

# HIGHLY TUNED

**TUNING**

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Main photos GUY CRIBB INTUITION & KACPER RUDZINSKI

"This is the last Guy Cribb INTuition technique feature on tuning your gear. Guy, a multi-time British Champion windsurfer has masses of experience working on research and development so if you are new to this series in Windsurf Magazine, it's been incredibly in depth but presented in laymans terms with the words of wisdom from the world's leading windsurfing coach and Windsurf Mag's technique guru. If you've missed any features they're all at [guycribb.com](http://guycribb.com) available for download. This month we summarise the series- rip this out and keep it with your windsurf gear!"

**TUNING**

There's two main aspects of tuning - rigging up on the beach, then the fine tuning on the water.

**On the beach** you can accurately tune your downhaul, harness line position and even length, batten tension, footstrap position and size.

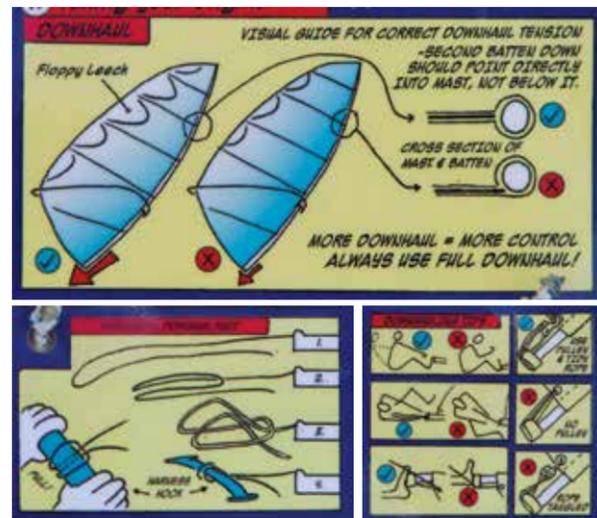
**On the water** you retune your outhaul tension, harness, boom height and mast track.

# GUY CRIBB INTUITION

## GENERAL RIGGING

Always rig up with the right hand side of the sail facing up- almost all brands' mast extensions and booms are designed to be rigged up on the right side, and if you try fixing them on the left side they are frustratingly fiddly. Severne is one of very few exceptions so if using their extensions or booms, rig them left side up. Apply full downhaul first, then attach the boom.

## DOWNHAUL



## FREERIDING

For all freeriders using five to six batten sails (but not wave sailing, freestyling or racing) pull the downhaul on until the second batten down from the top is pointing directly into the middle of the mast.

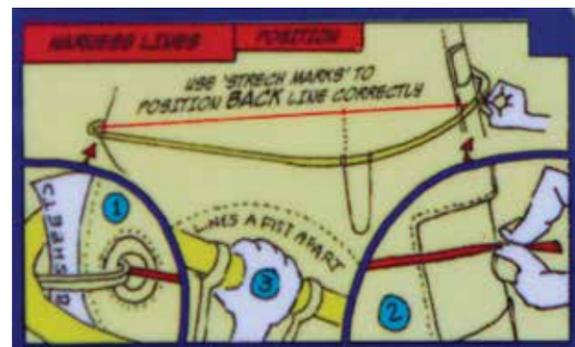
The battens immediately either side of the boom cut-out should never be 'overtaking' the mast/protruding in front of it. Since these are so visible when pulling on the downhaul, watch them recede behind the mast to know you are getting close to correct downhaul tension.

Wave sailors and freestylers may use fractionally less downhaul for very specific needs, and racers will use more.

It should be noted that using less downhaul does not necessarily increase power into the sail - it does decrease control and this is often mistaken for an increase in power.

Refer to 'Control Freak' feature in Windsurf's August 2012 issue for much more info!

## HARNESS LINE POSITION



Set the lines with a Cribb Sheet. This position ensures the rig is in line with the centre line of the board for maximum efficiency and that when overpowered the rig is weightless in the hands.

This position is the core set up of professional windsurfing that ensures your fastest progression and smoothest but fastest ride.

