

MELGES MC **RIGGING & TUNING GUIDE**



MELGES
Performance Sailboats

Team Zenda



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From the President

My grandfather, Harry Melges Sr., started Melges Boat Works back in 1948, building wooden C Scows. The company was built around his passion for sailing, designing, and building high quality racing sailboats. His crafts quickly became the fastest, highest quality sailboats on the market, positioning Melges Boat Works for a long history of innovation and industry leading advancements.

Much has changed since those early days of boatbuilding in Zenda. The days of wood are long gone, and the age of fiberglass has solidly taken hold. One thing still remains the same however-our passion for sailing. We remain committed to supplying our sailing friends with the most advanced, highest quality products available.

Many great advancements have been made in boat building technology over the past eight years. Our Melges "M-preg" one step lamination process continues to lead the industry. Our customers can rest assured that when they take delivery of their new Melges boat they are purchasing the most advanced production sailboat technology available. The "M-preg" system also insures the most cost-effective method available for laminating large racing hulls.

Continuing our long tradition of innovation and advancements, we have developed a new process that is sure to take our products to the next level of technology. "M-Fusion" is a process that we are now using to laminate our smaller parts. This process utilizes a reusable silicone bag, loading the glass on the mold dry, pulling a vacuum on the bag and injecting the resin into the glass through a series of injection ports. This new process will not only help maintain low costs by eliminating waste, but it will also dramatically improve the cleanliness of our work environment. Look for the new "M-Fusion" label of quality on your new MC or X.

Servicing our customer base is a major focus at Melges Performance Sailboats. In addition to attending regattas, running race clinics, and supplying spare parts to our clientele, we are very committed to our youth sailors and to expanding their sailing experiences. This fall, recognizing the enthusiasm among our young sailors toward the Laser and 420, we decided to take on the Vanguard Boats dealership. Our focus here is to support our youth sailors from Optis to A Scows. We recognize the need to keep our youth sailing, no matter what the boat.

Melges Performance Sailboats is your complete sailing source. From Optis to A Scows, we offer a complete line of Melges made sailboats, Vanguard made sailboats, and sails produced by the world's leading sailmaker, North Sails. We also offer a complete line of spare parts, trailers, and covers for all of the boats that we sell.

Log on to melges.com to see all of the great things that we do, or stop by Zenda anytime to see first hand all of the great products that we promote. We thank you for your continued support, and in these changing times we call on you to keep your freedoms alive. Sailing is one of our greatest freedoms, and no one can take that away from us.

Sail fast, and most importantly, have fun!

Quick Guide to MC Sailing

Section One - Rigging The MC Scow

Section Two - Tuning The MC Scow

Melges Performance Sailboats MC Scow Rigging Guide

Congratulations on the purchase your Melges MC Scow. The following information will help you prepare, care for and rig your Melges MC Scow. For sailing tips and tuning information please request a tuning guide from Melges Performance Sailboats or you can download it at our North Sails website www.onedesign.com.

If you are traveling to regattas away from your home club we recommend that you use our envelope traveling covers, mast bag along with our rudder and tiller covers. This will not only protect your hull from debris when traveling down the road but will also allow you to carry your sails and other related sailing gear inside the boat when traveling.

After removing your covers you should do a quick check to insure you have everything you need to rig and race your Melges MC Scow. The great thing about the MC group of sailors is that many carry spare parts in case you ever come up short on parts. Having some spare parts though is a good idea. These parts include clevis pins and shackles for your blocks, boom vang and outhaul systems. Having spare o-rings for the rudder is good as you never want to sail without the rudder safety o-ring not in place. Having spare side-stay bolts and a spare custom forestay shackle is important. The same nuts that work on your sidestay bolts also work on your tiller bolts. All of these items are always in stock and are available at Melges Performance Sailboats.

