

VYBA Zoom Meeting #1

C420 Race Team

Sail Controls

SAIL CONTROLS:

Outhull: This adjusts the draft of the bottom of your sail (how much depth and shape the sail has)

1. Light wind: You don't want the outhull too eased or you will stall the jib and close the slot between the jib and main.
2. Medium wind: about 2 ½" to 3" between the boom and the skirt (bottom edge) of the sail.
3. Heavy wind: no less than ½" between the boom and skirt of the sail. You don't want to over flatten the main causing yourself to completely depower the sail (unless it's extremely windy and you need to depower more).

Don't adjust the outhull on the downwind unless the breeze changes. Constantly be changing the outhull depending on the wind conditions.

Vang: The vang changes the shape of the leach powers (loosen vang) or depowers (ease vang) your sail depending on how much you put on.

1. Light wind: you want your vang completely loose, no tension at all. You want your main as powered up as you can get it. By keeping the vang slack, your boom can move up vertically, creating twist in your main, keeping the sail "belly" full and powered up.
2. Medium wind: you want some tension on your vang. Not too much but just a little bit. You want the top batten on your sail to be parallel to the boom. This will keep the leach slightly closed so it catches the air that goes into your sail.
3. Heavy wind: If both crew and skipper are hiking, put on a lot of vang. This allows you to "Vang Sheet" which is when you ease the main sheet and the boom moves only horizontal, not vertical. If you try easing your main in heavy air with little vang, it doesn't do anything because the boom will rise, creating twist, therefore powering up your boat. By cranking on the vang, your boom cant rise, so it will keep your sail depowered while you ease and help flatten the boat.

DOWNWIND: take off the vang unless you are extremely overpowered. If so, keep the vang tensioned to help prevent rocking.

Cunningham: This adjusts the luff of your sail.

1. Light wind: keep the cunningham completely eased so that there are horizontal wrinkles going all the way up the luff to the mast. This will keep your sail full and powered up.
2. Medium wind: If the skipper and crew are both sitting on the tank, put some tension on the cunningham so that the wrinkles only go up to the spreaders (about halfway up the mast). The top half of the main should be smooth.
3. Heavy wind: If you are overpowered and have the vang cranked on, so should the cunningham.

The cunningham needs to constantly be adjusted based on the wind conditions. Whenever you adjust the vang, the cunningham also needs to be adjusted.

With older sails, you need to put on more cunningham to help move the draft forward. As sails age, the draft moves towards the leach, so by putting more cunningham on, it moves the draft more forward.

DOWNWIND: Take off cunningham!! Don't forget to put it back on before the upwind.