Refer to 'Crunch Time' feature in the July 2013

## HARNESS LINE LENGTH

The longer your harness lines are the lower you can get, and the lower you can get the heavier you are (at least that's what the sail thinks) improving your control and speed. Also longer lines allow you to hook in and out smoother - great news for learning to carve gybe, freestyle or wave sail. Longer lines even allow you to get the rig further forwards for improved early planing, which is why all the worlds best windsurfers use 28-34" lines. The recommended length for wave sailors, racers and freestylers is 30-34 and freeriders 28-32" depending how good your stance is - and it should be noted that lots of freeriders have a very old style of stance that makes using long lines more difficult.

The key to using longer lines is to wear your harness hook very low and push your ass out, since pushing your ass out distances the hook from the boom, increasing tension into the lines - quite the opposite of what you were taught to do as a beginner when you had to lean your shoulders out. Leaning your shoulders out brings your hook closer to the boom, decreasing tension in the lines and putting the tension into your arms instead ... Long lines need a low hook.

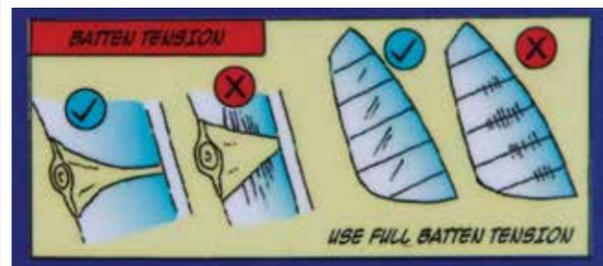
## HARNESS HOOK HEIGHT



Your harness should be worn tightly on your pelvis with the hook well beneath your belly button - and this is where it should stay. Always tighten your harness straps up once you have got them wet, usually before your first blast. Always keep pushing your harness lower down after every waterstart as it will have slid up if you fall in. Keeping your harness low is the most significant tuning tip you can apply to improve your early planing.

Refer to 'Handbrake' feature in the July 2012 issue.

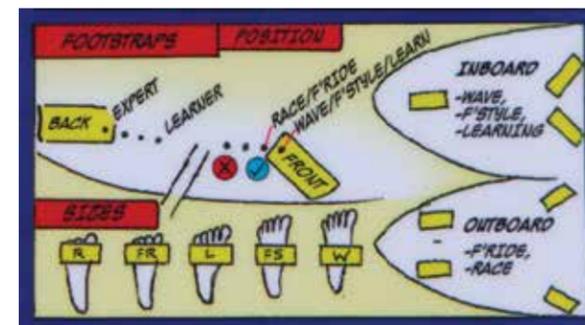
## BATTEN TENSION



Correct batten tension stabilises the sail and increases power and control as and when you need it. Can't live without it!  
Bottom third of sail = full batten tension  
Top third minimal tension (no wrinkles but very little pressure)  
Middle third progressively less from lower to higher

Refer to 'Skin Tight' feature in the March 2013 issue.

## FOOTSTRAP POSITION



Outboard straps are better for flat water blasting and improving general skills once you are comfortable in both footstraps. Outboard footstraps give you more control if you're primarily just blasting back and forth so don't hang around once you've mastered footstraps, get them out board!  
Inboard straps are for if you are learning to use straps, or for wave or freestyling.

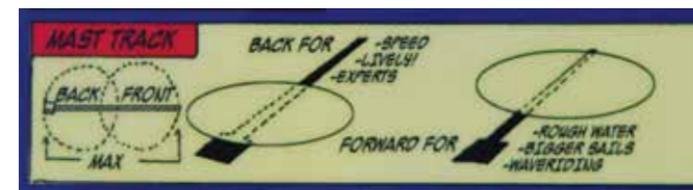
Refer to 'In and Out' feature in the April 2013 issue.

