SKEETA TUNING GUIDE

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This guide is to help you tune your Skeeta to get the best out of it.
For information on how to rig Skeeta, please refer to the Rigging Guide.

The standard rig setup for Skeeta gives you the very best ‘out of the box’ foiling performance that is simple and easy to use.
Once you have mastered the basic techniques of foiling and wish to improve your performance and even start racing, you may choose to tune the boat to suit your own personal sailing style and weight, by altering the rig settings.
Skeeta provides you with scope to do this within the rules, and you are encouraged to learn how to improve your sailing performance. This personalised tuning enables the heavier skippers to compete with lightweights and vice versa. Something not possible in some strict one design classes.

Before making any changes to the rig, such as altering the mast rake, spreader lengths, rig tension etc, please refer to this guide which is intended to provide you with an understanding of how these things work.

If you make changes and find they do not suit you, simply reset all the rigging to the factory default.

Be aware that if you change one setting, it usually affects several others, so be mindful of your changes and use this article as a guide.

Enjoy your foiling and your tuning!

Skeeta Watersports Pty Ltd

SKEETA RIG

The entire rig setup on Skeeta is quite different to conventional sailing dinghies.
The unique curved vang track provides very efficient, direct vertical tension on both the leach and luff, requiring just one control to adjust both, which greatly simplifies the sail controls.
This vang system eliminates forward boom loads on the mast which enables the mast to twist so that it can over-rotate freely and automatically each time you tack. This provides a highly efficient, low drag rig with controlled sideways bend and the high leach tension necessary for fast foiling.

The lightweight carbon mast has a bolt rope track, so the sail can be conveniently and safely hoisted and lowered on the water, unlike a pocket luff sail. The result is a very efficient, simple, practical, safe and fast rig, which is rather unique and has its own tuning method.

Lightweight skippers will want a flatter more reactive sail, and heavier sailors a more powerful rig. Experienced, aggressive sailors may benefit from increased rake as they heel the boat further to windward upwind.

MAST RAKE

It is important to understand what happens when you adjust the mast rake.

Raking the mast forward, reduces weather helm and makes it easier to tack and gybe, but also moves the centre of effort forward which puts more pressure towards the bow of the boat, putting more load through the foiling system.

Raking the mast back (Increasing the mast rake) will allow you to foil with more windward heel and may increase your speed in stronger winds, but this requires lots of skill as your body is very close to the water.
Too much mast rake will make it more difficult to get under the boom, increase weather helm and making it difficult to tack and gybe.

After you adjust the stay adjusters, be sure to only have light tension on the forestay

Please note, if you are altering the mast rake, both the vang and mainsheet bridle distances alter, so they need to be checked and adjusted by either lengthening or shortening to retain proper control of the mainsheet and range of the vang.

Mast Raked Forward

- Decreases weather helm
- moves centre of effort forward
- More load on Main lifting foil and foiling system
- Lengthens vang
- Lengthens bridle

Mast Raked Aft

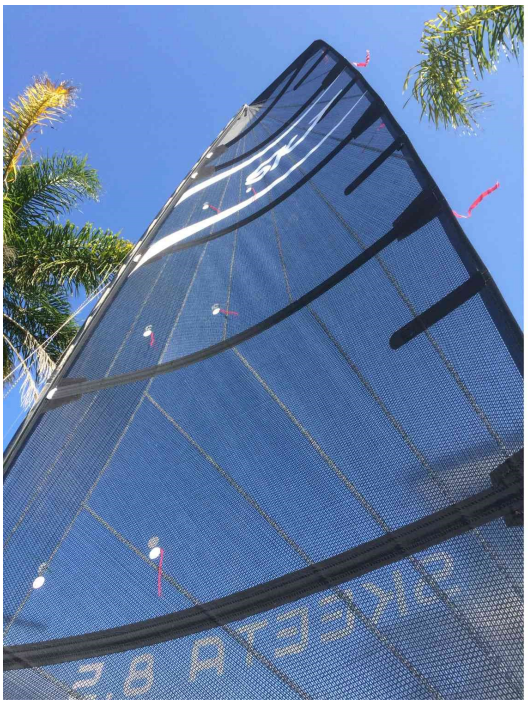
- Increases weather helm
- Moves centre of effort aft
- Less load on Main lifting foil and foiling system
- Shortens vang
- Shortens bridle
- Lowers boom

