

Class Tuning Guides

This is our "quick set up guide". These are the essential numbers which will allow you to get the most from your Quantum Flying Scot sails. We have a more detailed 4 page Tuning Guide in a booklet form that is included with our sails. Please call, write or E-mail us for more information.

1. Rig Tuning

Mast Rake- The mast rake should be between 28'3" and 28'6" with the mast aft. Take a new measurement with the mast pulled forward to check the "slop" in the rig. The difference between the two numbers, (mast back and mast forward) should be 3" to 5". Once you have the mast rake set, you will want to check the side-to-side measurements to ensure that the mast is standing straight up.

2. Mainsail Trim

Main Cunningham- The main Cunningham is almost never adjusted. It should be left slack and the main halyard should be hoisted all the way up to have only slight wrinkles coming out from the luff. As the wind gets stronger and the halyard is up all the way, a little Cunningham can be applied.

Main Outhaul- We have constructed our sail with a shelf foot to give the bottom third of our main the broadest range of shapes possible. In winds over 8 knots, the Outhaul should be pulled tight to close the shelf foot. In lighter air, or in real choppy conditions, a little fullness in the foot will help up until about 12 knots. On reaches and runs, ease the Outhaul until the shelf just fully opens.

Mainsheet- A general setting for upwind sailing is to maintain a top batten position that is either parallel or just hooking to weather of the boom. We have designed our sail with a long leech. The long leech has three advantages. First it gives maximum sail area but more importantly in light to medium conditions it allows you to trim closer to the center line. It also makes it easier to judge how tight your trim is when you look back at the height off the deck..

3. Jib Trim

Jib Halyard- Go up wind and adjust the halyard so that you have some wrinkles between the jib snaps. Just a bit more than "crows-feet" coming off the jib luff snaps. As the wind builds it will become necessary to tighten the jib halyard to maintain this trim.

Jib Leads-Fore/Aft- Because the Flying Scot has such short jib leads, most of the time the leads should be all the way forward at the end of the track.

Jib Trim- The Flying Scot is a very wide boat and with the jib leads on the side, the jib is not naturally sheeted close enough to the center line of the boat. To overcome this, tie a knot approximately 10" down from the attachment point of your sheets to the jib. This will make the split of your jib sheets 10" away from your sail. When you sheet in your jib, be sure to under sheet it. You will want a nice exaggerated curve in the foot of the sail. Next, pull on the weather sheet so that the clew of you jib is about in the middle of your seat. Finally, sheet the jib in the rest of the way.

4. Spinnaker Trim

Afterguy Trim- The goal with the pole is to keep it back as far as possible. This will position the pole roughly at right angles to the wind.

Sheet Trim- The spinnaker sheet should be adjusted often, with the goal being to have the spinnaker trimmed out as far as possible.

Pole Lift- A good guide is to keep the clews of the spinnaker even with each other.

5. Centerboard

Upwind- It is quite likely that you will encounter an excessive amount of weather helm. The goal is to balance the helm, so move the rollers back as far as you need to accomplish this goal.

Reaching- The goal is to have the board as high as possible while still keeping the boat from slipping sideways.

Running- You should be able to pull the board up all the way.

This performance guide was produced by Quantum San Diego

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