

Gus Sails J/24 Tuning Guide

Rig Set Up

Put the mast in the boat with the forward mast chock removed and shrouds slack. The headstay and J dimensions should be maximum length allowed by class rules. The mast should also be cut to minimum length. Move the mast base forward or aft until the forestay becomes taught from the weight of the mast. This is the “neutral” position. From this point, pull the mast aft 1.0” and secure the mast butt in this position. Insert the forward mast chock and tighten the shrouds so the mast is straight looking up the luff groove. The backstay turnbuckles should be adjusted so the blocks hang at least 2” from the top of the split in moderate and heavy wind and at least 12” in light air.

The rig tension should be varied for different winds and measured as follows with a Loose Tension gauge.

Wind Speed (knots)	<u>0-6</u>	<u>7-12</u>	<u>13-18</u>	<u>19+</u>
Upper Shrouds	12	20	25	32
Lower Shrouds	0	10	25	32

Another proven method of checking proper rig tension is to sail upwind in a given velocity and adjust the leeward shrouds so both the upper and lower shrouds are just going slack.

Mainsail Trim

The outhaul should be pulled tight in almost all upwind conditions. Sheet so the second batten is parallel to the boom and pull the Cunningham so the horizontal wrinkles along the luff are almost removed. Pull the traveler to windward in light air and place in the middle and vang sheet in heavy air. Use no backstay until it is 12 knots, then just a little. Never use enough backstay to turn the main inside out. (wrinkles from the luff to clew shows a sail is inside out.)

Genoa Trim

Tension the halyard so the horizontal wrinkles are just visible along the luff. The lead will vary from the second factory hole on the track in light air, to the fourth factory hold in very heavy air. Sheet 6-10" off the spreader in light air, 4-6" off in moderate air and 6-8" off in breeze.

Jib Trim

Set the lead and sheet so the foot remains round and full. Try the lead hole just aft from the shroud base. The second batten should point parallel to the centerline of the boat when sheeted properly. The top batten should be twisted to leeward 10 degrees.

Offwind

Keep the top batten of the main parallel with the boom using the vang. Keep the pole on the lower ring most of the time with the horizontal panels of the spinnaker looking horizontal with the horizon. The pole should be at right angles to the apparent wind. Induce 6" of curl in the luff of the spinnaker at all times.