



Ron Jacobs

Sail Trim – Going through the Gears

Pittwater Room

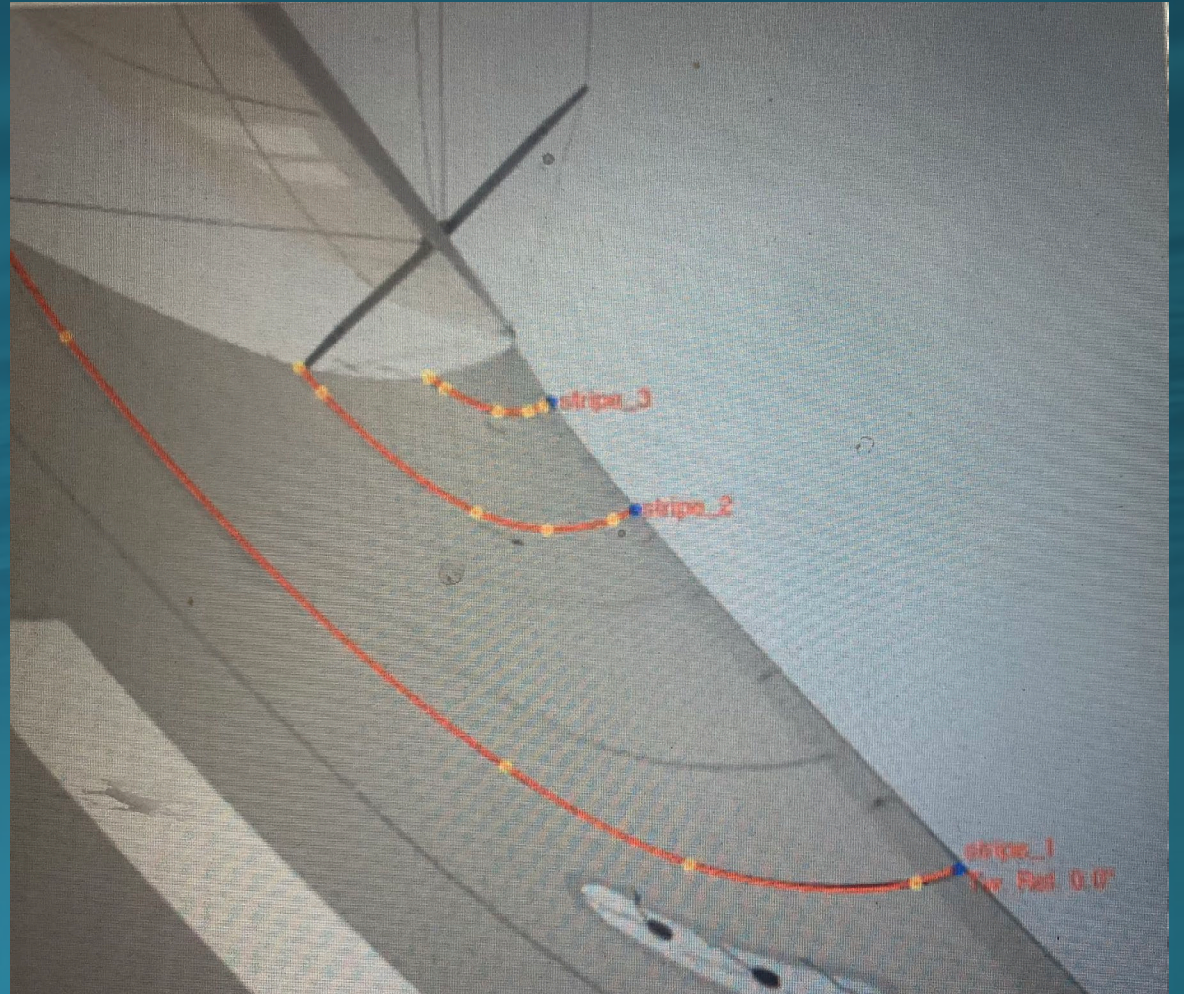
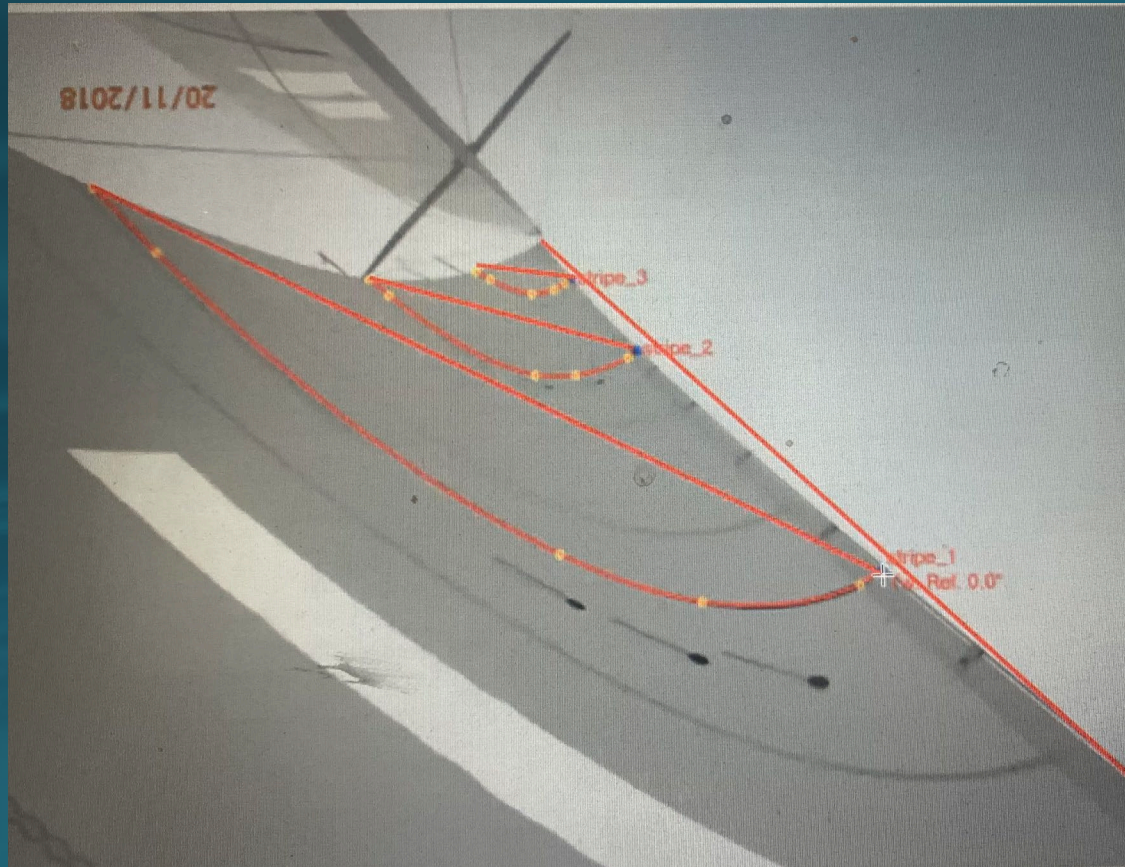