Tools needed are two 7/16" open end wrenches. These wrenches work on your sidestay bolts and your tiller bolts. Pliers are needed for your shackles on the boom vang, outhaul,



Figure 1

Figure 1-The MC Scow with galvanized steel welded trailer, trailing cover and aluminum holddowns that also carry the mast and boom.

hiking strap and block connections. If you have older Harken blocks you need a small screwdriver so you can set your blocks so they do not spin. If you have 2001 and newer Harken blocks you need to keep the Allen-wrench provided by Harken in your tool kit for block adjustment. A roll of white electrical tape should be in your tool bag taping up sidestay cotter

pins, shackles on your blocks, attaching sidestay telltales and can also be used to cover up any dings or chips in your hull received from dock or boat contact during that weekend of racing.

Figure 2 includes some important items for sailing. Two lifejackets, a throwable which is required by class rules and the Coast Guard. A paddle, sailing gloves, two 7/16" wrenches, pliers, electrical tape, tape measure for measuring mast rake, Sharpie permanent marker for marking your mainsheet, bottled water and sunscreen.



Figure 2



Figure 3

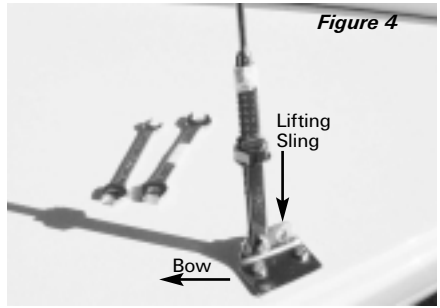
Figure 3 includes some important boat parts. Rudder and tiller with a rudder and tiller travel bag. Mainsheet, bowline, two single Harken blocks for your boom, one Harken single block with mainsheet becket, 3-point lifting bridle and dry bag for miscellaneous items you want to carry on the boat.

Stepping The Mast

There are two ways to step the MC mast. You can step it by yourself or easier yet with a second person helping. First, before you step the mast you must make sure that the boat is still secured to the trailer with either the aft trailing hold down or a strap. This will keep the boat from tilting forward on the trailer when you step forward towards the bow when raising the mast. Also, leave your trailer attached to the car if possible so that the trailer does not move during this process.

Next you need to make sure that your rope halyard tail is attached to the wire portion of your main halyard and is secured at the base area of your mast either to the shock cord loop on the front of your mast or to the boom vang bale at the base of the mast. Adjust your Sta-Master turnbuckles to #5 so that the shrouds and forestay are not too tight, when you go to raise the mast. Next with the mast laying on the deck with the groove or backside of the mast in the down position you will attach your two sidestays. This is done with your two 7/16" wrenches. You do not need to over tighten these bolts, just make sure the bolt comes all the way through the nylok nut and has at least a thread or two showing through the nylok nut. This will allow the Sta-Master turnbuckles to move fore and aft. You are now ready to put your mast up.

Sidestay goes in the forward of the two holes in your sidestay chainplate (figure 4). The aft hole is for part of your 3-point lifting bridle. Notice that the sidestay clevis pin and cotter pin have been wrapped with 3M #35 tape at that attachment point. This will prevent this pin from ever coming out.



Standing in the middle of the boat usually on the side deck is a good starting place for the person who will actually raise the mast. The second person will hold with the both hands the base of the mast as you start to raise the mast (figure 5).

As you walk the mast up the person holding the mast base walks the mast base to the mast step (figure 6).



Once the mast base plug is set in the mast step (figure 7) then the person who held the mast base will secure the forestay turnbuckle to the custom shackle provided by Melges Performance Sailboats. This shackle fits in the aft hole of the bow (figure 8) plate as the forward hole is meant for your bowline. Once the o-ring is put into the clevis pin securing the shackle

closed you should wrap the o-ring with a few wraps of electrical tape so it cannot accidentally come out later.

Now we are ready to attach the boom, blocks, Cunningham, boom vang and outhaul systems to their appropriate attachment points.



Slide the boom onto the gooseneck pin as shown below in figure 9. Make sure the boom is all the way on the pin as the boom can fall off the pin easily until the mainsheet and boom vang are attached.

