



Tips and Tricks - Basic Tuning Guide

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April 2014

Hi Everyone,

These basic tuning tips will suit people who are just getting started in the Weta and give a base point to work from. You might want to tweak the settings to suit once you get more of a feel for the boat, but these are the things that we do at Weta HQ when we set up our boats.

Mast Rake

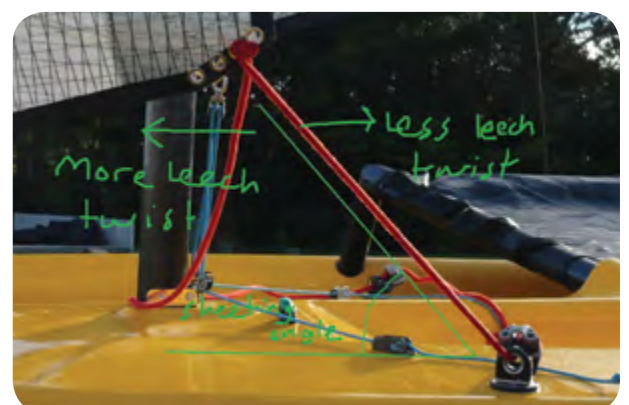
This will make the biggest difference to your racing. We recommend having the side stays in the 3rd or 4th hole from the bottom of the stay adjuster, as in the picture to the right. Always tape the pin that holds the stay adjuster to the float as the leeward stay will flop around a bit and we have seen a couple of masts come down when the pin falls out. If you tape it, then it can't fall out.

If you are going sailing without the jib, then we recommend putting the side stays into hole 3 or 4 from the top, to move the mast forward and make it easier to bear away. Otherwise it can be hard to tack when you have no jib to pull the bow down.

When I rig I pull the forestay on as hard as I can, as the boat generally goes better with plenty of rig tension. Some people rig up, then pull the screecher on hard and then give the forestay another pull before they leave the shore.

Which hole?

Both the jib and the main have a choice of clew holes to help power up or to de-power the boat. If you put the sheet in the front hole for both the main and the jib then it will de-power the boat. Putting the sheets in the front hole gives the sails more twist, allowing more air to spill out of the top of the sail, giving less power in the sails. If you put the sheet in the back hole of the clew board then it will give the boat more power because the leech (back edge) of the sail will be straighter and the foot (bottom edge) will be deeper, making the sail more powerful.



Halyard Tension - how tight should you go?

On the jib and screecher you can adjust the halyard tension. The tightness of the halyards will effect the luff (front edge) of the sail and the way that the sail performs.

Screecher: A tight halyard and therefore a tight luff will de-power the sail by flattening the shape. This is useful if you want to sail on a tight reach, because it will allow you to sail closer to the wind with the sail than you otherwise would be able to. It's also useful when it is windy and it makes it easier to get a good furl.

Jib: Tighten the halyard when it's windy and loosen it when it's light. You might want to put a 2:1 purchase on the jib halyard (pictured to the right) so that you can get the required tension. When it's windy I use the 2:1 and then pull it as tight as I can. A tight luff gives the boat more pointing ability and also has the affect of de-powering the sail, by flattening the shape. Remember to loosen the halyard tension off if the wind lightens to increase the depth and power in the sail.



Batten Tension

Batten tension has a big influence on sail shape – especially on the depth of the sail. Because the sail is fully battened and boomless getting the battens set up correctly will maximize efficiency.

Increasing the batten tension gives more depth and shape in the sail. Reducing the tension has the opposite effect giving less depth and shape in the sail. For most small boats with a similar rig set up you would have the following rough guide for batten tension.

Light air – loose batten tension. This is because if the sail is too deep you get the air flow stalling.

Medium air – tight tension. In these conditions you are searching for maximum power and depth in the sail.

Heavy air – loose batten tension. When you are de-powering you want to reduce the shape and depth and therefore power in the sail.

Because the Weta has a different set up with a slightly flatter sail when compared to other boats, you tend not to ease batten tension in light or heavy winds. Most sailors are happy sailing with full batten tension in all conditions as the rig can be very easily and effectively de-powered with the downhaul and mainsheet.

