



NEILPRYDESAILS

INTERNATIONAL DESIGN AND TECHNICAL OFFICE

Headsail Tuning Guide for the Beneteau 311

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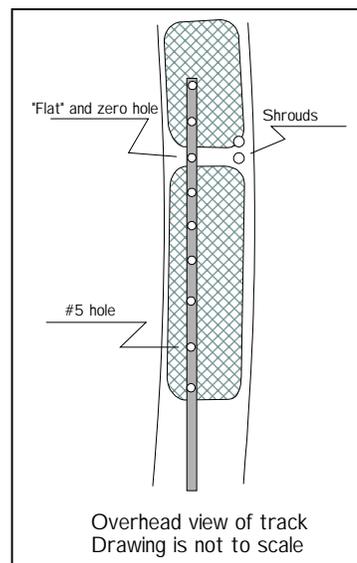
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The Beneteau Oceanis 311 built in the USA and supplied with Neil Pryde Sails is equipped with a 116% non-overlapping headsail. As such the sail sheets inside of the shroud base, allowing very good sheeting angles for all-around performance. As the sail is relatively high aspect (tall and not very wide) the headsail jib lead position is critical to good performance and does not take much in terms of adjustment for different settings.

The basic guide below will help you achieve proper upwind sailing genoa trim.

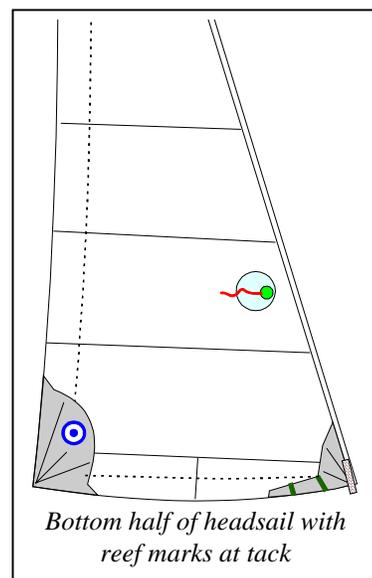
There are several points to consider:

- There is a ‘flat’ (no nonskid) on the deck at the shroud base. This flat runs perpendicular to the centerline of the boat. This is going to be our ‘zero’ point for positioning the Genoa lead car.
- The front of the car has a lever that is lifted up to disengage the pin that holds the car in place. When moving the car, always move the ‘lazy’ sheet, so that there is not any load on the jib sheet or car when making adjustments. Lift the pin and slide the car forward or aft. Note: this lever and pin should always face forward, never aft.
- There are evenly spaced holes on the genoa track (fore and aft) that the adjustment pin of the car will lock into place.
- At the ‘flat’ you will find an adjustment hole in the track. This hole is our zero adjustment location.



LEAD POSTION:

1. When your genoa is completely unfurled for sailing, the pin of the genoa car should be in five (5) holes aft of the ‘flat’ on the deck. This will be your ‘all-purpose’ lead position. (Note: standard hole spacing is at 3inch centers. So the fifth hole would be app 15 inches aft of the shroud base. This is important because some nonskid layouts are a bit different than illustrated)
 - This will be appropriate for wind strengths of 7-12 knots true wind.
 - In fewer than 7 knots of true wind move the lead position forward one hole. (#4 hole aft of flat) This will make the genoa more powerful for light air sailing.
2. With the genoa furled to the first ‘reefing’ mark just aft of the tack of the sail, the lead car should be moved forward to the number three (3) hole.
3. With the genoa furled to the second ‘reefing’ mark just aft of the first mark, the lead car should be moved forward to the number zero (0) hole.



We suggest marking these holes with a marker or number, so that each time you go to furl the genoa, you can pre-set the lead position saving you time in determining the proper locations.

Sheet Tension:

In all three settings listed above, the genoa should be sheeted so that there is sufficient tension on the sail to bring the leech inboard at the spreader about 1/4 of the distance of the spreader. This is true on all three settings, however in the reefed positions the leech will have moved further forward of the spreader making it a bit more difficult to visualize.

