

Hints and tips

Dry suits: Help your dry suit to last as long as possible by not using conditioner when you wash garments used under your drysuit.

In winter keep yourself warm, as warm muscles, tendons and ligaments are less prone to injury

Consider tacking rather than gybing in strong winds. The manoeuvre has to be “sailed” and can take a lot of space, but can leave you upright when others are capsizing.

Tiller extensions for Singlehanded and crewed sailing— It can be easier to have different length tillers. Consider fitting an easy to switch tiller hinge and have 2 different length tillers. *Gillan Gibson*

Tie some fine wool to the shrouds as extra wind indicators. They can be in line of the helms sight and save having to look at the top of the mast all the time. Also when wet they don't stick, though they can get wrapped around or slide up the shroud.

Tie the ends of the jib sheets together to make one loop. Especially useful when sailing single handed, many find it helps not to have to work out which sheet you have.

Spinnaker set-up: Ally Jones has posted a video of his system on You Tube

Use silicon spray to lubricate cleats, rollers, spinnaker shute, etc, as it does not mark sails or sheets

Changing sail numbers: If the numbers are of the peel off type they can usually be changed easily. Once done scatter talc over the area to cover any areas which are still sticky so they do not collect dirt

If your rear bungs are of the screw in variety tie one (or both) of them to the rudder with a piece of thin rope to act as a retaining line if the rudder comes off.

Have a piece of string on the rudder to tie it to the hull so if you do capsize and it comes off you still have it attached to the boat where you can reach it

An anchor line can double as a towing line so you don't have to carry 2 pieces of rope.

Heavy weather. As soon as both you and your crew are hiking out, the kicker needs to be pulled on very hard (without letting the top tell tale stall for more than 50% of the time)

Heavy weather: If your crew is 'cheese-wired' against the shroud when hiking out the weight is too far forward. A good place is to have the crew's back leg touching the thwart and the helm's front leg touching the back of the thwart.

Light airs: Look through your transom flaps to check there is no turbulence. If there is, your transom is dragging and you need to move forwards. The thwart is too far back!

Sail in clean air, sounds easy but the amount of times I see boats following each other in the dirty air of the boat in front astounds me. I accept it's sometimes necessary, to get round a mark and such like, but once clear of the obstruction aim for clean air and defend it when you get it.

Try seeing how *slowly* you can sail whilst still keeping the rudder working (remembering that the rudder needs a flow of water over it to be effective). Everyone works on going faster, but sometimes the ability to slow down or sail slowly, e.g. at a mark, or approaching a jetty or shore, can be just as important.

Sail the boat as flat as you possibly can, unless in very light airs when a slight leeward heel helps the sails fall into sleep.

Watch the Committee Boat as it will give a good indication when things may happen

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