



# WITCH CRAFT

## FUERTEVENTURA

### USER MANUAL, TUNING GUIDE

#### **1. Warning!**

Do not use this product unless you have read and understood these warnings and instructions which are for your safety and protection. This information may be subject to change at any time. Please visit our website at: [www.witchcraft.nu](http://www.witchcraft.nu) for current updates.

If you are below the age of 18 you should have your parents or guardian read these warnings and instructions and should not use this product unless under proper guidance and supervision of such a person.

The use of this product exposes the user to many unavoidable and unexpected risks, dangers and hazards. The suppliers of this product are not responsible for any damage to property or any personal injury caused by any use, misuse abuse or irresponsible use of this product.

- Windsurfing is a hazardous activity and the use of equipment involves the risk of serious personal injury to any part of the users or other people's body or death.
- Injuries are an inherent risk of windsurfing and the participation in windsurfing implies the user's acceptance of those risks.
- Children should always be under adult supervision.
- It is strongly recommended that beginners take lessons.
- Always inspect your equipment for signs of wear or tear each time before sailing, particularly the mast foot, ropes, screws, straps, fin(s), mast and boom.
- If any product is found to show signs of wear or tear this should be replaced or repaired before further use.
- Never place yourself in a position where breakage of any of the various windsurfing components would pose a risk to yourself or others or make it impossible to return to the shore safely and unassisted.
- take time to study conditions including sea state, tides, currents and weather forecasts before you decide to go sailing. Beware of sailing in off-shore winds.
- Familiarise yourself with any new location before venturing out onto the water. Ask locals to tell you about any hazards.
- Watch out for other beach users, especially swimmers and children. Make sure you have your board and rig under control at all times and that they don't get blown about on the beach or in water.
- Always use appropriate safety and flotation devices. Wear the correct protective clothing for the conditions such as a wetsuit or a UV top.
- Make sure someone knows where you will go sailing and when you are expected back. Never sail alone.
- Be aware of the conditions as they change. Always return to the beach if there is a significant change in the conditions. (I.e. wind and waves increasing)
- As you learn the sport, work within your own limitations and do not exceed them.
- Do not alter, modify or change this product.
- This product is designed and manufactured only for windsurfing on water.
- Read guarantee conditions.
- Keep these instructions for future reference.

#### **2. Witchcraft- Care and maintenance instructions.**

To extend the life of your board:

- Always protect your board from the sun and heat when not in use. Some of the composite materials used in boards are heat sensitive and please be aware that under certain circumstances too high temperatures (+50°C) can easily be achieved by sun exposure.
- Only use suitable high quality parts.
- Do not store your board wet for a long period in a closed space.
- Tighten screws and valve firmly but do not over tighten.
- It is the customer's responsibility to check proper functioning and condition of his board at all times.
- Do not use the product for anything else as its intended purpose.
- Use common sense.

### 3. User guide: Mounting

The sidefins are slightly asymmetrical and need to be mounted with the flatter side on the inside and the fuller profile towards the rail. This will reduce drag and increase drive. It can be hard to see which side is flatter as there is little difference, the best is compare the edge of the base next to the profile (see picture) and then mark on the bottom of the base with an arrow which side is the rail ® or the centre © (picture)

Mount both the asymmetrical straps as the front straps and the symmetrical as the back strap. Mount the straps so that the arc goes with your foot and the wider side of the strap is on the inside. (See picture) Use the 4 screws per strap.

Assemble foot straps and fin(s) firmly but not overtight. Do not use an electrical screwdriver.

Pressure valve (on XLCK and LD only):

The valve or pressure release valve equalises inside air pressure with the outside air pressure. A higher inside air pressure can result in damage or total loss of the board. The inside air pressure can become higher compared to outside air pressure due to:

- Exposure to sun or heat
- Moving up from sea level (for example when travelling by airplane).

**Make sure you always:**

- Close the valve for sailing
- Open the valve when not in the water.

### 4. Repairs

All boards are made in a sandwich construction. All materials, fabrication techniques and constructions are of the highest standard available. All boards are painted with Sikkens carpaint system 1-2-3, No special maintenance is necessary other than regularly checking condition and proper functioning.

- **In case of damage due to impact**

Dents can be locally heated out due to the fact that the sandwich material used has memory at a temperature of +/-80°C, use a hairdryer, hot water or a paintstripper (caution: delaminating may occur at temperatures over 120°C) and take your time to let the heat pass through the laminate into the sandwich material. Deeper dents may not disappear completely, cosmetically they can be repaired with bodyfiller and paint. Make sure that a deeper dent does not weaken the construction (feel soft).

