



Quantum Sails Sabot Tuning Guide

Quantum Sails recognizes today's Sabot sailor as the sailing star of tomorrow. It is our hope to help you achieve your goals. While the Sabot is a very simple boat, there are some tuning variables that are important to get the best speed from your equipment. The following are some suggestions to help you get top performance from your Sabot and your new Quantum Sabot sail. Please call or e-mail Mark Reynolds or George Szabo if we can be of more help.

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MAST RAKE

Mast rake refers to the angle of the mast to the boat. Since you cannot change mast rake while racing, the rake should be set for the proper upwind position. Generally the Sabot goes better with the mast raked aft upwind so the boom is trimmed to about 12"-18" above the transom. This means in light air you may have to increase rake (more blocks behind mast) so the boom isn't too high. Off the wind the boat goes faster with the mast straighter up so it is an advantage to have the maximum slop allowable in your mast step (1/4"). This will allow the mast to rock forward when sailing downwind.

BODY POSITION

In most conditions you will sit with your body against the backside of the thwart. In heavy air downwind you must slide back if the bow looks like it will submarine.

UPWIND TRIM

Downhaul- You need to constantly adjust the downhaul to keep the sail shape correct. It is better to be too loose than too tight if you are unable to adjust the downhaul often enough. Light air- Use little or no downhaul. This is because in light air you want to keep the fullness in the sail to stay back as far as possible. In light air it is okay to carry some horizontal wrinkles. Medium air-Trim the downhaul to just barely remove the wrinkles. Heavy air-Trim tighter to pull the draft forward and open up the leach.

Outhaul- Outhaul tension depends on wind strength and your own sailing weight. When sailing upwind the outhaul should be adjusted so the sail stays from 2" to 5" (loose for heavier skippers) off the boom. The easiest way to measure your adjustment is to slide your hand between the boom and sail aft of the mid mainsheet blocks. In heavy air you may want to keep it a little tighter than described above.

Boomvang- The boomvang should be slack when sailing upwind.

Mainsheet/Traveller- Although some people still have a center boom mainsheet/traveler arrangement, most have retrofitted the stern traveler setup and that is the system that we recommend.

The Quantum mainsail is designed with a very open leech so that you go forward instead of sideways. The traveler lets you control the twist in your sail. In light air, the traveler should be centered. As the wind builds, you will need to ease the traveler so the top of the main does not spill too much. Keep an eye on the telltale near the top batten to determine flow vs. stall. Trim the mainsheet so the boom is just inside the transom corner. This will be the best trim 90% of the time, but you will still need to constantly adjust the mainsheet as the wind strength decreases (looser) and increases (tighter). It is important to have a ratchet block for the mainsheet so that you can hold onto it at all times. The more advanced sailor will often times remove the mainsheet cleat altogether.

Leeboard- The leeboard should be straight down in most conditions. In light air you might experiment moving the board just forward of vertical. You also need to check that your leading and trailing edges are parallel to the centerline of your boat.

DOWNWIND TRIM

Mainsheet/Reaching- Ease out the sheet so the sail is out as far as it can go without luffing.

Mainsheet/Running- Ease out the sail to where the boom is at right angles to the boat. As this is hard to determine when sailing, you need to set up your boat on land and have a friend pull out your boom until it is at this point. Now take a felt pen and make a mark on your mainsheet at the cleat. You now have a reference mark to use when sailing downwind. You can also tie the stopper knot at just the right spot to stop the boom from going too far.

Downhaul- Ease off all the way when reaching or running.

Outhaul- Ease off slightly when reaching or running.

Boomvang/Reaching- You need to pull on the boomvang enough to get the top batten parallel to the boom.

Boomvang/Running- Trim in so the top batten is either parallel to the boom or slightly twisting off if sailing dead downwind.

Leeboard- Leave down when reaching and raise out of the water when running. The only time you might not pull it up is if you need to maneuver around some boats or if you might capsize.

Most importantly, have fun!