



# Dragonforce 65 Tuning Guide

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Estimated wind range - depends on wave action and tacking ability

		A+	A	B	C
		0 - 10 kts	8 - 15 kts	> 15 kts	> 20 kts
<b>Mast Gate</b>	Distance from Jib Pivot Eyelet to front of Mast (Can also use gate control as a ram to induce mast bend without changing forestay).	3rd line (175 mm)	4th Line (176 mm)	5th Line (177 mm)	Max Aft (178 mm)
<b>Mast Rake</b>	A+ From backstay crane hole to top of backstay hook A, B, C From top of Forestay tang to top of backstay hook.	951 mm. From soft to firm as wind builds	785 mm. Slightly firmer backstay & tight forestay	698 mm. Firmer backstay & tight forestay	620 mm. Firmer backstay & tight forestay
<b>Mast Bend</b>	Tension Backstay so Mast bend matches Mainsail luff, so sail easily flops from side to side when tilted	Soft settings	Match luff round	Match luff round	Match luff round
<b>Boom Outhaul Sail Depth</b>	At centre of Jib Boom deepest point	20-25 mm, 15 mm at top of range	15-20 mm	15-20 mm	10-15 mm
	At centre of Main Boom deepest point	25-30 mm, 15 mm at top of range	15-25 mm	15-20 mm	10-20 mm
<b>Boom - Close hauled</b>	Jib - from Mast centre to end of Jib Boom. Place small mark on deck	38-43 mm	40-45mm	40-45mm	40-45mm
	Main - from centreline at end of Main Boom. (Adjust Tx for exponential adjustment for last 20 mm sheet travel for high and low pointing mode)	8-15 mm	10-20 mm	15-25 mm	15-25 mm
<b>Leech Twist</b>	Jib - from Centre of Mast to leech at mid point of jib leech. Draw small dot on leech at halfway point. (Adjust to balance rig. Let out if bearing away - In if rounding up)	50-60 mm, more twist at top of range	40-50 mm	30-45 mm	35-45 mm
	Main - from Backstay to leech at middle batten. Adjust to minimise rounding up. In if bearing away - Out if rounding up	40-55 mm, more twist at top of range	65-75 mm	55 mm	45 mm

Adapted from Tuning experience, Assembly Manual & Soch Guide

<b>Common Mistake</b>	<b>Late for Start</b>	Test angles both sides and Keep clear of other boats
	<b>Hit Marks</b>	Blink eyes approaching marks. Allow wider clearances, minimise port tack approaches
	<b>Wrong Course</b>	Pay attention!
	<b>Hit Other boats</b>	Correct protest and remember Sail Nos and incident
	<b>Boat not balanced</b>	Use Guide to avoid rudder movement, pre-race testing against another boat
	<b>Broke Start</b>	Practice Timing and acceleration rate