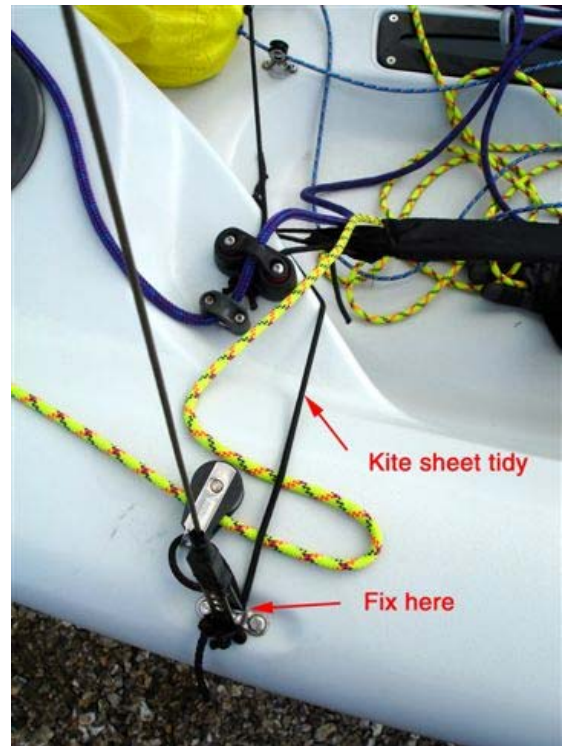
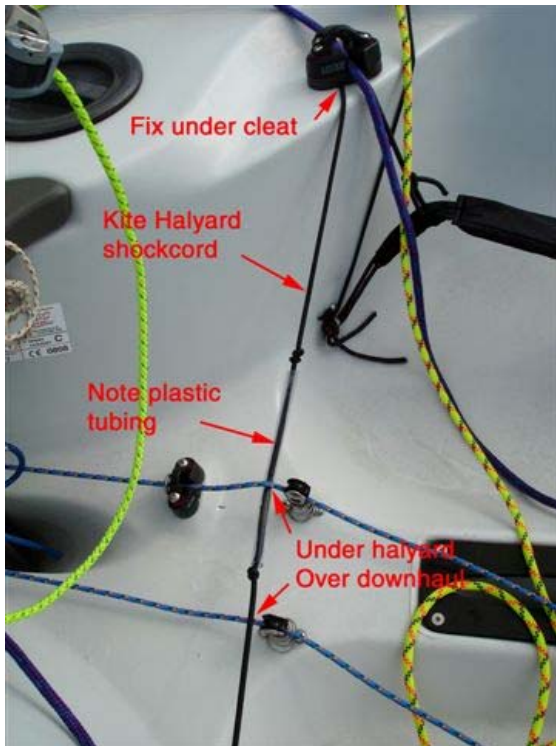


Feva Tuning and setup

January 2006

1) **Shockcord to stop kite-halyard from cleating when dropping the kite.** There are 2 grooves under the jib cleats – move the elastic holding up the toes straps to the back groove, and fit a piece of shockcord between them as in the photo – go under the kite uphaul between cleat and block, and over the kite downhaul. Get a piece of plastic tubing 150mm long, and tie it centrally to the uphaul. This will stop the shockcord chafing on the halyard



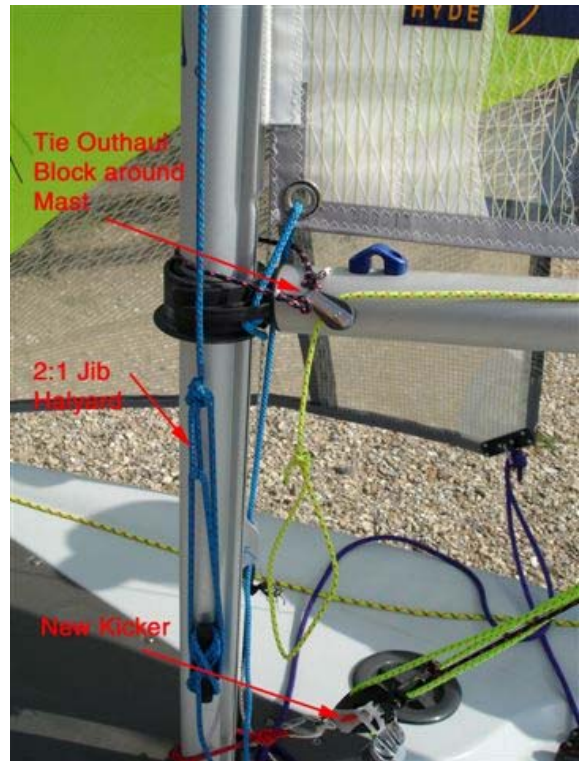
2) **Kite sheet tidy.** Tie a piece of elastic from the shroud U-bolt to the toestraps fixing. The kite sheets can then be retained as shown in the photo, rather than trailing out in the water.

