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GOACHER SAILS FORMULA 1 TUNING GUIDE

Mast Settings

Cap Shroud Tension = 38 Small superspar gauge (Loos Professional =38)
Lower Shroud Tension = 35 Small superspar gauge (Loos Professional =35)

To set mast rake

Backstay should be released during this procedure

Pull tape measure up main halyard and measure 8.2m to top of boom black band.

Now measure to transom 10280mm

Front face of mast to forestay 2165mm

Upper Diamonds - Just slack

With backstay released the mast should set with about an inch of prebend. Adjust tension of lower shrouds to achieve this if necessary.

When setting the mast up always apply cap shrouds before lowers. Hang a measuring tape on main halyard and measure to shroud plates to ensure mast is upright athwartships. Tension lowers to eliminate sideways bend.

No 1 Genoa Sheeting

Tension halyard to have just enough roundness in entry to make the windward and lee telltails lie down easily. Too slack and the entry will be very flat, too tight will round up more than required. The flattest entry which allows the boat to be comfortably steered will give highest pointing.

Sheet lead position. Use this guide to determine correct position:-

Sheet genoa until luff tell tails lie down correctly with the sail sheeted in on windward course. From this point you can

- move leads forward, which will require you to ease sheet in order to make top tell tails flow. This will make the boat foot faster but point lower.
- move leads aft which will require you to sheet harder to bring the upper jib leech back into position - This will make the boat point higher and go slower.

When fully sheeted in the genoa leech is designed to set about 50mm from spreader. In light winds or in waves this distance must be increased.

Light Winds

Use no kicker, sheet to C/L or above to bring boom close to centreline. Tension mainsheet so that upper batten tell tails flow intermittently. Backstay should be totally slack. Outhaul taut.

Moderate Breeze

With the boat fully powered up with full crew on rail genoa halyard will probably need to be tensioned a little to control sail shape. When overpowered, tension kicker and gradually increase backstay. Leave traveller on centre if you wish to de-power. Sail on mainsheet, increasing tension on backstay and kicker as the wind increases.

Overpowering Conditions

Gradually increase kicker and backstay and move genoa cars back as required.

If you free off mainsheet and boom will not move to leeward but just backwards then slot is becoming choked. This is a good indication of genoa cars requiring to come back.

You should be able to drop boom off centreline by 6" or 9" with No1 when getting overpowered. This will take the helm off the boat. Move cars back as necessary to allow this.

Sailing upwind with No2 Genoa

Sheet main hard down to traveller and let traveller go to leeward use backstay and kicker evenly as required - pull on cunningham to tidy up mainsail.

High Pointing

High pointing is achieved in less than overpowering conditions by having a closed genoa slot and hard mainsail leech whilst still retaining flow over the rig.

Once the sails stall significantly then obviously the boat will slow down. In very light conditions, high pointing generally equates to not making leeway. Often it is faster to crack off and go lower. The extra speed generates more lift over the keel and the boat actually makes less leeway.

In strong winds when the boat is generally overpowered high pointing again equates to minimization of leeway. This leeway is incurred when the boat is knocked over. Being able to drop the boom off the centreline a little (which you will find unloads the helm) is important. This allows you to drive without putting the brakes on with the rudder.

Mainsail Outhaul

We sail upwind with the outhaul on in all conditions. If the conditions are very lumpy and you need more drive you could ease by 20mm or so. Downwind ease off.

For further tuning advice we would be glad to help, please ring the loft.