Next you are ready to attach the boom vang above deck purchase system to the base of the mast and to the boom bale which is a couple feet aft of the forward end of the boom. You can only hook this up one way correctly. You will have twists in the system if you hook up either the mast bale or boom bale shackle and blocks. See figure 10 to see the correct attachment of these blocks and shackles. Also, at this time hook up the single Spectra rope (white or grey in color) coming out of the mast step to the single wire coming out of the boom. This is the outhaul connection.

The Cunningham or luff adjustment is the single white or yellow Spectra line that is offset to the starboard side of the mast step. The Cunningham will have a s-hook that you will insert into the Cunningham grommet approximately 10" above the tack grommet in the sail.



Figure 10

For the two shackles on the boom vang system and the one shackle for the outhaul system you should tighten these shackles with your pliers because they will come undone while sailing if you don't tighten them.

Now we are ready to attach our boom and traveler blocks. Old style blocks have shackles with clevis pins and o-rings while the new style Harken blocks have shackles with screw pins. Also, the old style Harken blocks have set-screws that require a screwdriver and the

new style Harken blocks require an Allen-wrench to keep them from spinning. Tape the o-rings on the old style blocks and use a pair of pliers on the new style shackles after you attach the blocks. Remember the standard mainsheet system requires to single blocks on the boom and one single block with a mainsheet tie-off becket on the traveler as shown in Figure 11. Lead your mainsheet through the floor ratchet block up to the single boom block, then down to the traveler block, then up to the forward single block and back to the tie-off becket block on the traveler. This mainsheet hook-up much like the boom vang hook-up can only be done one way correctly. You will have a twist in the system if you do not string it up correctly. Make sure that when you pull on the mainsheet that you hear the ratchet clicking. That will tell you that you have led the mainsheet through the floor ratchet block correctly. Be sure to tie a knot at the end of your mainsheet. Set your blocks from spinning so that they are in-line with the boom running for and aft as shown in figure 11. This is done with the screwdriver or Allen-wrenches. These set screws are located on the shackle end of the blocks.

Operation of your bilge boards is very simple. You have a trip line crossing the cockpit that uncleats the board and allows it to be lowered. As it is a continuous line it may be adjusted on either side of the boat. To pull the boards up there is also a larger line at the front of your control line console that allows you to pull the boards up. There are two knots in the board



Figure 9

Attaching the boom to the mast. This is commonly referred to as the gooseneck area.



Figure 11

uplines that allow you to set the height of the bilge boards when they are in the down position. The factory setting is usually about 1" of boardhead showing above the deck when the board is in the down position.

Now we are ready to attach the rudder and tiller as shown in figure 12. Make sure you put the large o-ring into the top pintle after hanging the rudder onto the boat. When

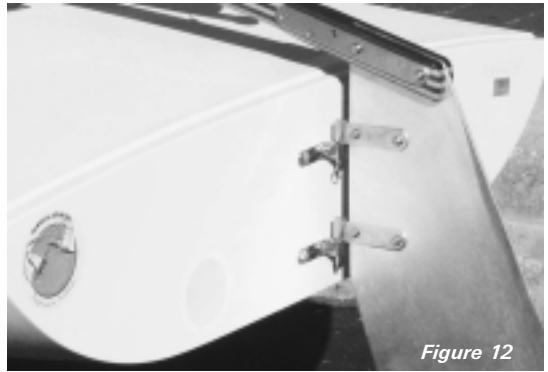


Figure 12

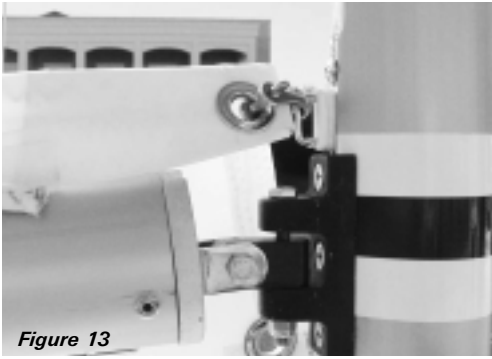


Figure 13

putting the bolts through the tiller and rudder make sure the bolt comes through the nylok nuts. Tighten to the point that you are comfortable with the up/down movement of the tiller. We prefer a tight connection so that the tiller remains at the max down position when sailing. We usually tighten to this tighter position but not so much that it would prevent us from moving the tiller up and down.

