



LARK TUNING GUIDE.

TUNING IS KEY TO PERFORMANCE – P&B TUNING GUIDES ARE CREATED, TRIED AND TESTED BY OUR SAILORS AND BRAND AMBASSADORS.

RIG TENSION

This varies between the Parker and Rondar hulls. Parker hulls require slightly more tension using approximately 300lbs / 26 on a Super Spars gauge than the Rondar. Use approximately 280mm.

The more rig tension the less the jib luff sags, increase as the wind builds to maintain pointing ability.

MAST RAKE

Measured from the top of the mast to the transom. First find a datum point by measuring to the top of the gooseneck black band (18') and then measure to the top of the transom.

- For Parker hull use 21'9"
- Rondar hull use 21'11"

As the wind increases rake backwards until the boat feels controllable while maintaining the same rig tension.

MAST RAM

- 0-5 knots: Ram pulled forward from neutral position helping to flatten the front of the main.
- 5-10 knots: Hold the ram in its neutral position
- 10-15 knots: Pull the ram aft from neutral decreasing bend to counteract the kicker and increase power.
- 15+: Pull ram to maintain power but ease when overpowered.

JIB FAIRLEADS

Light winds, the pulley need to be set relatively high so that the jib sheet bisects the clew at 45 degrees. It is important to keep the sheets eased so that leach is open allowing flow between the jib leach and main.

Medium winds, keep the sheets bisecting the clew at 45 degrees by pulling the fairlead forward. More sheet tension can be used to maintain a firmer leach profile, a good guide is having the top telltale breaking first.

As the wind increases continue to move the fairlead forward to maintain the leach profile.

KICKER

Due to the softness of the Lark's mast it is critical that careful use of the kicker is applied to maintain the correct leach profile.

Too much and the mast will over bend and you will see creases in the lower section of the sail.

A good guide is to have the top batten stalling 80% of the time.

CROSS SECTION VIEW OF MAST + SPREADERS



Measurement **A** is taken from shroud to shroud. Measurement **B** is taken from the mast groove to a straight line taken from shroud to shroud.

MAST:
KAPPA
CREW WEIGHT:
21 STONES
A = 398mm
B = 155mm