Same yacht - Three
different settings

Mainsail Depth



Headsail Depth



DEEP ENTRY (GOOD ROUGH WATER)
WIDE GROOVE

GOOD SECTIONS
MORE CIRCULAR

MID

FINE ENTRY
↓

VERY DEEP
ENTRY POINTING
PROBLEMS

MUST BE STRAIGHT
AFT TO EXHAUST

WILL TAKE CAR
FORWARD

BOTTOM

FINE ENTRY FOR ROUGH WATER

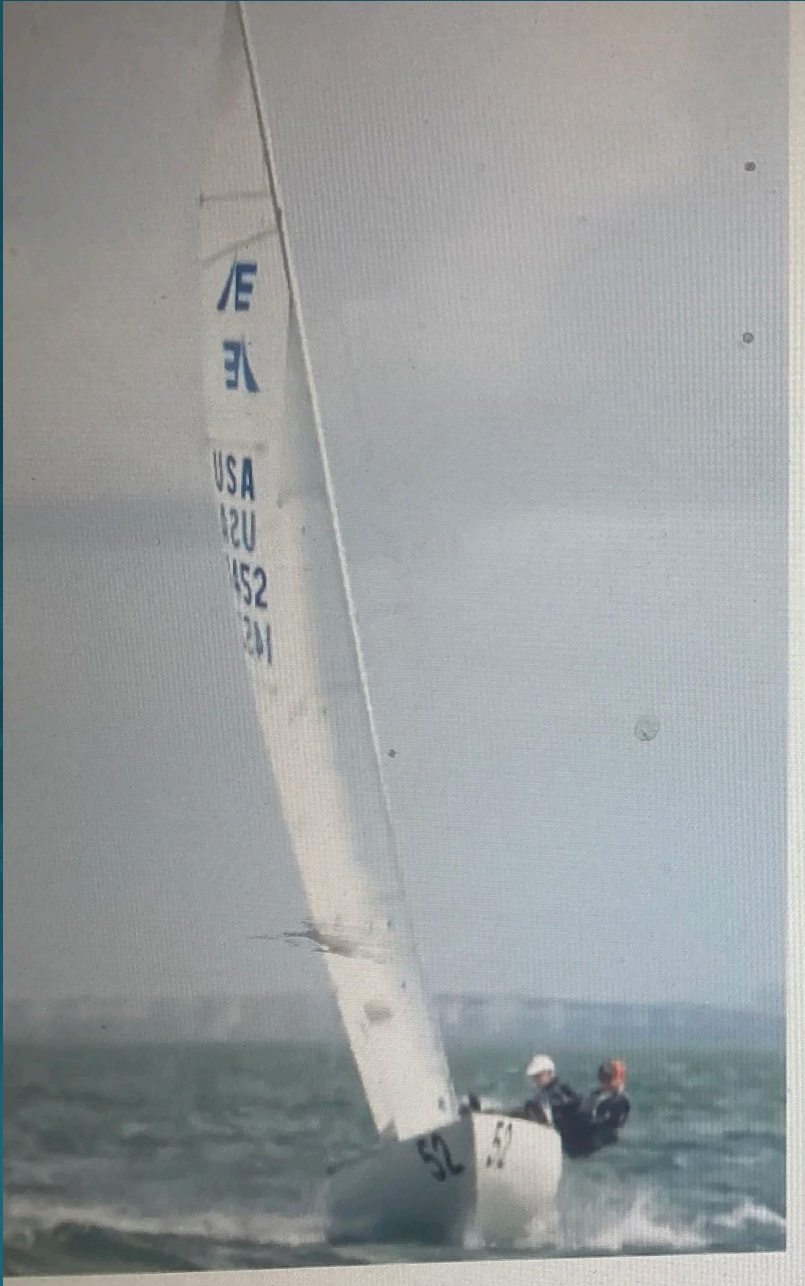
TOO ROUND AFT

MUST KEEP CAR
WELL AFT EVEN
IN LIGHT AIR

Forestay Sag

How do we get the forestay tight enough?

- When it is windy you basically can't get the forestay too tight.
- Make the mast stiff, mast aft at the deck and butt forward.
- Mainsheet tension contributes to forestay tension almost as much as the backstay
- Main flat so that you can sheet hard and then drop the traveler so the boat doesn't heel too much



