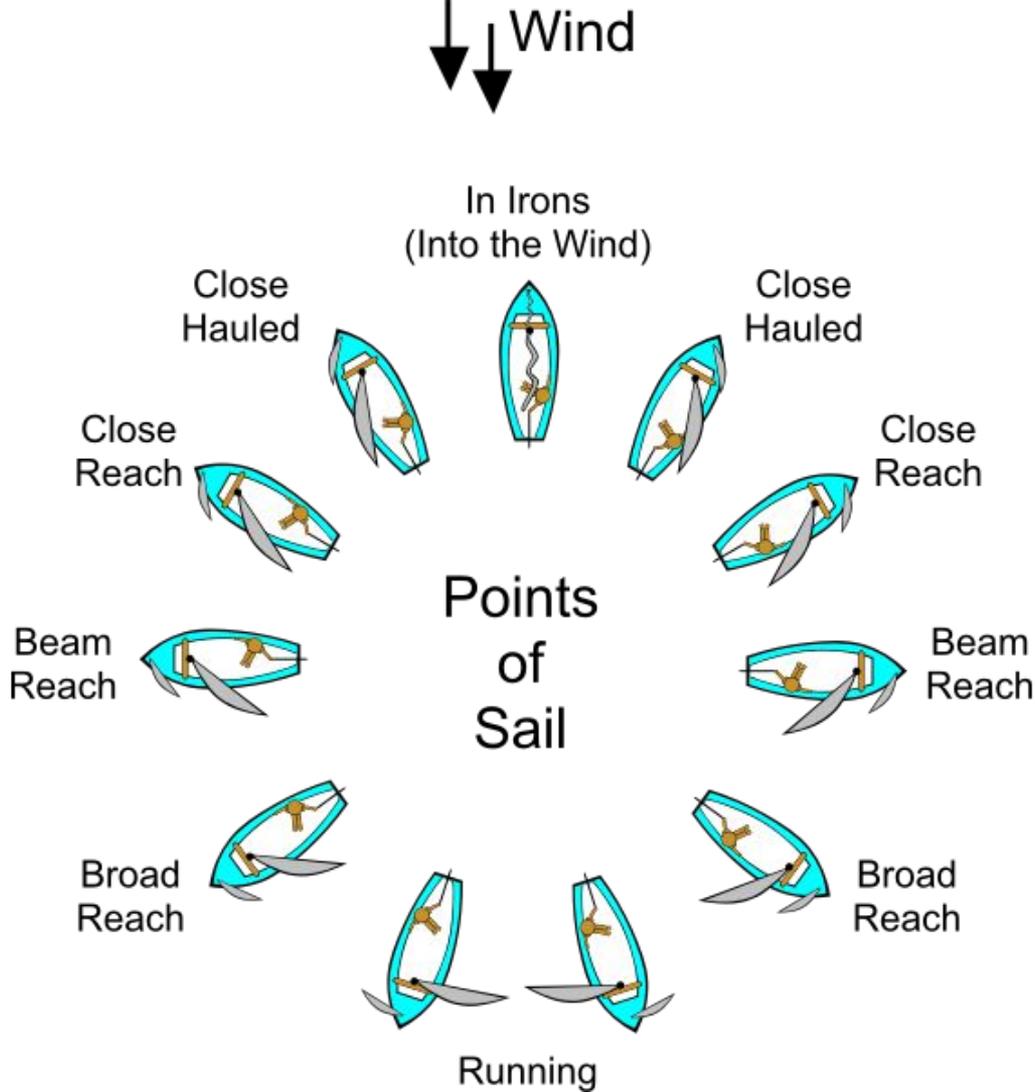
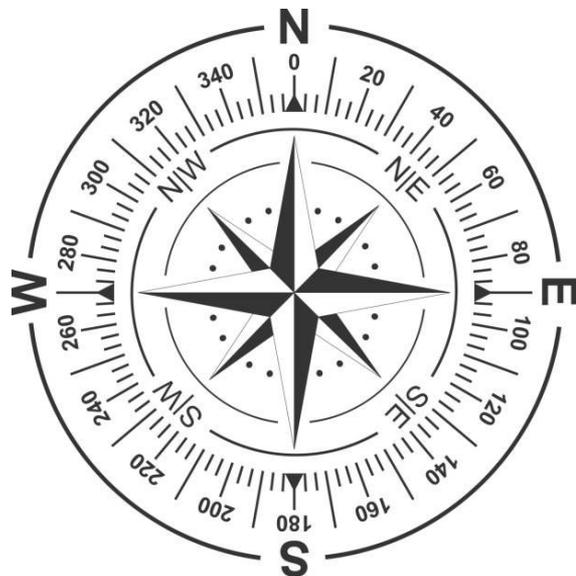


