



PIPELINE

2016

LETTER FROM DAVID ULLMAN

Late last month I was humbled by US Sailing's Olympic Sailing Committee, which recognized me as the US Sailing 2015 National Coach of the Year. I was awarded for my work with the Women's 470 team Annie Haeger and Briana Provancha, who will represent the USA at the Olympics later this year. The success we've seen is the culmination of work that has spanned several years and countless international regattas. And it is not the result of my efforts alone, but part of a broader team effort.

No matter what kind of sailing you do, having a coach is a powerful tool to enhance your sailing experience and ability. Whether you're a committed racer or an offshore adventurer, a coach or mentor can shape and improve your technique and habits on the water.

For racers the reasons to get a coach are perhaps more obvious - a coach can be an objective voice of authority that provides insights into what can be done differently to boost boat speed, boat handling, or tactics around the racecourse. For cruisers a coach can be just as important in ensuring a more enjoyable and comfortable sailing experience. A cruising coach can demonstrate proper techniques, help form good habits, offer ways to add performance and convenience, establish safety procedures and system checks, and more.

If you haven't already, make sure to check out our [#CruisingTopTips](#) and [The Landing](#) section of our website for helpful information. I also recommend getting in touch with your local sail loft to learn more about the ways they can help you have an even better time on the water.

Sail Fast,

David Ullman
President, Ullman Sails International



IN THIS EDITION

There is plenty of exciting news from Ullman Sails in this edition of our Pipeline Newsletter - here's what you'll find:

- #CruisingTopTip from sailing great Skip Novak
- Ullman Sails powers J/70 Podium at 2016 Sperry Charleston Race Week
- #RacingTopTip from Ullman Sails' Dale Mitchell
- David Ullman named US Sailing Coach of the Year
- Photo of the Month





Skip Novak - Four-time Whitbread competitor and high latitude explorer

AN EXCLUSIVE #CRUISINGTOPTIP FROM SKIP NOVAK HOW AND WHEN TO DO A RIG CHECK

It is common practice to do a rig check before setting sail on a passage. This is entirely malpractice. Rather, the rig check should be done immediately upon completion of your last passage. It is often hard to muster the energy to immediately go aloft, not least of all convincing what might be an exhausted crew to grind you up there. It is vital though to know what if anything is wrong, so you have time to rectify it. This usually means replacing parts or possibly fabricating a bracket from scratch.

I start the detailed inspection at the top, but on the way up, (which is always slow) I am on the look out for any obvious problems. This is a good time to check the mainsail track in its entirety for wear on the anodizing, which could mean a change of ball bearings on the mainsail cars is required. Once at the top, check over clevis and split pins, make sure the halyard sheaves turn freely and are 'in the round' (you will have to clip your safety line on the mast crane to relieve the halyard you are on). Check the Windex, mast head light bracket, VHF antenna for signs of corrosion and that the wind instruments are secure and turning freely.

On the way down, clip your safety line (single short tether with a carabineer) on to fittings and around spreaders to give you an extra piece of mind while your crew stands by on the winch. You need to be comfortable to concentrate and study everything in detail, possibly using a magnifying glass to look for cracks in rigging terminals and spreader brackets. Pump each set of spreaders fore and aft to make sure they feel the same and stable. Take a mini notebook and pencil to record anything that looks out of place or in need of attention and a phone to take photographs. And don't neglect lifting up every shroud cover to check all the fittings at the deck level. When down, enter all this into the logbook and put the items (there is always something wrong if you look close enough) on the work list. Lastly when the sun goes down, check your mast lights – changing a bulb at sea is never easy.

ULLMAN SAILS POWERED J70 TEAMS TAKE 1ST AND 2ND AT CHARLESTON

Congratulations to Julian Fernandez Neckelmann and the crew of 'Flojito Y Cooperando' and Gannon Troutman and his crew aboard 'Pied Piper' for taking first and second respectively at the 2016 Sperry Charleston Race Week in South Carolina.

The Ullman Sails-powered teams sailed an intense regatta, tying in points after nine races and sharing eight first place finishes between them. The 2015 World Champions aboard 'Flojito Y Cooperando' won the tie breaker to take first overall.

'Flojito Y Cooperando' and 'Pied Piper' use a partial Ullman Sails inventory.



J/70 Rounding the Weather Mark - Photo by [Joy Sailing](#)



#RACINGTOPTIP FROM ULLMAN SAILS WHITSUNDAY'S DALE MITCHELL

APPROACHING THE LEEWARD MARK: GET THE SPINNAKER DOWN

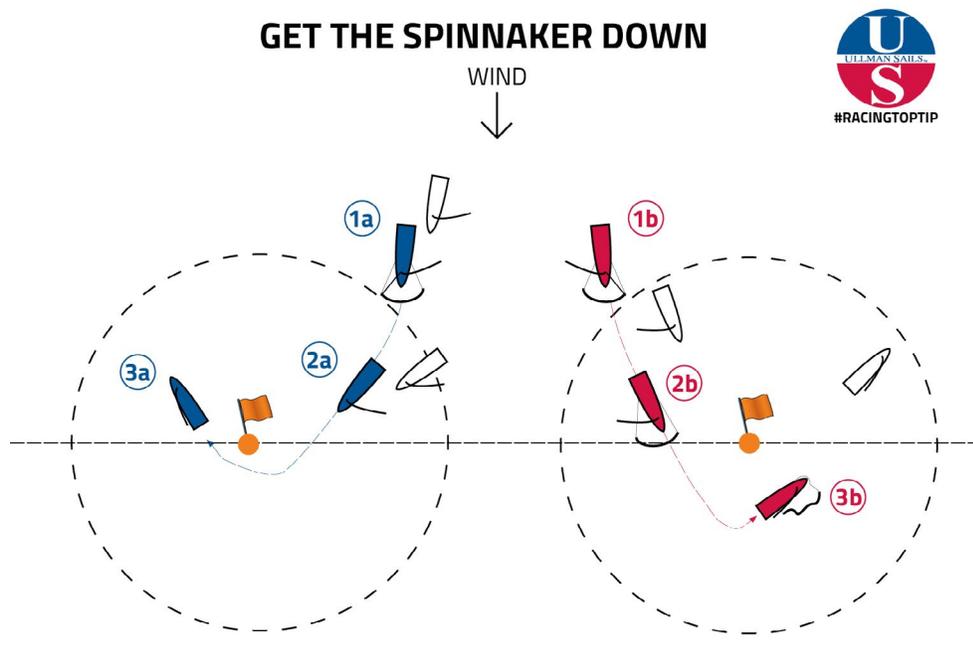
Situation:

You are on approach to the leeward gate, your boat just entering the three boat-length circle and it's blowing 15knts. What are you doing and looking for now?

Get the Spinnaker Down

Many teams focus on the boats around them and getting an extra half boat length advantage by leaving up the spinnaker for as long as possible (2b). Too often these teams overestimate their boat handling abilities and mess up the spinnaker retrieval (or as we say in Australia – the 'Drop'). In the best cases these teams have a wide, sloppy rounding. In the worst instances, teams turn upwind with the spinnaker still up (3b).

GET THE SPINNAKER DOWN



Take the spinnaker down as you enter the three boat-length circle (1a). In most cases, keeping the spinnaker up for another boat length will not change your rights in the circle, and the risk/reward almost never warrants taking it down any later either. Give your team the time they need to stow the pole, get the spinnaker down, and set up for a fast upwind. Depending on your team's experience and the conditions you might even opt to take down the spinnaker even earlier. However, under no circumstances should your team take the spinnaker down any later.

What else to think about when approaching the leeward gate:

- Choose the Correct Mark
- Have a Clean Rounding

[Click here](#) to view the #RacingTopTip on our website.

Dale Mitchell, Ullman Sails Whitsunday (Australia)

Dale's entrance into sailing was one many of us can relate to. Raised in a family that cruised extensively Dale quickly found himself in 2-up sabots, moving to 1-ups (singlehanded) before moving to more senior classes including 505s and the 49er. Dale has an extensive sailing background including a 49er campaign, participation in 505 World Championships, 18ft. skiff racing before moving to Formula 18 catamarans and more. Currently he sails actively aboard 'Morticia' – an extremely competitive Lombard Tri 30.



Dale Mitchell of Ullman Sails Whitsunday

Learn more about Dale's sailmaking experience and more on his profile by [clicking here](#).



DAVID ULLMAN NAMED US SAILING OLYMPIC COACH OF THE YEAR

Originally Released by US Sailing on April 25, 2016 – original article can be found by [clicking here](#).

Portsmouth, R.I. – After soliciting nominations from the public, US Sailing’s Olympic Sailing Committee (OSC) today announced David Ullman (Newport Beach, Calif.) as US Sailing’s 2015 National Coach of the Year, and Steve Keen (Stamford, Conn.) as US Sailing’s 2015 Development Coach of the Year. Each year, the OSC honors coaches who have distinguished themselves at the youth, national and international levels. The awards are a part of the United States Olympic Committee’s (USOC) Coach Recognition Program, which highlights the accomplishments and contributions of U.S. coaches who train athletes at all levels of Olympic and Paralympic sports.

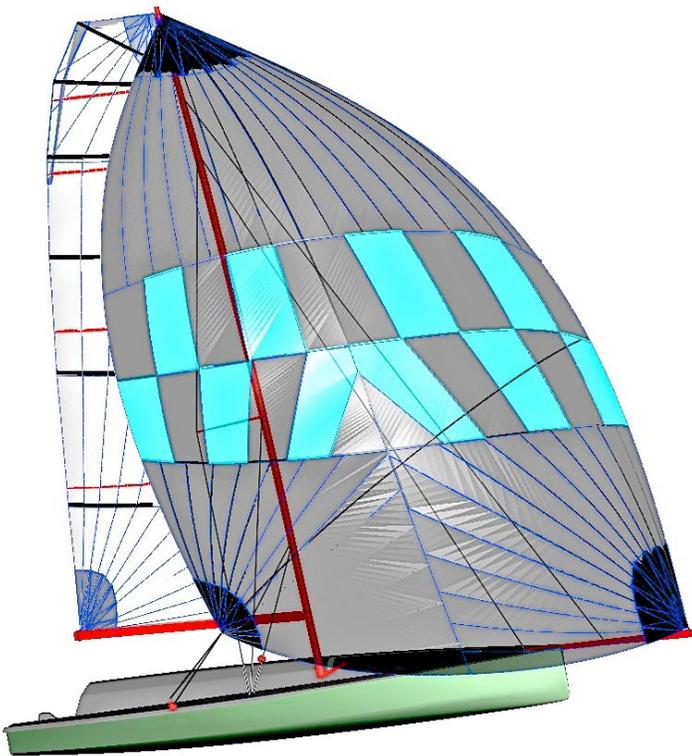


David Ullman Coaching Annie Haeger and Brianna Provincha
Photo by US Sailing Team Sperry / Onne van der Wal

“These two coaches embody the kind of professionalism and skill that can really make a difference for sailors...”

[Click here](#) for the full article.

PHOTO OF THE MONTH



VX One sail design rendering using SMAR Azure software (left) and real sails (right).
Learn more about Ullman Sails design process and software by [clicking here](#).