

Tuning for Speed Upwind

Most races are won/lost in the 1st upwind leg. The 1st boat to the weather mark will win the race 85% of the time!! Get there 1st and you will not be disappointed.

Below are sheeting angles for both the main and jib. Tension applied to the boom vang (affecting leech tension). These factors are applied in the 3 typical sailing conditions you experience; light winds (1-5 mph), medium winds (6-12 mph) or heavier winds (13+ mph).

Here is a table showing my close-hauled tuning settings. The most important is the jib entry angle. Mark your foredeck so you know where you are pre-setting your jib!

	<u>Mast rake</u>	<u>Mainsail</u>	<u>Jib</u>	<u>Vang</u>	<u>Leech tension</u>	<u>Jib Topping lift</u>
Light	slightly aft	10 deg	18 deg	slight	almost none	match main leech
Medium	centered	8 deg	15 deg	snug	yes, moderate	enough to open slot
Heavy	forward 1"	12 deg	12 deg	snug +	yes, snug	none

I generally keep a draft of 1.5 inches in the mainsail between the foot and the boom; slightly more in very light conditions and slightly less in heavy conditions. Draft in the jib is about .75 inches. Draft on both sails should be at 35-40%. Minimal jib halyard tension for a full, round entry, and very light main halyard tension in light air. Snug backstay and increase all 3 as wind speed increases.

Put tell tales on your jib! About 1.5 to 2 inches behind the luff and about 1/3 of the way up from the foot. Have the port tell tale below the starboard tell tale, or red/green so you know which side is which. Steer with the windward tell tale straight back or "fat". Don't pinch! If you need to point higher, use your fine trim to sheet in closer to lay a mark, etc.

Have the leeches of your sails match up. When you sight your boat in windward trim from astern, you want the main leech and the jib leech to twist off very similarly. Jib leech twist is controlled by the jib topping lift, and the main twist is controlled by the vang (a tighter vang gives you LESS twist and a looser vang gives you MORE twist), and for some boats, the mainsheet can affect main twist. Victorias need a lot of twist in the sails to move well. 5 degrees of twist minimum; even/especially in light air.

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10/3/15

