

Training Session

Change Gears -- always work to figure out what you need to do inside your boat

Main Sheet (MS):

1. PRIMARY tool to make your boat go FAST
2. Pulling on MS reduces amount of draft
3. To point higher, need to pull MS in
 - a. Watch outs:
 - i. If sheet in too much, can stall boat; if this happens, rudder will feel slow
 - ii. If pulled in too tight, top of sail will be flat
 - b. Sunfish sail likes a lot of MS tension
 - c. On PORT tack, can trim sail even tighter (as hard as you want because won't be able to bring sail to centerline of boat)
4. Points to remember:
 - a. **Port** tack is faster in heavier air
 - b. **Starboard** tack is faster in light air

Going Upwind:

1. When heading up, if boat starts to stall out, let out MS just a little to increase speed and open up leech (this will create artificial weather helm)
2. Note: If tiller gets too light, your boat is starting to stall out

Going Downwind:

1. Remember phrase "**Sitting Like It Doesn't Matter**"
2. Prior to heading downwind, ease the outhaul so sail can be fully powered; particularly important on long runs; be sure to retighten before rounding leeward mark
3. Raise your daggerboard, even in heavy wind
4. Wind shifts matter doing downwind, may need to gybe
5. Going downwind is not your time to relax
 - a. You want to lift sail as high as possible
 - b. Get rid of wet surface
 - c. Reduce weather helm
 - d. In light air, hold the MS directly from the boom to feel changes in wind pressure.
 - e. Better to sail downwind on STARBOARD tack (faster)
 - f. Port tack is slower going downwind unless surfing waves
 - g. Don't sail a straight line to the leeward mark
 - i. Dead downwind is the slowest way to the leeward mark
 - ii. Sunfish doesn't like to go straight to leeward; play it as an offset
 - iii. Sail more by the lee, particularly in heavy wind (should be able to see tell tales streaming frontwards).
 - iv. When sailing by the lee, don't let sail out too much
 - v. Can sail by the lee on starboard side if winds above 7 knots

Rigging:

1. Tie MS to hiking strap to avoid it getting tangled at feet or tangled within itself
2. Want the bowline knot (the open portion) on the trailer to be small and as tight as possible (if too large, then reduces amount can pull in on MS)
3. Tie painter around mast and then run line thru the handle and back to store. At the end of the painter you should have a bowline so the tow boat has something to grab onto.
4. Put outhaul through the 2 sail ties on top of the daggerboard; this helps to keep slack out of the line and from snagging on the centerboard, particularly when gybing. The outhaul should be run around the mast and can go thru the halyard eye if have enough room or straight back and tie down to daggerboard

Hiking Strap:

1. Strap should be tight and up high
2. Keep legs straight to hike to keep load off knees
3. When going downwind do one of the following to lift sail as high as possible:
 - a. Hook back leg around the hiking strap and lean out (then hand is available to work MS)
 - b. If not comfortable doing this, hold onto raised daggerboard and lean over side of boat

Knots to MPH Conversion: 1 Knot = 1.15

<u>Knots</u>	<u>MPH</u>	<u>Knots</u>	<u>MPH</u>	<u>Knots</u>	<u>MPH</u>
5	5.75	10	11.50	15	17.25
6	6.90	11	12.65	16	18.40
7	8.05	12	13.80	17	19.55
8	9.20	13	14.95	18	20.70
9	10.35	14	16.10	19	21.85

Useful Tips:

1. If MS gets caught in transom, pop up tiller and it will release
2. If mast twists before start racing, just twist it back so screws line up on spars (Note: will always turn clockwise, so just need to twist counter-clockwise)
3. Spray McLube on spars so sail ties move easily but never spray McLube around gooseneck; if need to spray quick release, use T9 (a rust inhibitor)
4. **ALWAYS** release outhaul, Cunningham and gooseneck after EACH sail (particularly at end of season). If not release gooseneck, will make groove in spar and will shorten life of spar
5. Spray water on gooseneck area after sailing to ensure not have salt build up
6. Tide is stronger in deeper water so will be stronger closer to ICW in Venice

STARTS:

1. Need to practice boat handling skills and holding/parking boat/protecting space
2. Practice parking boat by using a marker (do this on 1st practice day)
3. Learning from this weekend:
 - a. Sailors were extremely courteous on start line
 - b. Sailors didn't let other sailors mess up their start
 - c. Goal was to not get tangled up with another boat