



Bluenose Class Tuning Guide for: MD-07 and HMG-06 developed by the Bluenose Class and North Sails Atlantic. Tuning data contained within this guide will help you go faster and point higher.

Please feel free to call 902-634-3343 for help.



Bluenose **124** and **404** showing excellent trim and a fast set-up in light air during the 07 Class Bluenose Championships.

-Fore and aft boat trim. Crew directly behind the upper shroud. Helmsman is at or in front of the Barney post.

-Sail trim: Jib Leech tell tale flying 99% of the time. Top Leech tell tale on main flying 30% of the time.

-Heel : 12 degrees.

-Backstay: 100% loose.

-Jib Luff tension : 20 cm wrinkles behind luff tape running horizontally aft.

-Main Luff tension: 50 cm wrinkles running aft.

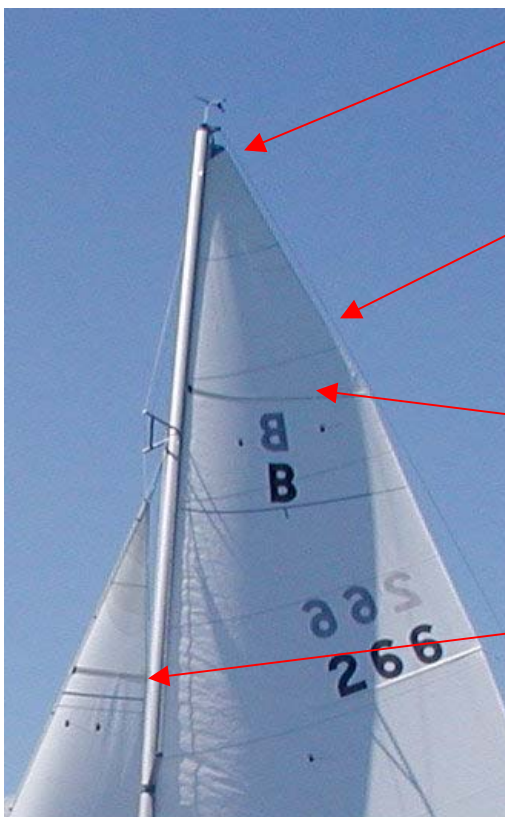


Sean Mulrooney showing the Loos Gauge you should use.



Step 1-Measure your headstay from the deck to the mast/headstay intersect to be: **21' 9"**
Step 2-Tension your shrouds to 15 on the uppers and 7 on the lowers using a Loos Gauge.

- Allow main tack to float upwards to maintain correct luff tension.
- Set your Jib tack to be 7.5cm (3") above the deck sheer line.



- Head of main should be at max hoist to take advantage of the stronger wind above the water surface.
- Leech cord should be fully eased to eliminate any curl.
- Top Batten on main should be tensioned to just remove vertical wrinkles. This looks right.
- Top Batten on Jib should have no wrinkles. This needs more tension.

B 79 showing excellent powered up trim in 8 knots.

