UNLOCKING OFFSHORE SAILING

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Your Presenter

Chuck Skewes

- 3 time North American Champion, 2015 Transpac Champion,2008 Etchells Worlds Grand Master Champion, Multiple National Champion, District Champion in classes from Lasers, Thistles, International 14's, J-24, SJ-24, Olson 30's, Beneteau 40.7s and Sleds.

- In the last couple years I have sailed 3 Cabo Races, Transpac, Pacific Cup, Etchells Worlds, Rolex Big Boat Series, San Diego to Puerto Vallarta, Baja Haha, MEXORC, Cruised to Panama, Hawaii, and many others.

- Have been Sailmaking since 1986.

- **I sail more miles a year than I drive my car**

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This is what we want

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What We Don't Want

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The Offshore Inventory

- Type of boat
- Length of cruise
- Budget
- Storage

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Main with at least 2 reefs

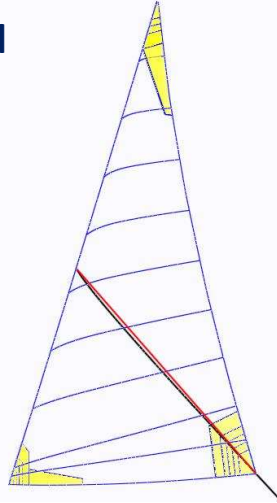7

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Roller Reefing and a Luff Flattening System

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Extended Head and Tack Patches

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Sail Repair and Maintenance Underway

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Most common types of repairs

- Corner webbings
- U.V. covers
- Sun damaged cloth
- Seams
- Leech tapes
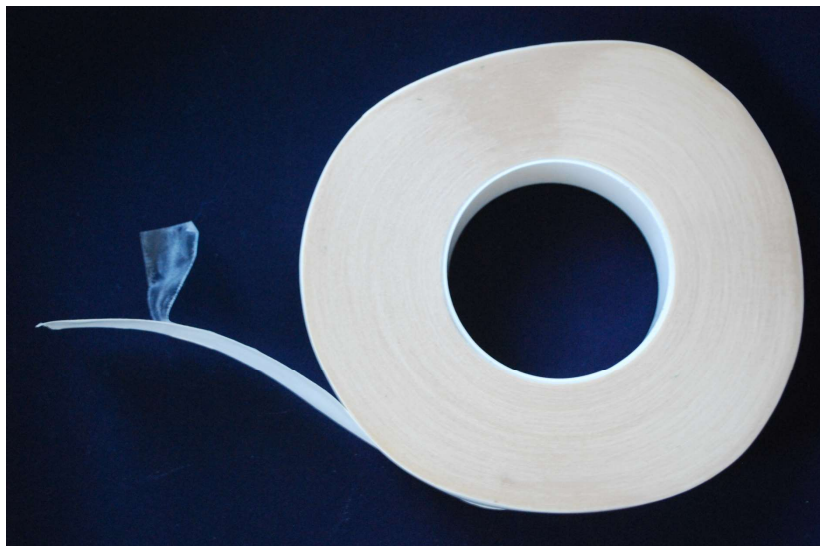- Tears at spreaders on genoas
- Luff slides
- Reefing intermediates

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What to have in your sail repair kit