VANG

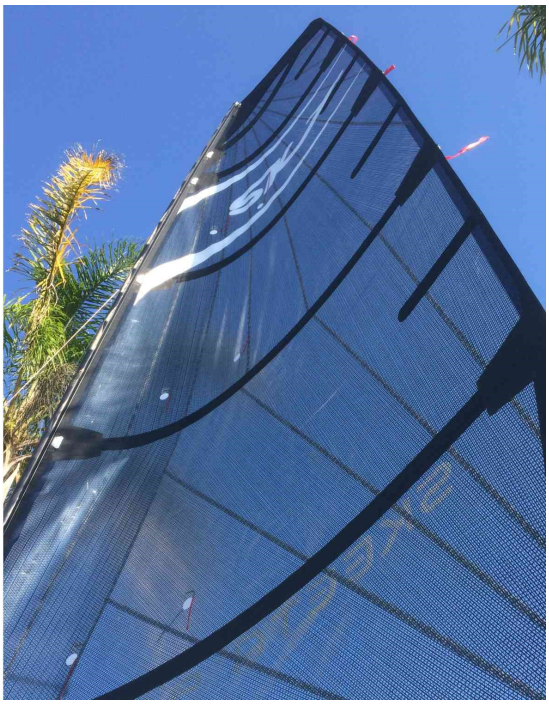
The vang is the most important rig power control. It should be set so that it can be pulled on very hard if required, completely flattening the sail for strong winds.

When the vang is first attached with the rope eased, the boom is quite high and the sail is very full. As the vang is pulled on the boom moves down and whole sail is flattened.

If you wish to shorten the vang to make it flatten the sail more, just adjust the vang cord length at the pulley as shown.



Vang on full with tight leech



Vang off with loose leech

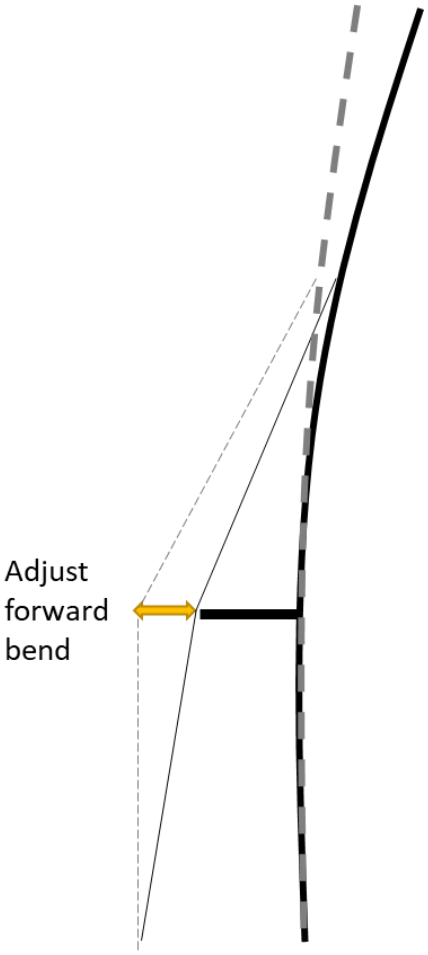
The vang must be set up so that the sail can be fully flattened before it runs out of range and the blocks come together. It is important to understand that each time you change settings such as mast rake, the vang will need to be readjusted, so that you get the full range of control. Most importantly, you need to be able to flatten the sail entirely, by pulling the vang tension on.

If the vang is too loose, the sail will remain full and twisted upwind. The boat will lack power, it will be slow, it will not point as high and you will find that you are falling in to windward when foiling.

SPREADERS

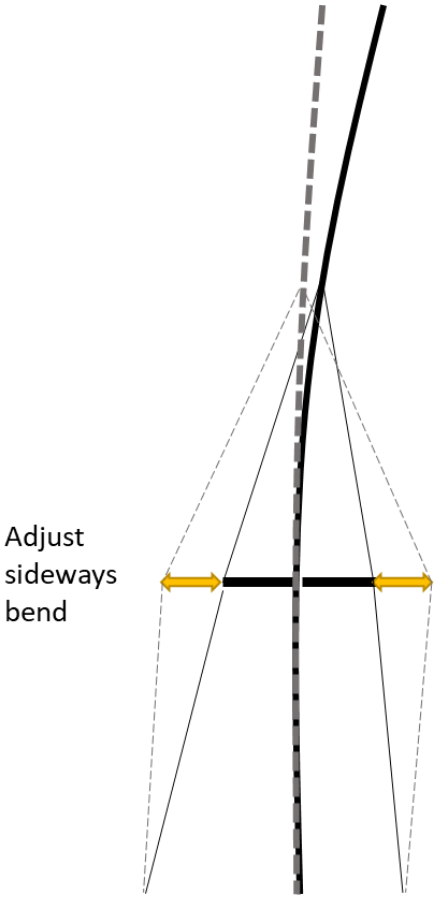
There are three adjustable spreader arms fitted to the spreader system on the mast.
Without these, the mast bends a lot in the middle which causes the sail to become very flat, the leach lays off and the sail lacks power. None of which is good for foiling.

While the standard settings are good to begin with, you can adjust them to give you better performance to suit your body weight.



