

## Sailing Downwind

**Running Light Winds** - Ease the sail out to 90-100 degrees from the centreline. This should keep the boom out when you heel the boat to windward. Sailing by the lee, with wind streaming from the back to the front edge of the sail, is fast. Try to make some of the tell-tales fly to show the wind flow. It is essential to fit gybing lines so that the rig can be trimmed in and out, as required.

**Running Medium Winds** - Boom out to 90 degrees [marks on the mast and deck will confirm the angle]. Boat heeled to windward and surfing on the front of waves is fast. Speed is not increased by broad-reaching so point dead downwind or sail by the lee for the shortest distance between two points. Weight should be kept forward to trim the hulls level as, the longer the water line, the faster the speed that can be obtained.

**Running Strong Winds** - Concentrate on surfing down the waves and keeping maximum speed. If the boat tries to bear away, pull 2 or 3 handfuls of sail in, which should counteract it. Position towards the stern to keep the stern down and the rudder in the water but make sure the stern doesn't drag as it will slow the boat, which will make gybing more violent and put a strain on the rig. Sitting in a semi-lying position feels more secure in big waves.

### Centreboard Control

The centreboard is quite large and has considerable drag when lowered. To avoid drifting sideways, the board should always be swung fully down when beating. On a reach, the board can be lifted as much as required, depending on the exact point of sailing and the weather. It is often possible to raise the board so that only the tip is down because the long narrow hulls give good directional stability on their own. When running, the board can always be lifted right up and the reduced friction makes a big difference to the speed.

Both centreboard and rudder should be frequently checked and should be smoothed and polished to reduce friction in the water. The board should be a snug fit in the slot, with no sideways slop.

### Steering

The system should be taut with no slop. Check the tightness of the tiller pivot by moving the arm up and down and tighten if necessary. The lines should be as tight as possible without any friction drag and it is important that the tiller and rudder are both aligned fore-and-aft. The blade should have no sideways movement in the stock but should pivot up and down easily using the control lines.