C-Scow Tuning Guide

UK Sailmakers C-Scow Tuning Guide

T1+

The T1+ is a sail that works well from 0-16 MPH. The sail is very powerful and accelerates well when footing (leeward telltale just fluttering) after building speed, the sail points very well while maintaining great speed. With practice, you will be able to accelerate past the boats next to you then pinch them off. Below is a suggested set of tuning numbers for various settings on the boat. These have worked well for many of our customers, but every boat is slightly different. If your boat is from 2013 or newer, the rake numbers should be 1" shorter at all settings to account for the reduced stretch with the new forestay attachment. In all conditions, your boat should balance with very slight pull on your tiller. If you can't hold the tiller extension with two fingers, continue to tweak the rake and board height until the boat balances. A balanced boat is a fast boat. Mast rotation is controlled by mainsheet block position on the boom. Moving the blocks forward reduces rotation. A good general setting is to allow for 45 degrees of rotation.

Wind Range	Mast Rake*	Traveler Height	Board Height	Cunningham	Vang	Mainsheet	Outhaul
0-3 mph	31'11"	2" Below Center	2" Showing	Loose	Loose	Very Loose- Fly Top Telltale	Just enough to remove vertical wrinkles
3-8 mph	31'11"	2" Above edge of cockpit	2" Showing	Loose	Loose	Medium, Fly top Telltale	Just enough to remove vertical wrinkles
8-15 mph	31'10"	Play between 2" above edge of cockpit and 2" below edge of cockpit	4" Showing	Play in the puffs as your primary depowering control. You cannot pull too hard in big puffs	Snug before the puff hits, loose in lulls	Snug with top telltale flying 80% of the time, ease in puffs and drive down for speed before trying to point	Tight enough to have a slight shelf in the bottom of the sail

Jackstays control mast bend. Traditional knowledge says that in everything but light air, the looser the jackstays, the faster you go. Check your warranty paperwork to understand the implications of going beyond recommended settings. Older masts have 1/8" jackstays. A safe, fast setting is to set these at 44" for most conditions with two sailors aboard and 40" with 3 on board. With the thicker 5/32" Jackstays, we have been fast with the jackstays at 52" but are very careful not to overload the mast. This setting is

fast, but does run the risk of bending or breaking the mast, especially in waves. 46” with two on board and 42” with 3 on board is the “warranty spec” and will make you plenty fast. Under 5mph, 36” has been a good setting for both thicknesses of jackstay. UK Sailmakers offers these numbers as examples and will bear no responsibility for masts damaged using these tuning numbers.

T2X

The T2X is a sail that works well above 13 mph. The sail is flatter than the T1+ but also likes to build speed footing, then point. The sail points very well while maintaining great speed. It is not uncommon to build to over 7 knots of boat speed in a puff before pointing high. Below is a suggested set of tuning numbers for various settings on the boat. These have worked well for many of our customers, but every boat is slightly different. If your boat is from 2013 or newer, the rake numbers should be 1” shorter at all settings to account for the reduced stretch with the new forestay attachment. In all conditions, your boat should balance with very slight pull on your tiller. If you can’t hold the tiller extension with two fingers, continue to tweak the rake and board height until the boat balances. A balanced boat is a fast boat.

Wind Range	Mast Rake*	Traveler Height	Board Height	Cunningham	Vang	Mainsheet	Outhaul
13-16 mph	31’10”	At edge of cockpit, drop in puffs	4” Showing	Play in the puffs as your primary depowering control. You cannot pull too hard in big puffs	Tight	Snug with top telltale flying 80% of the time, ease in puffs and drive down for speed before trying to point	Tight enough to have a slight shelf in the bottom of the sail
16 mph +	31’9”	At edge of cockpit, drop in puffs	6” Showing	Very tight in puffs, ease in lulls	Very tight in puffs, medium pressure in lulls	As tight as the possible in puffs and drive down for speed before trying to point	Tight outhaul

In big waves, consider running the outhaul a little looser than normal. Also, move your blocks forward on the boom to reduce mast rotation and reduce load on the mast in waves.