



## ***Spitfire Sailing Manual***

Please refer to the tuning guide for boat settings.

### **Light Winds**

#### **Upwind**

##### ***Upwind Boat Trim***

Crew weight forwards. Crew should be on or in front of front beam, helm as close to the crew as possible. This will stop the transom dragging. If there is any intermittent trapezing it better that the crew should do it. When one of you can remain out on the wire either can trapeze depending on weight required. You are aiming to keep the boat momentum going, to do this you should avoid excessive tiller movement, keep crew movement to a minimum and concentrate.

##### ***Mainsail tuning***

Remember to adjust the outhaul from heavier weather settings to flatten the foot of the sail, as you will not be using as much downhaul. If the wind increases and you need to put more down haul on then you may have to release the outhaul to prevent your boom from bending excessively. You may be surprised how much mainsheet tension is required in light winds to control the top third of the sail to gain power. You may want to increase your batten tension if you suspect a light wind day. Constant adjustment of mainsheet tension will be required as the wind strength varies.

##### ***Jib Tuning***

Adjust jib as per tuning guide. This may require constant trimming. Watch the lower two jib tell tails closely. Windward tell tails lifting then you are pinching, if the leeward tell tail is lifting then you are footing too much.

##### ***Dagger Boards***

Fully down

##### ***Tacking***

Using the tiller start gently and ease the boat into the tack. Release the mainsheet at least a couple of feet as you cross the midline. Keep the jib backed until main battens have popped. Slowly squeeze the jib and main back in as the boat accelerates away.

### *Bearing away*

You must maintain boat speed by easing the boat in to a gentle turn. These are options when time allows:

- Lift windward dagger board early
- Pull out spinnaker tack line
- If you are trapezing upwind keep the helm on the wire and let the crew go in to do the necessary jobs.
- Release any downhaul.
- Helm may need to move backwards to counter the crew who will be forwards hoisting the spinnaker.
- If overpowered lower traveller as required.

## **Downwind**

### *Downwind Boat trim*

Crew to leeward and moving to windward as wind strength increases. For and aft trim level by weight adjustment. Avoid excessive movements of crew and tiller as upwind unless hit by a gust when it may be necessary to bear away quickly to de-power.

### *Mainsail*

Don't over sheet it. Remember if the wind increases and you are bow down use to traveller to dump power not the main sheet.

### *Jib*

Ease and set to tell tails.

### *Spinnaker*

During hoist you must go low until spinnaker is fully up. It is useful to have a mark on the halyard to indicate when this has been achieved. To trim ease the sheet until the luff curls and sheet to stop the sail collapsing. Keep the luff almost curling by constant adjustment. It may be necessary to sheet in if the boat accelerates. The helm should keep the crew informed of course changes so they can adjust the sail appropriately.

### *Dagger Boards*

Half down

### *Jibing*

Before the jibe pull the jib over to the new tack. A good time to jibe, if the opportunity arises, is at the end of a bear away. Using the tiller ease the boat round. In under five knots it may be necessary to ease the main to allow the battens to pop. Do not release the spinnaker from its current side until it starts to fill, now release it and sheet on the new side. The jib should now be released from the previous side and trimmed to tell tails. Head up gently to build up speed.

### *The Drop*

Put the dagger boards down in anticipation. During the drop bear away, **do not release the spinnaker sheet, (either kneel on it or give it to the helm)**, make a bra out of the spinnaker by pulling the retrieval line just before you release to halyard, continue to pull down quickly until at least half of the spinnaker is in the chute before you release the tack line.

### *Heading up*

Use the main and jib to control the turn and squeeze on as you head upwind.

## Heavy Winds

### **Upwind**

#### *Upwind Boat Trim*

Crew weight adjusted backwards to maintain fore and aft trim. If bow down and rudders stalling you are too far forwards. In extreme conditions you may have to get as far back as possible. You are aiming to keep the windward hull kissing the waves. To do this void excessive tiller movement, keep crew movement sensible and concentrate.

#### *Mainsail tuning*

To set the outhaul; first pull on a reasonable amount of down haul, both trapeze, sheet the main quite hard, if the hull flies excessively pull on more down haul. The boom should now have a gentle camber. If the boom is bent excessively you have got too much outhaul on and conversely if there is no camber you need to increase the outhaul. **Downhaul is at a maximum when the eyelet is touching the boom. You may have to pull very hard to do this.** This will open the top of the sail, de-power it and enable you to point. The last inch of downhaul is often crucial! Constant adjustment of mainsheet tension will be required as the wind strength varies.

#### *Jib Tuning*

Adjust jib as per tuning guide. This may require constant trimming. Watch the lower two jib tell tails closely. Windward tell tails will often lift. This OK as you are trying to balance the boat to the wind conditions, if the leeward tell tail is lifting then you are footing too much.

#### *Dagger Boards*

Fully down

#### *Tacking*

Using the tiller start gently and ease the boat into the tack. You may need to release the mainsheet further than in light winds as you cross the midline. The jib will only need backing in choppy conditions. Keep your weight forward. Slowly squeeze the jib and main back in as the boat accelerates away.

### *Bearing away*

You must maintain boat speed by easing the boat in to a gentle turn. These are options when time allows:

- Lift windward dagger board early
- Pull out spinnaker tack line
- If you are trapezing upwind keep the helm on the wire and let the crew go in to do the necessary jobs.
- Release any downhaul.
- Helm may need to move backwards to counter the crew who will be forwards hoisting the spinnaker.
- If overpowered lower traveller as required. The crew may need to do this.

## **Downwind**

### *Downwind Boat trim*

Crew to windward, as wind strength increases they may need to trapeze. For and aft trim level by weight adjustment, you tend to keep weight well back.. Avoid excessive movements of crew and tiller as upwind unless hit by a gust when it may be necessary to bear away quickly to de-power.

### *Mainsail*

Don't over sheet it. Remember if the wind increases and you are bow down use to traveller to dump power not the main sheet.

### *Jib*

Ease and set to tell tails.

### *Spinnaker*

During hoist you must go low until spinnaker is fully up. It is useful to have a mark on the halyard to indicate when this has been achieved. To trim ease the sheet until the luff curls and sheet to stop the sail collapsing. Keep the luff almost curling by constant adjustment. It may be necessary to sheet in if the boat accelerates. The helm should keep the crew informed of course changes so they can adjust the sail appropriately.

### *Dagger Boards*

Half down

### *Jibing*

You need to jibe at maximum boat speed or it can be very violent. Before the jibe pull the jib over to the new tack. A good time to jibe, if the opportunity arises, is at the end of a bear away. Using the tiller ease the boat round. Do not release the spinnaker from its current side until it starts to fill, now release it and sheet on the new side. The jib should now be released from the previous side and trimmed to tell tails. Head up gently to build up speed.

### *The Drop*

Put the dagger boards down in anticipation. During the drop bear away, **do not release the spinnaker sheet, (either kneel on it or give it to the helm)**, make a bra out of the spinnaker by pulling the retrieval line just before you release to halyard, continue to pull down quickly until at least half of the spinnaker is in the chute before you release the tack line.

### *Heading up*

Use the main and jib to control the turn and squeeze on as you head upwind. You may need to put on some downhaul and release mainsheet and traveller as you round the corner.