- **Store in a dry place**
- **Many items may need to be replaced periodically even if they are not used**
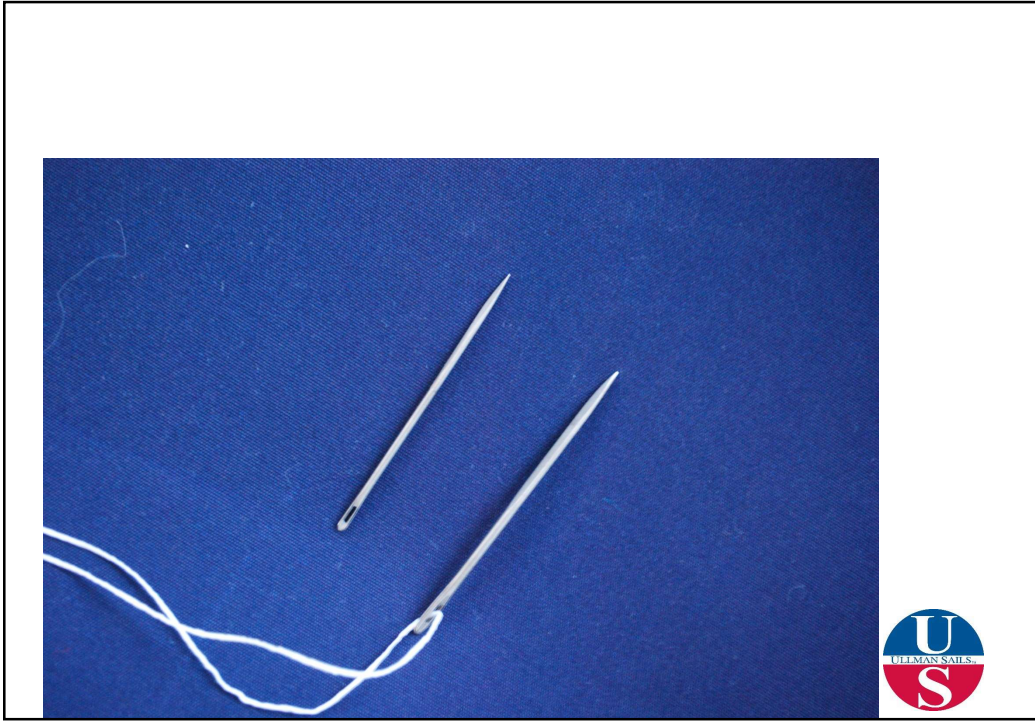- **Consider your sail type and expected routes when building your kit**

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Venture Tape
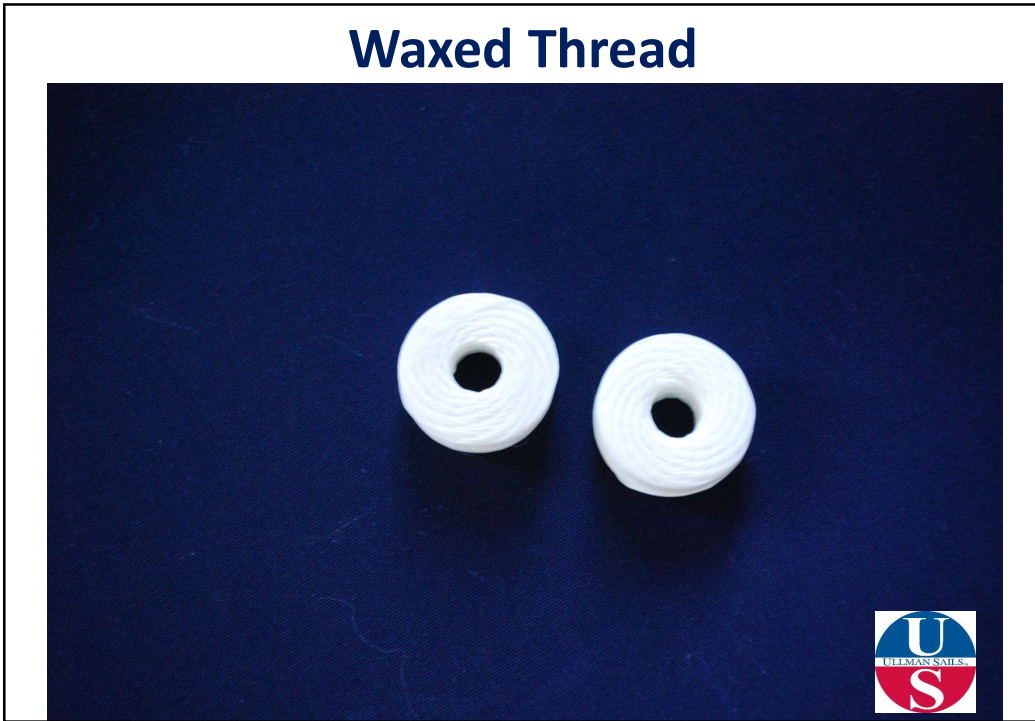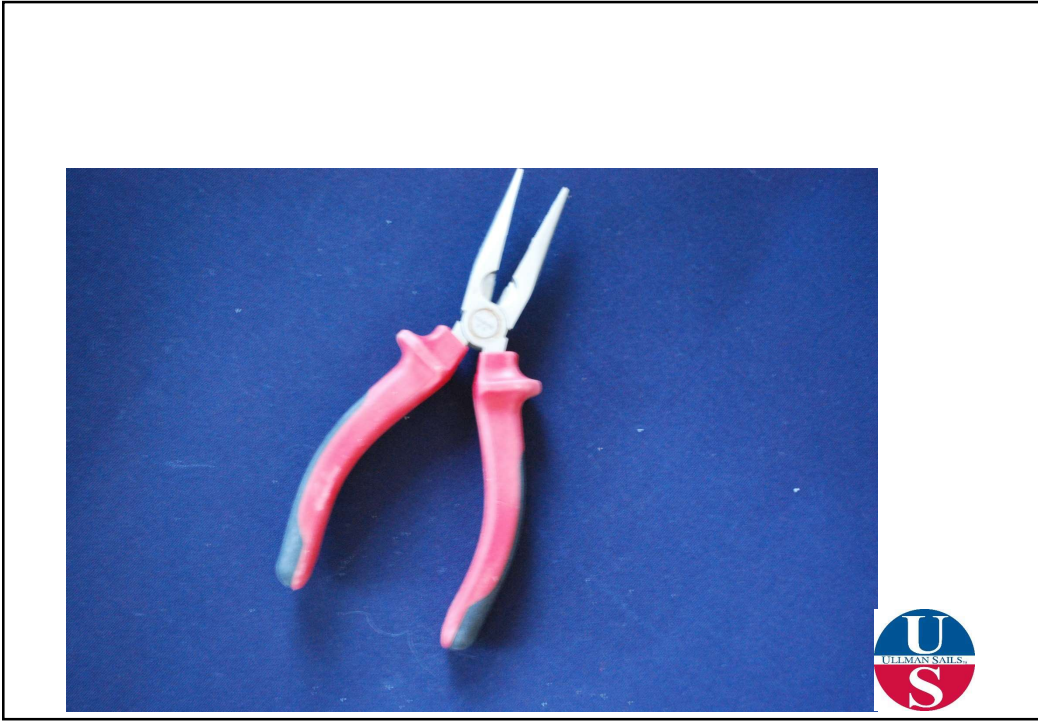