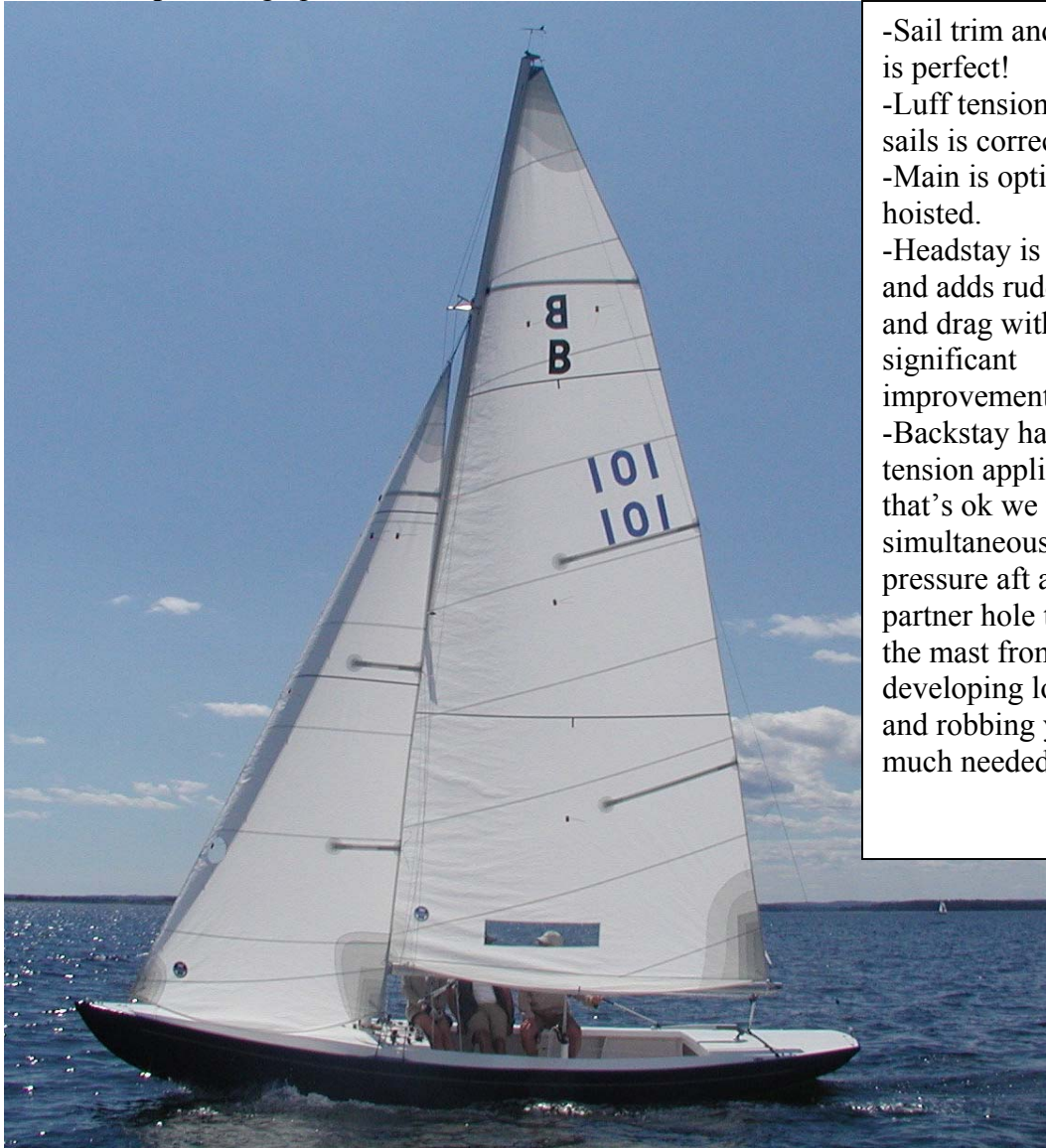
- Top Batten is 5 degrees open from boom parallel.
- Heel is approx 18 degrees allowing hull to sail on it's designed lines.
- Traveler is 20 cm above center and main clew is 5cm above too-excellent!



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Fish'N Chips sailing upwind in 9 true.

