

Troubleshooting:

Problem: The sail always has wrinkles in the luff when it is partially reefed.

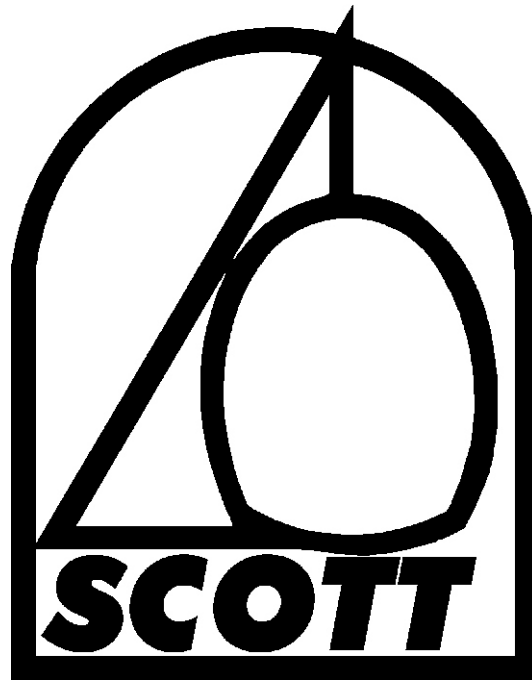
Solution: Try using more sheet tension when reefing it in.

Problem: The top of the sail is always luffing and the leech is far away from the mast.

Solution: The block that the genoa sheet is in needs to be moved forward.

Problem: The furling system seems to be jamming every once and while.

Solution: This could be several problems. The halyard tension could be too tight and causing the bearings to bind on themselves. The second thing is that the halyard is wrapping around the headstay and causing it to jam.



Scott Sailmakers
888.268.2268
410.268.2268
www.scottsails.com

Performance
Trim
Cruising
Tips
Genoa



Mixed Up?

We can help make things

fall into place

Setting up a genoa for maximum efficiency is quite easy. With these simple steps maximum windward performance will be achieved.

The shape of the genoa is controlled by three adjustments, headstay sag, halyard tension and lead position. The goal is to adjust the three variables to produce a sail with a smooth powerful entry with the maximum draft thirty-five to forty percent aft and the upper leech paralleling the shrouds.

The halyard tension should be adjusted to remove the horizontal wrinkles in the luff. When the wrinkles just disappear the tension is tight enough and will set the genoa to the designed shape. A basic rule of thumb is to tighten the halyard tension as the wind increases.

The next variable is the headstay tension. Each genoa is designed to accommodate headstay sag to achieve the proper shape. Not enough headstay sag will flatten the entry of the genoa making it hard to steer or get "into the groove". Conversely too much sag will put excessive draft into the sail making it hard to point and creating excessive heel.

Control of the headstay sag is done through the backstay. If you have a backstay adjuster it should be set loose enough in light air to produce three to four inches of headstay sag and tightened as the

wind increases to maintain the headstay sag at three to four inches. Boats without backstay adjusters should set with the turnbuckle to achieve three to four inches of sag in twelve knots apparent wind. This will provide the best setting for the majority of winds on the bay.

Once the halyard and the backstay are set, adjust the lead to get the proper breaking of the luff and the correct tension on the leech. To initially set the lead the sheet should bisect the midpoint of the luff. Then sail upwind to fine tune the lead. Look at the leech of the sail and make sure that it is parallel to the shrouds. When trimmed the sail should be three to four inches from the upper shroud. This should produce a lead that will be within a hole forward or aft of the optimum position.

Next head the boat slowly into the wind. If the telltales on the luff of the sail break evenly the lead is correct. If the top of the sail breaks first put the lead forward one hole. If the bottom of the sail breaks first move the lead aft one hole.

This process is not as difficult as it may seem. Doing this will allow you to sail upwind at your boats maximum potential.