

Tips (from Alex Wigley)

How to Save \$\$\$

In Your Spare Time

At last year's District Championship my crew, Craig Miller, and I were capsizing my boat off of our dock to another dock to wet sand the hull. I must have repeated "Careful of the Windex" three or four times as we weaved the mast through another boat's forestay and shifted our hull into position. I took the Windex off, set it on the curved deck thinking "No, I better put it back on so it doesn't fall in the water." I reattached the Windex, and Craig asked me to shift the boat toward him with the mast, then SNAP, I broke the Index in two like an unlucky wishbone. My \$25 instrument was now reduced to glider parts for my 3 year old son.

Later that evening as I was cursing myself for lack of foresight, it dawned upon me that the black plastic Windex might be made of the same ABS plastic that plumbing pipes are made from! So I tried ABS cement, following the directions on the can, and held my (expensive-but-must-cost-a-nickel-to-make) yacht part in alignment overnight to fuse. It worked! Now I have a lucky Windex and still have \$25 in my pocket until I buy my son a glider or two, or twenty . . .

The Bridle Ring Solution

Ever have that problem: you're the best man and you lose the ring just as you are asked to produce it? I haven't had that problem either, but I would like to share one solution I have found for a split mainsheet wrapping around the transom. After many "design-of-the-week" tests, I have discovered a simple means to help prevent both of these problems. Use shock cord on a ring! Stretch some small diameter "bungee" across the top of the transom and secure it to the split sheet mounting points with a one to two inch stainless steel ring threaded on. This ring can now freely move along the shock cord stopping at the mounting points. Then with the boom in its rigged position, see that the ring can be stretched up to the rear mainsheet block on the boom (as the split sheet does). Next, remove and feed the split sheet through the ring and resecure them to their original mounting places.

Marry the couple on your boat and you've solved both problems! At least most of the time. I don't know where the bridesmaids go . . .

Saran Wrap Your Sandwich, Trim, or Rigging?

Lumber yards now wrap trim and small stock with a non-adhesive Saran wrap product similar to what Mom used for those school lunches. It does such a good job sealing to itself, I remember squishing a peanut butter jelly sandwich to a sauce just trying to open it! Maximum static cling!

I have found it useful to use new Saran wrap (as it leaves no peanut butter residue) to secure all those loose ends a mast has when it becomes horizontal for trailering. This beats duct tape, and ten or so wraps of Saran stuff are probably stronger.

To get more mileage from the roll of Saran wrap your wife or significant other will miss shortly, cut the roll itself into half or thirds, and save your duct tape for the rest of your boat like I do!

When re-rigging, just unroll it around something round — say, your crew's head — for reuse later. Or if you're impatient like I am, just cut it off the rigging carefully. I never can find those wadded up ends quickly.



Pre-race Strategy By Bob Anderson

What do you do when you arrive on the race course? Do you put the boat in park, relax, have your first beverage of the day and wait for the first gun? If you do, I bet you sail the first leg in a fog not knowing why you went where you did.

If you are content to follow the fleet relying on luck, read no further. For those who are still with me, let's go over a pre-race procedure I have picked up over the years.

1. Analyze the course. Stand up in the boat and look around. If there are other boats on the course, note how the wind is at their location. Sail as much of the weather leg as time permits. Note the average heading on port and starboard. Write the headings down somewhere so when you are on the course you know if you are headed or lifted without guessing. Based on your look around, make a plan for the first leg. Pick a side. Try not to sail all the way to the layline but tend to be on one side or the other. When you round the leeward mark and start to weather again you will know if the

tack you are on is lifted or headed.

2. Check the sail shape controls for the conditions of the first leg. Look at the hot shots in the fleet and see how tight their Cunningham is. Note how much outhaul the other boats have on. Sail with your chosen set-up and see how it feels. Once you have things where you want them, note the settings so you can duplicate them when you start the second beat. Break out the whisker pole and sail down wind a bit to make sure everything is rigged correctly.

3. Analyze the start. Quite simply, the end of the line furthest up wind is the favored end. If the line is short, being at the favored end isn't too important; but on a long line it makes a big difference to be at or close to the favored end. On port end favored lines port tacking the fleet is lots of fun. Many Race Committees will favor the port end five degrees or so in an attempt to spread the fleet out along the line.

4. Analyze the race. Find all the marks and get a good idea what will be required at each mark. If a jib set looks likely at the

first mark, make sure the whisker pole is on the port side of the boom before the start.

After your pre-race analysis is done, put the boat in park and relax. If there are other classes starting ahead, notice how they sail the first leg. Maybe you can get a better idea where the shifts are out on the course. See how the other classes start. Notice if the race committee adjusts the line between starts. In general, pay attention to what's happening. If you do a good job of analyzing the race and you happen to be right, you will have great stories to tell at the bar and you will even sound like you know what you are talking about.



Editors note:

Be sure to read C-15 Sailor, Donald Barns' article on The Compass. This article was submitted for this section, but because of its usefulness to all sailors we are using it in the feature section.
