

P1

# Sailing Team Newsletter

Issue No. 4

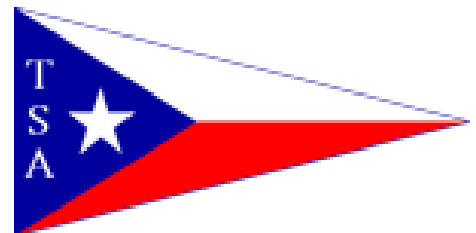
November 2016

## Strong Finish to TSA Season for Team P1/FWBC



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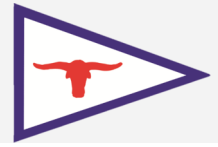
Fort Worth Boat Club had an outstanding 2016 on the TSA Circuit. We are so proud of them all! Our sailors competed in the last TSA event of the year at the End of Year Regatta hosted by Lakewood Yacht Club. The sailing conditions were awesome ranging from 6 to 15 knots. Our coaches did a great job helping out kids to do well over the entire year and we achieved some great results.

Max Nilsson placed 3rd overall in the Red/White and Blue Fleets. Max attended all the TSA events this year. Reid Johnson finished 4th overall in the White Fleet for the year. Austyn Johnson finished 2nd overall in Green Fleet for the year. Lucija Ruzevic finished 1st overall for the year in the 4.7 Class. She also was the Texas State Girl's Champion and Texas State Champion in the Laser 4.7 Class!

I would like to thank all our outstanding coaches: Mattia DeRicco, Hanna Goethe, Alex Schwinn, and Caleb LaQuey. We have an amazing group of coaches.

I would also like to thank all the parents for their support, dedication and patience. Without you all, none of this happens. I look forward to an even better 2017 TSA season.

# Regatta Reports



## 2016 Laser Gulf Coast Championship

October 5th- 6th

### Team P1/FWBC Lucija Ruzevic Wins 2016 Laser Gulf Coast Championship!

Texas Corinthian Yacht Club hosted the 2016 Laser Gulf Coast Championships early this October. This was a great event! Lucija Ruzevic came back and won the Laser 4.7 Class on the second day to take the overall lead. Ethan Froelich (AYC) sailed with P1/FWBC and finished 4th place in the 4.7's and Ben Froelich (AYC) placed 20th overall in the Radial Class. Andrew Butler (AYC) finished 23rd all under the direction from Coach Mattia DeRicco. Coach DeRicco mentioned that all the kids learned a ton on technique in the chop and improved throughout the weekend. Nice job everyone!



# Congrats!



#### Race Results

End of Year Regatta  
Lakewood Yacht Club

#### Opti RWB (43 Boats)

Max Nilsson 6th Overall & 6th in Blue Fleet  
Mati Martin 18th Overall  
Reid Johnson 31st Overall

#### Opti Green (32 Boats)

Austyn Johnson 14th Overall  
Gianpaolo Keating 28th Overall

#### Laser Radial (11 Boats)

Ben Froelich 4th Overall  
Andrew Butler 7th Overall  
John Franco 9th Overall

#### Laser 4.7 (14 Boats)

Lucija Ruzevic 1st Overall  
Ethan Froelich 2nd Overall

# The 2016/2017 P1/FWBC Winter Sailing Program Schedule

Let's get prepared for the 2017 TSA Season!

## Opti's & Lasers

Saturdays & Sundays/ 10am to 4pm



November 19th & 20th

December 10th & 11th  
@ Houston Yacht Club

December 17th & 18th

January 7th & 8th

January 14th & 15th

January 21st & 22nd

January 28th & 29th



### Upcoming Events

*\*TSA Regatta dates are subject to change.*

Regatta	Date	Location
SEISA High School Regatta	November 4th-5th	Austin, TX
USODA Midwinter Regatta	November 23rd-26th	New Orleans, LA
Orange Bowl Regatta	December 26th-30th	Miami, FL
USODA Valentine's Day Regatta	February 4th- 5th	St. Petersburg, FL
USODA Sunshine State Championships	March 18th- 19th	Jenson Beach, FL
USODA Gulf Coast Champs	March 18th- 19th	Bay Waveland, MS
<i>*Any Laser Events will be added.</i>	<i>TBD</i>	<i>TBD</i>



# Simple Ways to be a Great Down Wind Sailor

Too many times I listen to young sailors say “ I lost boats on the “Down Wind” portion of the race. There can be many causes why one would lose boats on the down wind portion of a race like poor boat speed, boat Handling, sailing lifts, current, bad sail trim or sailing in dirty air caused by competitors (Being Covered). In this article I’m going to give you some easy tips to sail well downwind and get better results.

