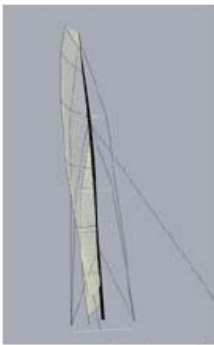


Tuning Guide

Over the next couple of years the top sailors in the class will develop and fine tune the fastest settings for the new carbon rig.

We will continually update the tuning guide with as much of that information as possible, this will be available on our website.

Mastbend



The old rig went best with a straight bottom section. The top section was relatively soft and this produced a dynamic response that automatically depowered the rig in gusts.

The new rig relies more on the square top for depowering. There is less luffcurve in the top of the main so the head will open automatically in gusts to an even greater degree than the old rig.

To support the square head, we made the top of the rig a lot stiffer. The lower section of the mast is very similar stiffness to the old rig, however the whole rig needs to be set up with a more even bend to get a good balance on the helm.



If you set up the mast straight in the lower sections like before, then the boat will feel stalled and go slow. Forget about the way the mast looked before and set up the bend so that the main looks good.

There will be less change in sail depth through the wind range and the main will retain a tighter leech for longer, so you will probably set up the main slightly flatter than before.

Rig Tension

The mast is stiffer overall, so the shroud tensions will be different.

Use the same forestay tension as before: 29-30 on the loose.

The top of the mast is a lot stiffer, so the uppers will probably

require more tension to set the head at the right depth.

The head needs to be flatter than before for the head to work, so it may take some time to get used to looking at the flatter top. You probably won't need as high loads on the lowers to keep the lower section straight.

Don't worry about the tension of the main shrouds. As long as the forestay is at the right tension and the uppers and lowers have the main set up at the right depth and behaving right through the wind range then the shrouds are at the right tension.

This style of rig is probably a little more sensitive to lowers tension than the old rig, and fine tuning them will make big differences to the balance through the wind range.

Happy sailing, and please email any tips or tuning information that we can use to develop a more detailed guide to onedesign@southernspars.com

