

Jacob's Rock Sailing Center:

Jacobs Rock is at end of a 600 foot pier. Teams should park along Eagle Drive and bring everything they need for the day, including PDF, a bailer for each team and other sailing gear. Sailors should be prepared for a long day on the water with a short lunch break at the sailing center.

For spectators, coaches and parents, the view of the racing from the observation deck of the sailing center is spectacular – it is one of the best coaching and viewing venues in the US.

If you're experiencing inclement weather, it's possible to seek shelter on the third floor and keep the sliding glass doors closed. There aren't many tables, but there is plenty of carpeted floor space just waiting to absorb Thames water from your gear.

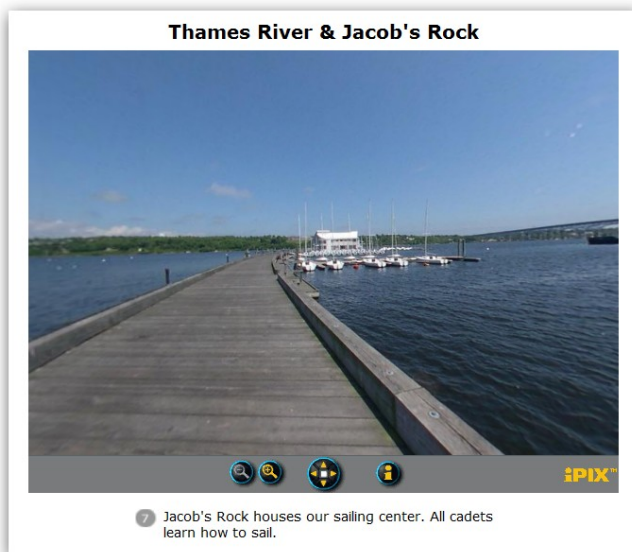
Food and Drink: bring your lunch and refillable water bottles.

Schedule: please arrive around 9:15 – 9:30 am; see details in NOR posted on the JSA Calendar for the event date <http://calendar.jsalis.org> .

Directions to USCGA: driving directions and campus map at <http://www.uscga.edu/campus2.aspx?id=677>

Once through the front gate, go straight, take 3rd left, then first right at stop, then left after brick building to go down a steep hill. Bear right over railroad tracks and drive around athletic field. Park along the waterfront road. Sailing Center is #23 on the campus map.

Tips on short course racing: Andrew Foster, the JSA team coach in 2012, provided a fine summary of what it takes to be successful on the Thames River. See his write-up on the next page.



Over 600 feet of walking with your gear to the sailing center, so having wheeled luggage is nice.



Three levels provide perfect views.

Midget Challenge Sailing Guide

By Andrew Foster 2012

I. **General College Sailing Tips**

- a. *Start where others are not*
 - i. This is one of the favorite mantras of Tufts' sailing coach Ken Ledger. With no throw-outs, it's important to be consistent. The place where sailors are often most inconsistent is at the starting line. You can have more consistent, quality starts by avoiding large clusters of boats on the line.
- b. *Avoid fouling and getting fouled*
 - i. With no throw-outs, you won't be able to throw out a DSQ, and since you never know how things will go in the protest room, it's best to avoid going there in the first place. You can do this by knowing the rules, as well as looking ahead and trying your best to avoid a bad situation before it develops. For example, if someone fouls you by pushing you in a mark, you may be in the right, but your race has still been ruined.
- c. *Keep speed through the turns*
 - i. In a short course, you spend a much larger percentage of your time turning (tacking, jibing, rounding marks), so really focus on making those turns fast. Practice 10 rolls tacks and jibes before the first race.

II. **Boatspeed**

- a. Adjusting jib leads is important. Pull them back if the wind picks up, and move them forward if it lightens. Compare your settings with teammates!
- b. In flat water, you can trim that main sheet pretty hard. Look up at your leech, and if it falls to leeward at all, pull it in.
- c. Downwind, make sure to get a lot of windward heel when you're wing on wing
- d. Also, make sure to pull up your board about $\frac{3}{4}$ of the way downwind. If you only pull it up $\frac{1}{2}$ way, you're just raking it back rather than getting it out of the water.

III. **Tips Specific to Sailing at Coast Guard**

Be aware of the current

- i. The current always flows downstream, however, when the tide's coming in, it flows more slowly.
- ii. There's a depth chart of the river by the bathroom. Look at it before sailing. Remember the river flows faster in deeper water!
- iii. If the wind's blowing from the south, the current will be going upwind. This means you should stay in deep water during the beat if possible.
- iv. If the wind's from the north, the current will be going downwind. This means it will be faster to sail in shallower water going upwind. Since the starting line is usually set up closer to the Coast Guard's side of the river, this usually means going left and staying there.
- v. If the wind's not coming from the west or east, it will be so shifty that the current will be less of a factor.
- vi. Remember the current will shift your laylines, especially on an outgoing tide!