Boat Speed is our primary focus because if your not going fast competitors sail around you like you are standing still. When you first round the weather mark. There is one essential to being able to go fast and that’s having your boat dry inside. A boat that is full of water causes its skipper to be focused on bailing instead of sailing and catching the first wave or making the critical decision to gybe or go straight and to sail high or low for clear air. Sailing and Bailing on the upwind will make you a smarter sailor at the weather mark. When sailing downwind it is essential that for really good straight line speed that your boat is perfectly balanced, with your body fore and aft.. Sitting too far forward can cause the bow to plow water, which causes resistance against your boat and slows it down. Sitting too far back in the boat causes drag. The back end of the boat is square and if it’s submerged causes turbulence and suction, which slows the boat down. The bottom of an Opti is curved in the fore and aft direction, so the ideal weight placement is to keep the water flow underneath the point where the bottom meets the bow and the stern (See Picture 1).

Sail Trim is essential to down wind speed. Too often do I see sailors sailing dead down wind with their sails pulled in to a beam reach. Down wind is the only point of sail where the wind doesn’t flow over the sails bird wing shape. Down Wind speed is based upon making your sail as big as possible, so the wind is nailing every centimeter of the sail from behind. The wind will eventually flow off the leach of the sail. The more wind the sail can capture the more power, which equals more speed. (See Diagram 2) Having sail trimmed too far out past 90 degrees can cause spill-

age of air, except when on sailing by the lee (sailing below dead down wind). Sail control lines not set properly can also affect boat speed and one of the biggest is the vang. Having your boom vang set properly for the conditions helps you maintain the control of the back of your sail and especially the top of the sail. If your vang is too loose the top of the sail spills power from the sail and makes the boat unstable. If the vang is too tight the leach can close like a barn door causes the wind to become trapped and turbulent with no flow, which slows the boat down and causes the sail to become flat . In heavy air (18 +Knots) I find it very hard to make the vang too tight, but in very light air the weight of the boom and mainsheet can cause the leach to be too closed. The Outhaul is important for down wind speed. Easing it will make the sail more powerful in the bottom 1/3 of the sail and can easily be adjusted in light to medium conditions. Easing your Sprit Halyard on the down wind helps improve the shape of the sail by removing the vertical wrinkle that goes from the peak of the sail to the tack. It makes the sail deeper in that front 1/3<sup>rd</sup> of the sail and can be easily adjusted in light to medium air after your round the weather mark and leeward mark or gates. It’s a good idea to play around with these settings in practice to see what makes you go fast or slow.

When there are waves, the key to great down wind speed is to catch as many waves as possible without cheating. You are allowed 1 pump per wave, so do it! Pumping gives you that extra propulsion you need to catch waves. The more power you can put into you pump the better generally. In lighter air pumping can be ineffective vs just keeping your sail full and flying properly. I like to see sailors use the technique of a powerful pull of the mainsheet up to the ear to catch the wave with fast ease and a quick stop almost like you are punching someone to help stay on the wave. Also when the bow goes down, You lean back as much as necessary and initiate your pump to pop the bow up and catch the wave then once riding the wave you lean forward ease the main to extend the ride. Others coaches have different opinions. Practice what works for you. Good surfing

technique takes a lot of hard work and practice and separates the good sailors from the great ones. The biggest gains are made down wind. I always keep this in my head " Up in the lulls and down in the puff's. When it gets really light I will sail higher angles to keep my boat moving. You don't want to be sailing towards the leeward mark dead down wind going nowhere, while watching your competition sail around you. So head up till your boat starts moving with the fleet then when you finally get that puff head back down closer to the mark.

Down Wind my main goals are to sail the fastest, straightest line to the mark. The shortest distance between two points is a straight line. Sailboat racing is simply sailing the shortest distance in the fastest time. Sailing in clear air is critical. If some one is blocking your air you go slow. Pretty simple, right?

Also, my goal is to sail on the closest gybe to the mark with the most power in my sail. I' m always looking for Velocity and puffs coming from behind. I will try to line myself up with this breeze coming down the course because more breeze means I will go faster. Some times you have to alter your straightest line course to mark to hop into these puffs and extra breeze to get there faster and possibly closer with a good shift in the puff. My last goal is to not foul anyone. Doing Circles is slow. I hope that some of these tips will help your down wind sailing. Always remember there is no substitute for lots of down wind practice if you want to get better. Work Hard and have fun.

Scott Lindley

USODA National Team Coach

## Meet the Coach

### ALEX SCHWINN

Alex Schwinn grew up sailing at Fort Worth Boat Club where he accrued a great resume of racing at the Jr. Sailing level. He competed in 420's, J 22's and Lasers at the national levels. Alex has been an instructor at FWBC for the past 4 years. He was head instructor for the FWBC Summer Sailing Program in 2016. Alex now attends Texas A&M Galveston and sails on their sailing team. Alex is US Sailing Level 1 Certified.