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Stapler-the longer the better

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Waxed Thread

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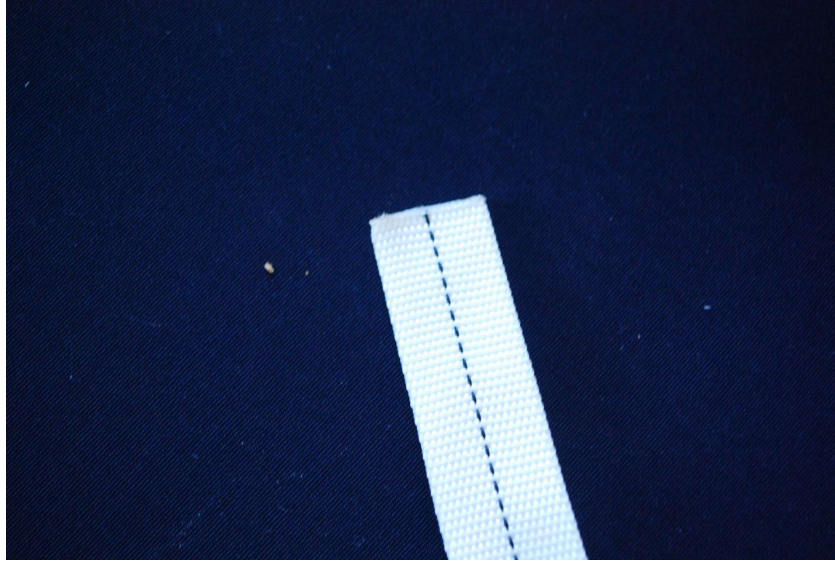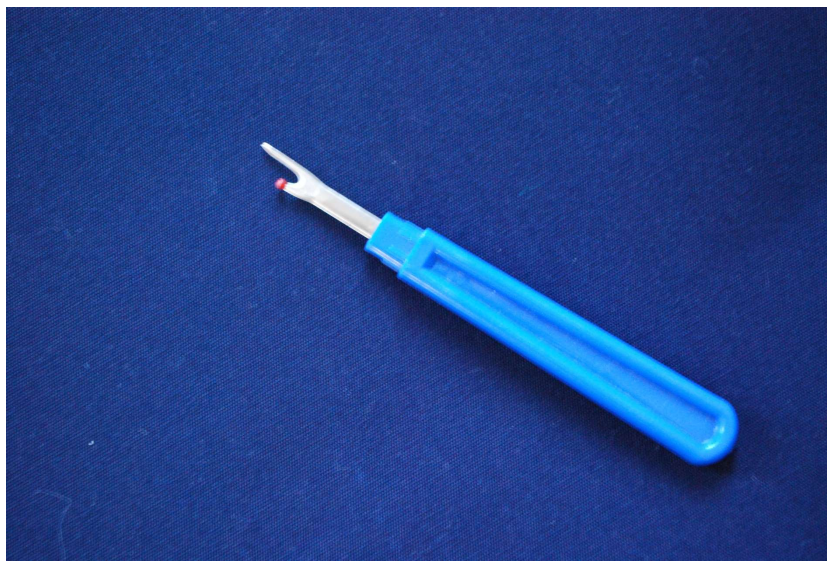
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Extra Luff Slides

