

Go Fast Tips in the FJ (At both ends of the Spectrum)

Light Upwind

- o Upwind Light to Medium-Light Air
 - Weight Placement
 - Leeward Heel 5-10 Degrees
 - Crouching, slithering, hiking progression- No crews sitting on rail
 - Crews facing aft
 - Weight Forward enough to keep stern from dragging
 - Sail Trim
 - Ventilate the main to maintain speed.
 - Trim slowly enough to hear the individual ratchets turning
 - Stall top telltale for point, get it flying for speed
 - Careful about over trimming the Jib in under 4 kts.
 - Vang set to keep leech from opening on roll tacks
 - Helm
 - Always keep a slight amount of positive helm
 - Never try to force the bow up

- Try to match rudder angle w/ angle of the jibing center board
- Steer for height in all but the lightest air
- Boat Set-Up
 - Tight Outhaul in all but light and bumpy (should see a crease forming in the foot)
 - Cunningham over the slug not through the cringle
 - Jib Leads 3 holes showing from the back (Vanguard/Zim), 2 Holes on Laser Performance. Never forward of this.
 - Jib Halyard Tension so that leeward shroud is just taught when sailing upwind. Err on too tight if you are light or sailing in flat water. Err on slightly loose side if you are heavier or sailing in sloppy seas.
 - In varying and changing conditions favor the light air settings so you can get through the lulls quickly... everyone will be fast in the puffs!

Light Downwind

- Downwind Light to Medium Light Air
 - Wing and Wing vs. Broad Reaching
 - Broach Reach= Better VMG in Less than ~3.5 kts.
 - Keep jib extended away from the main
 - Communication between skipper and crew to keep tension in the jib sheet. Drive low

until tension in the sheets relaxes, then drive back up to regain speed.

- Wing and Wing= better VMG in over ~4 kts.
 - Suction and drag are biggest enemies. Reduce wetted surface as much as possible. Get rudder, CB, and boat out of water as much as possible
 - Keep positive flow over sails (avoid by the lee)
 - Vang trimmed just enough to keep leech from opening during roll gybing.

Heavy Upwind

- Heavy Air Weight Placement Upwind
 - Hip to hip, shoulder to shoulder!
 - Weight together keeps boat from “hobby-horsing”
 - Crew slides back to join the skipper.
 - A little more weight aft will keep the boat drier
 - Adjust hiking straps to get full extension out of the boat.
 - Hike on your toes!
 - Keep your body straight→ No “pooping”
- Heavy Air Sail Trim
 - Ease the jib before the main
 - Helps bow come up in the puffs
 - Keeps slot open

- Vang as tight as you can...
 - Until easing main sheet 6" no longer helps keep the boat flat.
 - Once you reach this mode you need to start easing vang and depowering the top of the sail
- Once you have to start easing the main move your jib leads aft one hole
 - If you are really easing hard move back another hole
- Jib halyard is max tension in over 12 knots for most pairs.
 - Tighter than 28 on the Loos Gauge just drives the mast through the bottom of the boat.
- Helm and Steering Technique in Heavy Air
 - Keep the bow knuckle connected to the water
 - No slamming!
 - Ok to use lots of tiller!
 - Feather harder in flat water
 - OK to sail with inside jib tell-tale stalled nearly all the time
 - In heavy shifty conditions you can react quicker with the tiller than by easing sails
 - If your tiller arm is getting tired, then HIKE HARDER
 - Keep the boat on an even keel going upwind
 - Boat should transition smoothly through big puffs and shifts

Heavy Downwind

- Wild Thing (Crew and Skipper sit opposite)
 - Time pump of the sheets at same time.
 - Skipper gets weight aft
 - Hull is flat in the aft section
 - Haul down on the clew of the jib → Keep more of the jib working
 - No “Taco” jibs!
 - Keep Tension in the mainsheet... don't let it rest on the shrouds
 - A quick trim of the main will often save a death roll
- Board up/vang eased on the gybes
- Loose is fast, relax and sail on the edge of disaster

FJ Upwind Control Relationships

