



## SOLO TUNING GUIDE

The Solo is quite a simple boat and as they are relatively straightforward to sail differences in boat speed within the fleet tend to be small. This makes it very important to put some effort in to the rig set-up as any small advantage in boat speed will require significant attention to detail. The aim of this guide is to help you get your boat as close to the ideal settings as possible with minimum fuss. It is worth remembering however that it is only a guide and may require some slight modifications depending on individual boats and helms.

### **Mast Position**

The distance from the front of the mast at the heel to the outside of the transom at the floor should be **3050mm**

### **Forestay**

With no sail raised push the mast to the back of the gate and adjust the forestay so that it is just in tension. This gives the neutral position. From this position, the forestay should be adjusted as follows:

**Drifting Conditions:** The forestay should be eased 1 holes from Neutral

**Light Airs – Sitting to Windward:** Neutral

**Hiking Conditions – Consistently Overpowered:** Neutral

**Consistently Overpowered – Racing Abandoned:** Ease 1 hole and then in extreme conditions can be eased again to 2 holes.

### **Shrouds**

With no sail raised, push the mast forward in the gate. The mast should just touch the front of the gate with the shrouds just in tension. If you have a Selden C Sleeved mast then leave a **10mm** gap between the mast and the gate.

### **Chocks**

Use one chock which just fits in the gap either in front or behind the mast. In drifting conditions the chock should be put in the gap aft of the mast. This is called reverse chocking and is used to flatten the mainsail in drifting conditions. This is because very slow moving air finds it difficult to move around a curved surface. As the breeze increases and you are sitting on the windward deck, put the chock in forward of the mast. This straightens the mast and powers up the rig. In very windy conditions you can remove the chock again to bend the mast once more and de-power the sail.

## Centreboard

When the board is fully lowered it should be forward of vertical. Turn the boat on its side, raise the board until it is vertical and mark this position so that you can reproduce it easily when sailing. In very light winds the board should be fully down so that it is raked forwards. When the breeze increases and you start to hike, the board can be raised into its vertical position. As you become more & more overpowered you can raise the board progressively to reduce weather helm and to de-power the boat.

## Traveller

In very light conditions the traveller should be in the centreline of the boat. As the wind picks up the traveller is eased out and more mainsheet tension is used.

**Drifting Conditions:** Traveller on Centreline

**Light Winds – Sitting to Windward:** Ease traveller out to 50mm

**Sitting to Windward – Consistently Overpowered:** Traveller progressively eased to 100mm

**Consistently Overpowered – Racing Abandoned:** Traveller eased to a maximum of 380mm

## Kicker

The kicker is the most critical sail control when racing. Until you start to ease the traveller you should just have the slack taken out of the kicker system, using mainsheet tension to control the leech profile. As the wind starts to increase, aim to have the top tell-tale on the leech flying approximately 80% of the time i.e. occasionally flicking behind the sail. Downwind this tell tale should be flying continuously.

Above 15 knots the leech tell tale will fly no matter how much kicker you put on. In these conditions use the kicker as a power control – if you are overpowered put more on, if you are underpowered let some off.

## Outhaul

Upwind in very light winds the outhaul can be eased  $\frac{3}{4}$  inch. When you sit to windward, pull the outhaul almost to the blank band (eased approximately  $\frac{1}{4}$  inch). As soon as you start to hike out pull the outhaul out to the black band.

Downwind the outhaul can be left on in light airs but in medium airs should be eased **2 inches**. In windy weather leave the outhaul on fully if you are overpowered.

## Cunningham

This should only be used when you have to hike and the mast begins to bend. In these conditions, some cunningham can be used to remove excessive luff creases. In heavy winds you can pull on the cunningham quite hard to de-power the sail.

We hope this guide is useful to you. If you have any further queries please do not hesitate to contact Speed Sails on +44 (0)1922 455503 or you can e-mail us at [sails@speedsails.co.uk](mailto:sails@speedsails.co.uk).