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Tubular Webbing

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Several Seam Rippers

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Butane Hot Knife and Spare Fule

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Extra Cloth

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Sewing Machines for Offshore
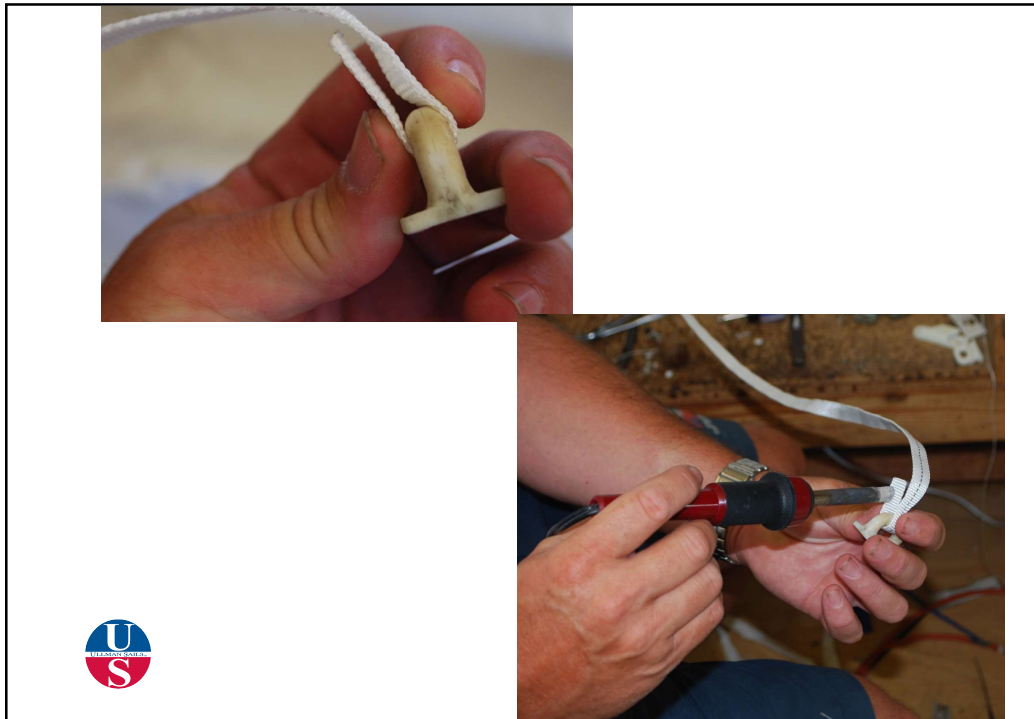
Sailrite Ultrafeed
$800-$900

