



TUNING GUIDE

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F15

WIND SPEED (Knots)	1 - 6		7 - 10		11 - 15		16 - 20		21 +		
MAST RAKE	METRIC	7595 mm		7570 mm		7540 mm		7518 mm		7500 mm	
	IMPERIAL	24'11"		24'10"		24'9"		24'8"		24'7"	
RIG TENSION Measured on shrouds loos pro gauge (1 x 19 wire)	22		25		27		27		25		
M2 / EPS	300 lbs		350 lbs		400lbs		400 lbs		350 lbs		
MAST AT DECK	PRE BEND 30 mm	Neutral		Chock 10 mm	Neutral		PRE BEND 10 mm	PRE BEND 20 mm			
	OUTHAUL	EASE 10 mm		EASE 10 mm		TIGHT		V.TIGHT		V.TIGHT	
KICKER / VANG	ZERO		TAKE UP SLACK		MEDIUM		MAXIMUM		MAXIMUM		
REASON			2 nd Top tell tale should be stalling 50% of the time				To control twist and blade out mainsail				
CUNNINGHAM (Close hauled)	ZERO		ZERO		Take up slack		MEDIUM		MAXIMUM		
MAINSHEET	VERY LITTLE (do not close leach)		Try to keep boom on centreline use sufficient to control leech twist as for kicker				EASE TO KEEP BOAT BALANCE		SAME		
JIB FAIRLEADS From	CENTRELINE	400 mm		400 mm		400 mm		400 mm		400 mm	
	TRANSOM	2800- mm	2840- mm	2880 mm		2840 mm		2840mm		2840 mm / 2820mm	
JIB LUFF TENSION	WRINKLES	WRINKLES		WRINKLES		NO WRINKLES		TIGHT			
JIB SHEET TENSION	Sheet so all luff tell tales stream together						Tight but ease in gusts				

CUNNINGHAM: May also be used on a fetch in strong winds as well as a spinnaker reach as a last resort, this flattens the sail, opens the leech and spills the wind.

MAST RAKE: Is measured from top black band (i.e. Tape measure should read 6248 (20'6") to top of black band at gooseneck) then mast rake read at top transom.