



## 18 Footer Preparation Guide

Your preparation goals should be to ensure that your boat and gear:

- Are safe and strong enough not to fail in any condition
- Present a clean profile to the wind and water
- Allow smooth, easy and hazard-free control of all adjustments
- Wear tight sailing gear and a purpose-built Ullman skiff harness

### Hull

The class rules do not allow any change on the hull. Make sure the bottom is clean – the holmenkoll products seem to be very good.

### Wings

The wing mesh should be tight and show no signs of abrasion where it is tied. Most boats use Ullman wing in-fills lashed between the inner bar and the deck to keep sheets in. They also assist when tight reaching, funnily enough. Make sure they are very tight.

### Centerboard & Rudder

Thorough preparation will pay dividends. The centerboard case should fit firmly into centerboard case. Laminate Teflon stripes (or similar) on the sides of the centerboard case. Make sure that the centerboard is absolutely in the center of the boat, and lined up with the rudder. Use 50 mm marks, clearly numbered or colour-coded, to replicate fast settings on the centerboard.

### Deck Layout

The class rules have no restriction on fittings. Make sure the jib sheet, cunningham and vang can be used from both sides of the boat from the trapeze. A jib cunningham is standard on all Ullman jibs and is a fast adjustment – just lead it back to the mast.

An efficient, strong spinnaker bag is ESSENTIAL! We have a proven design.

Tie the tail of the mainsail back to the deck with a shock cord tail.

### Rig

The rig requires only a minimum amount of work. Make sure that you have sail control labels and tape marks on sheets and controls to easily get back to fast settings. Place elastic cord on the D1, D2, shrouds, and top shrouds to avoid getting the spinnaker stuck while hoisting. A shock cord halyard retriever running from the hounds will help keep the halyard under control.

Place a block on the elastic cord on the tack line to avoid the tack of the spinnaker being caught by the water during a spinnaker drop.

Use tape on spreaders, rings, splits, bolts, (also on wing wires, bowsprit wires,) etc. to avoid your spinnaker getting ripped.

After using a UV inhibitor coating, polish the mast with a coat of silicone-based marine wax.