

Simple Tuning for a DF 95

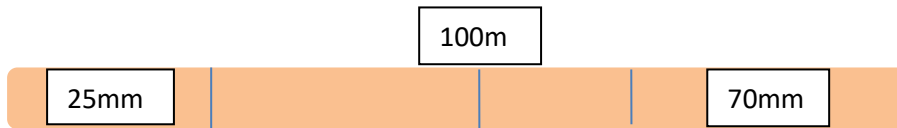
Tuning a DF 95 can be very subjective. What works for one skipper and boat might not work for another skipper and boat. This brief discussion is a good starting point. Experiment and find out what works for you. Change things one at a time or you won't know what has made the difference.

1. Set up your boat at home before you go to your sailing venue. It is too hard to set precise measurements when it's blowing a hooligan outside. With your yacht set up like this at home you can then adjust accordingly for the conditions when you get to the venue.
2. Place the yacht in a stand, preferably with the mast leaning to Port (or Starboard) so that the main and jib fall off to one side with the winch let off.
3. Set the mast slider to zero. All the way back. You should never have to change this.
4. Adjust the mainsheet bridle so that the two bowsies are hard up against the deck eyes and the ring is 10mm above the deck exactly centered. The ring **MUST BE** exactly centered. The bowsies against the deck eyes will stop them slipping. Put some superglue on them as well. You should never have to change this setting but make sure it is exactly in the middle.
5. Loosen the backstay, the main cunningham, the forestay and the jib cunningham.
6. Adjust the jib boom so that it is as close to the deck eye as possible (zero gap is good).

