

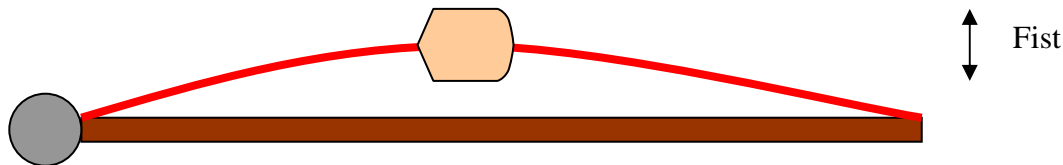
Hill Head Sailing Club Mirror Training 19th May 2002

This was the third of these well supported training days. This year it was led by our Home-grown International dingy sailors John Pink and John Gimson with Margaret Hyde and Paul Daysh, supported by a host of safety boat drivers.

The emphasis this session was on setting up the boats correctly and then tacking and gybing. The group was split into advanced, intermediate and beginner groups. This write-up concentrates on the sufferings of the Advanced Group.

The Set up of the boat ran through the points covered in the previous session which I repeat here:

For the flat conditions that prevailed Force 3 to 4 ish they recommended setting the outhaul to give a "fist" between the boom and sail at the middle of the boom. This should be flattened for lightweight crews, very heavy winds or very light winds.



The kicker should be just enough to stop the boom from lifting.

Before we started on the water we all had to line up in the water's edge clutching our daggerboards and then started trying to see the effect of water acting on the board. Essentially it showed the effect of water perpendicular to the board. It showed that there was less resistance with the board sideways on. Translated to the boat by putting the rudder hard across when turning presents massive resistance to forward motion - in effect a brake. Ideally when tacking or gybing - or even in normal straight line sailing experienced sailors should minimise use of the rudder and rely more on boat balance and use of the sails to assist changing direction.

The fleet then took to the water for tacking and gybing practice.

The method of assisting on tacks is to start the tack by heeling the boat to leeward and to back the jib. As the boat comes head to wind the crew need to balance the boat and then heel the boat to windward out of the tack. This is roll-tacking.

Pulling in the sail also helps to heel the boat. Ideally we should be aiming for a quarter of the rudder movement that we usually use.

The principle for gybing with the kite was explained as:

Helm to leeward

Sheets to the helm

Helm clutches tiller between knees and steers a straight course (even if the resulting circle and panic is spectacular)

Crew keeps the kite flying

Crew pulls the boom across

Crew fixes pole

Crew keeps the boat balanced -flat

Gybe - heel on top and boat bears away, crew leans out.

We were then drilled through our paces on the water round a course and by tacking and gybing in line to the whistle. After some 3 hours on the water our instructors assured us that we had made progress.

Once again thanks to Margaret and her gang for a rewarding if tiring day.

Richard Whiteley