



Melges 24 Tuning Guide

Tuning the Rig

Tie the main halyard to a 50-foot tape measure with a figure eight knot through the tape end. Raise the halyard all the way until it is two-blocked. Measure to the intersection of the hull and the bottom edge of the transom. This measurement is 36' 6 1/2". Adjust the length of the jib halyard using the turnbuckle or the Hyfield lever. There needs to be some rig tension when the rake is measured. Set the shrouds on the base setting.

In under 7 knots with crew in the boat, pull the rake forward to 36' 8" -- remember to loosen the shrouds 6 turns on the uppers and 3 turns on the lowers to keep the same rig tension.

To center the rig in the boat, measure down from the masthead to the chain plates on both sides of the boat. Tighten or loosen the upper shrouds until this number is the same on both sides. Tighten the lower shrouds until the middle of the mast is in column with the top of the mast.

Set the rig up for the base set up: The base set up is for 7 to 11 knots. Rig tension is measured with the numbers on the Loos Model B and (PT-2) tension gauge. The goal for rig tuning is to have 1/2" to 1" of leeward "mid mast" sag in light air to power up the mainsail. In medium air, the tighter rig keeps the mast straighter side-to-side and gives more control over headstay sag. In heavy air, a very tight rig allows the backstay and the vang to be pulled on hard to maximize headstay tension.

Remember: This guide is based on the Ronstan calibrated turnbuckles "old" forestay system.

Base Setting: 8 to 11 knots

Upper Shrouds: 20 (16)

Lower Shrouds: Tighten the lowers to 18 (15) on the gauge, center the middle of the mast by sighting, then loosen 15 turns -- this is base. When sailing upwind with the mainsail trimmed and the crew on the rail, the lowers should be just tight enough to allow 1/2" to 1" of leeward mast sag between the black band and the hounds when sighting up the mast track.

Super Light Air: 0 to 6 knots

Remember to change rake to 36'8" (if you don't have the fast pin, experiment with how many turns on the forestay this takes)

Upper Shrouds: Loosen 12 full turns from base

Lower Shrouds: Loosen 6 full turns from base

Light Air: 7 knots

*Base rake from here on out

Upper Shrouds: Loosen 6 full turns from base

Lower Shrouds: Loosen 3 full turns from base

Light-Moderate Air: 8-11 Knots

*See Base settings above

Upper Shrouds: No turns

Lower Shrouds: No turns

Moderate Air: 12 to 15 knots

Upper Shrouds: Tighten 6-12 full turns from base

Lower Shrouds: Tighten 3-6 full turns from base

Heavy Air: 16 to 19 knots

Upper Shrouds: Tighten 18-24 full turns from base

Lower Shrouds: Tighten 9-24 full turns from base

Extreme Air: 20+ knots

Upper Shrouds: Tighten 27 full turns from base

Lower Shrouds: Tighten 27 full turns from base

A good rule of thumb is to wind the caps on or off twice as much as the lowers until conditions warrant the main luffing, then bring up the lowers up to match the uppers. This straightens the mast, tightens the head stay, and lets you carry more backstay. Usually this change goes as follows: 18 over 9, 18 over 18, then to 21 over 21. Generally we try to change in 3 full turn increments.