- **Strong Impacts:**

- H-glass or Carbon kevlar: On stronger impacts Carbon-Kevlar, H-glass or E-glass may break. We recommend to repair with glassfibre and epoxy resin. We usually do not recommend dingstick as due to its thickness water still may enter through haircracks. For an emergency laminating with glass fibre and loctite superglue 3 is a better option on smaller holes (not through to the polystyrene)
- Dyneema®: On stronger impacts the thin finish layer of glassfibre, covering the Dyneema® cloth, may crack. Apart from some real extreme cases, the Dyneema® cloth underneath is very unlikely to break so water intake is not likely to happen but to prevent any further damage we strongly advice to seal it off with some Loctite Superglue 3 or epoxy resin. Loctite is very liquid and goes into any haircrack there may be, which is not sure with normal dingstick or other quick boardrepair material, is the quickest drying, transparent (so your board still looks good) and easy to touch up some time in future. Witchcraft uses a special epoxy resin but for small repairs also standard epoxy resin can be used.

- **Ask us**

If there are any doubts, always feel free to [contact us](#) for information however it can be difficult to make a diagnosis by distance and no claims can be made in the case of wrong advice.

### 5. Tuning guide

Mast foot position.

By using mast foot pressure you can greatly increase performance of your board, use the mast as your “3<sup>rd</sup> leg” and you can do a lot more with the board.

Our boards are designed around this as they get a lot of the rocker from the front part of the rail so for hard full speed turns you need to use this forward rail by applying mast foot pressure and putting the board on the rail.

You will need to put your boom high to be able to do so, as is common for a normal modern sailing stance. This can be as high as the top of the sail cut out for a 180cm person.

For all-round performance place the mast foot at the centre of the mast box.

Only move the mast foot at 1-2cm intervals max. to change the trim/performance of the board.

General rules:

Moving the mast foot forward increases control and early planing (bigger waves and/or bigger sails)

Moving the mast foot back increases manoeuvrability and responsiveness of the board. (Smaller waves and/or smaller sails)

Also the mast track should move a little with the straps.

However if you move the mast foot too far forward or backwards, the rig and board may become unbalanced and worsen total performance. Only a few cm will make a big difference.

Fins:

Trifin:

The fins provided with the board are for average intended use and sailor.

To fine-tune performance the centre fin can be moved back for control and forward for more manoeuvrability.

Bigger fins will improve early planing, upwind ability and control, smaller fins will improve manoeuvrability and top end speed.

Fine-tuning can also be done by varying sizes between centre and side fins, bigger side fins and smaller centre fins will improve manoeuvrability and responsiveness

Smaller side fins and bigger centre fin will improve control

Single fin:

For specific conditions using a single fin can be of advantage:

-For big wave high speed down the line wave riding (medium or small single fin)

-For maxed out overpowered jumping only conditions (medium single fin)

-For general straight line flat water blasting and/or old school lean-back sailing stances (with a low boom). (Bigger single fin)

-As a general rule you could say for all conditions where you want LESS manoeuvrability and/or planing ability.

When using a single fin the side fin boxes can be closed off with the adapters delivered with the board.

Different side, centre and single fins are available from your dealer or from [www.witchcraft.nu](http://www.witchcraft.nu).

Foot strap position:

On customboards, the strap positions will already be adjusted to the sailor's height, style, shoe size and whether he or she is sailing with or without shoes. However there may be options.

General rules:

-Back and front straps closer together give more comfort when sailing in a straight line.

-Back and front straps further apart give more control and higher performance when wave sailing.

-Shorter persons move the front and back straps closer together, taller persons more apart.

Fine-tuning:

-Moving all straps further back gives more responsiveness and manoeuvrability.

-Moving all straps further forward gives more drive, control and early planing.

-Moving back strap back and front straps forward gives the possibility to do both (higher performance).

-If you are (nearly) always sailing 1 tack you can also put the front jumping strap further back (more speed and comfort) and the front riding strap further forward (more drive and control)

- If you are an average wave sailor of average height, put all straps in the middle position and start fine-tuning from there according to your needs. If you feel that on average you put more pressure on either your front or back foot, move the straps in that direction. As with the mast track, only a few cm will make a big difference. Try it.

-To adjust the size of your straps so that your foot will go in at least half way will significantly improve performance as you will be able to use the leverage of your foot best in both ways, for bottom turns they can be even bigger. If only your toes show through the strap you are not able to properly steer and control your board.

Depending on what goes wrong, having a foot come out of the strap unwanted can be just as dangerous as having your feet stuck in. Try to find a setting where your foot is in pretty firm but you can still pull it out in case of an emergency. Safest is to have them both out or both in when something goes wrong.

It is possible that sailors with big feet and/or sailing with shoes to widen the opening of the strap by choosing the holes at 1 side of the further away. As well as it is possible to tighten the opening of the strap for sailors with small feet and/or sailing without shoes.

HAPPY SAILING!