Second Tuesday - Wind and Water

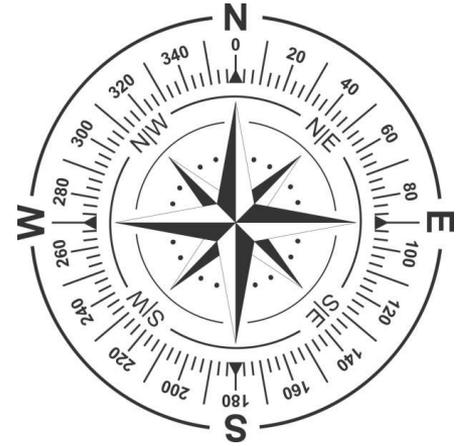
Points of Sail

Starboard
Port

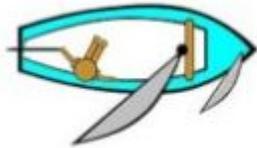


Beam Reach

Wind 00 degrees



90 degrees off the wind

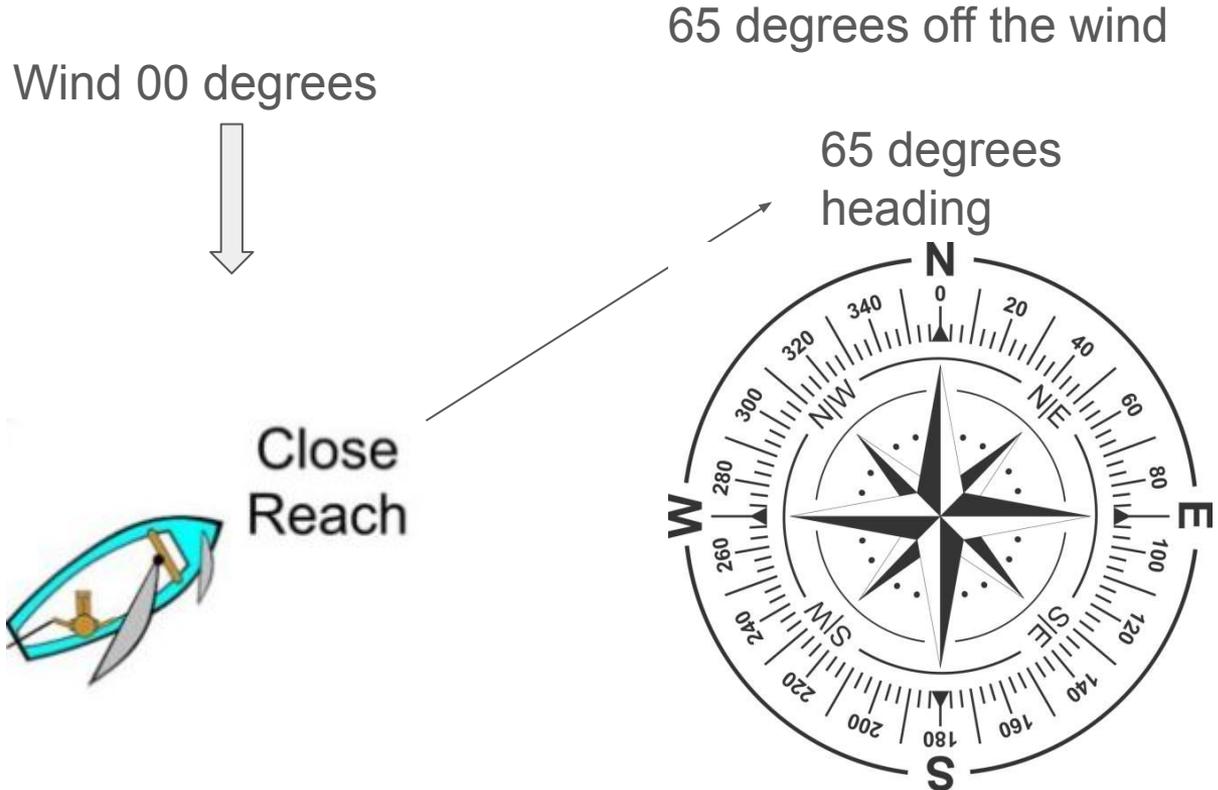


Beam
Reach



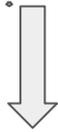
90 Degrees
heading

Close Reach



Close Hauled

North Wind
00 degrees



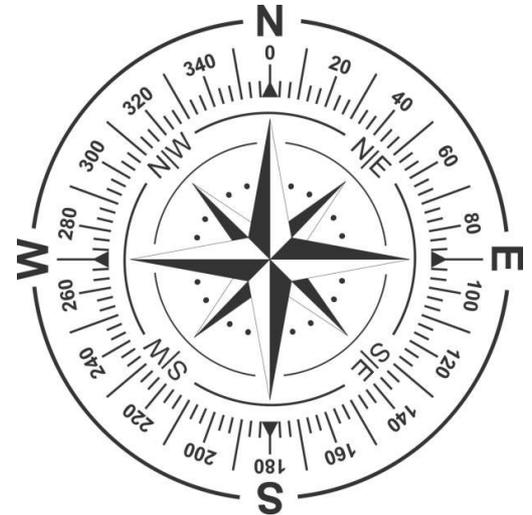
225 Degree
heading



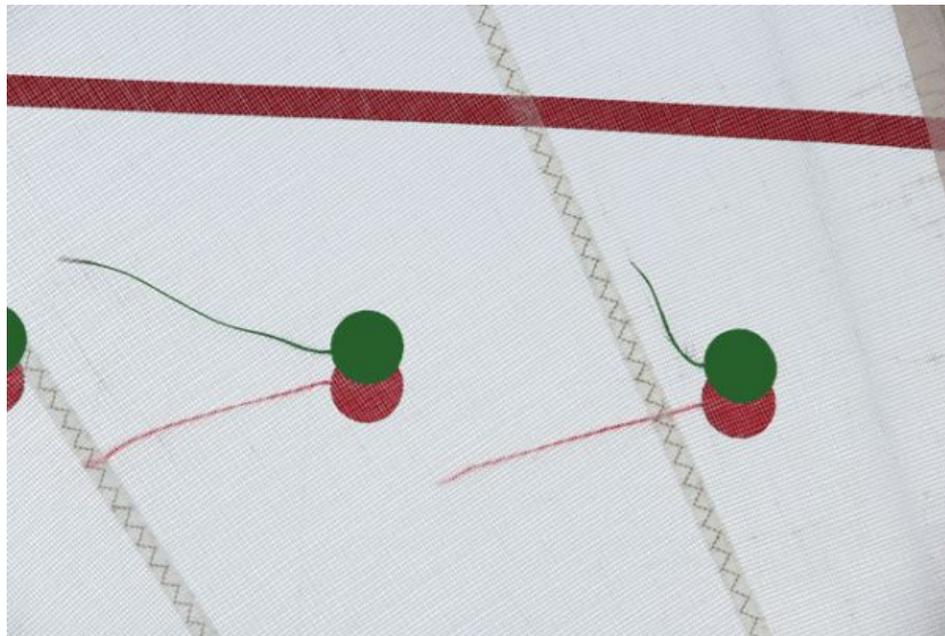
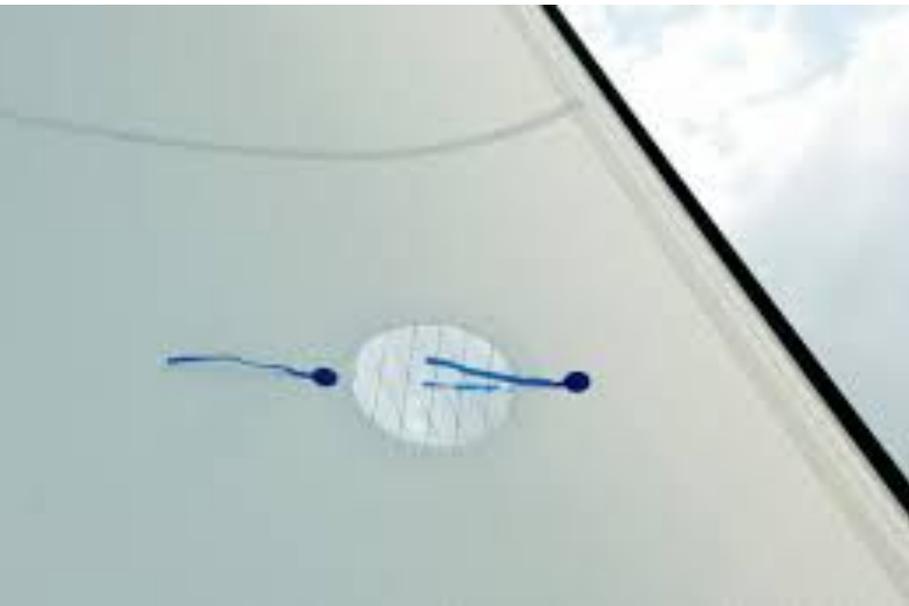
Close
Hauled