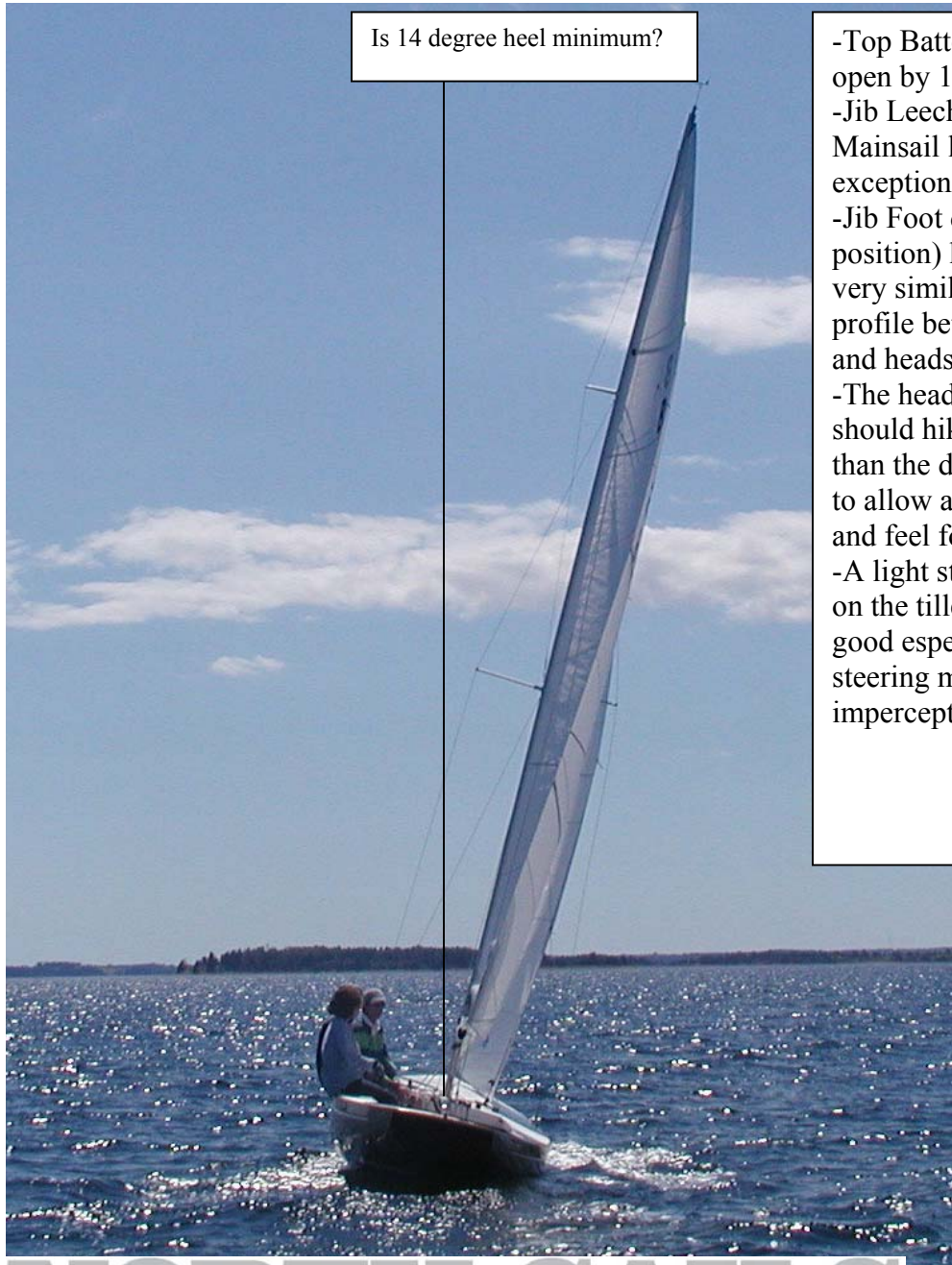


-Sail trim and sheeting is perfect!
-Luff tension on both sails is correct.
-Main is optimally hoisted.
-Headstay is too long and adds rudder angle and drag without a significant improvement in “feel”.
-Backstay has light tension applied. While that’s ok we must also simultaneously apply pressure aft at the partner hole to prevent the mast from developing low bend and robbing you of much needed power.

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B 246 Showing us how to set up in 10 knots.



Is 14 degree heel minimum?

- Top Batten on main is open by 1-2 degrees.
- Jib Leech matches the Mainsail leech profile exceptionally well.
- Jib Foot dept (lead position) has created a very similar depth profile between main and headsail.
- The headsail trimmer should hike harder than the driver if only to allow a better view and feel for the wind.
- A light steady touch on the tiller is always good especially if it's steering motion is imperceptible.

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One big huge NO NO!!

-The red Jib Leech tell tale must fly 99% of the time in order to keep the main efficient.
-If the tell tale stalls you will effectively pull the bow to leeward and lose pointing.



Please note the sail numbers have been obscured to protect the guilty trimmer!



Jib Leech tell tale
is pointing toward
the upper shroud.
Jib Leech tell tale
is flowing.
This is fast!!

