

MELGES X-BOAT ***TUNING GUIDE***





MELGES X-BOAT

The experts at Quantum Sails Zenda have crafted the following guidelines after countless hours of testing in a variety of conditions. While the sails, mast, and boom have gone through some changes, the boat's sailing characteristics remain the same. Use these guidelines to achieve newfound speed and performance in your X Boat.

GETTING STARTED

In wind under 5kts, be sure to sail with a bit of leeward heel. Over 5kts, make sure the boat is completely flat. Sailors often sail too flat in the 0kts-5kts range, and, in some cases, heel to windward, both of which slow the boat. Steering technique and mainsheet trim have the greatest effect on the boat's ability to sail flat. Fine-tune jib adjustments to increase your performance.



MAST RAKE

The mast rake measurements below are important to follow. Many sailors set their mast rake too far forward. And don't forget to measure your mast rake on the trailer in light air with the jib up.

0-5 KNOTS

Mast Rake: 21' 0" with sidestays snug.

Downhaul and Cunningham: The top of the car should be above the black band on the mast. Wrinkles should appear. Cunningham is off.

Vang: Loose.

Centerboard: In these conditions, it's important to keep your board all the way down. Make sure your board can go as deep as possible without hitting the leading edge of the board box underneath the boat.

Jib Luff: Eased. You should have noticeable wrinkles.

Main Trim: Ease the mainsheet so that the upper batten is parallel to the boom. In a drifter, let the boom out to the corner of the transom.

Jib Trim: Loosen trim so that the upper batten twists off. The jib lead should be set so that the sail luffs evenly from head to foot when you approach head to wind with the jib trimmed in. If the sail breaks first up high, then your lead is too far aft. If it breaks low first, then your lead is too far forward. You may move your jib lead forward one or two positions from base in light air. If your tracks have been installed exactly as shown in our diagrams, the best position for the lead is all the way aft with two holes showing behind the car.

6-15 KNOTS

Mast Rake: 21' 0" in 6kts-10kts and 20' 11" in 10kts-15kts with sidestays snug.

Downhaul and Cunningham: Bring the downhaul car to the top of the black band on mast. The wrinkles should now be partially gone. Cunningham can be applied to remove wrinkles and flatten the luff of the sail if you cannot hold the boat down with hiking and mainsheet trim.

Vang: Fairly tight in 5kts-10kts but significantly tighter in 12kts-15kts.

Centerboard: All the way down. When the wind reaches 15kts with big chop, bring the board up 3"-4". This will enable the boat to drive through the chop and let the skipper steer more easily.

Jib Luff: All wrinkles along the luff of the jib should be gone.

Main Trim: Trim the top batten parallel to the boom.

Jib Trim: With increased wind, trim the jib harder. Keep the top batten telltale flowing aft. If the telltale is stalled against the sail, try easing the sail out slowly until the telltale begins flowing. The jib lead should be in the normal position.



MAST RAKE

16-25 KNOTS

Mast Rake: 20'10" with sidestays snug.

Downhaul and Cunningham: The top of the car should be at the bottom of the black band on the mast. This will remove all wrinkles. Pull the cunningham on hard upwind and ease off downwind.

Vang: Head the boat into the wind, trim the mainsheet as tightly as possible, and then pull the vang on hard. This allows you to vang sheet your main going upwind.

Centerboard: Bring the board up 4"-5" for easier steering and faster sailing upwind with less helm.

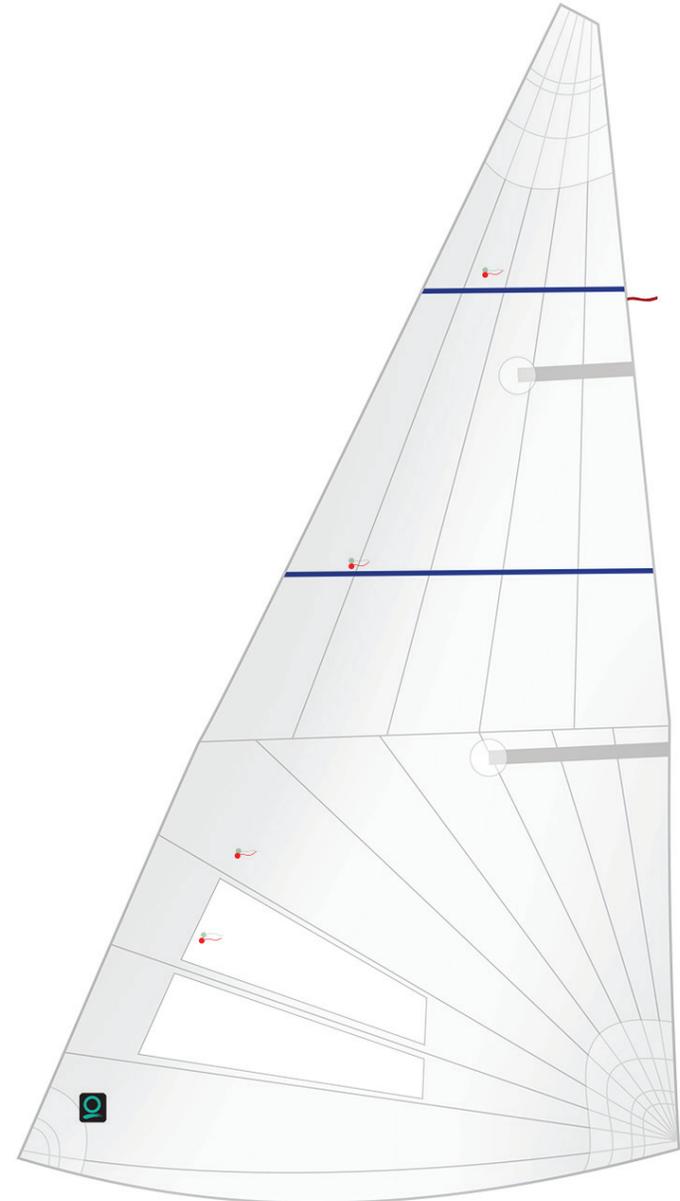
Jib Luff: Pulled tight, no wrinkles, luff should be smooth.

Main: Trim is based on how well you can control the angle of heel. If you are over-heeling, ease your main considerably, possibly as much as 4'. Heading the boat up into the wind or pinching will not buy you speed in this condition. For the best speed and control, keep the boat flat and ease the main if overpowered.

Jib Trim: Keep the jib trimmed tightly and the leech telltale flowing. The jib lead can be moved aft one or two positions to open up and twist off the top of the jib.

SAIL CARE

When possible, minimize jib luffing to help the sail age better. Always roll your Quantum sails, and don't fold windows. The jib window material is as strong as the sail, but, if abused, it can tear.



CONTACT US

QUANTUM SAILS ZENDA

This guide is just a start to learning all there is to know about racing your Melges X-Boat. Some experimentation on your part is necessary to fine-tune your particular rig and sailing style. If you're sailing near a faster boat, try matching its angle and then adjust your sail trim to match the faster boat's speed.

The team at **Quantum Sails Zenda** is available and happy to answer all of your questions and help with your sail needs.

Tel 262.275.1110 Fax 262.275.8012

HARRY MELGES hmelges@quantumsails.com

ANDY BURDICK aburdick@quantumsails.com

JIM GLUEK jim.gluek@melges.com

EDDIE COX eddie@melges.com

© 2020 Quantum Sails | 888.773.4889 | quantumsails.com