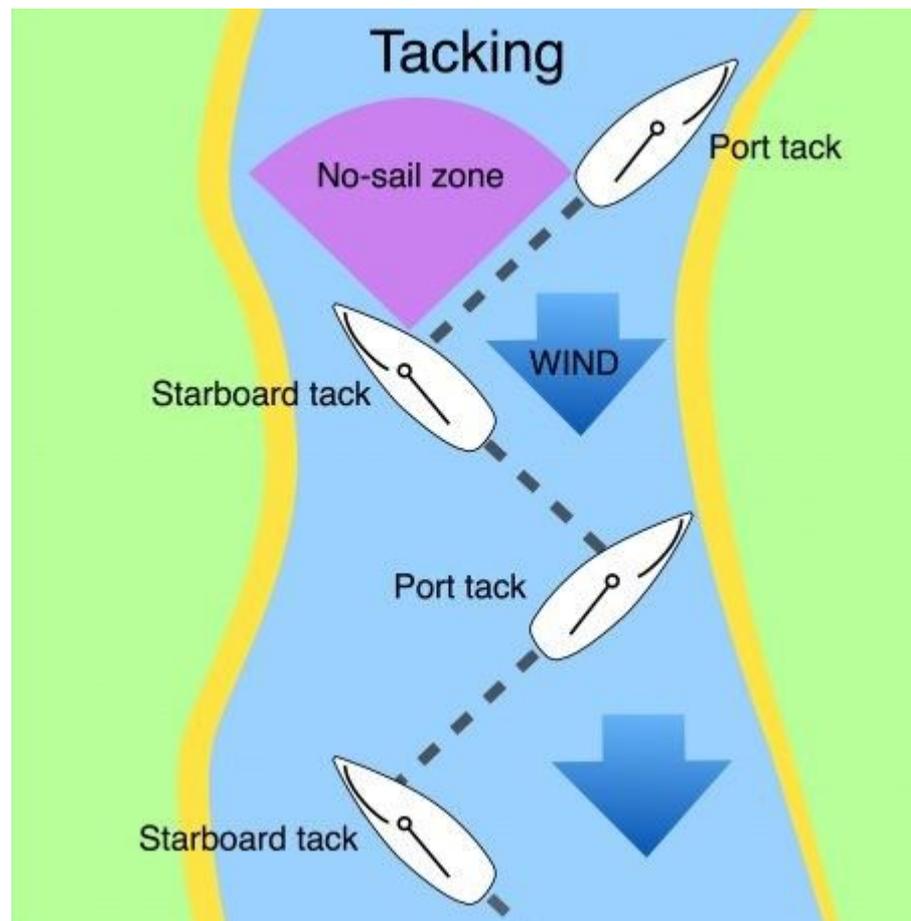
45 degrees off the wind

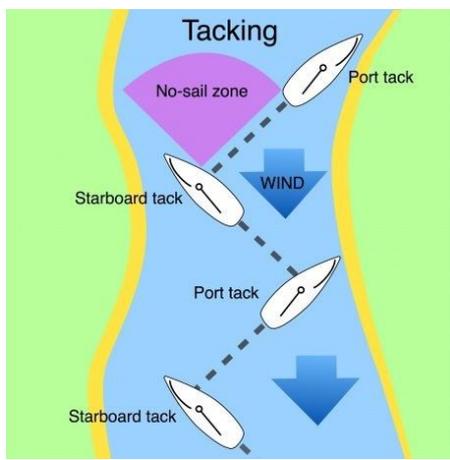


Telltails for steering the boat



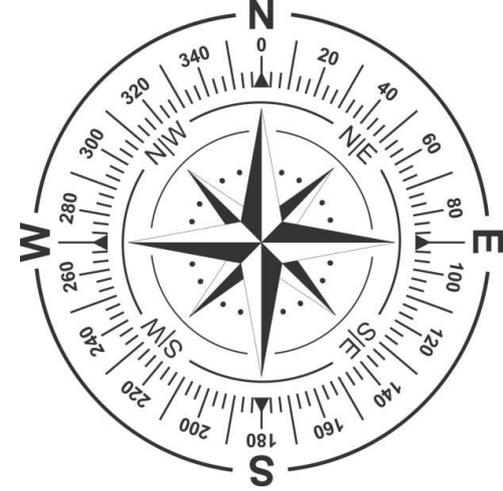
Close Hauled Tacking



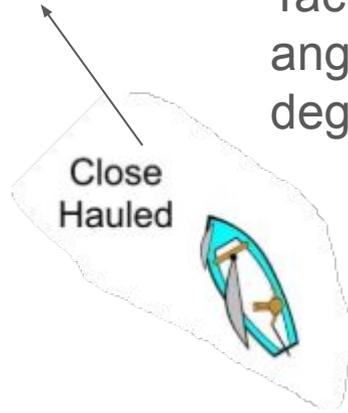


Calculate tacking angle

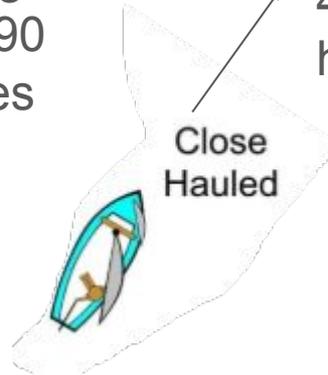
North
Wind 00 degrees



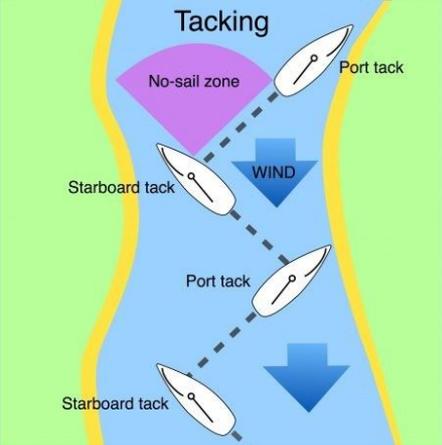
315 degrees heading



Tacking angle 90 degrees

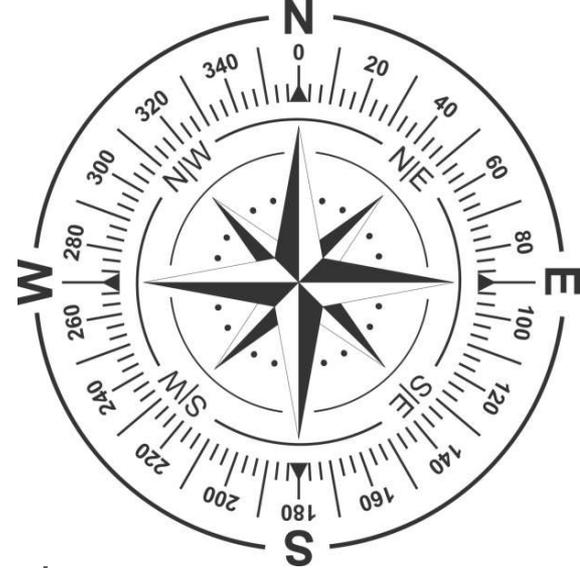


45 degrees heading

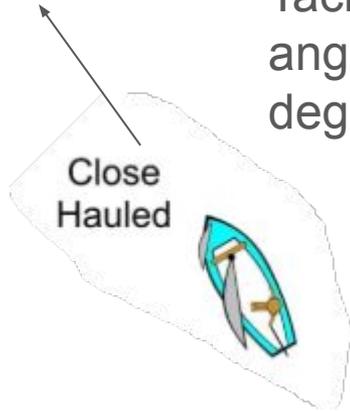


Calculate tacking angle

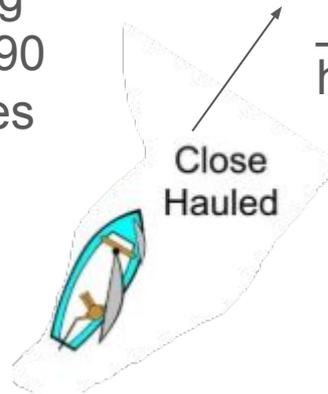
North
Wind 100 degrees



___ degrees heading



Tacking angle 90 degrees



___ degrees heading

I. Head for the favored side

Boat A started near the 'wrong' end and sailed away from the expected shift for a while, so she will end up near the back of the fleet.