If you are heavier or wish to have more power, you can lengthen the front arm. This pushes the mast backwards in the middle and straightens the bottom section of the mast which deepens the lower sections of the sail, holding the lower leach tighter.

Alternatively, to reduce power in the rig for lighter skippers and in heavy winds you can reduce the forward arm length.



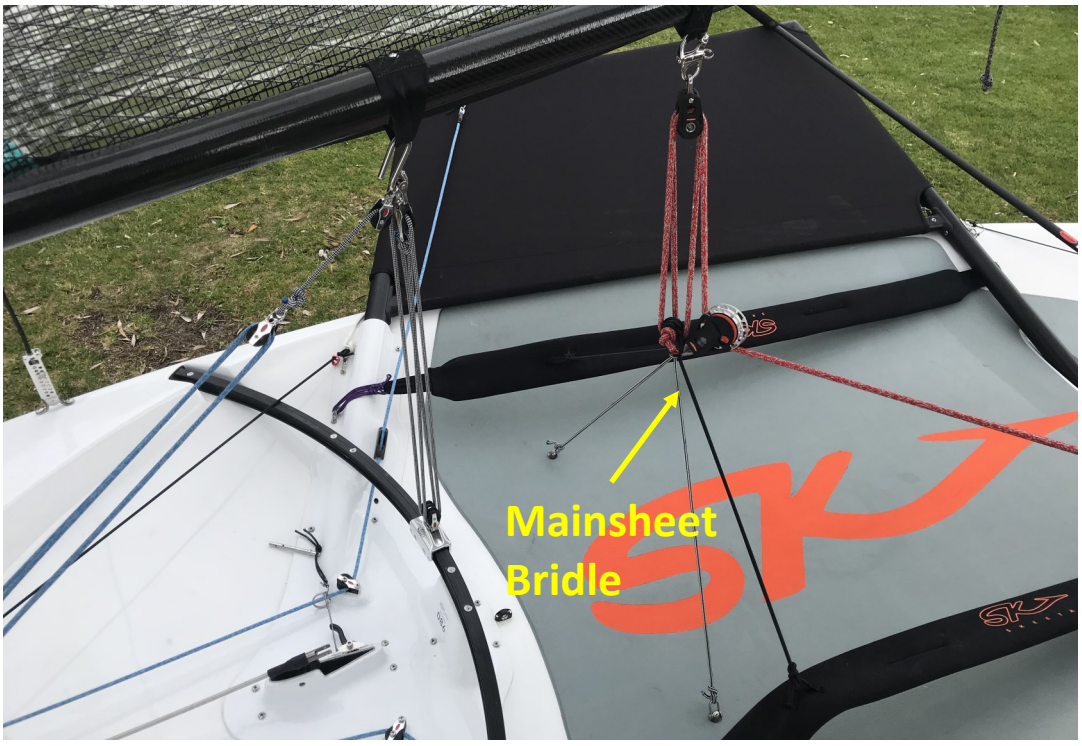
The two side arms control the sideways bend of the mast.
Too much sideways bend reduces power in the rig, making the boat easier to sail, but slower.
Too stiff sideways will make the boat harder to hold upright, you will have to use a lot more mainsheet adjustment to keep balanced and sailing fast.

It is recommended that you experiment with spreader settings to find the best setup for your weight and sailing style. Some people prefer to sail low and fast, while others like to sail high and a little slower.
Typically, if you like to hike hard and sail heeled well to windward, then perhaps a more powerful sail is needed, which can be achieved by lengthening both the forward and side arms.

MAINSHEET BRIDLE

The bridle holding the mainsheet pulleys needs careful setting up so that you are sheeting almost horizontal just about block to block at the centre at full vang tension. If not, you will find it the mainsheet harder to hold and pull on.

Each time you change the rig rake and vang tension, you should make sure the bridle is close to optimum length.



OUTHAUL

The sail outhaul is normally set for the wind conditions either on shore or on the water. For most purposes, the outhaul should be left alone on all angles of sailing.