Now we are ready to put the sail on the boom. Carefully feed the bolt rope sewn on the foot of the sail into the groove of the boom. This is done easiest with two people but can be done by one person without any problems. Once the sail is on the boom attach the tack shackle (shown in figure 13) to the corner tack grommet in the sail. Use your pliers to tighten this shackle before sailing. Attach the outhaul shackle at the end of the boom (shown in figure 14). Always relax the outhaul purchase system



Figure 14



Figure 15

when not sailing so as to not put unnecessary pressure on the sail.

Rolling your sail is the best way to store your sail. Starting at the head (or top) of the sail as shown in figure 15, you will roll the sail towards the foot (or bottom) of the sail. The leech which is the trailing edge should be rolled down upon itself (figure 16) as you roll the sail. This is because the battens are perpendicular to the leech of the sail and this allows the battens to roll up without being twisted



Figure 16

on the sail as you roll it up. The sail can be rolled up easily by one but is even easier with two. During long periods where the sail will not be used you should remove your battens to preserve the elastic sewn within the pocket. Do not forget the battens are tapered and the thick end of the batten is always at the outboard end of the pocket.

The last thing to do is launch the boat either off your trailer or using your 3-point lifting bridle. When using the bridle always make sure that the shackle at each connection point is closed tightly. Your attachment points for two of the legs (same length legs) are the aft sidestay chainplate holes. The third attachment point is the large stainless steel eye that is mounted to the backbone and also is a turning point for your hiking strap (backside on new boats, front side on older boats). We always set our booms on the deck when using a hoist so as not to put pressure on the boom from the 3rd leg of the lifting bridle which is mounted on the centerline of the boat. Always keep your boat 90 degrees to the lifting arm of the hoist. This will prevent your mast from hitting the hoist arm. When launching with your car be careful that your rudder does not hit the ground. This can happen on uneven parking lots and sharp entry ramps. Make sure your bailers are closed when launching.



Figure 17

We hope this guide has been of help. We want all of our MC customers to have easy, safe and fun sailing experiences. Please feel free to call or write any of our experts anytime for further assistance.

MELGES

Performance Sailboats

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MC Scow Mainsail Tuning Guide

For The Z Designs including the ZMax and ZAP Mainsails

Thank you very much for your purchase of a new MC Scow Mainsail from North Sails.

The new Z Max has proven to be a fantastic all around sail for all sailors. Simple to set up, easy to use and trim. This new sail has won every major regatta on the very competitive MC regatta circuit. Now we have a new sail the ZAP. Another breakthrough sail from North that utilizes our fast AP design with the panel and cloth selections used in our very successful Z Max. Also, our hard cloth Masters and AP mainsails are still the sail of choice for many MC sailors. You can be confident that this tuning guide will specifically help you with your MC performance.

Thank you!

Review Your Equipment:

Take the time to check all of your pins and stays for wear. Clean your mast and spreaders with soap and water or Acetone. Also, please check your halyard. Clean and lubricate your turnbuckles. Tape your turnbuckles so that they stay in the set position.

Setting Up Your Mast:

Please install your sidestay turnbuckles in the forward hole of your chainplates. Tighten the bolts with a 7/16" wrench. Have the bottom of the spar held down on the mast step plate while you walk the spar up. Hook up the forestay in the aft cut out of the bow plate.

Once your mast is stepped into position take a 50ft. steel tape measure and attach it to the shackle on the wire main halyard. Pull your rope halyard so that the tape goes all the way to the top of the spar. ***Be sure you latch the ball into the halyard latch at the top of the spar. Pull down on your halyard so that you know it is in place.***

Measure down to the center portion of the deck at the stern. This measurement must be taken from the point where the hull and deck meet. The fast measurement for your Z MAX and or ZAP Mainsail is 28' 3". Now you are ready to set your sidestays.

Sidestay Adjustment:

After you have set your mast rake at 28' 3" you will be ready to adjust your sidestay tension. You want your sidestays to be taught. You want to just finger tighten your stays. If you use a wrench to further tighten them the rig is too tight.