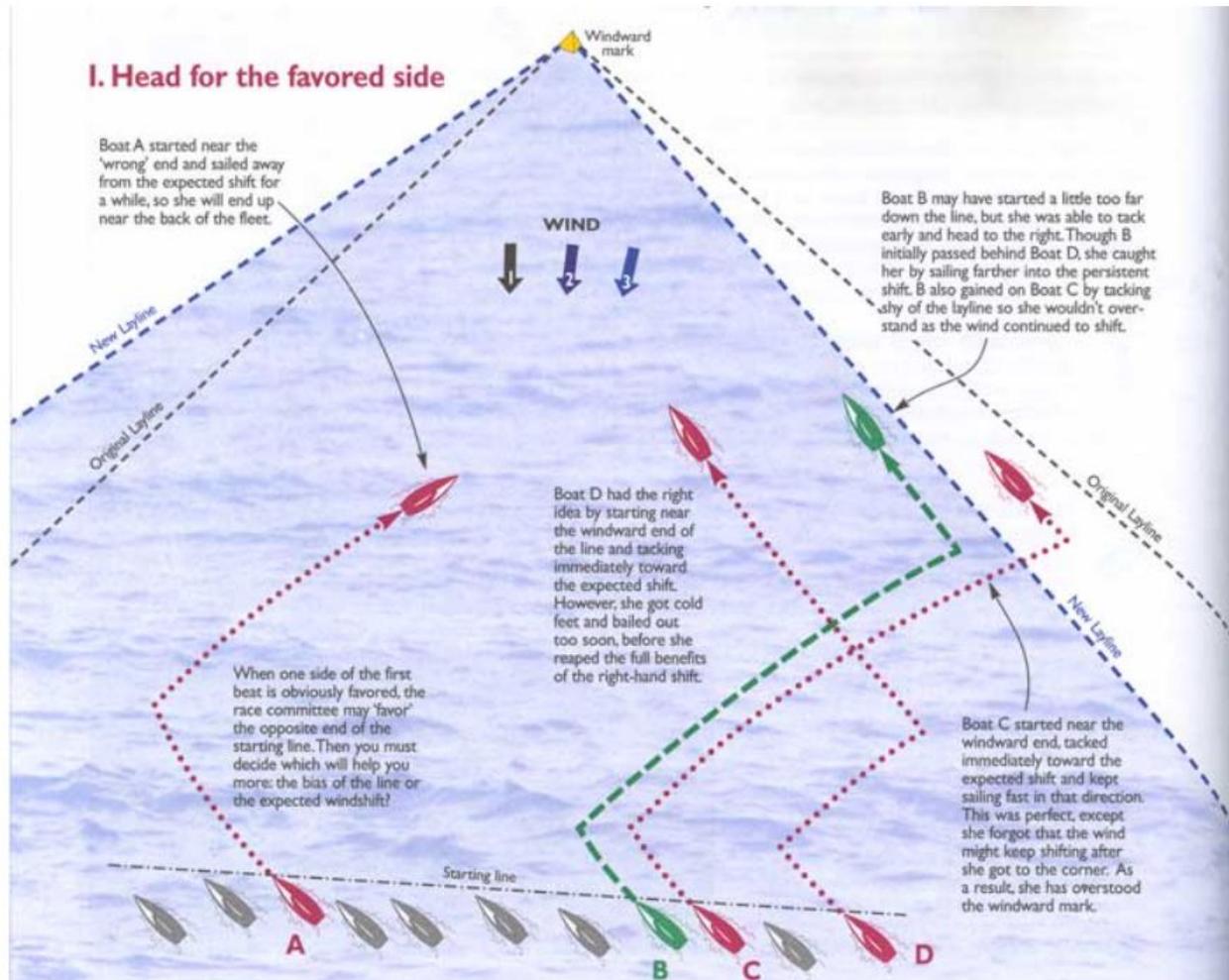
Boat B may have started a little too far down the line, but she was able to tack early and head to the right. Though B initially passed behind Boat D, she caught her by sailing farther into the persistent shift. B also gained on Boat C by tacking shy of the layline so she wouldn't overstand as the wind continued to shift.

WIND

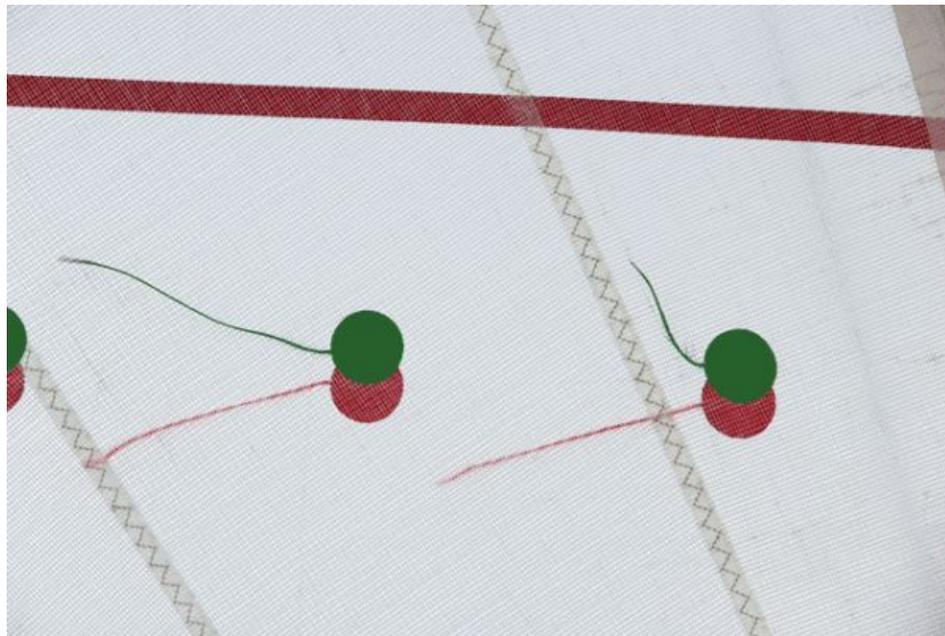
Boat D had the right idea by starting near the windward end of the line and tacking immediately toward the expected shift. However, she got cold feet and bailed out too soon, before she reaped the full benefits of the right-hand shift.

When one side of the first beat is obviously favored, the race committee may 'favor' the opposite end of the starting line. Then you must decide which will help you more: the bias of the line or the expected windshift?

Boat C started near the windward end, tacked immediately toward the expected shift and kept sailing fast in that direction. This was perfect, except she forgot that the wind might keep shifting after she got to the corner. As a result, she has overstood the windward mark.



