

Mirror Nationals Masterclass- 12th Aug 2019

Presented by Chris Balding assisted by Dave Wade and Chris Fuller.

Review of day 1,

Assess the tide on the way to the race area when passing mooring buoy for indication of strength. Not enough to influence start position or side of course to choose.

Consider doing a buddy-beat with someone you trust. Discuss how you felt the boat felt during the trial beat.

Shifty winds so necessary to play the shifts, watch for the lifts and tack on the headers. Also watch out for "bands" or areas of wind (dark on the water) and try to sail in these, even if not exactly the course chosen. When you want to tack, wait for a header.

Make sure you have clear air on the start, move downwind or tack to achieve.

Pick a transit point on the start line to avoid being off the line if in the middle "sag" can make a couple of boat lengths difference if the line is long.

Careful not to stall, keep up speed, don't oversheet the main. Very easy in a modern Mirror with centre mainsheet.

Above all keep up speed.

Careful preparation is essential, all the top sailors will prepare equipment and double check before launching.

If in front can either use loose cover, encourages following boat to stay on course and with the fleet, or tight cover, sit on the next boat but forces them to join the main fleet.

Overtaking on the reach, if going under give plenty of room to ensure clear air. make move soon as round the mark to make it difficult for the other boat to stop you overtaking. If going over the top try and move slowly upwind to catch the leading boat unawares or at least make the distance large to avoid a battle which can be costly for both boats.

Generally, keep the boat flat, can lean slightly to windward to move the centre of effort over the middle of the boat and will track straight avoiding use of rudder (drag).

If trying to access headers definitively can use a compass.

Most important tip, keep flat and fast in clear air.

Mirror Nationals Masterclass- 13th Aug 2019

Presented by Chris Balding assisted by Dave Wade and Chris Fuller.

Review of day 2,

Same as day 1, except there was a shift in race 2 giving a pin end bias, however don't get caught in the middle of the fleet, more important to have clear air at the start.

Where to sit, keep forward, flat is fast although keep the bow up when choppy, CF steers through the waves. CB and DW use very light steering. E.g. use finger and thumb to steer. Don't sit in the slot, this can take up to 50% of the effectiveness of the jib on the main. Hard for larger crews, but take all measures to avoid blocking the slot.

For fast reaching keep the daggerboard high, should feel a slipping to be fastest, the pole should always be clear of the forestay.

For fast tacking, let the boat go through the wind and allow boat to naturally roll, no aggressive roll tacks, this will stall the boat. pull the jib in 10 seconds after tacking for optimum acceleration except when very windy.

DW: When Gybing, do jib first, leeward twinner on, let windward twinner off, drop pole, pull boom over, new guy on pole- crew is holding sheet ready, launch pole.

When setting up rigging, find what works, mark forestay rope so you can set and forget. not usually worth adjusting between races.

In strong winds; kicker and downhaul on tight, lower the jib so level with front of boat,

Too much kicker will cause horizontal lines as mast bends.

Lighter teams may want to raise the daggerboard slightly upwind to avoid tripping.

As always, keep it flat and fast, sheet out main if necessary. Don't forget to continue to tack on shifts. Have fun!