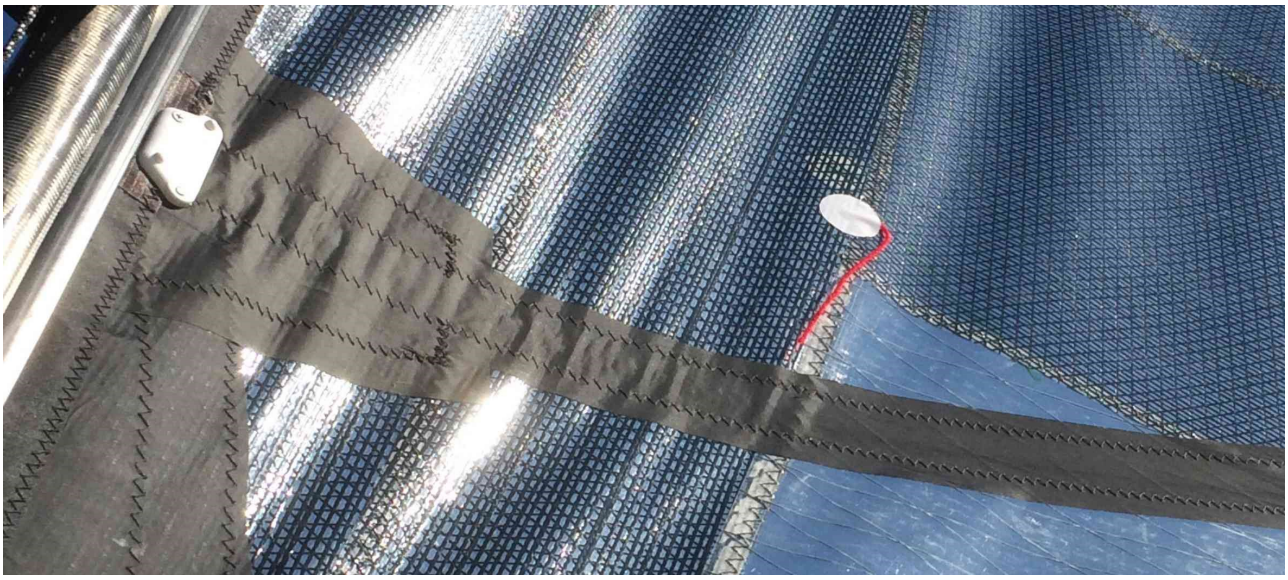
In light air, the sail can be quite full to help with early take off.

In moderate and stronger winds the sail needs to be relatively flat for good performance.

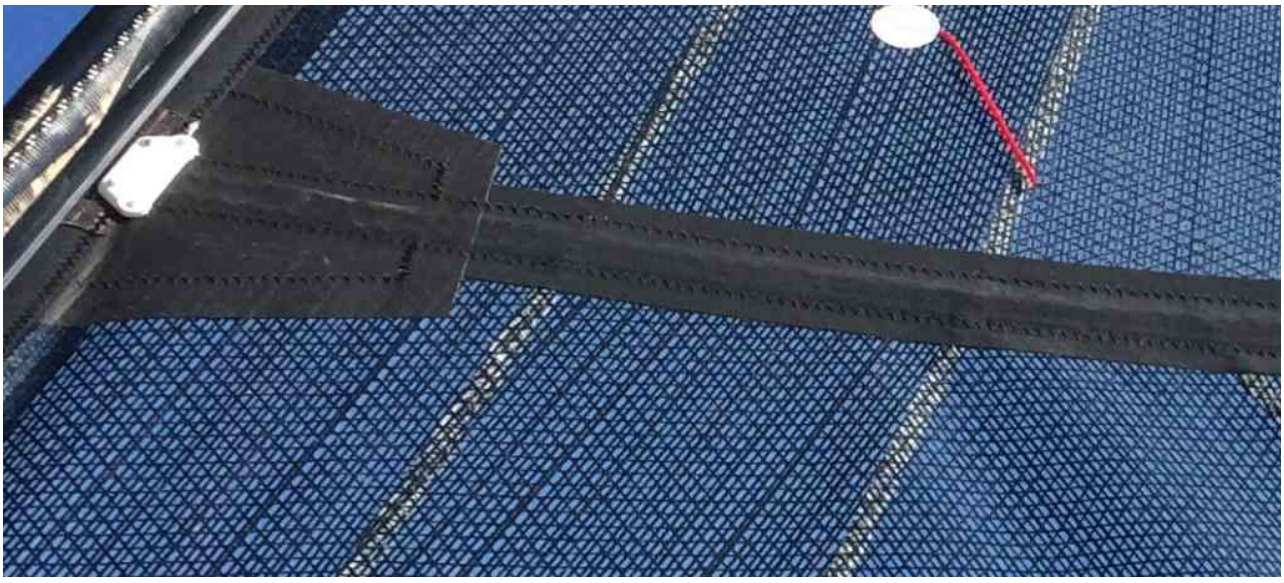
BATTEN TENSION

The sail comes with battens inserted, but not tightened.
Use the allen key or screwdriver to tension up the battens before hoisting the sail.
To achieve correct batten tension, wind the screw in to tighten the batten tension until the crinkles in the batten pocket just disappear.

From there, it is a matter of fine tuning for different weather conditions.
Typically, in more wind, slightly loosen off the battens.
In lighter winds, tighten the battens slightly.



Batten loose and needs tightening



Batten after tightening

We reserve the right to make further changes and modifications to our products or corresponding documents at any time to maintain the functionality, value, and quality of the product.

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