Racing with your new Z MAX or ZAP Mainsail:

Upwind Racing

Your new Z MAX and or ZAP Mainsail is going to excel upwind. By following the guidelines noted below you will optimize your chances for a distinct speed advantage over your competition. The Z MAX and or ZAP are two sails in one. You can make the sail full and powerful or you can flatten the sail so that your MC is easy to handle in the breeze. Please practice the following techniques and watch your MC sailing improve!

One thing to mention is that the helmsman will want to always sit forward in the boat (right next to your mainsheet cleat) in all conditions, upwind or downwind. This is very important.

The order in which to adjust your sail controls will be in the order described below. Please follow this sequence in order to achieve the ultimate speed with your Z MAX or ZAP.

Power Up 0-8 knots

The Z design mainsails will be the fullest sail on the racecourse. So, going for extreme power will be easy. Please follow the set up described below.

Boards

Be sure that your leeward board is all the way down so that the head of the board is flush with the deck.

Heel

Never allow water to run over the edge of the leeward side rail. You are overheeled then. You do want to heel the boat to reduce wetted surface area. Use the leeward rail as your guideline in all wind conditions.

Technique

In the light air most MC racers choose to trim and head up the moment they get new pressure. The exact opposite is the case if you want to go fast. When you get hit with a puff you want to ease a bit, head down and go for speed and then trim. After this you can head up a bit and point the boat. The #1 goal is to achieve boat speed in this light air condition. The Z design mainsails will really respond to this type of technique.

Mainsheet Trim

The mainsheet is your accelerator. Never cleat your mainsail. Always have the mainsheet in your hand so that you can trim in the pressure and ease in the light spots.

In the very light air a great reference for mainsheet trim is to have the back of the boom over the back leeward corner of the boat. As you get more wind trim from there and feel the sail and boat respond. If the boat does not respond then ease your sail back out.

Outhaul

Your outhaul should be tight along the boom. Yes, you should have a shelf in the sail even in these light conditions. Pull the sail to the inboard edge of the white band on your boom end. This creates a small wrinkle free shelf foot and is very fast. This will help you with speed and pointing.

Vang

Do not have any vang tension on at all. In fact, be sure your vang is uncleated so that when you ease your mainsail your vang does not tension up. This is very important while working your mainsail upwind. Vang should never be applied in such light conditions.

Cunningham

Be sure this sail control is off so that there are horizontal wrinkles in the luff of the sail. You want these wrinkles in this type of wind condition.

Traveler

Keep your traveler on centerline at all times. The only time you drop the traveler down is when you are fully hiked out and you cannot hold the boat down.

Downwind Racing

The Z design mainsails will out perform other shapes due to its fullness downwind. The sail is full away from the mast (more draft aft) so this translates into exceptional speed downwind. This is by far our fastest sail ever downwind. Practice the following tips so that you can achieve ultimate speed. Once you have rounded your weather mark be sure to pull your leeward board up 75% of the way up. Begin to look for wind behind you. Speed is king downwind and the only way to have speed is to be in the breeze. Set yourself up so that you have clear air and that you are in line for more breeze moving down the lake. This is very important.

Technique

You must heel your boat to leeward in order to reduce the wetted surface area in these conditions. The end of the boom should be kissing the water. If this is not happening you are not maximizing your speed.

Your mainsheet trim is critical as well. Just like upwind, you absolutely must work your mainsheet downwind. Grab your mainsheet directly from the aft block on the boom. This eliminates the ratchet and it gives you quick and direct pull.

In the very light air you must reach the boat more so that the boat picks up speed. Heel and head up to generate speed while trimming in your main. As the boat builds speed begin to head down, continue to heel the boat and begin to ease your main back out. The second the boat feels like it is going to slow down repeat the process. In order to go fast downwind in the MC you must work just as hard downwind as you do upwind. Stay prepared to keep the boat moving and always be looking for fresh wind.

Traveler is centered, vang off, Cunningham off for maximum power.