Telltails for lifts and header

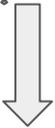


Destination is at 00 degrees

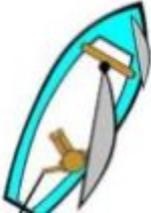
Boat is lifted

Wind shifts left from
360 to 310 degrees

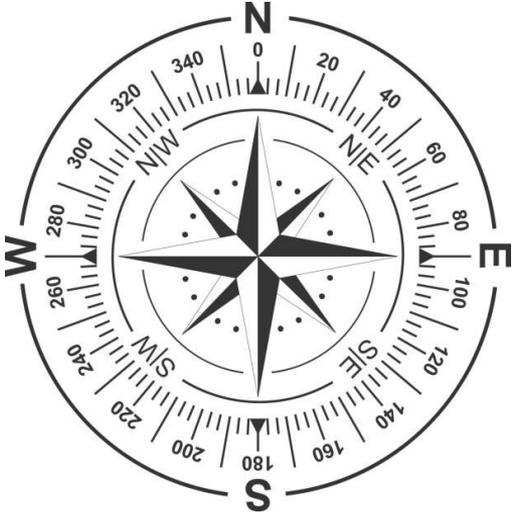
New heading
355 degrees



Close
Hauled



45 degrees off the wind



I. Head for the favored side

Boat A started near the 'wrong' end and sailed away from the expected shift for a while, so she will end up near the back of the fleet.

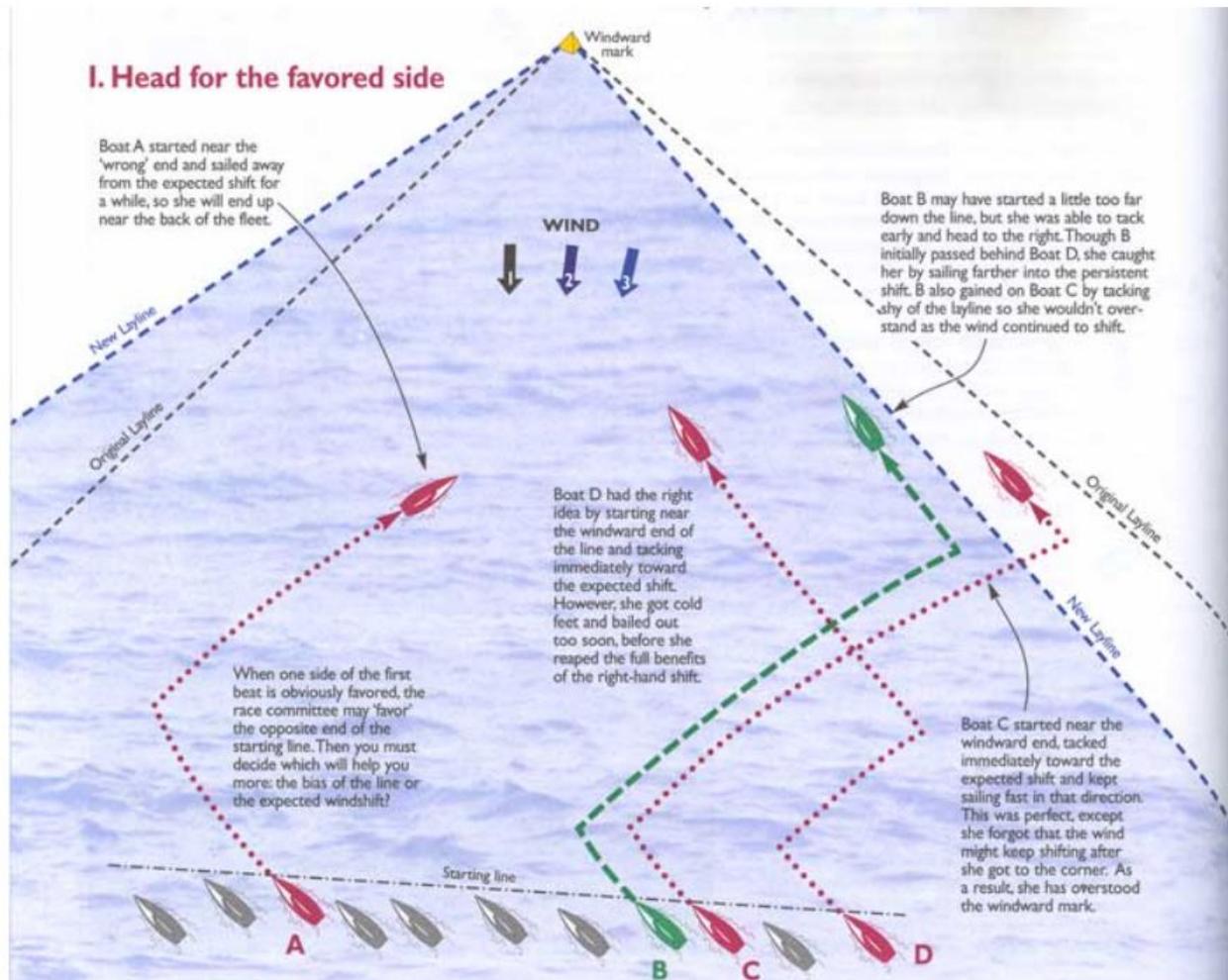
Boat B may have started a little too far down the line, but she was able to tack early and head to the right. Though B initially passed behind Boat D, she caught her by sailing farther into the persistent shift. B also gained on Boat C by tacking shy of the layline so she wouldn't overstand as the wind continued to shift.

WIND

Boat D had the right idea by starting near the windward end of the line and tacking immediately toward the expected shift. However, she got cold feet and bailed out too soon, before she reaped the full benefits of the right-hand shift.

When one side of the first beat is obviously favored, the race committee may 'favor' the opposite end of the starting line. Then you must decide which will help you more: the bias of the line or the expected windshift?

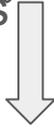
Boat C started near the windward end, tacked immediately toward the expected shift and kept sailing fast in that direction. This was perfect, except she forgot that the wind might keep shifting after she got to the corner. As a result, she has overstood the windward mark.



Destination is at 00 degrees

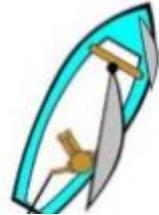
Boat is headed

Wind shifts right
from 360 to 40
degrees

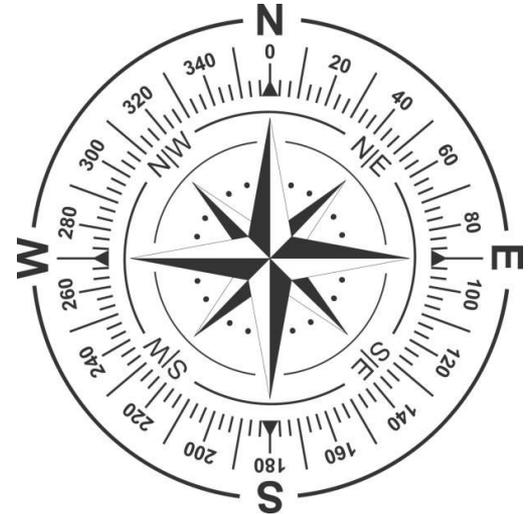


New heading
85 degrees

Close
Hauled



45 degrees off the wind



I. Head for the favored side

Boat A started near the 'wrong' end and sailed away from the expected shift for a while, so she will end up near the back of the fleet.

