



Cedar Point Yacht Club

Sailboat Racing at its Best



Fall 2006 Frostbiting Week 2: Breeze On with short courses and a lot of traffic - Scrivan finds consistency on a wild day

This week 2 top sailors returned in peak form, Marc Jacobi and Brennan Gerster. Both had great days hiking hard and hitting the shifts. Sunday was the type of day where much of the time I felt as if the shifts were hitting and controlling me, rather than me being able to enter the shift and take advantage of a lift or header. The shifts were large, fast and powerful: velocity jumps and directional changes they did not lack. Looking back at the results there were several tight finishes. 3rd and 5th were separated by 2 points while 6 - 8th had a 3 way tie. Do you think "every boat counts" when trying to finish well for the day?

I enjoyed the Harry Anderson race and the runs we had where the breeze really turned on. A few people asked me what I do on the runs to stay in control, here goes. A good amount of stability comes from sail set up and mainsheet trim. On every run I blow my cunningham and outhaul. C- ham all the way off and I let the outhaul to max ease, about 1 ft separation between the deepest part of the foot of my sail and the boom. Vang is still the normal setting. In most all conditions I sight the leach to have a nice smooth curvature so that the middle batten does not appear to bellow forward and is not so tight so that all 3 battens seem to look flat like a board. Once set the fine-tuning comes down to the feel of the boat. If I cannot turn up and reach for a wave easily possibly the vang is off a bit too much. Likewise, if bearing off is slow and sluggish I may have too much vang on. Probably the key to not flipping on the runs is keeping your mainsheet sheeted in a bit more than normal. By decreasing ones sail area downwind via over trimming, a huge portion of potential problems will be solved.

The other key is to keep trying to go fast. Head up, catch a wave, then bear off with it and ride it as long as possible, only to head up again before you loose it. Most people flip when their mainsheet is out too far, they are headed straight downwind, and are going slow. I always tell myself, whether I'm reaching or running, that if I am not reaching, going by-the-lee or riding a wave dead downwind, that someone is pulling away or catching up. This makes me concentrate really hard on catching and riding waves and prevents me from losing power, going slow, and pointed dead downwind. The faster you can get the boat to go downwind the less pressure will be on your sail, thus the less chance you will have at flipping.

See you Sunday. – *Andrew Scrivan*

PS. Bring a friend!