Outhaul must be eased so that the shelf is gone. Do not ease to the point that the foot of the sail has vertical wrinkles.

Powerboat waves: Always trim in and build up speed so that you can blast through waves. If they are very large you can pull on some boom vang so that the rig stays snug and so that the boom stays in place. Be sure to uncleat the vang after the waves have passed.

Ultimate Speed 8-15 knots Upwind Racing

The Z design mainsails are very versatile in these conditions. As you know once you get over 10 knots the MC can be overpowering (difficult to hold down upwind) for some sailors. By following the set up described below you will begin to see major speed improvements in your MC sailing. Practice these things so that you are smooth and prepared for the change in velocity.

Boards

Please be sure that the head of your boards are flush with your deck or 1" up as the wind increases. Putting them higher is not needed.

Heel

Again, the benchmark is your leeward rail. Never allow this to get wet while sailing upwind. As the wind begins to build, you must hike harder, use your sail controls to flatten the main and then feather the boat lightly into the wind with your steering technique.

Technique

For maximum speed you need to really work the boat. Hike in the puffs in order to hold the boat down. However, always keep your back vertical to the water or just aft of vertical so that you can see your horizon line. The horizon tells you just how much heel is indeed on your MC. Also, by being vertical you can trim and ease your mainsheet helping you to balance your boat.

Mainsheet Trim

You can trim harder in these conditions so long as you can hold your boat down. Once you become overpowered in this wind range you must begin to ease your mainsheet in the puffs. You never want the boat to overheel. When the boat does heel up you must have boom vang on so that the sail remains flat as you ease the sail. In this condition you should sail off the angle of heel. Meaning, if you have to ease your mainsheet a foot in order to help hold the boat down then do this. The worst thing you can do is trim hard, overheel and then stuff the boat into the wind. By easing the mainsail you are able to sail at a 'fast angle' -not stuffed into the breeze. The boat will accelerate and begin to build speed. Never cleat your mainsail. Constant angle of heel translates into constant fast speed.

Outhaul

The foot of your sail should have a shelf in it. Even in the lighter air. So, in this medium condition you should pull your outhaul maximum outboard. This helps to flatten the bottom portion of the main, which is quite full. Make sure you pull on this hard taking the sail to the inboard edge of the black band on your boom end. Do this before your leeward buoy roundings too.

Vang

Due to different weight ranges we will all become overpowered at different times. Overpowered again meaning that it is difficult to hold the boat down. So, someone weighing 150 pounds will become overpowered in 10 knots of wind where someone weighing 200 pounds will become overpowered in 15 knots of wind.

As soon as you become overpowered you need to apply your vang so that the mast will bend and the sail will flatten. Also, now you can ease your mainsheet so that you can keep the boat from overhealing in the puffs. The more wind the more vang you will need to apply going upwind.

Cunningham

With the new Z design mainsails you can apply much more Cunningham in order to flatten the sail. By applying the Cunningham you will move the draft of the sail forward and the sail will

become much flatter along the mast. This too will bend the mast when pulled on hard - helping you to point. When it becomes very windy you must crank this on hard.

Traveler

As the wind builds you can drop your mainsheet traveler as much as 6" with the new Z design mainsails. Mark your traveler track so that you know the distance. Once you have dropped the traveler, pulled on your vang and Cunningham then you need to work your mainsheet in the puffs, easing when the boat wants to heel too much.

Downwind Racing

With the breeze up now it is time to sit on the high side going downwind. This is also called reverse heeling the boat. You do this to eliminate helm on the rudder. When sailing downwind in these conditions you want the weather board to be down 1/4 of the way. The leeward board is all the way up.

Upon rounding your weather mark or offset you will want to adjust the board first and then ease your outhaul so that the shelf in the foot is gone. When sailing straight downwind be sure to ease your mainsail so that it is all the way out. Your boom will actually rub against the sidestay.

As the wind builds apply more and more vang. Downwind this becomes the stabilizer for the boat. When the boat feels very jumpy or tippy apply more vang in order to stabilize your boat. Vang is crucial to downwind speed and acceleration. Please work your vang in the puffs. Applying more as the wind hits and the boat speeds up. In the lulls, ease the vang. Working the boat like this is very fast.

