

## Stalling is a Killer, Greg Wells' Flying Fifteen Datchet Training Weekend, 31 Oct - 1 Nov 2009

### TMCSITW - Sailing is "The Most Challenging Sport in the World"

Jim Saltonstall

#### 1. Boat Preparation

Attention to Detail  
Use the Tuning Guides  
Weight  
Controls  
Greg now regards adjustable jib cars as a must- have.  
In our light airs on the first day, fuller sails will stall too easily.

Four key controls for Greg

Kicker  
Mast Ram  
Rig Tension  
Jib Cars – windy / waves

Sails have changed

Much deeper shapes, more power means more risk of stalling  
We all go fast - the best don't go slow!  
New rig will be less crew weight sensitive

#### 2. Race Preparation

Weather – start looking at 4-5 days before the race  
Visualisation  
Be early  
Tuning Run with a benchmark boat  
Sail the Beat – feel the course  
Look around  
Get a feel

#### 3. Boat Handling

Starting  
Acceleration – FF's don't accelerate  
Don't roll tack  
Avoid slowing down rather than being super fast  
Tacking  
Tack like a keelboat  
Use little rudder  
Slow crew movement  
Gybing - Dinghy like  
Heel to windward

Then shouldn't fight the boat through the gybe

#### Acceleration

Basic rule is to keep the boat moving  
Roll tacking in the very light but might work, generally it doesn't pay  
Tack smoothly with minimal helm input  
In heavy breezes, let jib off and tack on main pressure  
Just don't let the boat slow down  
Tack like a keel boat, not much rudder and tack slow  
Gybe like a dinghy. Windward heel, and boom over.

#### Mark Rounding

Wide out  
Narrow in  
Upwind (Paul Brotherton)  
Downwind (Steve Goacher) go with wave like a windsurfer  
Body Movement  
Transom swing is DRAG!  
Wide Curves are best  
Avoid spin turns if you can.

#### Upwind

Few helm inputs

#### Downwind

Avoid the go slow  
Lots of fore and aft body moves  
If wind pressure in the kite dies, head up a little early to keep way on.  
In very breezy conditions, weight well back.  
Conversely, weight right forward in the light conditions

#### 4. Rig Settings

Changing Gears – stop slowing  
Tuning Guides – use them  
Stalling is a Killer  
Sail Trim – Main, Jib, Spinnaker (curl, curl, curl)

Changing Gears

If crew moves inboard, then don't forget to change gear, Mast Ram forward, slacken. Keep boat absolutely flat  
If you need height after a start, try ramming on the mast, flattening the main and point up. Trade speed for height. Watch for a stall though.  
Outhaul – leave it on !!

#### Heel

Greg likes a little bit of heel, and never sails dead flat. Likes a small amount of running - windward heel downwind, which is especially helpful if you want to go low or dead downwind. This can help down a wave (like Steve Goacher)

#### In light stuff

Greg eases kicker an inch or so around  
Light winds have light rig tension  
Greg sets at rig tension at 350lbs max. and never goes tighter

### 5. Feedback on Day One On-The-Water Exercises.

On a short line, even if there is a pin bias, always go to the committee boat end. Avoid leeward end of a short line.

Tacking - Use less rudder

Rig settings needed to be softer

More pre-bend

Routines going into manoeuvres needed more attention

Dropping Spinnaker sooner before Leeward Mark Rounding

Gybe preparation started too late

Gybe routines need generic attention.

### 6. Day Two - Greg Wells – Sunday Q&A

Running in light airs

Crew needs to report pressure changes in the sheets,

Easing helm heads up,

Strengthening can go deeper.

Talked about when kite pressure drops, harden up a bit – 90% of the time

Close reaching, when overpowered -

Cunningham and outhaul on,

Kicker off,

Crew get right back

Get uptide (Not at Datchet!) in case the wind drops

In the light, take the lee bow tide first

Reaching when overpowered

Aim to de-power the main – to reduce the drag

Dump kicker by at least an arm length

Cunningham on hard to blade the sail.

A high boom won't close the spinnaker leech down by bearing down on the sheet.

Shift your weight astern to keep boat planning and get the pole up to lift the bows.

### 7. Tactics

Start at the favored end

Nail first shift

Sail Inside the beat (Use the Compass)

Don't hit laylines early.

Tack onto layline 10-20 lengths before the mark.

Don't panic – have a strategy

Sail the fleet

Good position and defending then sit on the fleet

Be at Arrowhead as you sail away from the rhumbline, and

Sit on the fleet as you come back to the rhumbines.

Use Shorelines

Looking for the right angle shift

Go close to a lee shore for wind

Sail Inside the beat - aim to

“Start at the right end, in clear air and nail the first beat”

Greg's rules:

Start at the right end – use compass!

Sail “inside the beat” – start with the long tack, shorter later

Don't hit the laylines early

Don't panic

Sail the longest legs first

Use the shorelines

Keep up tide

Use your compass to sail on the favoured tack as much as you can to the mark - Don't hit laylines early

Avoid if Possible

Getting Trapped after start

Taking Risks

Immediate tacks at the Start

Immediate Tacks after Leeward mark

Gybe sets – get ready then gybe, don't rush  
Boatspeed confidence is key

## 8. Microcompass

Three functions – compass, tactics and timer.

Tacking Angle **Use 70 degrees at Datchet. 80 on the sea**

Ensure the CALibrate function is at 5 degrees - dampens swings

Use with Compucourse – loose in the bag pockets.

## 9. Racemaster

Two displays

Top – compass

Bottom has 3 modes: TMR, Line, WND

The hard data that it works off are:

MWD

Tack Angle

Everything comes from there.

Once on water – set “tack angle” and “mean wind direction”

**Tack angle is about 70 on a lake/reservoir, and 80 at sea.**

### Tack Angle

Measure TAK angle to get a 'feel' / sense check of conditions  
Sail on port tack first in TAK mode adjusted with B1- first button  
Depress B2 for 'snakes' for 2 mins on each tack  
Then Starboard tack on the snakes for 2 mins to set Tack Angle  
Repeat three times for accurate settings.

### Then record the first beat course bearing for MWD

Change the **damping to slow**

Be in line mode

Press and hold B2 (enter setup)

B4 to skip

Select SLO

Press Dot button

Press and hold dot button

Then do **line bias**. – also gives you perpendicular.

## Downwind

Get – on a run – keep bar display below the line.

As upwind – try and do long gybe on the run

If the angle shows more than 20-25 degrees

Get a gybe in 10-15 degs gives good speed,

Light winds - sometimes go dead downwind

Can be good (Heavy) but try hard to stay on plane.

Use hotter angles in the light airs

Go dead downwind in the heavier airs, but  
Get it planing if you can.

## Spinnaker Hoist

2 person job!

Pole on early

Sneak a bit of guy on

Kicker off a shade in light, more in heavy

Tends not to hoist straight away at top mark

Prefers to sail a bit high then hoist.

Helm takes sheet.

Check out the YouTube “470 Olympics” footage for good gybe sets.

## Run

You can do a lot of the run without a pole!

Store the pole early

Makes gybe drop (float drop) easier

“Float Drops are the way forward”

Greg doesn't like to rush his hoists.....



