

Sail Trim Masterclass

“Discover the key to unlock your boats true potential”

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Keep your understanding clear – ask the Q

- Q What you are trying to achieve?
- Q What sail or rig controls do I use to achieve it?
- Q How do I know if my trim is correct?
- Q What are the key visible indicators?
- Q What does “feel” mean?
- Q What is a “groove”?
- Q What questions / feedback do I ask from my team?

Don't overcomplicate your answers!

- Q What you are trying to achieve?
- A *Power up, maintain power or de-power*
- Q How do I achieve it?
- A *Full sail power, flat sail de-power*
- Q How do I know if my trim is correct?
- A *Boat speed and constant heel angle*
- Q What are the key visible indicators?
- A *Telltails, leech ribbons and creases in the sail*
- Q What does “feel” and “grove” mean?
- A *Boat will “feel” good when it is maintaining a consistent heel angle. This consistence will result in an easier boat to sail with minimal trim adjustments...THE groove!*
- Q What questions/feedback do I ask from my team?
- A *Lets discuss this – it's important!*

Sail Controls – let's simplify this...

Sheet	In addition to in/out, the control twist
Outhaul Mainsail	Adjusts the depth
Jib Car	Jib/Genoa – adjusts the depth
Halyard	Main/Jib – adjusts the sail shape
Downhaul (Cunningham)	Adjusts the sail shape

Sail Controls

Use calibrations to record your settings.



Rig Controls – let's simplify this...

Backstay	Effects mast bend
Inner forestay	Effects mast Bend
Backstay	Effects forestay tension
Boom Vang	Effects mainsail twist (leech tension)
Traveller	Effects mainsail angle of attack

Let's talk POWER- Mainsail

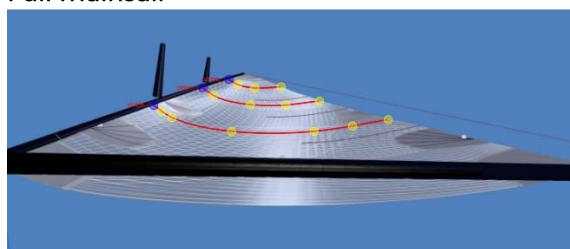
To make a mainsail more powerful, make it **full!**

- Minimum Backstay (straighten the mast)
- Ease the outhaul
- Ease the downhaul / Cunningham
- Adjust the sheet for minimum twist

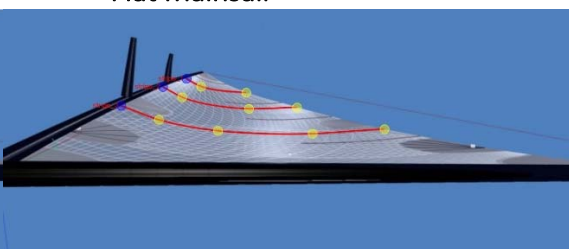
To make a mainsail less powerful, make it **flat!**

- Tighten the backstay (bend the mast)
- Tighten the inner forestay (bend the mast)
- Tighten the outhaul
- Tension the halyard/cunningham
- Adjust the sheet to increase twist (de-power, spill air)

Full Mainsail



Flat Mainsail



Let's talk POWER- Headsail

To make a headsail more powerful, make it **full**

- Minimum Backstay (forestay sag)
- Move the car position forward
- Ease the halyard tension
- Adjust the sheet for minimum twist

To make a headsail less powerful, make it **flat**

- Tighten the backstay (tighten the forestay)
- Move the car position back
- Tension the halyard
- Adjust the sheet to increase twist (de-power, spill air)

How do I know my trim is correct?

Boat speed and heel angle will be consistent

Boat will be easy to sail

Trim adjustments will be in inches, not feet!

Discussions on board will be micro, no macro

The "feel" of the boat will be good (see boat speed)

The "groove" of the boat will be easy (see heel angle)

Correct Trim – happy boat!

Key visible indicators?

- Telltales – what are they doing?
- Leech ribbons – what are they doing?
- What is the visible appearance of the sail? Creases/wrinkles

What is Feel?

Feel is the way the boat talks to you

If the boat is happy it will be fast and easy to sail

If the boat is unhappy it will be difficult, slow and grumpy!

Key indicators are helm load (rounding up, hard or easy to steer, see – saw effect (heel angle) and naturally – the end result...boat speed!

What is Groove?

Groove is the way the boat is configured

If the boat is in a groove it will be fast

If the boat is in a groove it will have constant heel

Key indicators are consistent boat speed, small trim adjustments to account for gusts, flat water or chop or for clean air in a big fleet.

Groove

What questions / feedback do I ask from my team?

- How does the boat feel?
- Are we in a happy / easy groove?
- Are we achieving our target boat speed?
- Based on the answers you now enter the “trim cycle”
- The Trim Cycle is dynamic and should be in play for the entire race...including a half hour before the start!

Trim Cycle

