

THISTLE WEBINAR SERIES

Part 1: Tips & Tricks



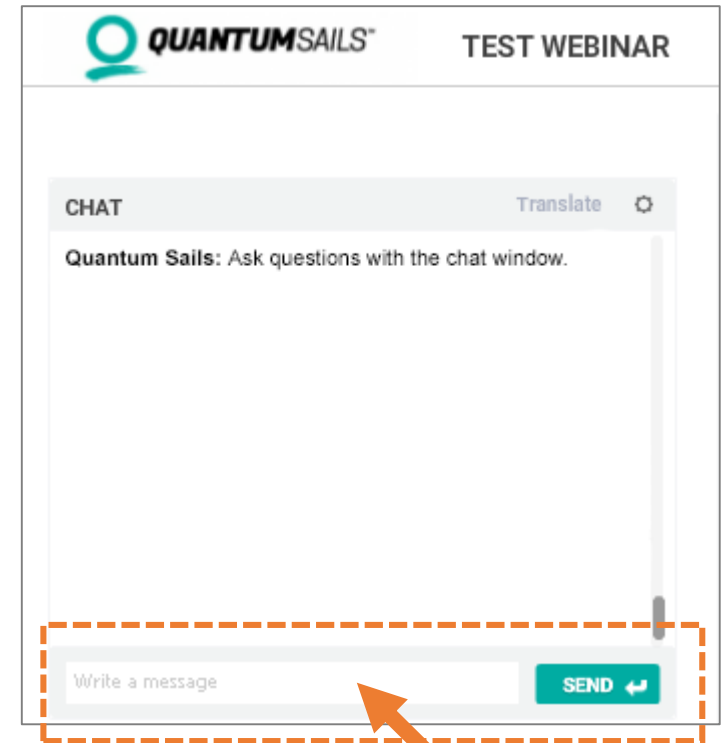
QUANTUMSAILS™
TO THE NEXT CHALLENGE.

HOUSEKEEPING

Use the chat window to:

- Ask questions throughout the webcast – we'll answer them at the end during the Q & A section.
- Get help with technical issues.
- Send any comments.

A day or two after the webcast we will email all registrants a recording of the webinar and answer any questions we weren't able to get to during the presentation.



Type questions here!

AGENDA

- **Introductions**
- **Rig Tune**
- **Starting**
- **On the Course**
- **Boat-Handling**
- **Questions & Answers**



SPEAKERS



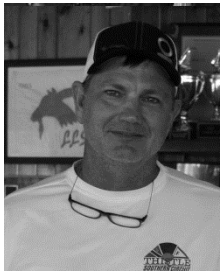
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RIG TUNE: THE SHAPE OF SPEED

MAST DYNAMICS

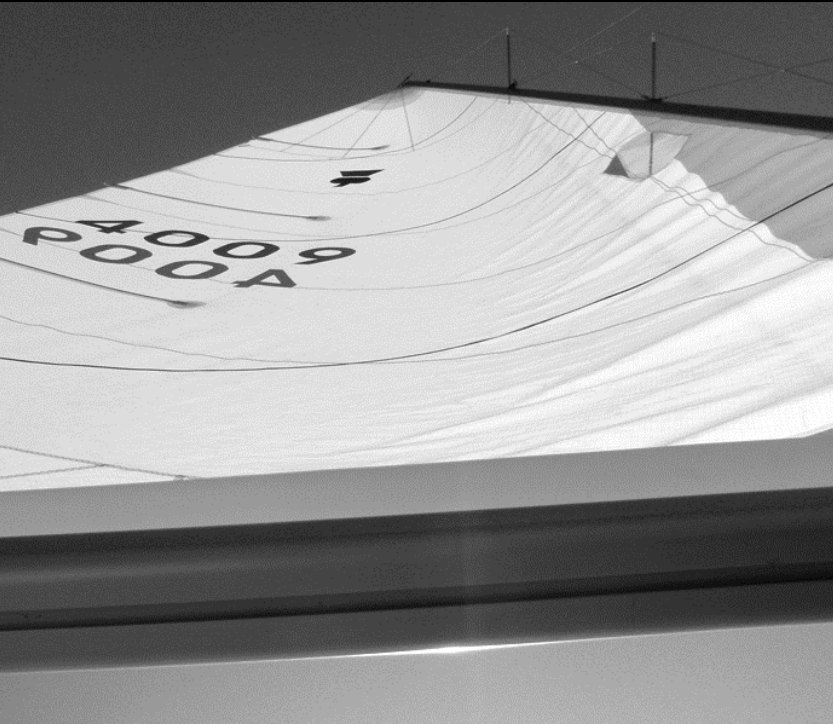
Tune your mast to match the mainsail's luff curve and the sailing style of your team.

