



Doyle Bullseye Tuning Guide

Congratulations on your purchase of a new Doyle Bullseye Main and Jib. There are a few things you should know about your new sails to get the most out of them.

Mainsail:

The mainsail is constructed out of a very firm racing Dacron, and is made to Max Girth. Make sure the mainsail is fully hoisted. You may notice some wrinkles in the luff. This is normal for light conditions. (You will use the Cunningham in over 12 knots to remove these wrinkles) You want to make sure that you do not over tension the luff.

Outhaul:

You will use the outhaul to flatten the lower part of the main in stronger winds. A good starting point for 10kts is having a 5" gap between the boom and foot of the sail w/ your traveler centered in the boat. A good indication of Outhaul tension is when going up wind have just enough outhaul on to remove any vertical wrinkles out of the foot. In heavy air the outhaul will be pulled tight.

Trim:

A good starting point for the mainsail trim is when looking straight up at the sail from the center of the boom the top batten should be parallel with the boom. The top telltale will be flying about 50% of the time in 10 knots. In light air, you may find the top telltale on the main stalled more than that, and having a tight leech in light air and flat water is fast. As the wind increases, it is more important to keep the top telltale flying and the upper leech more open.

In light air, keep the helmsman and crew weight slightly forward and with minimal movement. In heavy air, keep the weight together on the windward side.

Jib:

Again the Jib for the Bullseye is made from a Firm Racing Dacron. You will notice that the Jibs come with a Leech telltale. It is very important to keep this leech telltale flying all the time. The Mid Leech Telltale can be moved so it is visible through the mainsail Jib Leech window.

The Jib should be set on the Jib Boom so the pin is roughly 4 ½" from the clew of the sail. It is also helpful in very light air to let the boom float away from the clew. The Boom can be used to adjust the fullness or flatness of the foot. Some of the Jib Booms have holes spaced differently, so it is best to measure yours.

When sailing, you will find that using your weather sheet to bring the clew to windward will help your upwind performance. In the puffs, ease the weather sheet and in the lulls put a little on. When the sail is weather sheeted, the bottom batten should point straight back at the crew when they check the sail from the leeward side.



These are only some starting points. You may find slightly different settings or trim make you faster. This is dependant of your sailing style and overall crew weight. Some other helpful tips:

1. Make sure your bottom is smooth and clean. Growth can occur in salt water in three days regardless of the bottom paint used.
2. When driving the boat up wind or down try and minimize rudder movement. Crew positioning can help steer the boat and minimize rudder movement. Weight forward will help turn the bow down and weight aft will turn the boat up. One good exercise is to go sailing and move the weight around and see how it affects the direction of the boat and its feel.

If you have any suggestions, we would love to hear them. Good customer feedback is the best way for us to continue to improve on what are already the fastest Bullseye sails in the country.

Best of Luck and Good sailing,

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