



Fireball Tuning sheet

Mainsail Code 2C, Jib Code 2E on Proctor D & Superspar M7/3.

Mast Rake 6850mm Light winds (Measured from top of mast to top of transom)
 6810mm Med winds
 6790mm High winds

Spreaders Length: 420mm
 Deflection: 170mm*

* Deflection depends on mast heel and shroud positions so aim for prebend.

Rig tension: 350lbs on jib luff

Mast step position: As far forward as possible

Note; Aim when the mast is set up at 6810mm to have 50mm of Prebend. In light winds and flat water it may be necessary to have 100mm.

Code 2E Jib should be set with the tack of the sail 3-4 ins off the deck.

Lateral Jib sheeting position; 220mm in light winds going out to 275mm in high winds (from centre of boat to centre of barber fairlead).

Vertical adjustment essential by the use of the barberhaulers, approx. 100mm high off the jib bar in medium conditions rising to 130 mm in light and 50mm in windy (to compensate for mast rake and fairlead athwartships adjustment).

These measurements will depend upon the position of your jib bars. Use the guide lines marked on the sail for sheeting angle and do not allow leech tell tale to stall. If in doubt contact Colin Goodman at the Benfleet loft on 01268 756254..

Techniques

Very Light winds - crew to leeward.

Helm and Crew as far forward as possible, the crew needs to sit low so that the jib slot is not blocked by a body. The boat will need to be heeled to leeward slightly so that the sails can take their shape. On the sea steer around the waves that will slam or slow the boat when sailing upwind.

Light winds no trapezing.

Crew by the shroud with the helm next to them. Concentrate on sailing the boat flat. The crew shroud lean out on the trapeze handle as the pressure increases. Mainsail leech should be adjusted through the mainsheet with the increase or decrease in wind pressure.

Kicker should have the slack taken out of it but no pressure applied.

Marginal trapezing

Crew to trapeze off gunwale between shroud and thwart. Sail the boat flat, keep the mainsail boom in the centre. It may be necessary for the helm to lean out on the gusts to save the crew constantly adjusting their height.

Medium winds

Crew trapezes just in front of thwart. Steer the boat over the waves adjusting the mainsheet to keep the boat level.

Windy.

Crew trapezing in line with thwart. As the cunningham is gradually pulled on to depower you ease the strut off. If the mainsail is backwinding it could be you are overpowered and have too much kicker on or too much centreboard down or the jib leach needs to be eased (only if the leech tell tell is stalling)

Very windy

Crew trapezing in line with the thwart. It is important to avoid the mainsail flogging because it has a dramatic effect on speed. Use the same methods to depower the rig as above, the more cunningham applied the more the strut should be eased.