

FOX SET UP AND TUNNING GUIDE

MAY 2000

MAST

The mast should always be set up with pre-bend. Firstly attach the diamond wires and spreaders loosely, then measure the spreader rake angle holding a string or batten from tip to tip then measuring the distance to the back of the extrusion (see diagram). This distance should be approximately 30mm for heavier crews and up to 50mm for lighter crews.

Once this angle is set then increase the diamond wire tension so that the mast becomes pre-bent. This should be about 25mm for heavy crews and up to 40mm for light crews. This can be measured by holding the halyard tight and measuring the bend of the mast at the spreaders (see diagram).

RIG

The rig should be raked in the middle of the stay adjusters and for light wind raked forward two holes and heavier air raked aft two holes. The rig tension should be always firm particularly in stronger wind.

RUDDERS

The rudders should be set up parallel or slightly toed in (see diagram). Ensure they are adjusted firm in the casting to reduce slop.

BATTENS

Battens should be tied firm but don't need to be pushed extremely hard.

MAST ROTATION

Upwind the mast should be rotated with the spanner pointing between the shroud in light wind and pointing at the back of the centreboard or even the rear beam in strong wind.

Downwind the mast should be rotated at the shroud or in front in all wind conditions. This maybe difficult to achieve in light wind but it is important to release the rotation in strong wind to ensure rig stability and efficiency.

CENTREBOARDS

The centreboards should be in the fully down position when sailing upwind in all wind strengths. Downwind the boards can be lifted half way or even the windward centreboard completely up but leave the leeward half way.

RUDDERS

It is not necessary to pull the windward rudder up on any angle of sailing.

DOWNHAUL/OUTHAUL/TRAVELLER

The downhaul should be left maximum off until both crew are comfortably on trapeze. It should then be gradually pulled on as the wind increases to reduce power.

The outhaul should be pulling the foot of the sail straight whenever sailing upwind and can be eased so the foot is 10cm to 15cm off the boom in light to medium wind. It is not necessary to release the outhaul in strong wind ever.

The traveller should be centered upwind at all times regardless of wind strength. Downwind the traveller should be released about 15 cm in light wind and about the footstrap in strong wind.

IT IS VERY IMPORTANT TO MAINTAIN SOME MAIN SHEET PRESSURE WHENEVER THE SPINNAKER IS SET.

JIB SETTINGS

The tack of the jib should be attached low on the forestay adjuster. The blocks on the clew should be on the top or second top in light wind and the bottom or second bottom in strong wind. The jib track slides should be fully in for light upwind then progressively moving outboard to about 20 cm from the stopper in strong wind.

TIPS

- Ensure all shackles and pins are securely fastened preferably taped in particular the rings and pins on the diamonds, spreader arms and forestay bridle.
- Secure a shock cord from one sidestay to the other just above the spreader arms. This is to prevent the spinnaker fouling when hoisting. Make sure the spinnaker halyard and the crew trapeze is rigged in front of this shock cord.
- Always turn the boat dead downwind when hoisting and dropping the spinnaker.

This guide has been created for the first production of the new Hobie Fox. Naturally after sailing the boat for some time we will learn more of the fine tuning points and this guide will be constantly updated as we progress.

Have fun on the Formula 1 of Hobie Cat sailing.

Spanningsmeter.

Spanning op de stagen meten met een spanningsmeter. Die ene dag ging de boot zo lekker alles ging vanzelf om dit te reproduceren is het van belang om een aantal zaken te meten. Spanning op de zijstagen en spanning op de diamant verstaging. Te weinig spanning op de diamant verstaging en de mast gaat zijn eigen weg onder druk van de wind. Teveel spanning en de boot heeft te weinig druk. Te weinig spanning op de zijstagen geeft minder controle over de fok en laat de mast teveel bewegen. Teveel spanning en de mast draait moeilijk plus verlies van power doordat de mast in mekaar gedrukt wordt door de verstaging.

Boot afstellen met een spanningsmeter zorgt ervoor dat er een nummer ontstaat met bepaalde eigenschappen. Nauwkeurig meten geeft reproductie en vergelijk met andere boten.

Wij stellen er onze catamaran iedere dag mee scherp op de volgende waardes.

Zijstagen - Loose&CO: 24

Diamanten - Loose&CO: 41



The NEED for SPEED,

Mischa Heemskerk