



NORFOLK DINGHY TUNING GUIDE

☺☺ This is produced for guide purposes only and will not guarantee victory!!!!!!!!!! ☺☺

Mast Rake: 15' 10½" This measurement is when the main halyard is in full hoist position. Measurement is taken straight line, to top back edge of transom.

Other measurements to check whilst halyard is in this position are;

- a) To top of tabernacle 12' 3"
- b) To top of mast thwart 12' 7"
- c) To base of tabernacle 14' ¾"

Jib Fairlead Position.

Note: These measurements are taken when Jib is in the normal hoist position.

Jib attachment point to Jib fairlead to bearing point 6' ¾"

Length of Gaff.

Overall length should be approximately 13' 0" (back of mast to tip)

Lacing hole in outer end of gaff approximately 2" from end.

Length of boom

Overall length of boom from back of the mast is 12' 2".

Outer lacing hole approximately 4" in from end of boom.

TELL TALES

Headsails

As standard, three tell tales should be fitted just back from the luff and be approximately 4 inches long positioned to clear the luff tabling and any seams.

The idea of the tell tales is, if used properly, they will tell you when you are on a lift and when you are on a header. When all three sets of tell tales fly parallel the boat is being sailed to its maximum potential.

When sailing upwind, if the windward tell tales lift, bear away if the leeward tell tales lift point up.

When sailing off the wind if the windward tell tales lift pull the sail in and if the leeward ones lift ease the sail out.

When setting the Headsail up on your boat there are some basic guide lines to follow. The first is fairlead position. Unfortunately on the Norfolk the fairlead position is fixed so it is important that halyard and luff tension are taken into consideration.

The Norfolk Headsail has an adjustable luff and should be set for different conditions. The luff should be eased in light airs and pulled tight for heavier conditions. This can be checked with the boat sailing close hauled. The ideal situation is when the luff tabling is slack enough so that a small amount of horizontal creases up the luff are visible. This can then be tightened very slightly to remove if it makes you happier!

If the luff is pulled too tight over the wire, the tack corner tends to be very stiff and does not give a smooth entry as well as pulling the fullness out of the sail.