



Chip Worster and crew Richard and Loal Scofield. That's Loal trimming the main.

him fast as two competitors passed him. The pot reluctantly gave up its prey, and John crossed in third.

On the second day, Mickey and Lynne Richardson saw what they thought was smoke rising ominously from the cabin. Lynne snatched loose the battery wires. The fog grew. As they headed for the leeward mark, Lynne rushed into the cabin and lost control of her feet while chasing after a wayward, oily pole. Down below, a can of WD-40 was exploding, belching its slick contents into the air in wild abandon. Lynne danced all over the deck in her greased shoes and finally bested the skittish pole.

Dennis, John, and Bob finished fourth overall in the races. The winner, John Harrison, had the home court advantage. John and crew sailed through those three-foot swells with all the aplomb of Sunday drivers. To those guys, it was just an ordinary day.

Our thanks to Dick King, Fleet 103, Patrick Yacht Club, and to Dennis, for taking us along on a grand adventure in Florida. Read Dick King's race report for all details.

**Deadline for next issue of
Mainsheet is June 5.
Send to your Catalina 22
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The Leading Edge

By Hal Smith

This is the fourth of a series of articles, "How to Begin Sailboat Racing for Fun and Personal Growth" by Hal Smith, a former Catalina 22 national champion.

Reaching—to the Jibe and Leeward Marks

It's great! You have made it to the first mark in the best shape ever. Now it is time to sit back, relax, and join the reaching parade along the rhumbline (a straight line between the marks) until the next weather leg, right? Wrong!

Before you round the weather mark, you should be deciding on your course to the jibe mark. You say it is in a straight line. True, but you will be sailing some deviation from a perfect course, some degree of either high or low (toward the wind or away from the wind). Distance can be gained, even boats can be passed on these next two legs, especially at the jibe mark, and critical position can be secured for your next weather leg.

Remember the clear air concept in our first principle of racing? It cannot be more important than on the reaching legs. Your strategy must focus on the maintenance of clear air throughout the leg. All of the clear air factors apply here: land masses, other boats, and obstructions.

Secondarily, normal windspeed and shift changes as well as current are important to consider. "Normal" is stressed here. Extreme changes in any of these could elevate it to become a primary factor over clear air if the difference is sufficiently great.

By planning your first reaching leg before you round the weather mark, you can prepare the boat for a smooth, quick maneuver and position yourself to your advantage relative to other boats. It may not be necessary, and could be detrimental, to round the mark inside if other boats will be shadowing your wind and if your reaching strategy has you sailing high first.

Other than the rhumbline, which you rarely have the luxury of taking, there are three basic routes between the marks:

1. First sail high, then sail down to the

mark at the end of the leg. Select this course when:

- a. The wind is increasing.
- b. The wind is expected to shift counterclockwise.
- c. You are just ahead of a group of boats and need to discourage them from trying to pass you to weather and giving you bad air.

2. First sail low, dipping under the path of other boats, and then come up to the mark to round. This is a poor choice on a tight reach because of other boats' bad air. Select this course when:

- a. The wind is decreasing.
- b. The wind is expected to shift clockwise.
- c. You are just behind a group of boats; they will tend to go high, protecting their wind, while you can separate to clear air below and set up for gaining an inboard position at the next mark with better final speed than the others.

3. Take a series of high and low arcs, like a sine wave, above and below the rhumbline. Select this course when:

- a. The wind is puffy, and you sail down in the puffs and up in the lulls.
- b. You are separated enough from other boats that they are not interfering.

At the jibe and leeward mark roundings, much opportunity usually exists to put boats behind you. At the jibe mark, it is not critical to round inside, but it is critical not to lose speed. Staying outside, if the distance sailed is not too great, can be best if clear air and speed can be maintained.

At the leeward mark, however, rounding inside can be more important, in order to have clear air on the next beat. If forced outside at the leeward mark, you

can be pushed several boat lengths below the inside boats and begin taking bad air from a parade of boats. If you have rounded in this position with several other boats, you may also find yourself prevented from tacking to port to clear your air. In mere seconds, you can lose several boats. Carefully choose your approach to the mark well in advance, based on the wind and proximity of other boats and take the appropriate course.

