

'Apologies to anyone who might be embarrassed but Ian, our Vago coach at the Grafham Inlands, thought the following would be of help to everyone. Let us know if this is useful and we'll try and get more hints added to the website.'

Chunky's Light Air Tips...

1) Rig settings

Make sure your mainsheet horse is the correct length

- a. If it's too short you will be pulling the main down before it's in to the centre line and in light airs that's bad because you'll hook the leech earlier and hence be slowing the boat down and also not pointing because you won't be able to pull the main in enough. **(see FIG1)**



FIG 1

- b. If it's too long you'll not be able to point as you won't be able to pull the main in.

2) Rig settings – XD mainsail

Make sure your battens have been loosened so that you can flick the batten during a tack/gybe.

3) Don't over sheet your jib or mainsail (**see FIG2**)



FIG 2

- a. Crew should be checking the slot between the main and the jib to ensure its not closed off
 - a
 - b. Helm should be checking his telltales at the back of his sail to see if they are stalling, if they are all stalling then he has the main in too tight and is generating a hooked leech.
- 3) Smooth/small movements on your rudder
The rudder can act as a brake especially if you slam it over to the other side during a tack or gybe, try to use your body weight to roll the boat, this will steer the boat without having to use too much rudder.
- 4) Keep weight forward
Try to stop the turbulence behind the boat, so move forward until there is no turbulence (upwind and downwind)

Downwind techniques

Try to gybe on the shifts downwind.

- a. If you find you are having to point up more and more to keep the kite going, tack on to the other gybe to get onto the lifting gybe. If you stay on the gybe that's making you point up to keep going you will end up sailing twice as far as you need to.
- b. Helm - Always keep your eye out for where the wind is coming from and keep your crew informed
- c. Always keep your eye on the leeward mark to ascertain whether you are on the best gybe and are not sailing away from the mark.
- d. Keep the kite filling
Firstly steer up (if it just loses pressure and dies) or down (if it collapses from the front edge, like the jib backing) if it gets that light that the kite starts to drag in the water get it down and sail on the main and jib. **(see FIG3)**



FIG 3

- e. Lift your board slightly to enable the boat to slip sideways