every 5 knots more breeze	550lbs on a Superspars gauge (because we are cheap), measured at eye level on the shroud. Tight is fast!	Neutral (just stopping the kicker driving the mast forwards) all the time unless it's howling, then we wind it forwards.	6990mm as a base in 5 knots, then half a hole back for roughly every 5 knots more breeze. We use 4 settings, base and then 3 half-hole moves down.	415mm long, 138mm deflection from back of mast to threat tied between shrouds. Mast foot is all the way forwards.	All the way back all of the time. Toying with adding a longer shackle to get the sheeting angle even further back.	Max wing wang until it's very windy when we centre it - I have a theory that as the apparent wind goes forwards, max wing wang closes the slot between the kite and the other sails.....probably rubbish, but it makes it easier to sling in a couple of quick gybes at the bottom of the course!	Mainsheet tension is critical - most people under-sheet. Until we have to ease the main to stay flat we sheet in until the top tell tale on the leach collapses and then ease a fraction to get it flying again. It's tighter than you think. We also move fore and aft a lot - both at (or in front of) the shrouds upwind in light airs, both hanging off the transom downwind in a gale.
Boat E	165kg			Rake and Ram I have no idea; basically we put the ram at halfway and the pins halfway up the shroud plates.		Spreaders I have no idea	As far back as possible	Wing wangs are always pulled to windward, however windy it gets. The only exception (relevant for next year) is on big waves, where the pole is centred to compensate for the apparent wind moving forward quickly as I surf down the front of the waves.	Another main thing is crew positioning. On open water the crew moves right back towards the back of their toe straps upwind as soon as we are both hiking. On flat water this encourages the bow to lift; on the sea it improves the pitching of the hull over the waves. Downwind the crew moves further and further back down the boat as the wind increases, until they