

## MAST TUNING GUIDE

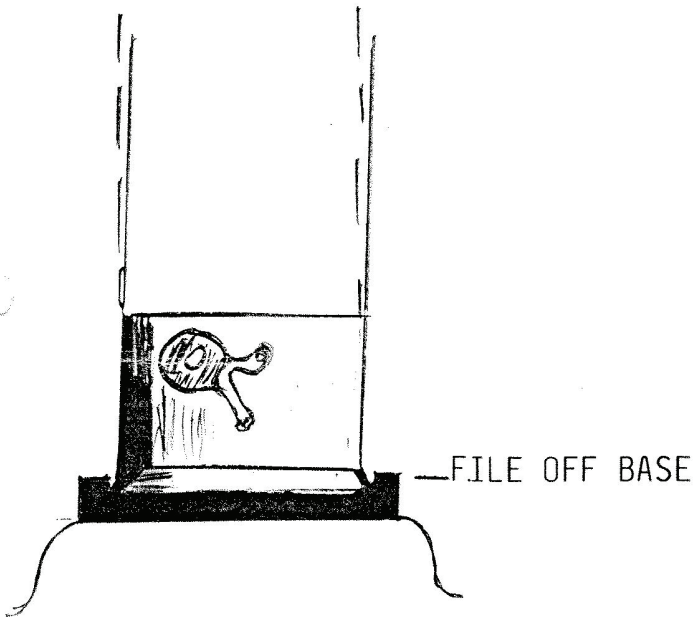
Begin with the boat on its trailer on a level piece of ground. Jack the front of the trailer until the boat is level. (A level placed on the cockpit seat is the easiest check)

The mast with stays tight should have about 70mm of AFT rake. This can be checked by hanging a weight on the main halyard.

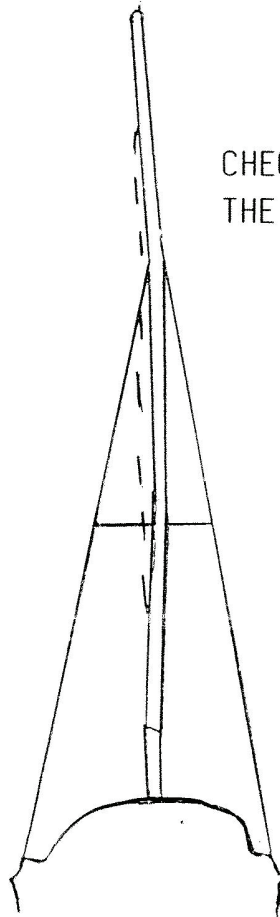
Stays should be as tight as you can get them. It should take your full weight to put down the halyard lever.

Check at this stage that the mast doesn't have a tendency to bend to the side. It is easiest to see the mast bend by fixing the main halyard to the gooseneck and sighting from the cockpit.

SIDE BEND  
CORRECTION



CHECK BEND USING  
THE HALYARD AS A  
GUIDE



If you have a bend in your mast and you have checked that the mast is vertical (-stays the same length) then it means that the mast base is not perfect. Correct this by carefully filing the mast base until the mast is straight. This may be done with the spreaders not attached to the sidestays.

P.T.O.

When extreme rig tension is pulled on the Boat will move slightly - more on the Starboard side than on the Port side. An indicator for this is the hanging locker door when opened against the centrecase. An extra turn on the Starboard rigging screw will prevent the rig from becoming uneven.

For the rig to work properly on the wind it may be necessary to shape the base of the mast. This will also assist 'Boom Vang flattening bend' and is done by rounding the base of the mast from the centreline forward.

Make sure also that the mast pivot pin holes are slotted to allow for the extra movement.

