

TARGET SPEEDS

DEE SMITH'S GUIDE



UPWIND

DOWNWIND

WS	BS	TWA	AWA	HEEL		WS	BS	TWA	AWA	HEEL
2	2.8	47	20	3		2	4	132	29	2
4	4.1	46	23	4		4	4.5	138	60	2
6	5.7	44	23	9		6	6.3	140	66	3
8	6.7	42	23	16		8	8.2	146	71	3
10	7.6	40	23	20		10	9.8	143	73	3
12	7.7	38	23	22		12	10.8	143	80	3
14	7.8	37	24	23		14	13.8	144	73	4
16	7.9	37	25	24		16	15.2	148	80	6
18	8.0	36	25	24		18	16.3	148	84	12
20	8.1	37	27	25		20	18.5	150	83	15
23	8.1	38	28	25		23	19.5	151	93	18
25	8.0	38	29	25		25	22.0	153	91	19
26	8.0	38	29	26		26	22.5	153	93	20
30	8.0	38	30	26		30	23.0	155	108	22

6 KNOTS AND UNDER

UPWIND

- Weight forward and in waves it is good to heel as much as possible: 12-14 degrees. This makes it easier to get through the waves.
- In smooth water, you can sheet the jib in vary hard.
- The boom should be far to windward, leech of the main almost hitting the runner. The idea is to load the boards as much as possible, so there should be good helm of 2-3 degrees.
- Make sure you get the boat going after the tack first and then bring the boat up. Sail fast so the keel can do its work.
- Try to keep as much weight below as possible.
- Little to no runner tension.
- Sail in Turbo rig set up.

6 KNOTS AND UNDER

DOWNWIND

- Weight forward.
- The A1 is quite big and can get the boat going very well.
- Once up to speed work to sail lower but should always have pressure in the chute.

6-10 KNOTS

UPWIND

- This is the hardest condition, as you go from not hiking to full hike.
- Once the boat is going over 7.25 knots it is best to full hike.
- Somewhere around 7-8 knots you can have one body behind the helmsman doing the runner.
- Also at this time you might have to sheet out 0.5-1 degree.
- Light jib at 5.5-6.5 degrees.
- Jib trimmer should trim the jib down in the tacks and trim up and in slowly to help accelerate the boat.
- It is all about keeping weather helm on and then around 9-10 knot of wind reducing helm, by travel down.
- Having a good wind caller will keep the trimmer working well together.

6-10 KNOTS

DOWNWIND

- Downwind in 6-10 is when the boat likes to sail lower.
- It is surprising how fast the boat is in this condition. A1.
- Still weight forward and testing angles all the time.

10-14 KNOTS

UPWIND

- Travel down a bit. Somewhere here you look to change to the Med/Hy or #2 jib. Lead goes out to around 6.5-8 degrees.
- And near 14 you have max runner and rig loading. This is also when you need to start to vang sheet upwind (ease vang in gusts to increase sail twist).
- Tacking the boat in this condition I like to have one runner person. He takes the current runner with him across the boat and lets it go.
- Or it is very easy for the helmsmen to take a handoff from the runner guy and release as he turns the boat. This is a bit better as the runner comes up faster.
- What is really nice is to use the grinder set up for trimming upwind as the wind comes up. If you leave both primary winches engaged, you can trim the jib with the windward winch. So in a tack the trimmer brings the sheet up with him. The grinder, who cast off the sheet after he gets on the rail, puts a handle in the windward winch. Now, one can trim the jib while hiking out. You need good marks on the jib sheet to know where you are.
- The jib lead lines are also situated to be able to adjust from the windward side.

10-14 KNOTS

DOWNWIND

- 10-14 knots downwind is amazing as this is when you first get on a step.
- Leave the jib up sheeted to the out board lead.
- Somewhere around 13-14 knots the boat will feel like it is going just fine and very fast.
- But what has surprised me is when you heat it up 5 degrees you end up sailing much faster and with the apparent wind going forward you end up sailing lower than before.
- It is a good idea to keep track of your apparent wind angle. You might find this is an easier way to sail more consistent speeds. Weight starts to move back as you go onto the step, but not too much.

14-19 KNOTS

UPWIND

- Full brick, full runner tension.
- Two people behind the helmsman after 16 knots.
- Med/Hy #2 jib. Lead out to 7-8.5 degrees.
- Hike as much as possible.
- This is when you might have to ease the jib a bit in the puffs and trim in the lulls.
- As the waves get bigger it is important to keep the boat going target speeds.
- Some times faster is better as it is better not to slow down at all.
- If you get high and slow it is very hard to get going again and you end up low anyway.

14-19 KNOTS

DOWNWIND

- Sail with A2 and jib.
- At about 18 knots downwind the weight is back more.
- 3 people in front of helm.
- On grinding, one jib trim and one spin trim.
- Still hiking as much as possible.

19+ KNOTS

UPWIND

- Now you are on the small jib upwind.
- Lead is 7-8.5 adjusted to the main and wave conditions.
- Same techniques as 14-19 knots.

19+ KNOTS

DOWNWIND

- Downwind in over 19, all weight back, just the grinder forward.
- This is when you start to think of using the A3, around 23 knots of wind.
- Earlier if there are big waves.
- The jib trimmer can now trim the jib off the leeward runner winch.