

# Converting air-flow to sail power

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If you sheet the sail in closer the air-flow cannot follow smoothly the more abrupt change in direction and becomes turbulent, especially on the lee side (E).

With *turbulent* air-flow the power is reduced because the pull fails to operate. You only get *push*.

When the wind is behind you it is hard to avoid this happening. Although, with careful manoeuvring you can go on a very broad reach and get both push and pull. (F).

With a two sailed boat the sails are adjusted at approximately the same angles to maintain the all-important smooth air-flow over both.

But when the wind is from behind—or ‘from aft’—you can spread your area wide to catch the most wind by setting the sails on opposite sides—or *goosewinging*. (G)

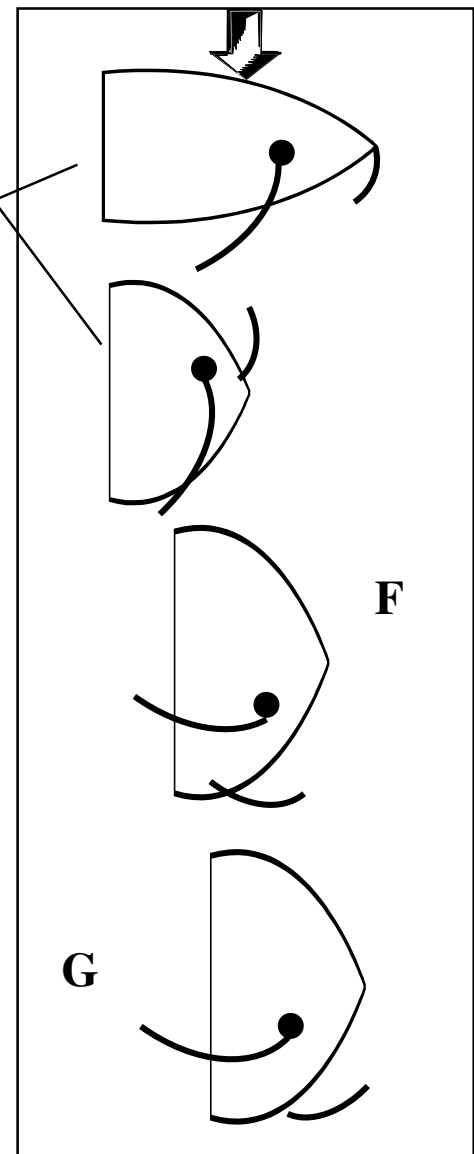
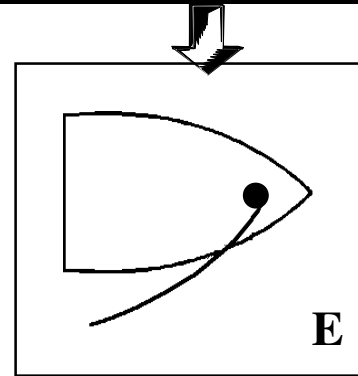
Watching the *luff* or the front of the sail nearest the mast will be your best guide to setting a sail.

A rough guide first of all is;- The closer to the wind you are, the closer to the centre line of the boat the sail has to be set.

The *further* away from the wind you are (that is the direction the boat is pointing) the further from the boats centreline the sail has to be set.

Then - *if the boat is not into wind* and the luff of the sail is shaking, put the sail to sleep by pulling it in, then let it out again a little because you may have pulled it in to much. (This will cause turbulence as has already been explained).

The moment the luff of the sail lifts or shakes that is the moment you have lost the *pull* or *suck* from the other side of the sail.



G