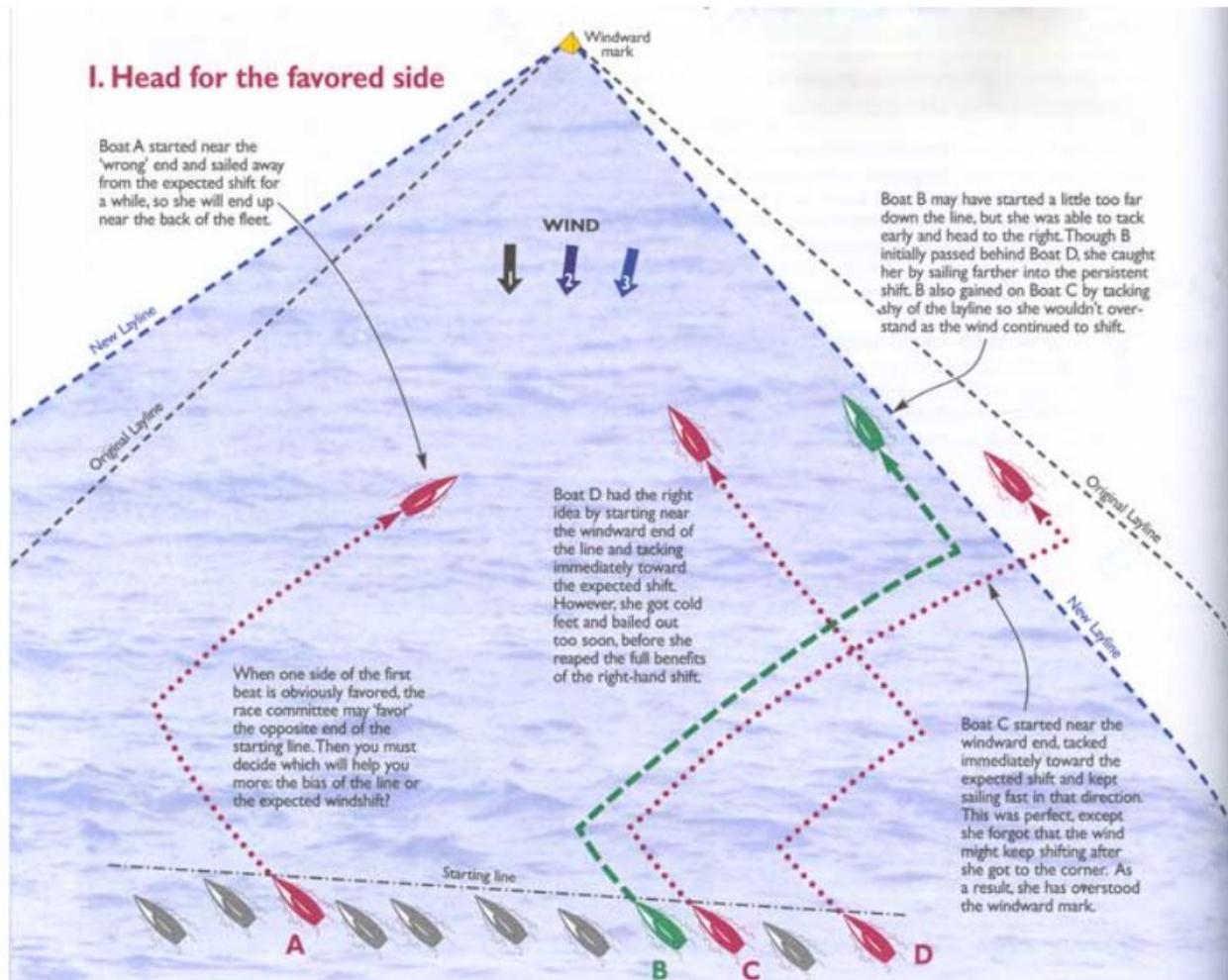
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WIND

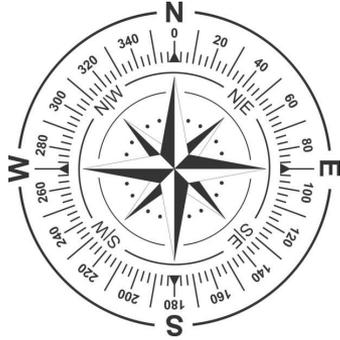
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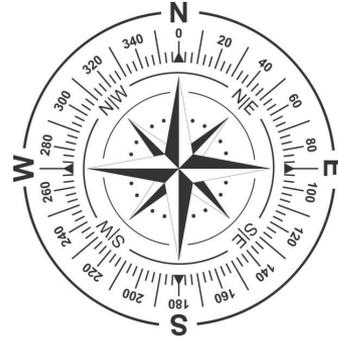
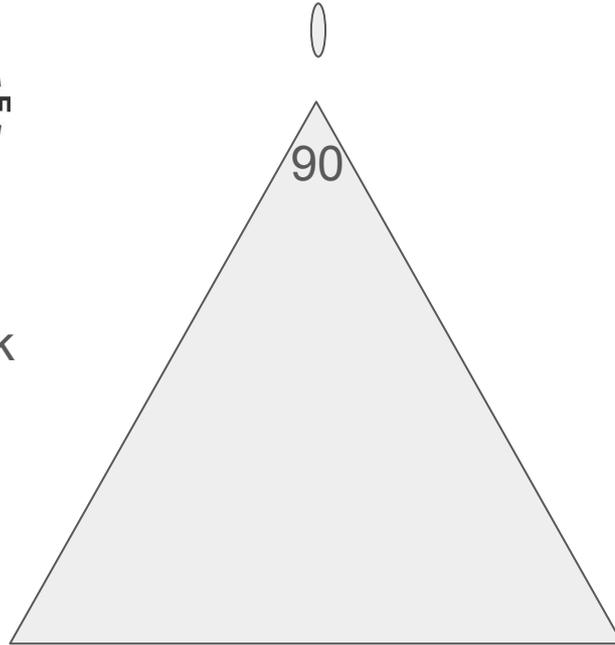
Boat C started near the windward end, tacked immediately toward the expected shift and kept sailing fast in that direction. This was perfect, except she forgot that the wind might keep shifting after she got to the corner. As a result, she has overstood the windward mark.



