



505 Tuning and Setup Guide 2021

Wind Speed	0-4 knots	4-8 knots	8-12	12-15	15-20	20-25	25+
Mast Rake	7850	7850	7780	7730	7680	7630	7580
Shroud Tension	26	30	32	30	30	30	30
Shroud Track	2640	2610	2550	2550	2550	2490	2490
Strut	- 40mm	- 20mm	- 10mm	0	+ 2-3cm	+ 3cm	+3cm
Jib Sheet barber out	600	500	500	500-600	600+	600+	600+
Jib Luff	Creases	Creases	Remove creases	Tension	Tension	Tension	Tension
Kicker	None	Slack out	Tension to tight	Control twist	Control Twist	Easing	Easing
Outhaul	Tight	-20mm	-10mm	Tight	Max	Max	Max
Cunningham	No	No	Remove creases in luff	Can be used in gusts	Yes	Lots	Lots
Centreboard	Fwd 10 deg	Vertical	Vertical	Vertical	Raise 5cm	Raise 5cm	Raise 10cm

Setup Guide

Setting based on the Selden Alto or Superspar M2 rigs.

Spreader deflection 145mm. Spreader length 400-410mm set as per the photos below.

Mast foot 3060mm from transom.



Measure spreader deflection by tensioning a string between the shrouds at the spreader and then measuring from the back of the mast track to the string.



Hoist halyard and measure off at 6420mm at the top of the gooseneck. Then measure to lower edge of transom on the outside of the boat.

Where to start?

Use the 7850mm rake setting as the base position. Detach the strut from the mast for the initial setup so it cannot interfere with the mast bend. Rake is measured by hoisting to the black band and then measuring to the underside centre of the outside of the transom, images below.

Set the shroud position so the centre of the base of the shroud purchase on the car is 2610mm from the aft edge of the deck. With the rake set and given shroud tension and car position the mast should have 10mm pre-bend). You may need to adjust the spreader deflection slightly to achieve the 10mm pre-bend intended. Attach the strut at this point and calibrate the car at this point as the neutral position. With this base position set you can then work through and calibrate the rest of these settings.

Additional notes

Shroud Tension – These numbers are a guide, put simply aim for the shrouds to be just tight Therefore use more for a bigger crew and less for a lighter crew, the aim is that the shrouds are tight enough to hold the mast in column but more tension is not necessary. The only time we deviate from this rule is in 8-12 knots when we want the jib luff to be as firm as possible.

Strut – This is the most powerful tool in terms of adjusting the shape of the mast. Small adjustments can make quite a big difference. Again the numbers above are a guide, with a bigger crew more strut can be used to stop the rig bending under compression. Our strut is not built in to the rake to move automatically, it depends on your belief in set up but if it is linked the strut moves to maintain the mast bend, we aren't looking for this and our range of movement through 12-30knots is far less than if it was linked.

Kicker – The Hyde main comes with a tell tale in the upper 3rd of the sail, this is a handy fast guide for whether you can take more kicker or have too much. If the windward tell tale is lifting you can use more kicker (or strut), if it is stalled then ease the kicker.

On the water

Moving between setting can be challenging so it is worth practicing. We have generally found it is better to focus on key elements over believing it is critical that the setup has to be exact to the guide. For example if raking because the wind has increased the key element is letting the forestay go so getting this done to accelerate the boat is key, moving the strut, shroud base and tensioning the shroud can be done later. Better to do one string then focus again before doing the next one than sailing badly for a minute to do it all in one go. Also for changing conditions we would use just the forestay and jib fairlead to mode change rather than going through whole settings when there is a fair chance you will be moving it all back a minute later.

The point is while there are ideal settings, it is about adaptability and not getting consumed in constantly changing the rig.

- If you are under powered rake up.
- If the main is beyond the inside of the tank constantly, rake back.
- As a crew, dictate the barber height so the tell tales break together.
- If you are continually eased on jib to keep the leech tell tale flying then you need to track the barber outboard.
- If you have a starvation crease from the clew to the mast increase the strut until the creases disappear.

Any questions on how to get the best out of your Hyde Sails please ask, we are always happy to help.