Pfaff 130
$450-$550 with upgrading

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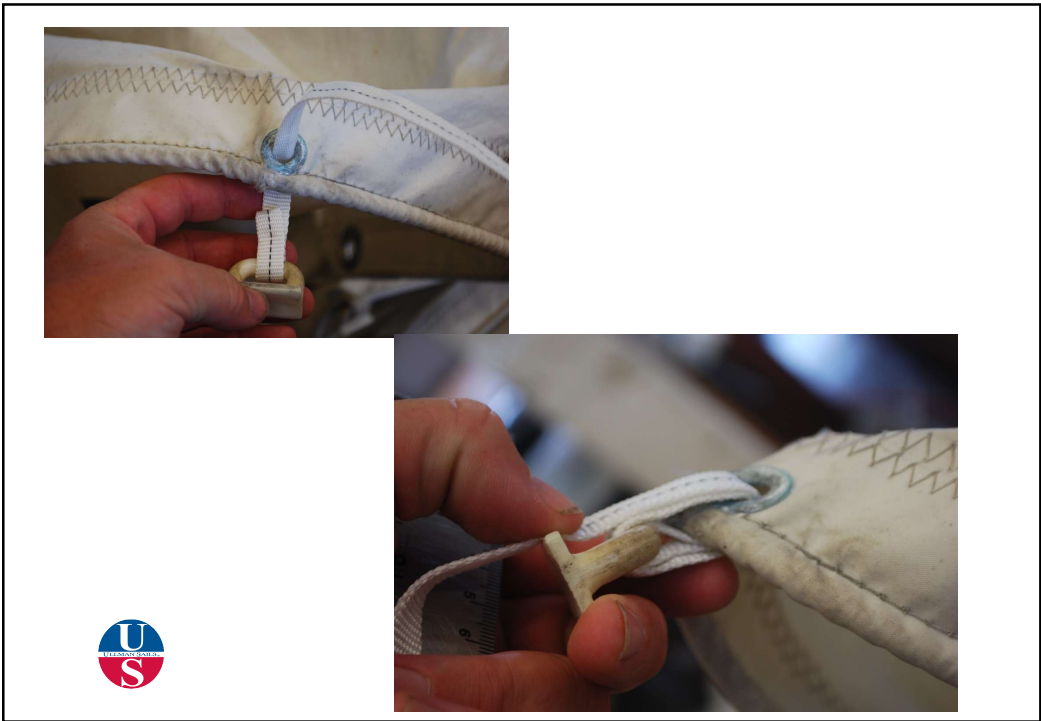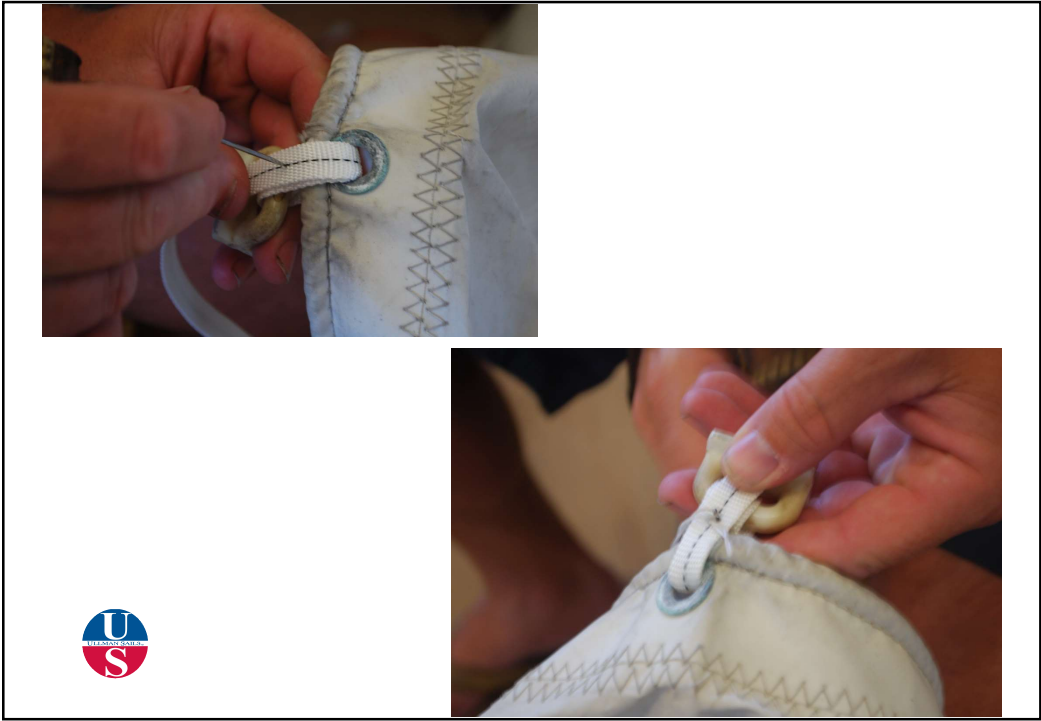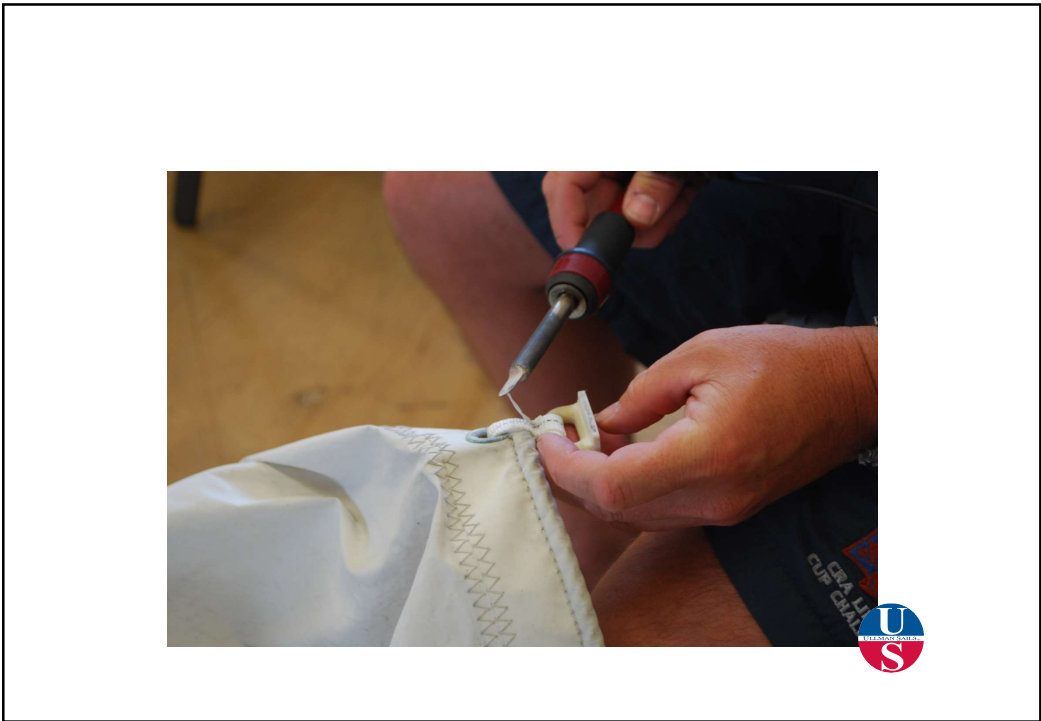# How to Replace a Broken Luff Slide

