



Tuning Guide Worksheet

TWS (knots)	Butt (cm)	Headstay (cm)	Uppers Old Loos (Units)	D1 Old Loos (Units)	Headsail	Spinn
5	12'0"	Max	30	5	A/P	A/P
6	12'0"	Max	32	5	A/P	A/P
8	12'0"	Max	32	10	A/P	A/P
10	12'0"	Max	32	10	A/P	A/P
12	12'0"	Max	32	20	A/P	A/P
14	12'0"	Max	35	20	Heavy	A/P
16	12'0"	Max	35	25	Heavy	A/P
18	12'0"	Max	40	30	Heavy	A/P
20	12'0"	Max	40	30	Heavy	A/P
22	12'0"	Max	40	35	Heavy	A/P
24	12'0"	Max	40	35	Heavy	A/P
27	12'0"	Max	40	35	Heavy	A/P

Light Air Set Up Guide (0-6):

When sailing the T10 in light air you have to make certain that you do not have too much lower tension on. The lower correlates directly with the forestay tension and as such you want your forestay to be as loose as possible. Make sure your backstay has a restraining device (shock chord, tape, etc.) for the same reason, you don't want any pressure on the forestay.

Setting the sails, you want to make sure that you have the ability to twist both the main and the jib. Many will use the Heavy batten to make the leech stand out more and twist the top of the main open to keep the boat moving.

Try to center the crew weight around the shroud base. There should only be two in the cockpit, the driver and the trimmer (who will do both main and jib). Everyone else should be on the leeward rail and near the shroud base.

Light-Medium Set Up Guide (6-10):

As the wind increases, you'll trim the sails tighter and communicate with the driver on how the boat feels as you tighten the sheets. There will be a lot of variation of the sheet positions in this wind range, so it is very important to pay attention and listen to the driver.

If the waves are big and sloppy, you'll be more eased. If you are sailing in flat water, you can be more aggressive.

Slowly shift weight to windward, one crew at a time. Be sure to keep the same position fore/aft (around the shroud base) and be feel the boat to make sure that the weight up isn't too much.

When tuning the mast, always tune for the "lighter" pressure in the range, unless you know that the wind will increase throughout the race.

Medium-Heavy Air Set Up Guide (10-20 True):

This wind range is when the T10 comes alive. Everyone will be up on the rail and the sheet will be trimmed to match the wave conditions and the heel angle. You will start to increase pressure on the vang and backstay as you get into the upper teens. Make sure you have a knowledgeable crew working the vang tension with help from the main trimmer.

Weight will be positioned fore/aft with the wave pattern. Make certain that all crew on the rail are discussing wave patterns, wind patterns and relative height and speed with competitors. It is important to stay focused.

Between 10-20 knots, you will go through a range with the rig tune. If you find that the boat needs a little more backstay to keep the boat balanced, make sure you have enough lower tension to not "wash out" the main (too flat and too many overbend wrinkles).

Heavy Air Set Up Guide (20-28 True):

Hang on tight. The boat loves this wind, but performs best when it is in tune. Make sure that you are in the max settings on the shrouds and controls (vang, Cunningham, outhaul, etc.). Coordination and communication is paramount in order to keep the boat in top gear.

Spreader Jib Leech Trim Marks:

You should place three (3) marks on your spreaders to help the jib trimmer(s). These marks are a relative gauge and communication tool so that everyone can quickly determine where the jib is trimmed. Start by placing a tape mark 32" in from the spreader tip. Then place another mark 2" toward the spreader tip and another 2" outside of that mark.