

J 70

V 2.5

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Tools

to do a proper job at least these tools are needed:

- tension gauge Loos&Co PT2-M
- or tension gauge Spinlock RGS 0205
- 5 mt tape measure possibly metallic
- 10 mt very light rope
- caliper
- mast bend measurer tool
- Permanent Marker and Electrical Tape



Step 1 put mark on the spreaders

Before stepping the mast, mark the spreaders to have a reference when trimming the jib.

Measuring from the mast groove, put the marks at: **480** and **590** mm



Step 2 Headstay measure (rake)

Hoist the mast, pull the headstay down the front face of the mast and make a mark on it corresponding to the top of the white band around the mast near the gooseneck.

Connect the headstay to the furler and measure from the mark to the pin on the furler.

Trim the turnbuckle to obtain **1425**mm



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Step 3 shroud tension

The base tension for the shrouds is indicated in the next tables

Take care to control that the mast is straight and centered to the boat.

While doing this, the backstay should be completely off and the boom laid down to the center of the cockpit

Step 4 pre-bend check

When the shrouds are properly trimmed with the right tension, it is strongly suggested to check the mast pre-bend.

A rough indication for a generic check purpose is to put a tight string from the top of the mast (hoisted with the main halyard) to the bottom side of the track at the back of the mast track than check the distance from the string and the back of the mast track at the spreaders height.

A "Standard" value could be around 65/70 mm at 50% and 40/50 at quarters.

In order to do this job more accurately it is possible to use a specific tool which allows to measure in specific positions. (see picture)

Step 5 record turnbuckle measure

When the shrouds are properly trimmed with the right tension, it is strongly suggested to measure the distance between the studs on the shrouds and headstay with a caliper and to record it to be able to easily go back to base setting when unsure of the turns when sailing.



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Shrouds setting chart SELDEN MAST

TWS	Uppers	Lowers	Wang	Traveller	Jib in-haul
4/6	-1 (base -4)	-1 (base -4)	0%	100% up	B
6/8	-3 (base -3)	-3 (base -3)	0%	100% up	C
8/10	24	16	50%	50% up	D
8/10	260kg	135kg	50%	50% up	D
10/12	+2 (base +2)	+2 (base +2)	75%	25% up	D
12/16	+3 (base +5)	+3 (base +5)	90%	25% up	C
16/20	+1 (base +6)	+1 (base +6)	100%	25% up	B
20+	+1 (base +7)	+1 (base +7)	100%	25% up	A

Loos&Co
PT2-MSpinlock
RGS 0205

Turns variations from the base setting



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Shrouds setting chart SOUTHERN SPAR MAST

Loos&Co
PT2-MSpinlock
RGS 0205

TWS	Uppers	Lowers	Wang	Traveller	Jib in-haul
4/6	-1 (tot -3)	0 (tot -2)	0%	100% up	B
6/8	-2 (tot -2)	-2 (tot -2)	0%	100% up	C
8/10	21	12	50%	50% up	D
8/10	220kg	100kg	50%	50% up	D
10/12	+2 (tot +2)	+2 (tot +2)	70%	25% up	D
12/16	+2 (tot +4)	+1 (tot +3)	90%	25% up	C
16/20	+2 (tot +6)	+1 (tot +4)	100%	25% up	B
20+	+2 (tot +8)	+1 (tot +5)	100%	25% up	A