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Repairing Leech Tapes and Leech Tears

- Clean area with rubbing alcohol
- Remove all bad stitching or stitching next to tear.
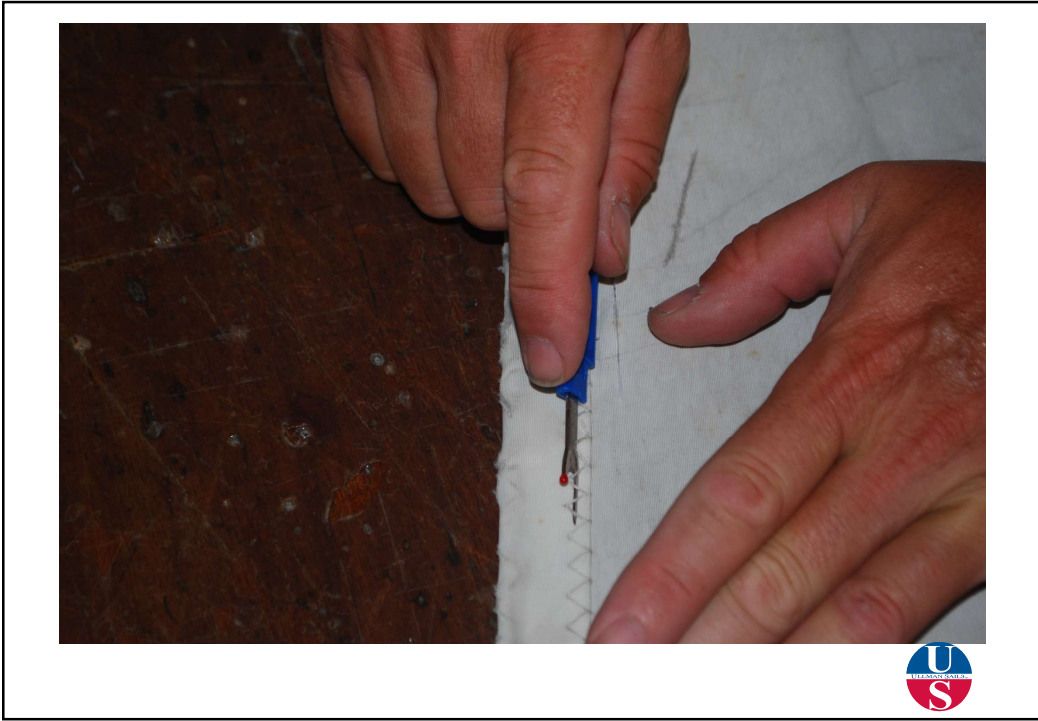- Line up tear as close to "original" as possible