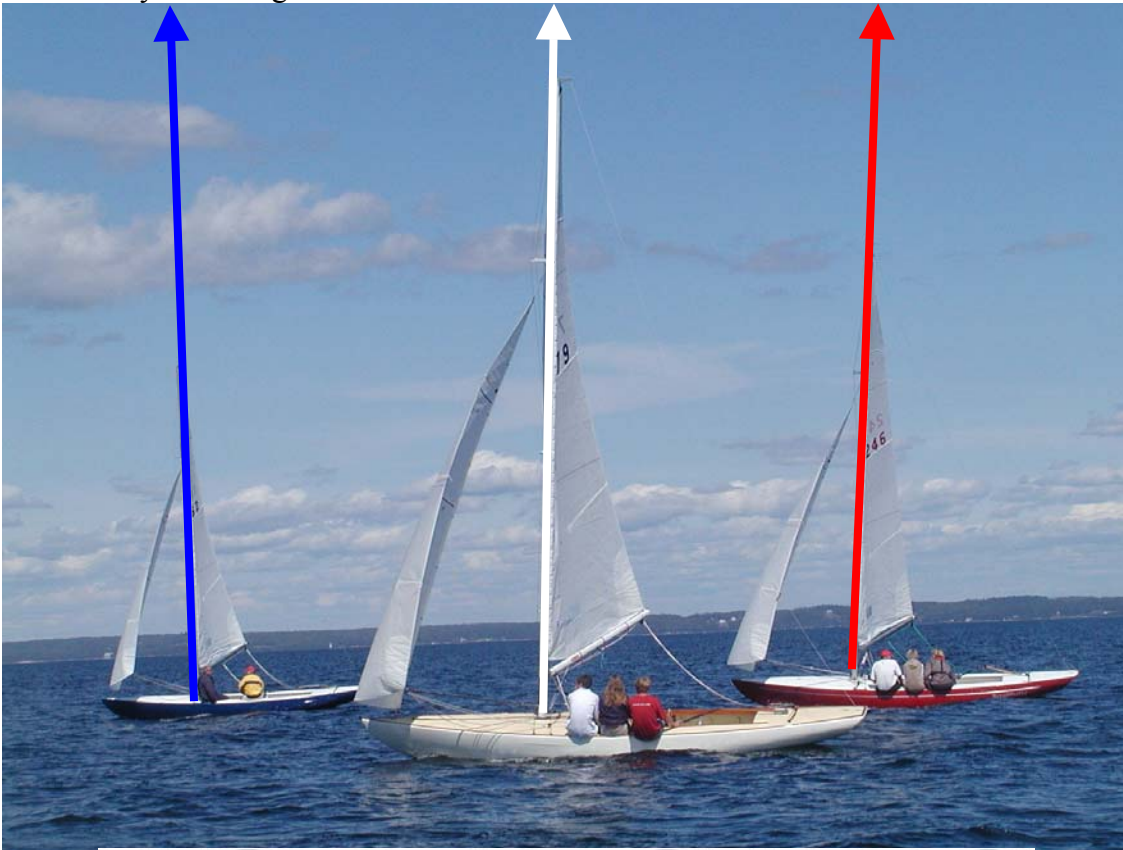
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Fast Running Techniques.

Blue is vertical. White has 5 degree aft rake. Red has 4 degree aft rake. Ideally, you would carry a few degrees of forward rake.



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-Mainsail should be maximally eased such that boom kisses the lee shroud.

-Jib tack should be raised to expose more sail area.

-Jib halyard pulled to nudge rig forward maximally.

-Vang is a critical adjustment going downwind. The last 20 cm of the top mainsail batten should be 3 degrees open (leeward) relative to the boom.

-Crew weight should move forward from the upwind position since there is much less apparent windspeed.

-Mainsail sliding tack should be pushed up to allow draft to move aft.



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Look Ma.....no hands! Sailing fast downwind.



-If the boat can be steered without the tiller you will create less drag and go faster. The rudder can create an enormous drag.

-If the crew leans toward the center line of the Bluenose, all together, the boat will head up.

-If the crew hikes, all together, the Bluenose will bear away.

-If that sounds too complicated, try being gentle with your grip on the tiller to minimize drag.

-Interestingly, the heel to windward is the same as a good upwind heel angle namely 16 degrees.

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Some random tips:

- *Use a Spectra soft backstay. Liberally coat it with McLube.
- *Calibrate your outhaul tension with a tape measure.
- *Whisker pole is allowed to be 7'9" max.
- *Have a set of really nice mast blocks that fit and stay in place.
- *Have the ability to rake forward.
- *Your headstay should be 21'9" long.
- *The jib should be about 8 cm off the deck-ideally it is adjustable up/down through a range of +/- 30 cm.
- *Try a JC strap.
- *If your main tack pops out of the mast lash it around the mast so it can float vertically.
- *Apply liberal McLube to your Spectra backstay.
- *A clean bottom is a must.
- *An empty boat is a must to keep it light.
- *Divide and conquer the jobs are usually broken down into: drive trim main and trim jib for optimum performance.
- *Have a blast!
- *Enjoy!
- *Tell stupid jokes!
- *And have a nice day!

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Bluenose Main MD-07 (prototype) in 12 knots true Windspeed.



Note: *Relative angle of superimposed Boom Line and superimposed stripe at Top Batten. They are almost parallel but not quite. This is 2 degrees open.

*Length of wrinkles emanating from the mast. They are approximately 1 meter.

Your main should look like this with light tension on backstay and mast blocked back at the deck in 12 knots.

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Does this look fast?



I hope you said, “No it looks slow.”

This is ultra slow when the Backstay hooks the Main Leech.

To prevent this from happening simply trim on 20 cm prior to tacking, tack and ease the mainsheet quickly to let the leech pop through the backstay. If you have trouble with this trick get a spectra soft Backstay and coat the spectra rope with McLube.

Good Luck from the Team at North Sails Atlantic!



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