



Author: Stuart Gummer

Spitfire Tuning Guide

	0-8 knots	8-15 knots	>15 knots
Dagger boards	Upwind: Down Downwind: ½ Down	Upwind: Down Downwind: ½ Down	Upwind: Down Downwind: ½ Down, in >22 knots, lift all the way up
Diamonds	Tension should be set such that when looking up the mast track about 1" of pre-bend is observed (mast bends backwards). Do not over tighten the wire and we suggest a maximum of 35 on a loose gauge. Lighter crews generally rake the spreaders back further. This allows you to bend the mast more and flatten the sail further therefore de-powering it.	Same as 0-8 knots	Same as 0-8 knots
Jib	Upwind: Cars set on inner setting. Jib sheeted to touch the roller on the spreader. Jib luff tension to take out wrinkles. Downwind: Set to tell tails	Upwind: Cars set on inner setting. Jib sheeted to touch the roller on the spreader. More jib luff tension required. Downwind: Set to tell tails	Upwind Cars set to middle setting. Jib sheeted to touch the roller on the spreader. More jib luff tension required.
Main	Upwind: Cunningham pulled just to take wrinkles out of sail, main sheeted without hooking (closing off the top of the leech). Spanner pointing at shroud. Downwind: Cunningham off, don't sheet main too hard, but don't let it loose.	Upwind: Once you are twin wired and the boat is constantly flying a hull you can increase the cunningham to stop the boat healing excessively. Spanner pointing at shroud. Downwind: Cunningham off, main sheeted quite tight, but not as tight as upwind. Don't let it off as a way of de-powering the sail use the traveller. This will protect your mast.	Upwind: Pull on cunningham hard to prevent the boat healing excessively. Spanner pointing at shroud. Downwind: Cunningham off, main sheeted quite tight, but not as tight as upwind. Don't let it off as a way of de-powering the sail use the traveller. This will protect your mast.
Rake	Take the trapeze wire and tie some rope to the end of it, pull the rope to the top of the upper rudder mounting plate. To measure the rake take the rope forward to touch the gelcoat seam on the hull at the front of the boat. Now measure the distance between the back of the bow tang and the end of the rope as it touches the seam. This should be 10 to 12 inches.	Same basic setting as 0-8 knots. As wind speed increases crews tend to rake the mast further. To a maximum of 15 inches as measured previously. Be aware that as you alter the rake you will also alter the spinnaker luff tension and the height of the Jib clew above the pole. If don't adjust these with rake to keep them at their optimum performance will suffer.	Same as 10-15 knots.
Shrouds/Side Stays	Tension on the shrouds should be loose enough for the mast to rotate easily towards the shrouds, approximately 19 on Loose gauge . This should be measured on the shroud.	Tension on shrouds should be 20-24 on loose gauge	Same as 8-15 knots
Spinnaker	Set up with luff tension so that if you grab it in your hand you can twist it 90 degrees. To achieve this you may have to adjust the position of the pulley at the	Same as 0-8 knots	Same as 0-8 knots

	head of the sail and/or alter the band of the pole. To trim ease until luff curls and then sheet to stop the spinnaker collapsing, keeping the luff almost curling at regular intervals. Pull harder on sheet during acceleration and when boat is bearing away, ease the sheet at the end of the puff.		
Traveller	Upwind: Centre Downwind: Middle, don't sheet main too hard	Upwind: Centre Downwind: Same as 0-8 knots. When the boat is over powered and you have gone bow down it may necessary to release the main traveller to help to de-power the boat further. Do not release the main sheet.	Upwind: Centre, > 22 knots you may crack off traveller an inch or two. Downwind: Same as 0-8 knots