- Loose lower/middle diamonds will mean the sail is too flat, and vice versa.
- Uppers diamonds are reflective of crew weight, effectively depowering the mainsail with less tension.



PRO TIP: When it comes to the luff curve, overbend wrinkles indicate that the mainsail has reached a point of maximum flatness.

CONTROL THE DRAFT



PRO TIP: Vang sheeting allows the sail to be eased without powering up and to be trimmed without depowering.

The draft of the sail is managed by adjusting one or more of the “controls” on the boat.

Core controls include:

- The **outhaul** is used to control the depth of the draft.
- The **cunningham** is used to control the location of the draft.
- The **boom vang** is used to maintain the shape of the mainsail when eased and to induce mast bend.

GEARING UP

Adjusting the trim of the sails is like shifting through the gears of a car.

- 1st Gear: Stop & Start Mode
- 2nd Gear: Acceleration Mode
- 3rd Gear: Speed Mode
- 4th Gear: Point Mode
- 5th Gear: Heavy Air Mode



PRO TIP: The “slot”, or space between the jib and main, should be open to allow the air to properly flow around the mainsail.

***STARTING: IN IT TO
WIN IT***

DO THE HOMEWORK



Doing more homework before the start will lead to consistently better finishes.

- Get out early and identify any wind patterns.
- Adjust your control lines to maximize your speed and height.
- Identify which end of the line is favored.

PRO TIP: Getting a good line of sight and starting towards the middle of the line will minimize risk on the first beat.

PUNCH IT

Starts are unpredictable, so keep it simple.

- Find a routine that suits your style and level of competitiveness.
- Control your speed and momentum to cross the starting line less than five seconds after the start.



PRO TIP: *At the start you want to be sailing in clear air, at top speed on the favored tack.*

ON THE COURSE

CLIMBING THE LADDER

The primary goal of the beat is to minimize your risk while maximizing your return.

- Sail in a clean air with the highest velocity.
- Sailing the closest angle towards the next mark
- Sailing with the majority of the fleet.



PRO TIP: Winning teams lead the fleet back to the middle third of the race course when possible.

GET LOW



Downwind sailing is about sailing lower faster.

RUN MODE

- Pole height and angle should be set so that the clews of the spinnaker are parallel to the water and rotated away from the main, respectively.
- Trim the sail to have as little curl as possible.

PRO TIP: *Heel to the boat to windward to keep the spinnaker out from behind the main and reduce the wetted surface in the water.*

GET LOW (CONT'D)

REACH MODE

- Pole height and angle should be set so that the luff of the spinnaker is tight enough to pull the draft forward and the pole is perpendicular to the wind, respectively.
- Trim the sail so that the luff of the spinnaker curls all the time to ensure proper flow on both sides of the sail



PRO TIP: *Steer the boat deeper in puffs to keep the apparent-wind angle constant.*

BOAT HANDLING

THE FORCE IS STRONG

Boat handling is all about feeling the balance between the rig, boat, and water.

- Sail with a neutral helm, hiking and adjusting sail trim to maintain balance.
- Tack in the flat spots.
- Gybe when the boat is going the fastest.



PRO TIP: Have the middle crew placed along the back edge for the thwart and consolidate the skipper and forward on each hip.

SUMMARY IN PICTURES

THISTLE TIP #1

***TUNE YOUR MAST TO
MATCH THE MAINSAIL'S
LUFF CURVE AND THE
SAILING STYLE OF YOUR
TEAM***



THISTLE TIP #2



***THE DRAFT OF THE SAIL IS MANAGED BY
ADJUSTING ONE OR MORE OF THE “CONTROLS”
ON THE BOAT***

THISTLE TIP #3



***ADJUSTING THE TRIM OF TH SAILS IS LIKE
SHIFTING THROUGH THE GEARS OF A CAR***

THISTLE TIP #4

***DOING MORE HOMEWORK BEFORE THE START
WILL LEAD TO CONSISTENTLY BETTER FINISHES***



THISTLE TIP #5

***STARTS ARE
UNPREDICTABLE,
SO KEEP IT SIMPLE***



THISTLE TIP #6

***THE PRIMARY GOAL OF
THE BEAT IS TO
MINIMIZE YOUR RISK
WHILE MAXIMISING
YOUR REWARD***



THISTLE TIP #7

***DOWNWIND SAILING IS ABOUT
SAILING LOWER FASTER***



THISTLE TIP #8



***BOAT-HANDLING IS
ALL ABOUT FEELING
THE BALANCE
BETWEEN THE RIG,
BOAT, AND WATER***

QUESTIONS & ANSWERS

THANK YOU



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