When to tack



Port tack
Tack on
Plus



Starboard tack
Tack on minus

Destination is at 00 degrees

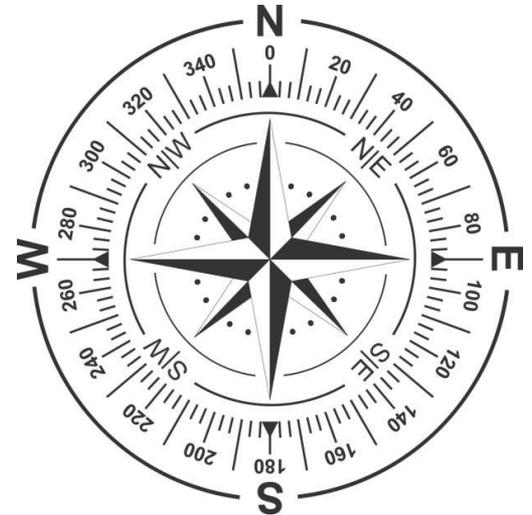
North Wind
00 degrees

45 Degree
heading



Close
Hauled

45 degrees off the wind



Lifts and headers

North Wind
00 degrees



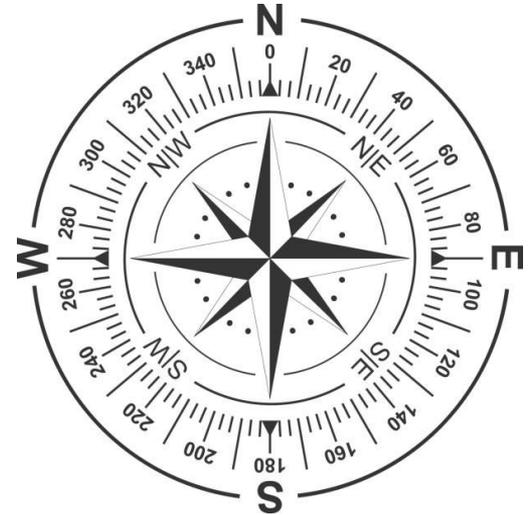
45 Degree
heading



Close
Hauled



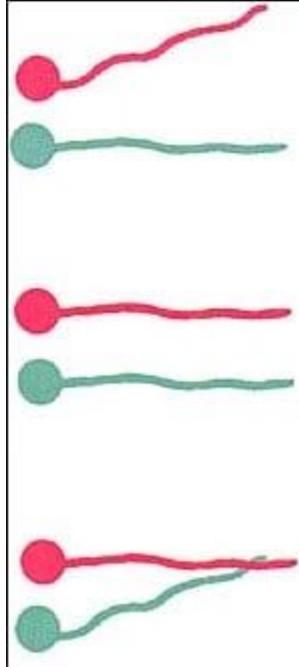
45 degrees off the wind



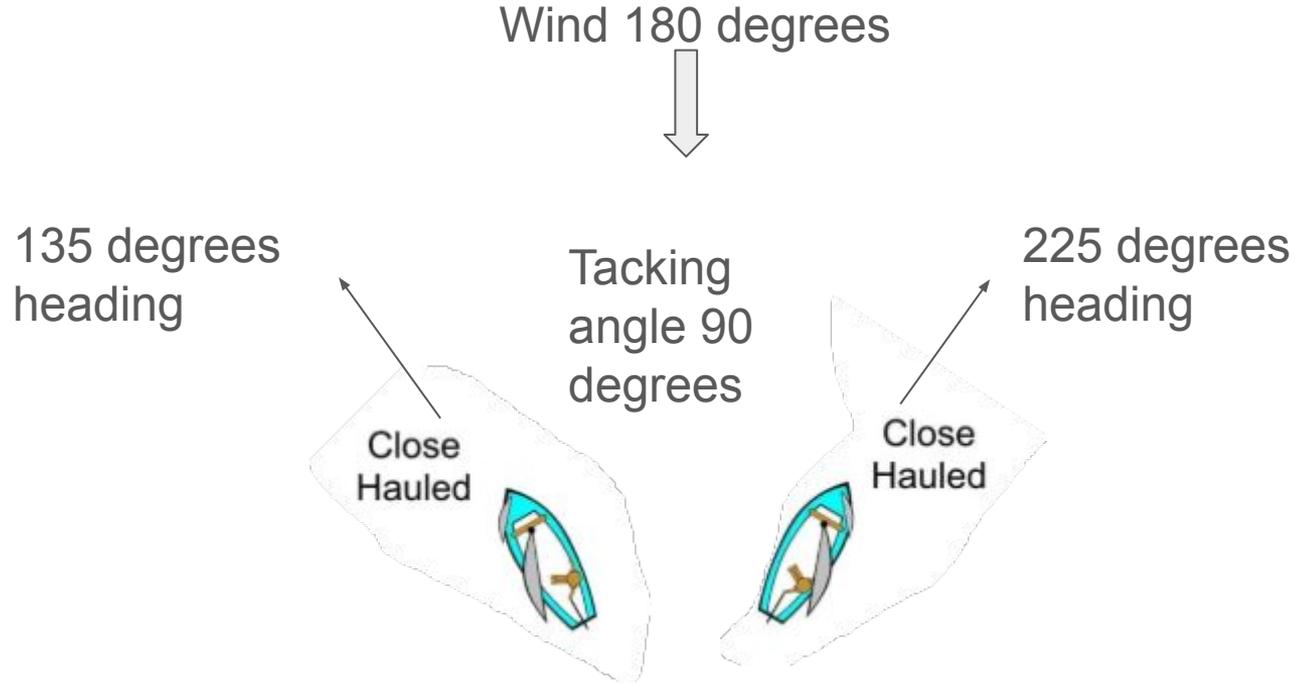
Summerize

- Boats sail at 45* off the wind
- Create a map at 90 Degrees
- Lifts and Headers
- Speed vers Point
- Puff vers Header
- Go fast
- take the shortcut
- Take the shortcut fast

