



Naples Sabot Racing Guide

Mast Rake

The Sabot mast rake is measured from the transom to the middle of the boom.

<u>Wind Speed</u>	<u>Mast Rake Measurement</u>
0-5 knots	16"
6-10 knots	18"
10-15 knots	20"
15 + knots	Depends on your weight and how stiff your mast is -- very little mast rake

Outhaul

The outhaul is measured from middle of boom (at the center of the mainsheet block) to the foot of the sail 4" above the foot.

<u>Wind Speed</u>	<u>Length</u>
0-5 knots	7"
5-10 knots	6"
10-15 knots	4"-5"
15 + knots	3" (Nearly overlapped with boom)

Downhaul

<u>Wind Speed</u>	<u>Downhaul Tension</u>
0-5 knots	None
5-10 knots	In puffs ½ of wrinkles out
10-15 knots	¾ of wrinkles out
15 + knots	All wrinkles out

Upwind Boom Position

These numbers work for both mid and aft travelers, and are measured from centerline of the transom.

<u>Wind Speed</u>	<u>Length</u>
0-5 knots	8" off centerline
5-10 knots	10"-12" off centerline
10-15 knots	16"-18" off centerline"
15 + knots	Depending on the weight of the skipper, off the corner of the transom to 2"-4" outboard of transom.

Mainsheet Tension

Upwind

In light air, be careful not to over-strap the mainsheet as this will severely inhibit your upwind speed as well as pointing ability. The numbers in the upwind boom position (traveler) are accurate, but how you arrive at this position depends on your sheeting, traveler and vang systems. If you are on the lighter side (70-110 lbs.) keep in mind that easing the mainsheet in the puffs will allow you to get the boat "flat" easier without going sideways. After the boat is flat, you can sheet in the main and hike hard from the rail. These mainsheet adjustments are only 3" to 6".

Downwind

In 0-12 knots, you can let your boom out 90 degrees. In over 15 knots and when your boat is over-powered, let the mainsheet out only 80 degrees. Do not over-roll your weight to weather or you will be swimming!

Boom Vang

Center Mainsheet System

Upwind: Your mainsheet acts as a boom vang, so very little vang is needed until over 10 knots when you begin easing the mainsheet in the puffs. Use enough vang to maintain leech tension.

Downwind: Use enough boom vang to keep leech tension while keeping the upper batten slightly twisted. Keep in mind that too much boom vang will stop your mainsheet from going all the way out downwind.

Aft Mainsheet System

Upwind: With this system, you need to pay more attention to the boom vang because it is the "gas pedal" upwind. In light to medium air upwind, use enough boom vang to keep leech tension and still have the upper 1/3 of the sail twisted off 10-15 degrees. As the wind increases in puffy situations, you are required to play the vang---easing off slightly in the light spots & re-trimming on in the puffs.

Downwind: Trim on enough boom vang to maintain a "firm" leech while having a slight twist at the upper batten.

With this aft mainsheet system, be careful not to over-tension the boom vang as this will act as a brake upwind and downwind, similar to over-sheeting a conventional center mainsheet system!

Leeboard Position

Upwind

Wind Speed

0-8 knots (light air)

8-12 knots (medium air)

15 + knots

Length

Rake the leeboard slightly forward

Straight

If you have too much weather helm, rake slightly aft

It's important to remember upwind on starboard tack to keep the boat as flat as possible. It is ok on port tack to maintain 5 degrees more heel.

Downwind

Depending on how agile you are, it is recommended to pull the leeboard up, or at least rake aft to 45 degrees. Be careful with the leeboard, as lifting it all the way up limits your maneuverability (especially when jibing).

Body Position

With regard to this matter, keep in mind that a 70 lb youth may move their weight fore/aft in a more extreme fashion than the agile senior at 180 lbs.! In upwind and light air, move your weight forward by leaning on the center thwart.

As the wind increases, move weight aft keeping the boat "on its lines". This can be accomplished by the heavier person simply by leaning, whereas a smaller person should be 2"-3" aft of center thwart. As the wind builds to 12 knots and above, and you find upwind steerage to be difficult, try going aft 4" from center thwart. Be careful not to "drag the transom." Larger people are able to just lean aft.

Summary

In lighter air and chop, keep your boat driving forward. Speed is always good without compromising too much on pointing. In flat water and less than 8 knots, you can sail the boat a few degrees higher, but never compromise boat speed. Due to the confined quarters of the boat and the nature of the Naples Sabot, any adjustments made with the outhaul, downhaul, boom vang or mainsheet will greatly affect the sail shape.

Try these settings and experiment on your own. If you find a speed technique we will be happy to add it to this guide. Please call the Ullman Sails Loft to learn more about Sabot sailing or to discuss your new techniques. Good Luck and Have Fun!