Always keep your weight forward and outboard. Lean out as much as possible so that the boat rocks up downwind. This helps to reduce the wetted surface area and it prevents you from ever nose-diving in large waves or chop. Even lean out when adjusting your boards after a gybe. The board lines are tied together so that you can sit on the high side, lean out and pull the leeward board up. Doing these types of things make a big difference over a long race.

Most important, always look behind you for the next available wind. Staying in the wind makes all the difference. With the new Z design mainsails you will go fast downwind for sure. However, being in the breeze will help even more. Be aware of the new wind coming down the lake.

Performance and Control 15-25 knots Upwind Racing

The Z Max and ZAP mainsails are truly the best all around sail because it can be flattened in these conditions. You can bend your mast and flatten your sail for great upwind speed and control. With the custom material we have chosen for the body of this sail you really can have 2 sails in one. You can flatten this sail to be just like a heavy air sail. Follow along and see what you can do to reach better performance and have more control in this type of wind condition. One of the very best things that you can do of course is go out and practice in this wind range so that you feel comfortable in the boat. Your boat handling will improve for all conditions as well.

Boards

Raising the board in this breeze can be advantageous. Especially if you are sailing alone. Please try moving the head of the board 2" above the board box. We feel that you will experience less helm and more maneuverability.

Heel

Over-heeling is the biggest mistake made when it is very windy. When you have all your sail controls on hard you must "feather" the boat into the wind. Do not stuff the boat - you must keep the boat moving fast through the water. Easing your mainsheet as much as 2 feet may be needed in order to keep your boat on the proper angle of heel. Do not be afraid to ease the sail this much when it is windy.

Technique

The mainsheet is your accelerator in light air and the controller of your angle of heel in the heavy air. Practice not cleating your mainsheet. Have the mainsheet in your hand and be able to ease the sail in the puffs and trim back in as the puff leaves. This will de-power your boat. The Z designed mainsails are a flat sail when all of your sail controls are pulled on so now it is up to your mainsheet tension and steering to keep the boat on its lines. Hiking out is important as well. If you have a crew in these conditions make sure to call out the puffs early so that the crew is fully hiked before the breeze is on.

Mainsheet Trim

There is no set trim guideline in this much breeze. You do not need to trim hard that is for sure. With a lot of vang on you can ease the sail as much as 2 feet and not lose any speed at all. The mainsheet just controls your heel in this much wind. So, if you are over-heeling then ease until the boat settles down. While easing keep the boat on its lines - a normal course. Do not stuff the boat into the wind because then you will stop. Sail the boat fast by easing the main. Always feather the boat into the wind.

Outhaul

Pull hard out to the black band on the boom. Never ease in from this point with this much velocity.

Vang

When you are trimmed in going upwind you need to pull the vang hard. This will bend the mast, flatten your Z design mainsail and then open the leech. The boat will become very controllable. You may need to ease this a bit on the tacks and always be sure to ease the vang at least an arms length before rounding the weather mark. Otherwise you could bend your mast.

Vang Continued:

Vang tension is very critical in this much wind. Apply plenty when racing upwind. At the start it does hurt your pointing ability so, you may want it eased a bit, but not completely eased off.

Cunningham

Pull this as hard as you can. The sail will flatten right out, especially along the front of the spar. You could never pull too hard on this control in this much wind.

Traveler

You can drop this up to 9" if it is this windy and you do not have the weight on the boat to hold it down. If you have a crew I still would not drop the traveler more than 6". When sailing alone you could go 3" further. Set this control, leave it, and then work your mainsheet.

Downwind Racing

Certainly, in this much wind you must reverse heel the boat. Your board should be dropped just 1/4 of the way down. Do not sail downwind with both boards down. It is slow and it could cause you to tip over upon maneuvering.

Apply vang downwind so that the boat is more stable. However, be sure to not over-steer on your gybes. The boom could catch the water and take you for a swim. To be safe, ease the vang a bit before a gybe in big air. Leaving the outhaul on when it is windy will not hurt your downwind speed. So, do not worry about this control. Worry about being in the wind, sailing safe and going fast.

