



# North Sails Beneteau 36.7 Tuning Matrix



## Base (all purpose setting)

## pre-tune starting point

Wind Speed in knots true	4-8		# of turns	8-12		# of turns	12-16		# of turns	16-22		# of turns	22+	
	Starboard	Port		Starboard	Port		Starboard	Port		Starboard	Port		Starboard	Port
<b>Uppers "V"</b> (turnbuckle gap, mm)			1.5			1.5			2			2		
<b>Lowere "D1"</b> (turnbuckle gap mm)			1.5			1.5			2			2		
<b>Uppers</b> (Loos RT-11 Rod Gauge)	31	31	1.5	34	34	1.5	37	37	2	42	42	2	46	46
<b>Lowere</b> (Loos RT-11 Rod Gauge)	loose	loose	1.5	loose	loose	1.5	1	1	2	10	10	2	20	20
<b>**Headstay arc</b> , meters	2.13		0	2.13		3	2.12		6	2.1		7	2.084	
headstay turnbuckle <b>gap</b> , mm			0			3			6			7		

**Intermediates "D2"** With "pre-tune starting point" tension on Vs and D1s, tighten D2s hand tight plus 3 turns. Then fine tune under sail to achieve desired side bend. (See **side bend** below) Once D2's are set they should not need to be adjusted again.

### Mast Butt J

26 cm from bulkhead to front of mast = 1 hole aft of max fwd.  
3.98 m. this is a fixed dimension with the collar, but should be checked.

\*\*\*Pre Bend at dock with no backstay

25mm

15mm

5mm

\*\*\*\*Side Bend mid mast relative to top 40mm sag to leeward

20mm sag to leeward

straight

straight

5 mm windward.

**Head Sails** Genoa & 2S

Genoa & 2S

Genoa & 2S

transitioning to jib and 4S

jib & 4S

**Vang** upwind setting

loose

loose

remove slack

tight

very tight

\* \* Colored data boxes are specific to your boat. Begin with the "pre-tune starting" Loose gauge tensions. Then turn the turnbuckle the number of turns suggested to arrive at each wind speed setting. In the spaces provided record the gaps with a metric ruler or calipers between the threaded studs inside the turnbuckles at each wind speed setting. Recorded gap distances will help you to quickly recalibrate if you loose track or if someone accidentally turns a turnbuckle the wrong way.

\*\* Arc measurement - pull Genoa halyard to the top of the black band @ the gooseneck. Swing the halyard out to the headstay and make a mark. Measure down from the mark to the deck at the headstay intersection.

\*\*\* Pre-bend is the fore and aft bend without the backstay tensioned. Main halyard can be pulled tight to gooseneck to visually estimate bend offsets.

\*\*\*\* Mast Side Bend should be a smooth consistent curve, or dead straight. D2's can be adjusted to achieve consistency. Side bend can only be calibrated with both main and headsail up, while sailing upwind with crew in appropriate position, and with all other sail controls set optimally, including backstay. Side bend is best viewed from below the boom near the gooseneck. Use the flat windward surface of the boom as a straight edge to help judge mast side bend.