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Staple leech tape into place

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Clew, Head, or Tack Webbing
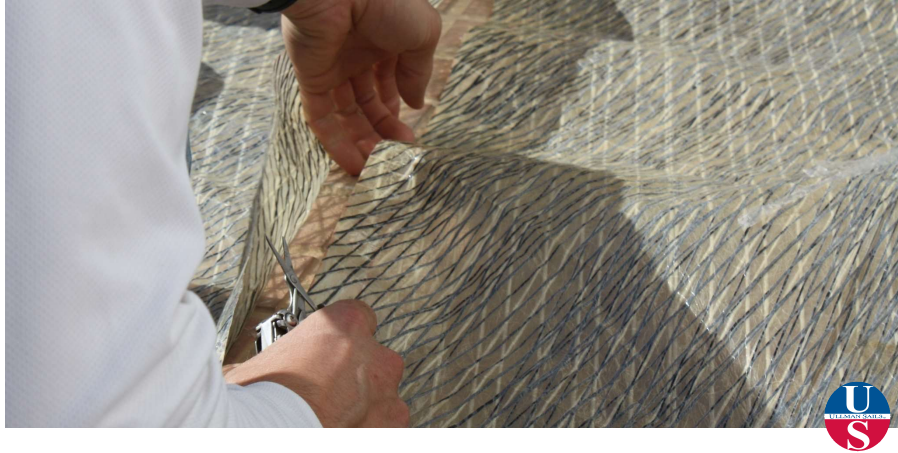
Double Thread

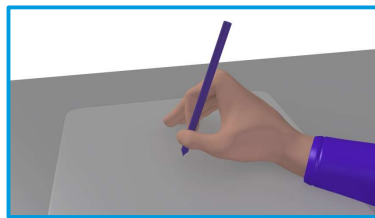**Use Thick Needle**

Punch Holes With Awl

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SAILING TECHNOLOGIES
R+D GROUP

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How to repair a leech seam?

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1 Size the patch

2 Cut and round
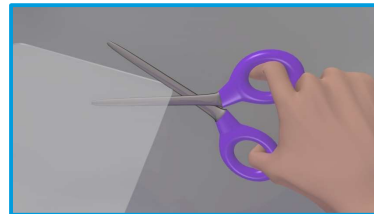
3 Do it twice

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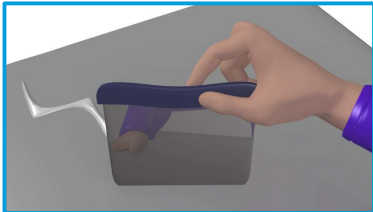
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Slide 57
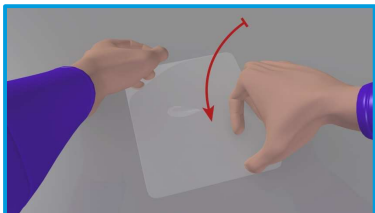
10 Pull mask tape
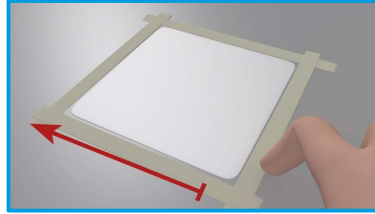
11 Overlap the edge

12 Wait 20 min

Dr Sails

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Slide 58
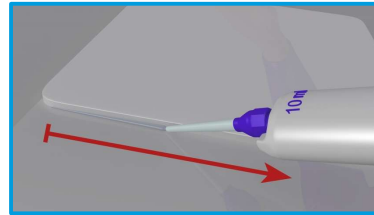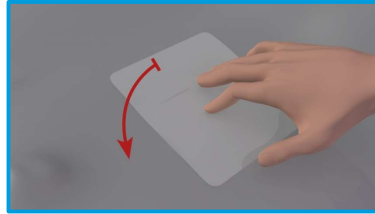
Ussailing.org Safety Requirements

US Safety Equipment Requirements

Note: Organizing Authorities may want to consider adding items in beige tint based on the conditions of their specific races.