When you are sailing in waves keep your weight in your normal position. To avoid nose-diving just lean out so the boat is heeled. This will help to prevent nose-diving. If you see a big set of waves do not be afraid to trim in and head up 10-15 degrees to reach around them. Trim your sail, accelerate and then head down with your extra speed after the set of waves.

Please enjoy your new North 2002 Z Design Mainsail. It is the fastest sail in all conditions you can be assured of this. If you have questions please call or email us here at North Sails Zenda.

Specifications:

The Melges MC Scow

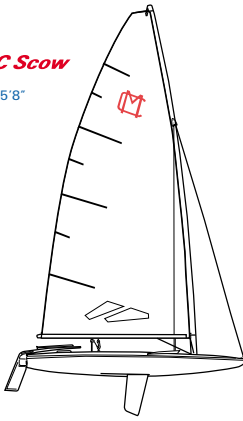
Size: Length 16', Beam 5'8"

Hull: Fiberglass

Spars: Aluminum

Sail Area: 135 sq. ft.

Hull Wgt.: 420 lbs.



Important MC Contacts

Melges Performance Sailboats - melges.com

MC Scows - mcscow.org

North Sails - onedesign.com

Harry Melges - harry@melges.com

Andy Burdick - andy@melges.com

Eric Hood - eric@od.northsails.com

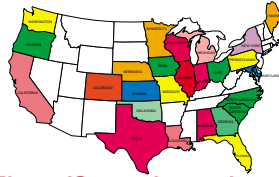
Charlie Harrett - charlie@melges.com

Ted Keller, MC Class Commodore - tedkeller@aol.com

Herman van Beek, MC Class Webmaster - hvb@dallas.net

Curt Bradley, MC Class Secretary - gcurtb@iserv.net

Jim Smith, ILYA Class Secretary - scowslants@aol.com



Fleet/State Locations:

MC Class Video/Newsletter Available

Class Website: mcscow.org • Official Melges Website: melges.com



The Melges MC with its custom Melges Trailing Package provides simplicity when towing, launching or retrieving.



Our MC features a large cockpit, sail controls on each side of the boat and a clean, simple layout.

2002 MC Regattas & Clinics

March

12-13	Zenda University Course	Eustis, FL
14-16	MC Midwinters	Eustis, FL
23	Zenda University	Alameda, CA
29-30	Easter Regatta	Charleston, SC

April

19-21	Black Tie Regatta	Dallas, TX
27-28	Holiday in Dixie	Shreveport, LA
27-28	Cow Town Classic	Hoover, OH

May

4-5	Arlington Regatta	Arlington, TX
4-5	MC North American	Pewaukee, WI
11-12	Lake Harriet Spring Regatta	Lake Harriet, MN
11-12	Cedar Lake Spring Regatta	Cedar Lake, WI
18-19	Grand Rapids Spring Regatta	Grand Rapids, MI
18-19	Third Annual Spring Fever MC Regatta	Okauchee Lake, WI
31	Zenda University	Lake Lotawana, MO

June

1-2	Midwest MC Championship	Lake Lotawana, MO
8-9	Texas Invitational	Dallas, TX

July

11	Zenda University	Clear Lake, IA
12-14	ILYA MC Invitational	Clear Lake, IA
27-28	Michigan State Championship	Diamond Lake, MI

August

7-10	WMYA Regatta	Lake Cadillac, MI
10-13	ILYA MC Championship	Oshkosh, WI

September

9-12	MC National Championship	Lake Geneva, WI
9 Registration • 10-12 Racing		

14-15	Fall Regatta	Spring Lake, MI
21-22	Texas Championship	Dallas, TX
21-22	MC Blue Chip Regatta	Spring Lake, MI
28-29	Southwest Regional Championship	Windycrest, OK

October

19-20	Fall Dinghyfest	Dallas, TX
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November

9-10	MC Southern Regatta	Charleston, SC
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MELGES

Performance Sailboats

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