Sail trim gears



Calculate tacking angle

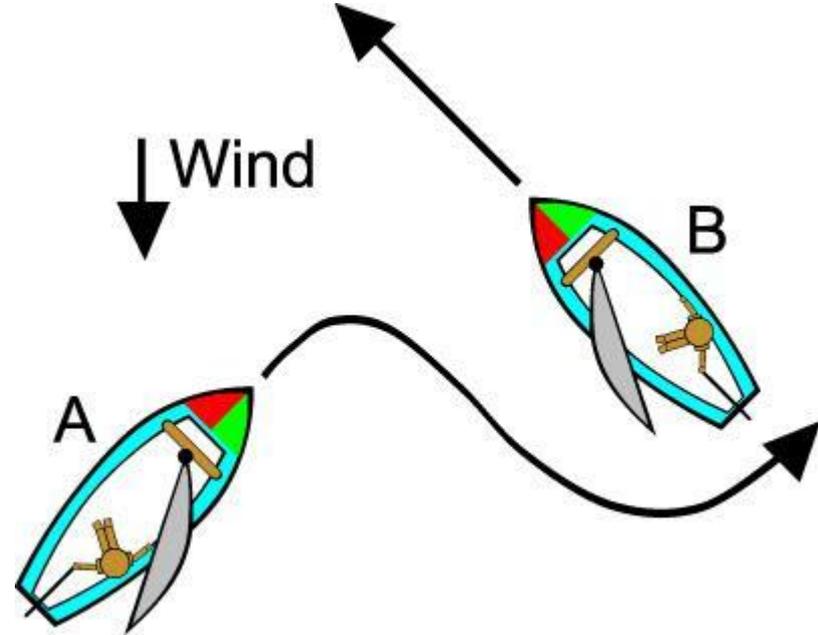


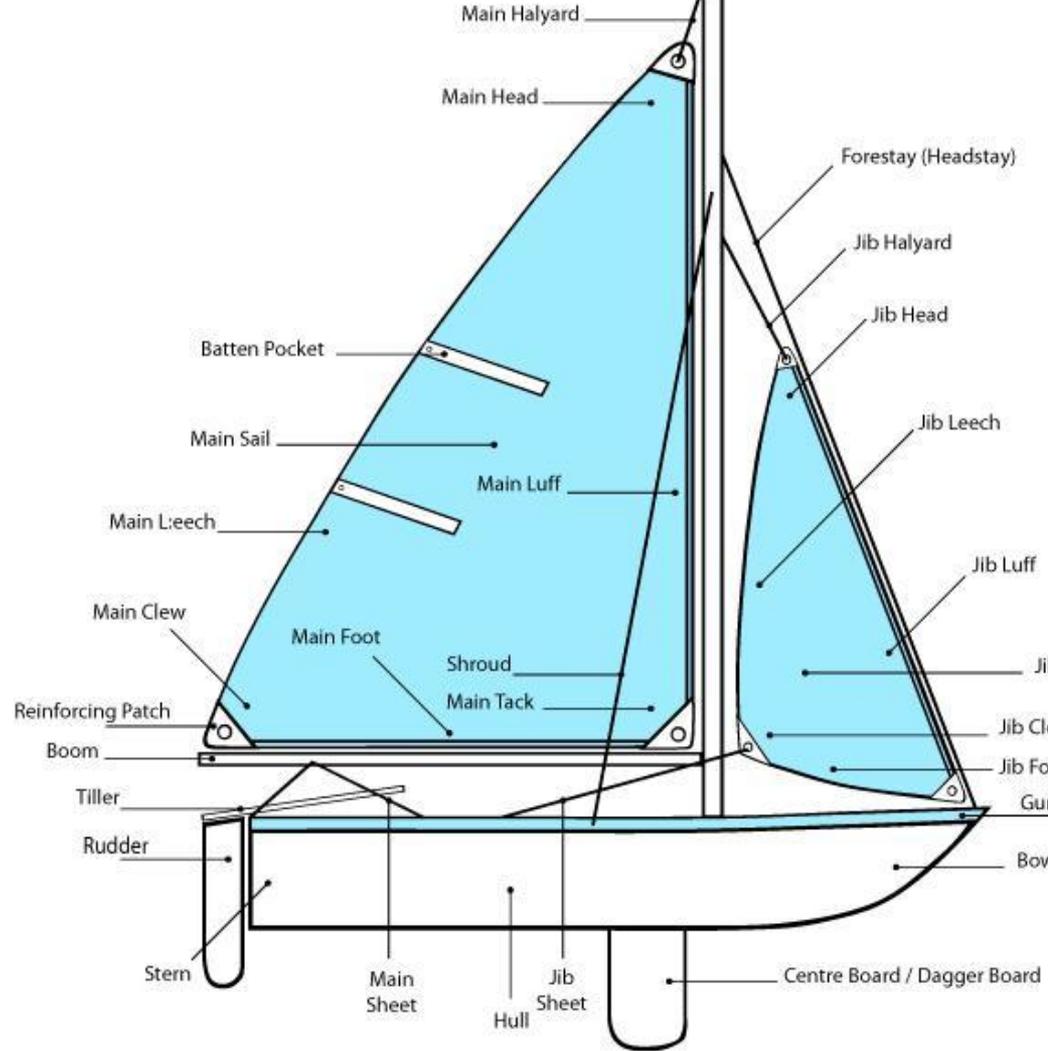
Rules and Fleet Management

Port vs Starboard

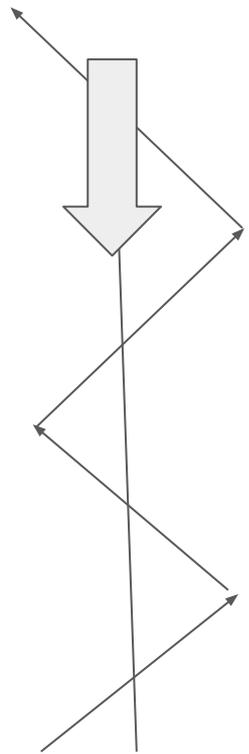
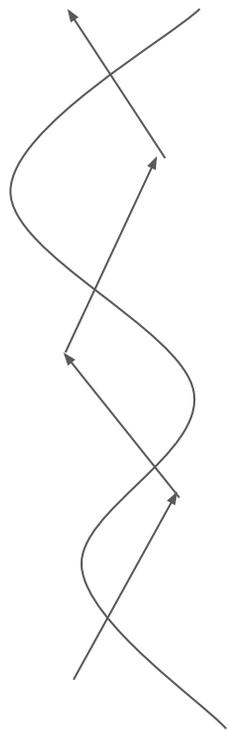
Windward vs Leeward

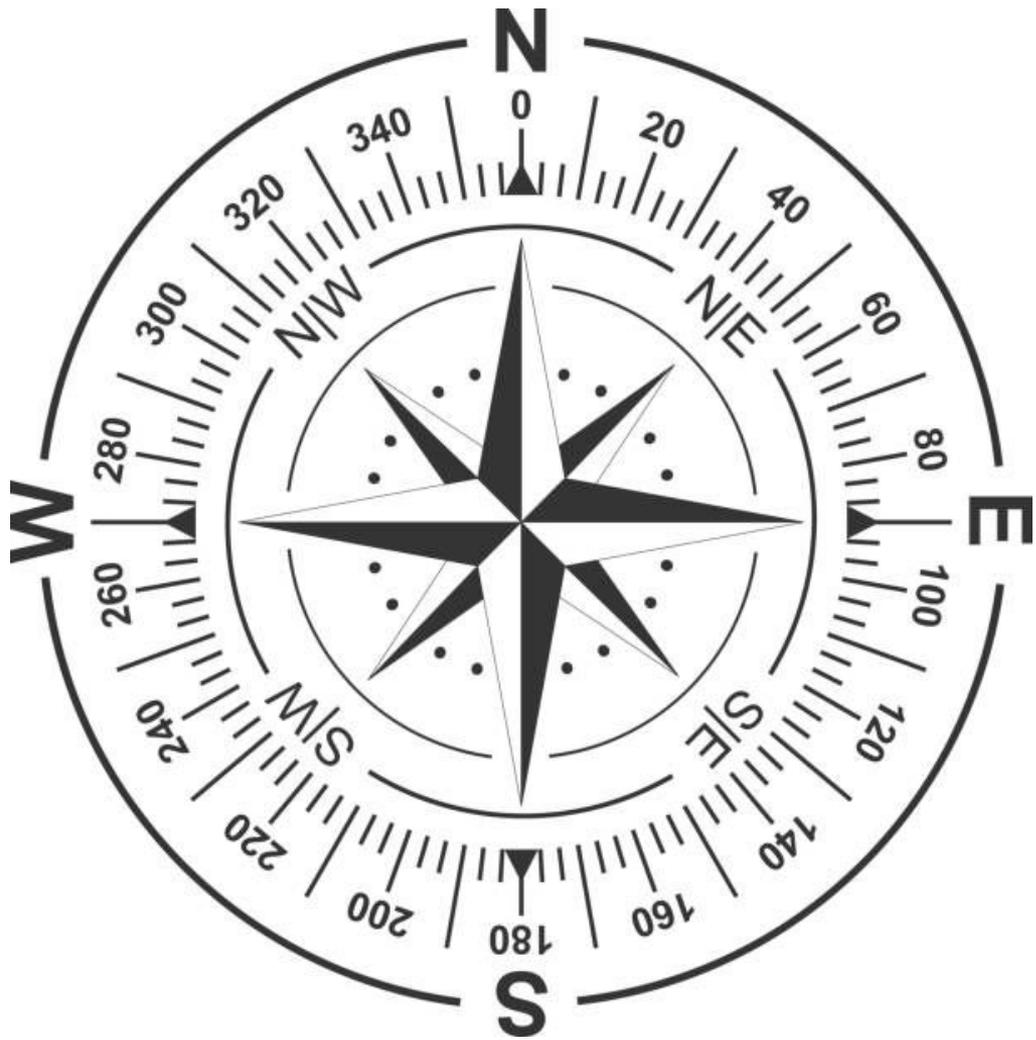
Fleet Management - Open Discussion





Wind shift





Parts of a Sail

- Reefing lines
- Boom Vang
- Cunningham or Jib cloth
- Jib wire
- Main sheet
- Jib Sheet
-

