

RAUDASCHL SAILS INTERNATIONAL

INFORMATION

Ian Brown finished third overall and was best Canadian in the Canadian Albacore Championship, A Division 1974. He was using the latest Raudaschl sails, and we felt that his comments, of value to us, might also be of benefit to Albacore sailors generally. Ian gladly agreed to write an article on his observations about the event.

COMMENTS ON TUNING FROM THE CANADIAN ALBACORE
CHAMPIONSHIP 1974
by Ian Brown

I am very pleased that Heider asked me to write an article to accompany his on trim tips and sails. At the Canadian Championship, I noticed several possibilities for general improvements in rigging and tuning. A summer of crewing in the 470 class has given me some ideas which I think could help increase the depth and quality in the Albacore fleet. I think we must do this if we're to do better in the upcoming Worlds than we did in 73.

Crew: I feel that the crew is of prime importance, especially in a regatta like the Canadians. As 50% of the team, I like my crew to call tactics so I can concentrate on boat speed. I like a heavy crew and feel that the ideal total skipper and crew weight is somewhere between 320 lbs and 350 lbs. Jim Schoenhardt, my crew at the Nationals, and a former Finn and Tornado sailor, was ideal. If you have less weight, you must work hard to de-power your rig. Hiking should be made as comfortable, and while sailing you should be able to adjust the hiking straps. The hiking straps should be covered with neoprene tubing. If those hunks of wood the Champion had on his side decks are legal, everyone ought to get them.

Rigg: The rig should be thought of as a complete unit; mast, boom, and sails. One method of de-powering which the top two boats used is to develop twist in the top of the sails. To cause the jib to twist off, the fairleads should be moved aft of the mast rake should be increased. For the main the sheet and to a certain extent, the traveller should be eased. This system allows endboom sheeting which gives better leech control on a flexible boom, and it also allows centre sheeting with a very stiff boom being used. Another method, which we used, is to increase the angle of the sails to the centreline. Barber Haulers adjust the jib, and the traveller adjusts the main. This system necessitates a very stiff boom and a good traveller. The control lines on the

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traveller should be as strong in diameter as the mainsheet since it should be played constantly on the beat in puffy air.

Masts: We used a Proctor D section but I think their Beta Minus is probably better. At the worlds last year I used a Proctor B which would have been good with a heavy crew. With three of the top five in our Nationals using Elvstrom masts with no spreaders, I think that must also be a good system. For booms I like the stiffest possible. Although some really good ones are available in Europe, the Proctor is the best I've found around here.

Sails: Not knowing a great deal about sails design, I like to leave this to the sailmaker. The first, second and fourth skipper in the regatta all manufacture their own sails. I liked the Raudaschls I used, but I'm sure the others are good too. I think you have to go with maximum foot roach on the jib and try to ignore the way it could start to flap in a breeze. In any event I'd never get less than 4.5 oz cloth in the jib as lighter cloth doesn't seem to improve performance and blows out twice as fast. In a breeze a yarn tempered jib is good, but for an allround sail I think the cloth should be made with a normal finish.

General: I think most Canadian boats have fittings which don't work well enough. Travellers should be easily adjustable while hiked out. Jib halyards, fairleads and barber haulers should be quickly and easily adjustable. I don't believe that there is one ideal mast rake, but there is for each combination of wind, waves, crew weight, and suit of sails. Only hours of pacing and practise will enable one to find those settings.