## FOOTSTRAP SIZE

Wave and Freestyling require very large straps in the inboard position. Speed and slalom straps need to be as tight as possible in the outboard position. The flatter the water - the tighter the footstraps can be. Intermediates learning how to use footstraps should position them inboard and wear them as loose as your flip flops- so you can clearly see all your toes through them. Freeriders already in foot straps should use them outboard with all your toes just poking through, or even tighter in flatter water.

Refer to 'Size Isnt Everything' feature in the May 2013 issue.

## MAST TRACK

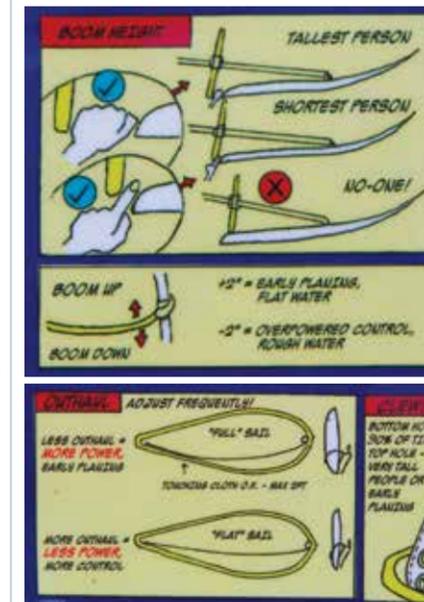


Whilst I'm rigging up where ever I am in the world I'm checking the conditions on the water to help me best judge where to position my mast track before going afloat- in simple terms if its choppy water the mast track is going in the front half, if it's flat water its going to be in the back half.

Once I am afloat I will fine tune it.

If I need more control I would move it forwards, if I wanted the board to feel livelier I would move it back. The sea state is the biggest deciding factor for this. The rougher the water the further forwards it goes. But it is also dependant on what I am aiming to achieve - if I want more control entering my gybes or wave rides, I would move it forwards, but if I wanted my board to ride on the fin or pop better for chop hops, I would move it back to make it livelier. Starting with it in the middle is good advise, but you must experiment with moving it around- the difference can be astounding.

## BOOM HEIGHT



When you put the boom higher it takes the weight off your front foot and increases weight onto the mast foot instead, which is great for early planing. Raising the boom also has the dramatic effect of decreasing outhaul tension too - making the sail more powerful - giving you this 'double shot' of early planing. The same works when you lower the boom - you naturally get your bodyweight lower for increased counterweight and naturally increase the outhaul tension to depower the sail - a double shot of control just when you need it most!

Refer to 'Double Shot' feature in the September 2012 issue for loads more details!

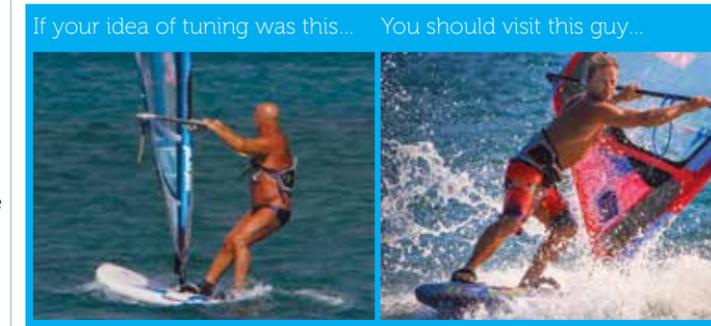
## SUMMARY

Most of the tuning is set on the beach, but when you go afloat I suggest you always tune, and keep retuning, Outhaul, Harness height, Boom height, U-you and Mast track - remember these by using the acronym **OH BUM!**

U is you - you always need some adjustment, whoever you are, it is worth coming ashore for a drink and a think about what to do next.

With many thanks for reading and I hope this tuning series has helped make a difference to your windsurfing. Please email me anytime or join the world's best coaching courses - INTuition - exclusively at the worlds very best venues at exactly the right time of year for perfect windsurfing conditions.

Please get a Cribb Sheet to help tune your gear correctly every time from [www.guycribb.com](http://www.guycribb.com)



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