



Tuning guide

Our last generation sails are the results of long-term research and development, specially intensive during last season. Here are some suggestions for a quick setting.

Steady settings

First you have to verify the following measurements, which remain steady in all conditions and are the starting positions:

	Main sail model	PROCTOR KAPPA	SUPERSPAR M7 PROCTOR CUMULUS
MAST FOOT POSITION	STD	43 cm	43 cm
	RDL	43 cm	43 cm
PRE-BEND	STD	3,2 cm	3,6 cm
	RDL	3,0 cm	3,3 cm
SPREADERS LENGHT	STD	47,50 – 48,00 cm	47 cm
	RDL	47,50 – 48,00 cm	47 cm
SPREADERS DEPTH	STD	13 cm	16 cm
	RDL	13 cm	16 cm

Note: The mast foot position is taken from mast back-face to centre of centreboard-pin.

Variable settings

Let's now have a look at the different settings for the various conditions:

WIND INTENSITY knots & m/s		0 – 6 knots 0 – 3 m/sec	6 – 12 knots 3 – 6 m/sec	12+ knots 6+ m/sec
SHROUDERS TENSION	STD	38	39	37
	RDL	39	39	39
MAST RAKE	STD	612 cm	609 cm	604 cm
	RDL	612 cm	609 cm	604 cm
BOWMAN POSITION		Leeward-central	Windward-half trapeze	Full trapeze

NOTE: The tension refers to tension LOOSE&CO gauge Model-A and shrouds diameter 1/8" (3,17 mm). If you use a Superspars tension meter decrease the values 7 points.

For other models pls. download our tensiometer charts below or check at www.loosnaples.com.

IMPORTANT: the top batten supplied with our sails are a little bit longer than needed. Please remember to cut it to the length you prefer.

How to use the chocks

The chocks are linked to the weight of the crew and to the wind conditions.

In very light wind conditions (when your crew is in the middle of the boat) you don't need the chocks because the sail has to be flat.

If the wind increase and your crew is upwind you can start to use the chocks to limit the mast flexion and to obtain the most suitable shape for that wind conditions. You've to add more and more chocks as the wind become stronger until you're able to keep the boat flat. When your crew is not able to keep it flat you must gradually start to take them off to de-power the sail.