

# Ready to Race!

"Here's a list of some of the things I did to set Jazz up for racing".

By John Kitchener

FEATURE

ARTICLE

*John Kitchener campaigned his A30 "Jazz" in a very successful 2003 racing season. In this article, John lets us in on some of the changes he's made to make his boat very competitive.*



Prepared the bottom by sanding smooth and applying VC 17  
Aligned the 2 blade prop behind skag while on cradle and marked the shaft top and bottom behind the engine, so you can align it before each race.

Positioned mast 10ft 6in back from forestay pin (this is the J measurement)

Adjusted the forestay so the mast is slightly raked back.

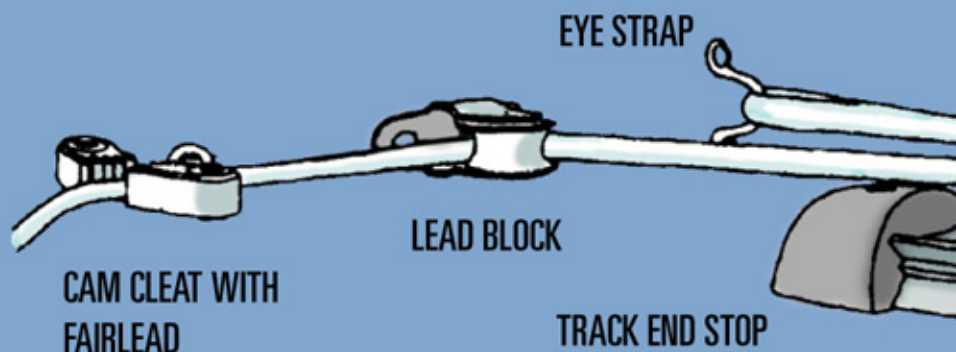
Attached measuring tape on the Main halyard and pull to the top, then measure down to both side gunwales outside of upper chain plates to make sure the mast is even and not leaning to one side.

Tightened the forward and upper shrouds tight so they will not sag in 10 knots of breeze, look up the mainsail track to make sure the track is perfectly straight, leave the rear shrouds loose but snug to the touch. Redo this after a few races, as things will settle.

N.B. Alberg chain plates should be beefed up with larger bolts and backing plates.

My boat came with all the lines coming back to stoppers in the cockpit.

## TRAVELER SET UP



All lines whether forward or back should have some means of quick adjustment, wind and wave conditions will determine whether to ease or tighten them.

All lines should be marked with a marker when in the normal position so that they are always pulled to the same position in every leg and every race.

Mark the boom at the clew end with 1" inch increments for fine adjustments.

Drill extra holes in outside track ahead and behind the normal car position to accommodate the car pin, in heavy air use holes aft of normal and in light air use holes forward of normal, slight adjustments will improve the Genoa shape, these positions should also be marked.

(On most boats the tracks are not the same measurement back from the bow)

The old traveller car is not that good under load and cannot be adjusted easily, instead of spending \$1000 for a new system I used a second car of the same design (These can be had by asking anyone who has replaced the original on an A30 or a Shark as they are the same) and I joined them together in tandem with a stainless plate across the top. Get rid of the stoppers and set up a system as in the Diagram below. I had to grind one end of the track to get the stoppers off and the second car on, or of course you can unbolt the whole track.

This system cost me just over \$100 and it works.

Lower forward lifelines at bow to stop interference with the jib.

Mark 3" & 6 inch positions on spreaders from boot ends for quick reference of Genoa settings.

Attach telltales or cassette tape on side stays and backstay.

Checked and measured all my sails, checked battens and took reefing lines out.

*John Kitchener sails his Alberg 30 out of The National Yacht Club*