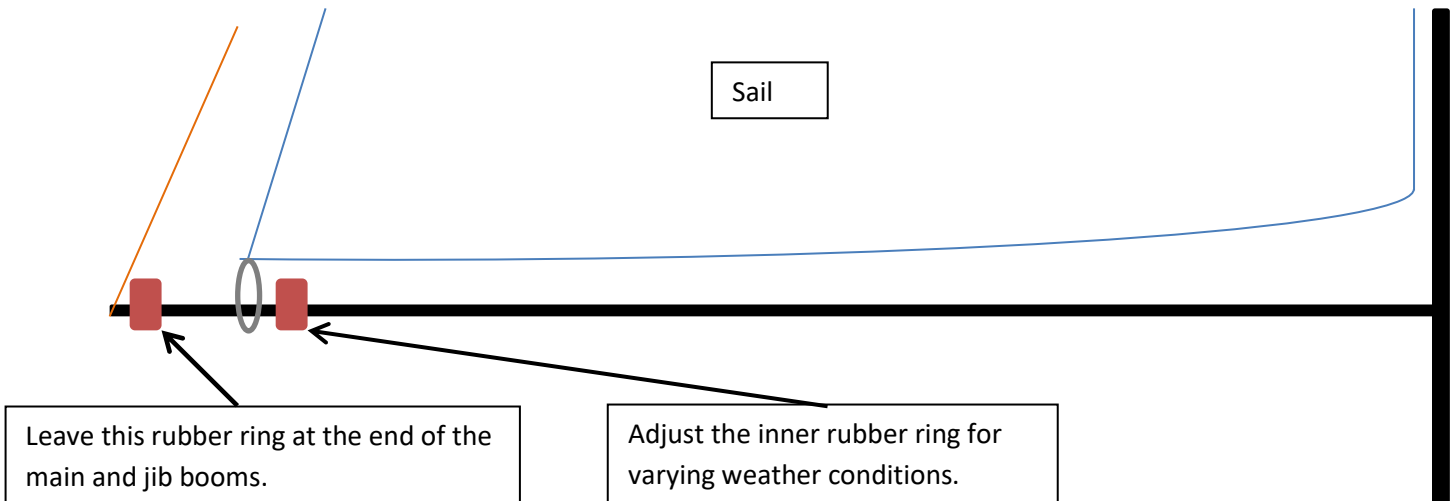


7. Using the above gauge set the forestay measurement to 1135 using the backstay and the forestay bowsies. Measure from the forward hole in the masthead crane to the back of the bow bumper.
8. Using the gauge in the aft masthead crane hole measure to the top of the backstay hook and set it to 1090. Now this is where the "subjective" comes into play. Don't crank on excessive amounts of backstay tension trying to get the backstay to 1090. The forestay measurement of 1135 is more important. The backstay should be snug to bend the mast to match the luff curve of the main. *You will only achieve this if the main luff attachment points are all tied correctly. To enable this, make sure the boat is in its stand leaning to Port or Starboard. Cut off all the luff ties. Bend the mast with the backstay to match the luff curve and then attach all the main luff ties keeping the luff an equal distance from the mast. Don't use cable ties!!!!*
9. Adjust the forestay and backstay to achieve the most satisfactory compromise. You might find as you experiment that your boat sails better with the backstay set at 1090 and the forestay at 1140 or 1100 and 1130 or.....?
10. Measure the jib leech and put a small pen mark at 465 up from the clew.
11. Adjust the cunningham and the jib halyard (the top halyard is fixed to the forestay so you have to adjust this at set up) so that the sail is as low on the forestay as possible leaving enough room at the bottom of the jib so that you can still adjust the luff tension with the cunningham..
12. Adjust the cunningham to put mild tension in the luff. Only very light tension to take the wrinkles out.

13. Make a gauge out of an icypole stick like this with marks at 25, 70 and 100mm from each end.



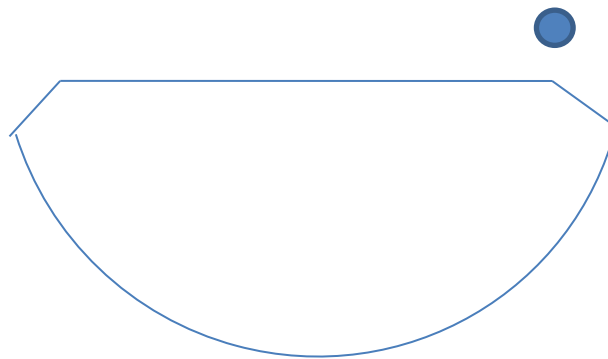
14. Keep in mind that when setting foot depth it is only the inner rubber ring that does anything. Leave the outer rubber ring at the end of the boom. This applies to the main and the jib booms. Using the gauge set the foot depth of the jib to 25mm. (Between the boom and the foot of the sail in the middle).



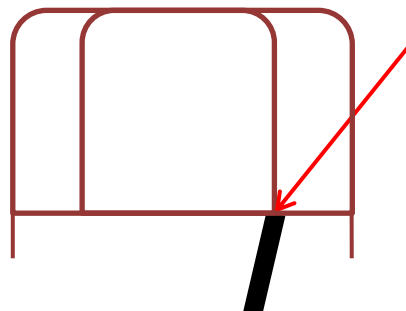
15. Slacken the jib sheet and the main sheet bowsies. This is to stop breaking something.

16. Sheet home the winch.

17. Adjust the jib sheet until the tip of the boom is just inside the angled part of the gunwale
Like this.....



18. Adjust the mainsheet so that the boom tip is over the top of the inner edge of the stern cutout. Like this.



19. Adjust the gooseneck until the tip of the boom is 100mm above the deck.
20. Set the mainsail foot depth to 25mm
21. Adjust the jib topping lift so that the mark on the leech (465) to the center of the mast is 70mm.
22. Adjust the boom vang so that the second bottom batten is 70mm to the backstay
23. Adjust the main cunningham to just stop the main luff from wrinkling (just).
24. Now go around and check all your measurements again because as you change one thing you can well change another.

NOTE:

1. The stronger the wind the flatter the sails should be.
2. The stronger the wind the more twist in the main.
3. Match the twist in the main with twist in the jib.
4. Use 80 pound 8 core fishing braid for all sheets (From BCF).
5. Make sure the rudder is centered. *Very important.*
6. If the boat has weather helm add twist to the main and or move the boom outboard.
7. The boat should sail hands off without veering to windward or leeward.
8. Very slight weather is OK but neutral is better because as the wind changes the helm could well change.
8. Forestay = 1135 is a good start. Try making this measurement longer and shorter for different wind strengths and note the difference.
9. The jib cunningham should be just tight enough to stop the luff wrinkling but loose enough to allow the sail to achieve "shape". As the wind increases increase the cunningham.
- 10 The main cunningham should be a bit tighter to ensure the main luff does not wrinkle at all.

Confucius Say:

*"As a new member, there will be plenty of sailors willing to give you advice.
Take all of it in but don't necessarily take all of it on board".*