3) Adjustable bridle

Unless you are very good working with fids and spectra, get your chandlery to make these up for you, attached to the mainsheet block. Or buy the complete set from LDC. Cut two pieces of dynema 1000mm length, then make a large loop splice in one end as show below, with the block in the loop.

4) 2:1 purchase for jib halyard

The good news is no new parts here! Just tie a loop in the halyard, and use that loop to get more purchase.

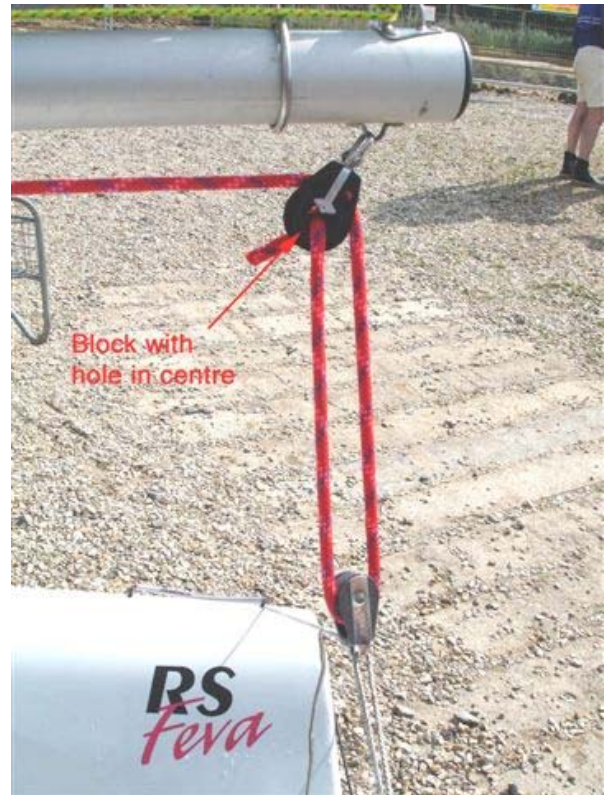


5) Adjustable outhaul

Get rid of the elastic and tie the front end as shown above. Note also the outhaul block is tied around the mast. If it is tied to the blue plastic block on the boom you can pull the boom off the mast at the wrong moment! This will make it much easier to adjust whilst racing.

6) Gybing strop

Make gybing in strong winds easier by using a strop. Tie it under the front mainsheet block on the boom, and whip on a plastic ring to the other end. It will not get in the way whilst upwind sailing if it is used like this. To gybe, pull on the strop at the right moment, rather than the mainsheet.



7) **2:1 mainsheet** . Note that the mainsheet is put through the block and tied off with a stopper knot. If the wind goes light it is a easy matter to untie the knot, unfeed it from the block and retie the stopper knot. The mainsheet is then 1:1. You will need a new block (Eg Holt-Allen HAL040) and a longer mainsheet (8.0 Metres).

8) Adjustable kicker

The original ones supplied with the boat are hard to adjust whilst sailing. Available from most chandlery shops or as a complete system from LDC (Part #FEVMRK currently £49.95).

9) Jib Tack- tight as possible to the metal bracket.

Get the tack as low down as possible. This will allow the slot to be at its most open – essential for light wind.