To obtain top boatspeed, you must wing out the jib/genoa or set the spinnaker as soon as possible. This is usually when the apparent wind is about 90 degrees. You will pick up speed having the sails thusly set, and the apparent wind will move 5-10 degrees forward. The boat needs to be sailed as flat as possible, except for very light air, when a 5-degree heel is good. This minimizes helm and

balances the power in the sails. Also, keep the bow down enough so that the stern does not drag.

Install three sets of telltales along the genoa leech or spinnaker leech, just as you did on the genoa luff (1/4, 1/2, 3/4 distance from the clew, about 8 inches in). The leech should slice into the wind, just like the luff does upwind, and develop lift across the sail. The telltales will fly just as on the genoa luff but will be much more critically trimmed. The resulting speed will be well worth the effort. The whisker pole can be steadied by snugging the leeward sheet to prevent excessive oscillations.

The mainsail should have the outhaul and cunningham relaxed. The traveler should be lowered fully, and the sheet should be out to the point that the main is also developing lift. Some twist should

be in the sail, but the vang should be set to prevent oscillations of the boom while allowing the batten telltales to fly.

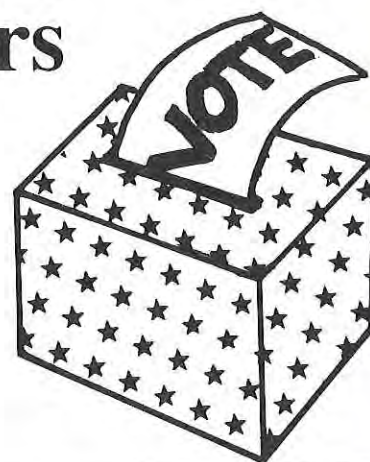
Spinnaker trim will not be discussed in detail here, except to say that the common habit of trying to fly the clews level to each other is a basic, conservative practice which is not always best. Keep in mind that the lower the pole is set, the rounder the luff will be, and the farther aft the sheet is trimmed, the greater the sail will twist. Except in certain downwind conditions, the sail depowers as it is flown higher. Keep these things in mind and go out and experiment with what works best in varying conditions.

You are around the whole triangle now and in the top 10% of the fleet. Life is sweet. The next weather leg has a new set of strategic considerations which we will discuss next time.

Election of National Officers

Each year at this time, we present a slate of officers to serve in the coming year. This year we have four candidates to elect. It is fortunate for us that Tom Page has volunteered to serve as Chief Measurer for one more year to provide continuity between the outgoing and incoming officers. Each member of the proposed slate of officers has over ten years experience in Catalina 22s. The slate includes John Barnett for Commodore, Bob Wood for Vice Commodore, Bob Kennedy for Rear Commodore, and Joyce Seales for Secretary/Treasurer, and Tom Page for Chief Measurer. A detailed biography of the new candidates follows.

Please show your support for our National Association by casting your vote for our officers.



**Commodore Nominee
John Barnett**

John Barnett, from Fleet 90 in Columbus, Georgia, sails *Sleeper*, #443, his second Catalina 22. John and Judy, his wife, have been sailing for about 15

years, during which time John has won many trophies and worked hard and long for both his local fleet and the national association. John has served as Fleet Captain, Fleet Measurer, Region 3 Commodore, and national Chief Measurer.

John is an anesthetist in Columbus. He and Judy have two daughters, Tiffani and Stephanie. They bought their first Catalina 22 in 1978 and have now become a two-Catalina family with the purchase of a Catalina 30, which is berthed off the Florida coast. Besides sailing, John's hobbies include reading, physical fitness, and almost anything that keeps him outdoors.

**Vice Commodore Nominee
Robert Wood**

Robert E. "Bob" Wood has raced and cruised from the Atlantic to the Pacific and many lakes in-between. He has owned *HelBob'n*, his Catalina 22 #6688,



for 14 years. John and his wife, Helen, are members of Sawtooth Fleet 64 in Boise, Idaho, where he is currently serving his second term as Fleet Captain. He is a past commodore and current board member of the Southern Idaho Sailing Association.