Effective Date: 1/1/2014

Section Name	#	Requirement	US Ocean	US Coastal	US Nearshore
			Long distance races, well offshore, where rescue may be delayed	Races not far removed from shorelines, where rescue is likely to be quickly available	Races during the day, close to shore, in relatively protected waters
Overall	1.1	The Minimum Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of the US Coast Guard, the Racing Rules of Sailing (RRS), the rules of Class Associations and all applicable rating rules.			
Overall: Responsibility	1.2	The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.	x	x	x
Overall: Inspections	1.3	A boat may be inspected at any time by an inspector or measurer of the Organizing Authority. If she does not comply with these regulations her entry may be rejected, or will be liable to disqualification, or such other penalty as may be prescribed by the race protest committee.	x	x	x
		All equipment required shall function properly, be regularly checked, cleaned and			

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Follow Up

- **It is going to be more common to have light wind than heavy wind**
- **Always have a heavy wind plan. Sails, rigging, watch system**
- **Research weather yourself, don't just listen to others**
- **It is easier to have sails serviced before the trip then to find a place to fix them while cruising**
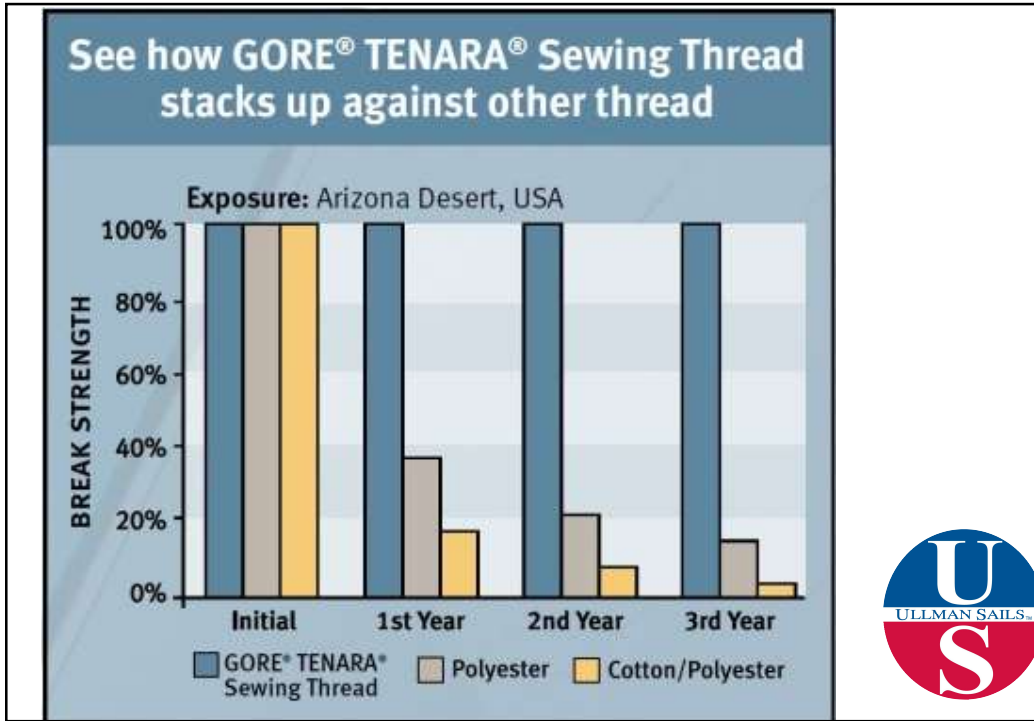- **Have basic sail repair items on board**

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Follow Up (Continued)

- **Rig reefs, preventers ahead of time**
- **Test storm sails out on a calm day, way before you need them**
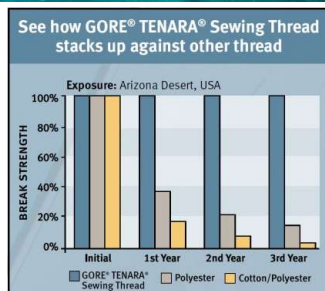- **Don't try to be on a schedule**

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What Ullman Sails Is Doing To Help You?

- Our Endurance and Voyager Series sails are sewn with 100% Gore Tenara Thread
- On Our Navigator Series we use it on the U.V. Cover
- Gore Tenara is not effected by U.V.
- Gore Tenara is stronger especially after the first year
- This allows you more trouble free sailing over a longer period of time

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