10) Jibcloth tension

This works rather like a jib Cunningham. It shouldn't be necessary really to adjust for different conditions, but the chances are that the tension is too tight when you get a new jib. Check this by making sure there are no vertical creases up the jib luff – they are easier to feel than to see. A few horizontal creases will do no harm. If in doubt, better to sail with it too slack than too tight. Adjust it by altering the lacing on the top of the jib, where the material is attached to the luff-rope.

11) Jibsheet arrangement

A personal choice this. If you have the knots at the clew of the jib, there will be fewer knots in the cockpit and therefore less rope tangles. The opposite argument is that you have less weight on the jib clew if you tie the sheets to the jib in the middle. We prefer the first choice!

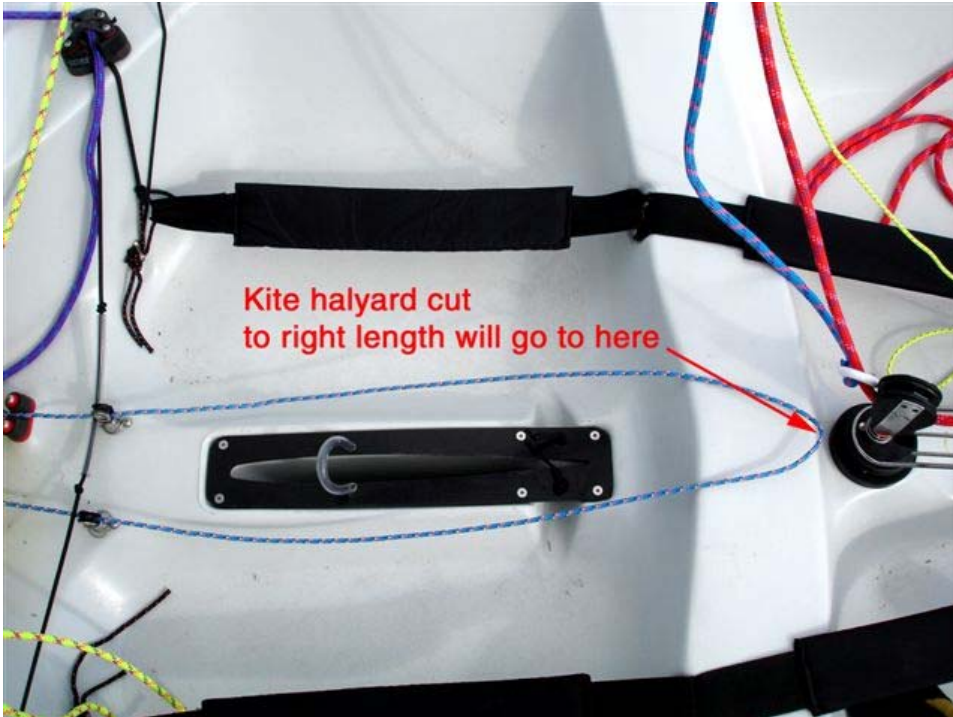
12) Kitesheets.

Same argument as 10. Again we prefer less tangles! If the wind is really light, and going to stay light, get some lightweight sheets – same rope as the spinnaker halyard for example.

13) Length of spinnaker halyard. Some boats were supplied with overlength halyards. Well, better than too short I suppose. Make sure yours is the right length as follows:

- i) Tie the downhaul to the kite with a large loop (100mm). This will make it to drop in the chute more easily.
- ii) Rig the kite on the boat and pull it into its stowage position in the chute.
- iii) The halyard should stretch back to over the middle of the thwart.

If it is too long, cut it to size to reduce the amount of rope in the cockpit. Less rope = less tangling.



14) Taping Up

Now for preventing snagging. Make sure by taping up all fittings to prevent ropes getting caught at the wrong moment. There is nothing worse than going round the top mark in the lead, then being unable to launch the kite because it is snagged under the jib.



15) Hatches – do they leak?

This is not fast, especially after a capsized. Some boats earlier than #750 were fixed with roundhead screws, and these hold the hatch away from the fitting so letting in water. Take them out, countersink the holes in the hatches, and replace with countersunk screws.