Turns variations from the base setting



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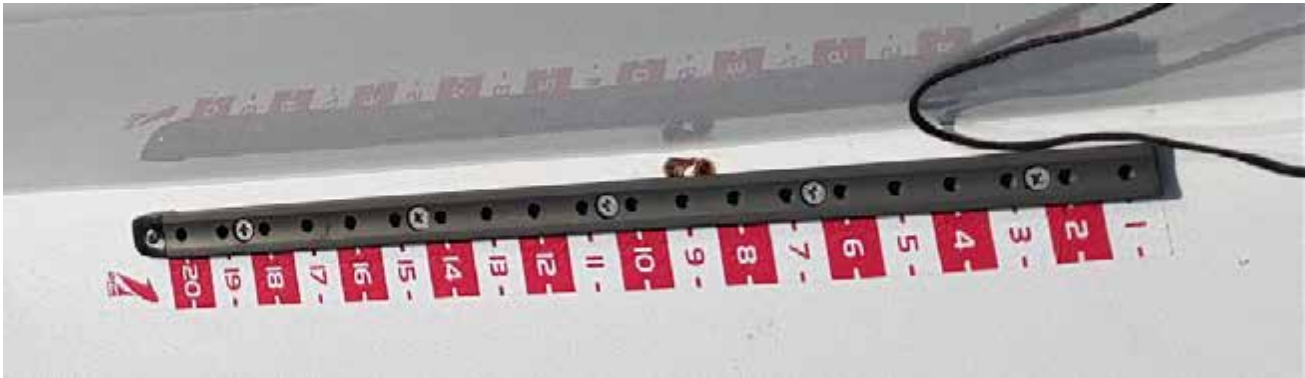
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Step 6 Jib track reference mark

It is very useful to have reference marks on the side of the jib track to easily control and set the jib lead car position.

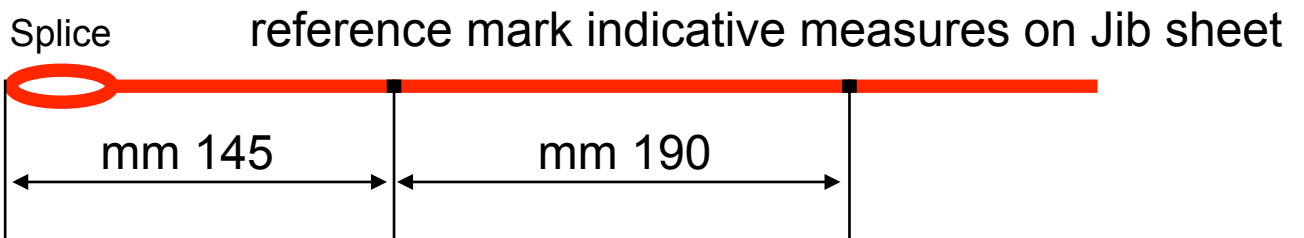
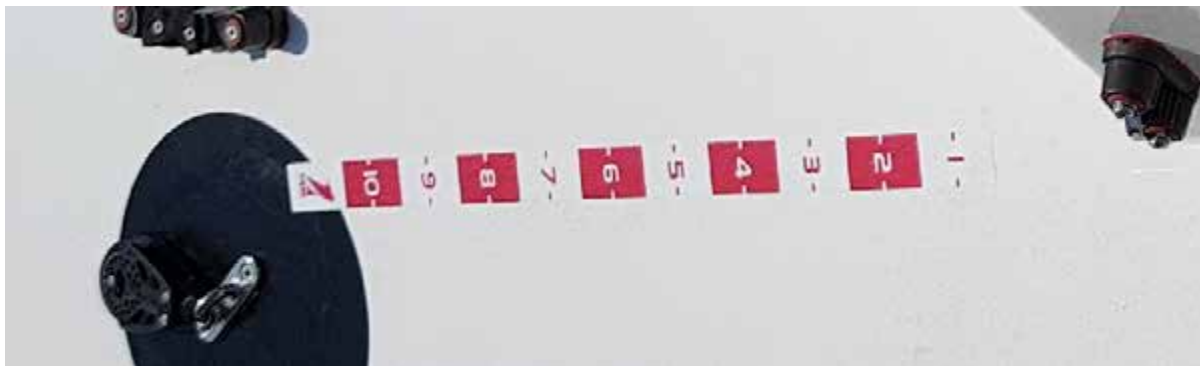
An example is given in the picture below



Step 7 Jib sheet reference mark

To be accurate and quick in the trimming of the jib sheet reference marks are needed both on the sheets and on the deck.

