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Via Air Mail

To confirm our telephone conversation of last Thursday my suggestions regarding the tuning and sailing of your Cal 36 are as follows:

1. Tuning the rig. The uppers should be hand tight, the intermediates a bit looser and the lowers a little looser still, with the forward lower a bit tighter than the after. The tuning of the shrouds should be checked under sail in perhaps 15-18 knots of wind. It will be correct when the truck falls off even so slightly to leeward with a smooth even curve down to the deck. The initial load on the headstay should be no more than 2000 lbs. with the adjustment between the headstay and the backstay such that the truck hooks slightly aft when not under sail. Under way with a genoa set the mast should then be straight fore and aft. I always make it a practice to slack the backstay off to hand tight when not under way.

2. Sail selection. We have found that my boats including the Cal 36 generally go better when the sail area is about equally divided between the main and the forward triangle. I never think about reefing until I have shortened down to the lapper or a mule (short hoist  $\frac{1}{2}$ ) type genoa of about the same area as the lapper). The next move down is one reef in the main. If a further reduction is required I reduce the headsail again to be followed by the second reef if necessary. Let's hope the storm jib and storm trisail will not be required but I always carry them aboard just in case. . . . When reaching without a spinnaker the 180 genoa is not the sail to carry. Best combination is a 180 reacher sheeted to the end of the boom with a genoa staysail set inside. Next best would be the 150 genoa sheeted to both the boom and the deck. Lapper makes the best heavy weather reacher.

3. Hull trim. These boats will always go better when kept on their feet. Using a smaller headsail as outlined above will let the boat float over the seas instead of trying to smash through them. Treat her just like a big dinghy. Keep the weights concentrated amidship and the ends light.

Very truly yours,

*C. William Lapworth*