



## 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.

**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 Single handed 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.

**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!

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

**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.

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