Forestay Tension







ΗΙΠΡΑ



Flat vs Full



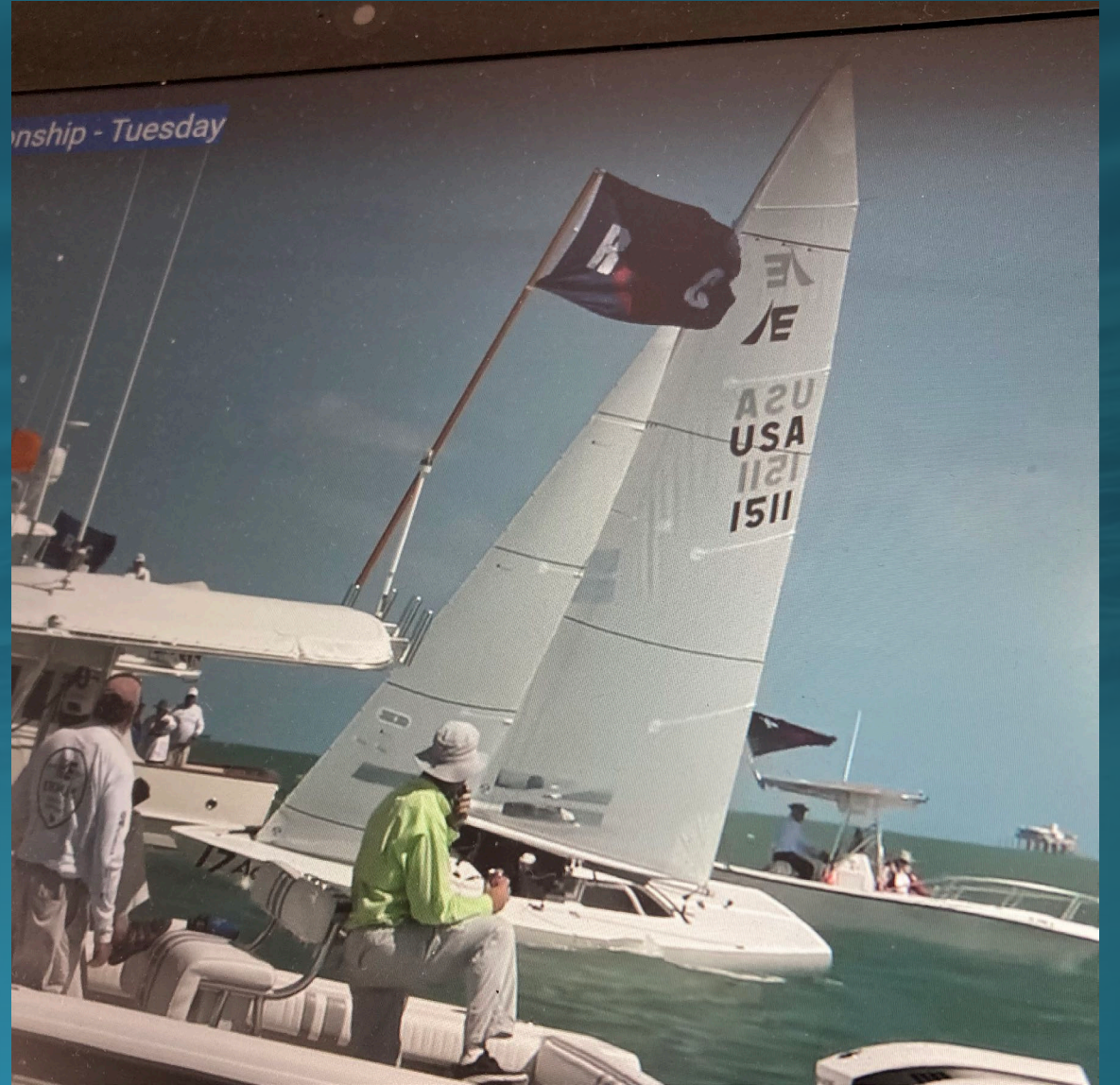


Example of Flat vs Full

- Look for overbend wrinkles in the middle of the sail.
- Too much overbend pulls the mast aft. Allows you to pull the backstay on harder and tightens the forestay dramatically.
- Generally, mast all the aft in the partners once the crew is hiking hard.







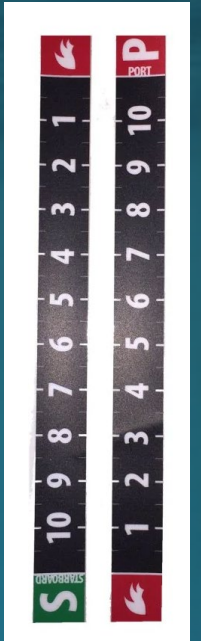


What is the Key to Fast Trimming

REPEATABLE SETTINGS ARE THE ONLY WAY TO GO FAST

What to label

- Ram (both fore and aft)
- Sheets (mainsheet & fine tune, jib sheet, jib tack, jib car & barber haulers)
- Halyards (jib, main & spinnaker halyards)
- Traveler
- Vang



Older Headsail – past the best years



Older Mainsail – past the best years



Thank You Ron

Any Questions?