An example is given in the picture below



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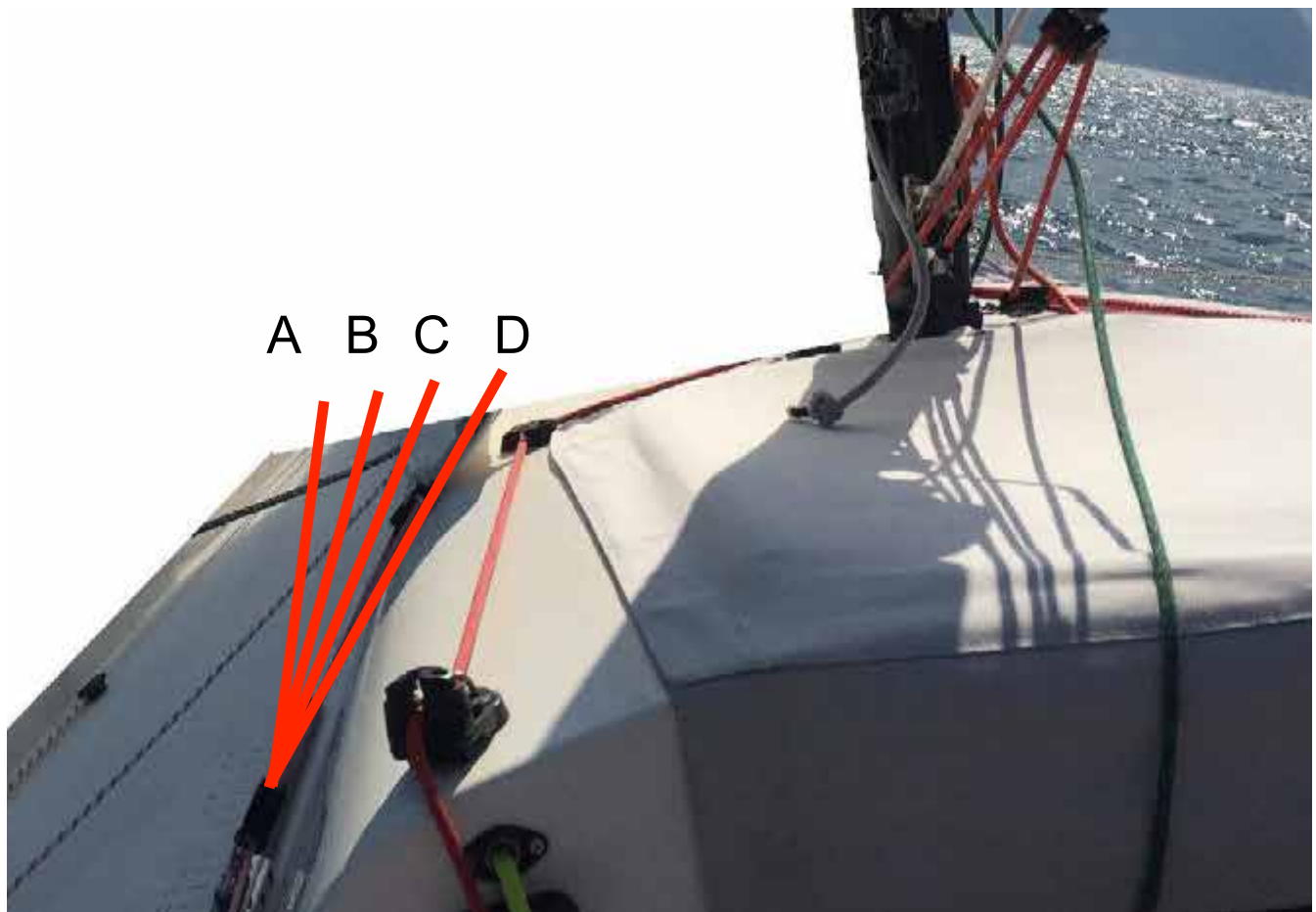
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Step 8 Jib in-haul reference mark

The second mark on the jib sheet is used to see the amount of in-haul on the windward reference marks on deck to be accurate in the trimming without the need to go leeward to see the clew position while racing.

