

## Comments on Racing Video

1. When sailing to windward, helmsmen sails the boat by the jib telltales. Main sheet sheeted in and main adjusted continually by adjusting traveler, according to pressure on sails. You need to get an adjustable traveler system. Only adjust mainsheet slightly if you want more or less trim. Most helmsmen I knew sailed sitting to leeward (I know, weight to leeward not good), concentrating on jib telltales.
2. By the look of your mainsheet, and the position of boom, it looked like your main was too far out. Your tacking angle did not reflect this. However that may be due to a lee bow current. What is your tacking angle. Only way to know is by compass direction on one tack, then compass direction on another tack, right after you tacked. May need to check a couple of times due to wind shifts. Apparent wind and GPS have too many variables.
3. Other boats did not appear reefed, and you did not appear overpowered. Didn't reef on 2nd windward leg. Had wind dropped?
3. Set jib leads so all telltales break at same time. Mark track. If you want some twist in jib, move lead forward so top breaks first.
4. Crew weight to windward, on rail. Might want to train lady as windward helms person, just focused on telltales. Man in yellow jacket on rail.
5. Sailing downwind, put on boom vang, even if not out to rail. I think it can be on all the time.
6. Sailing downwind wing and wing is slow. In winds under 15 knots, boats with symmetrical spinnakers tack downwind. Sail 140 to 145 apparent. Should give you 160 true. If you sail wing and wing need whisker pole.
7. When trimming sails crew should stand abeam of winches, with shoulders over winch, looking forward at sail they are trimming. Better mechanical advantage.
8. Practice. Sailing is one of few sports that people participate in and don't practice. If time is an issue, and it is, practice going out to the starting line, and sailing home. Go out early.