Tuning guide

Two masts are commonly used by the great majority of top sailors: Supersparss M7+ and Proctor Cumulus. The main difference is in the LATERAL flexion in the top part, stiffer in the M7+. The LONGITUDINAL flexion is very similar although the Proctor Cumulus is just a little harder. The harder lateral stiffness makes the main CLOSER in the leech. To balance this effect and "open" the leech properly you should use slightly shorter spreaders on the M7+.

Few sailors are using the Goldspar mast. If so you should send us your mast deflections in order to get the proper sail.

It is important to set the distance CENTRE OF MAST FOOT to STEARN to 3.125 mm with the Radial Main and 3.120 mm with X-cut one. After this, the most important setting is the TENSION OF THE FORESTAY: you should try to obtain the same tensions mentioned in our Tuning Table below.

RADIAL- cut MAINSAIL								
Wind range	**0-6 Knots**		**7-12 Knots**		**13-18 Knots**		**18+ Knots**	
Mast model	**Superspars M7**	**Proctor Cumulus**	**Superspars M7**	**Proctor Cumulus**	**Superspars M7**	**Proctor Cumulus**	**Superspars M7**	**Proctor Cumulus**
Mast rake (mm)	6770	6775	6720	6700	6670	6650	6620	6600
Pre-bend (mm)	80	75	65	60	65	70	70	80
Forestay tension (mm)	27	27	27	27	27	27	27	27
Choks (mm)	0 - 1		1 - 2		2 - 1		1 - 0	
Spreaders lenght (mm)	470 mm for Light weight crews 480 mm for a Medium weight crews							
Mast foot (mm)	3125							

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CROSS – cut MAINSAIL							
Mainsail Model	Wind range	0-12 Knots		12-20 Knots		20+ Knots	
	Mast model	Superspars M7	Proctor Cumulus	Superspars M7	Proctor Cumulus	Superspars M7	Proctor Cumulus
UP/GZ	Mast rake (mm)	6740	6750	6700	6720	6660	6660
UP	Pre-bend (mm)	70	65	65	60	55	55
GZ		65	65	60	60	55	55
UP	Forestay tension (mm)	29	29	29	29	29	29
GZ		27	27	28	28	28	28
UP/GZ	Spreaders lenght (mm)	475	485	475	485	475	485
UP/GZ	Chocks (mm)	1 - 2		2 - 1		1 - 0	
UP/GZ	Mast foot (mm)	3120					

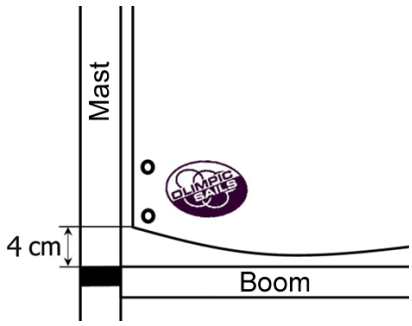
How to use the chocks

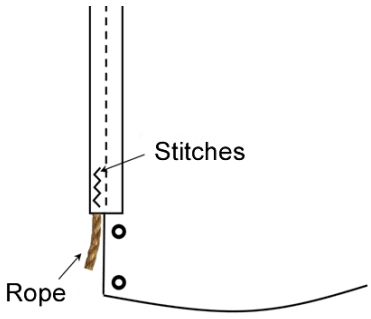
The chocks are linked to the weight of the crew and to the wind conditions. In very light wind conditions (when your crew is in the middle of the boat) you don't need the chocks because the sail has to be flat.
If the wind increase and your crew is upwind you can start to use the chocks to limit the 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 for depowering the sail.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 for depowering the sail.

Bolt rope

VAll the bolt-ropes used for the main luff have the tendering to shrink after some use The shrinking of the bolt rope has the effect of changing the shape of the sail, making it much fuller! For this reason we leave the bolt-rope about 10 cm longer than the luff-tape.
To verify if your bolt-rope has shrunk you must fully hoist the mainsail until the upper measurement band, than check the distance between the sail-corner in the luff and the lower measurement band. This distance should not exceed 2 cm! If this distance is bigger you should make the following are fitting:

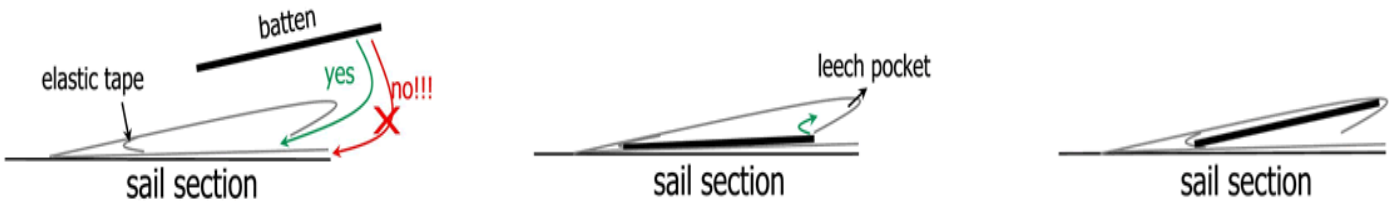
1) cut the stitches that lock the bolt-rope;
2) stretch the sail luff from the top to the foot (the rope should slide inside in the luff tape);
3) lock again the bolt-rope by hand-sewing.





New batten pockets

1) You must pay attention to put the batten inside the pocket, not under, as you can see on image 1.
2) Than you have to lock it into the leach pocket.



This system is a little more difficult but much safer, and, most important, makes the sail surface smoother, therefore better performing.