Trim the jib in the pre start procedure, check the clew position and when happy verify the mark on the windward sheet.

An idea of different position of the clew (to have a reference in the guide) is given in the picture below



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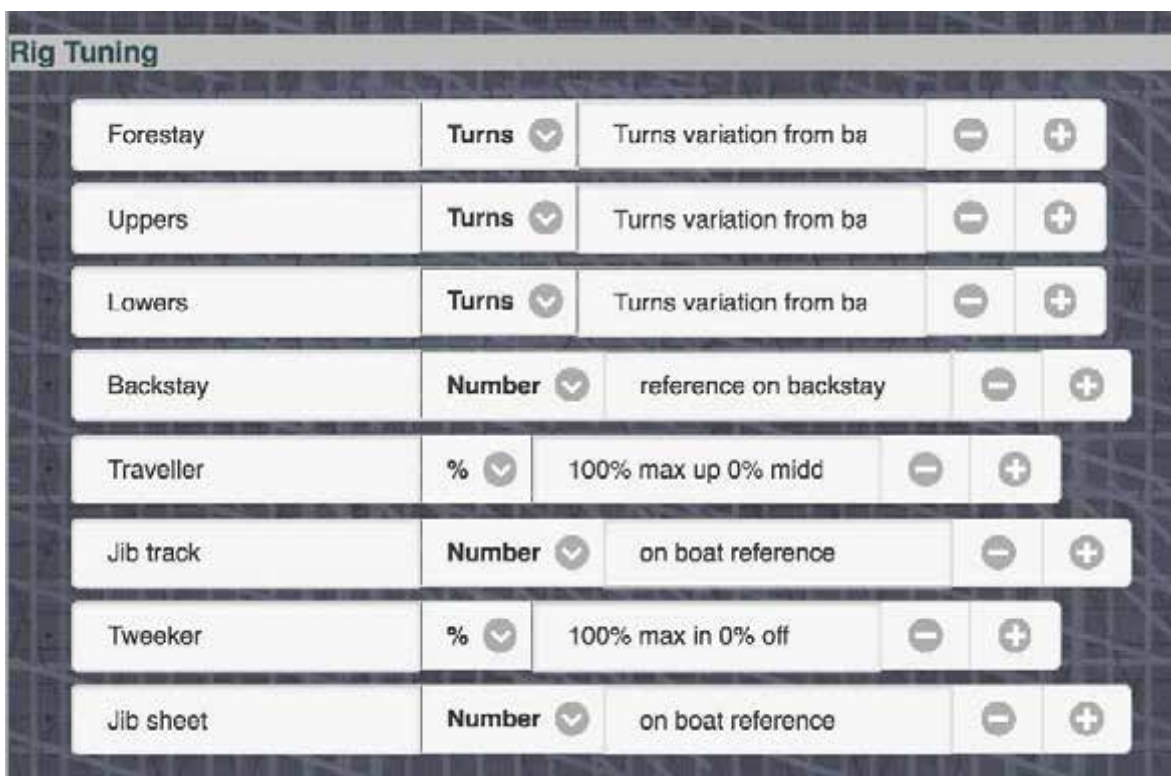
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Step 11 record your tuning

Having a record of the tuning will allow the use of experience to improve performance.

As Onesails we are providing a free online tool that will allow to easily record your trimming and also to make queries to analyze the data and study your tuning/performances relationship.



Rig Tuning				
Forestay	Turns	Turns variation from ba	-	+
Uppers	Turns	Turns variation from ba	-	+
Lowers	Turns	Turns variation from ba	-	+
Backstay	Number	reference on backstay	-	+
Traveller	%	100% max up 0% midd	-	+
Jib track	Number	on boat reference	-	+
Tweaker	%	100% max in 0% off	-	+
Jib sheet	Number	on boat reference	-	+

