
Running Downhill--Control Issue

Posted by Ed... - 2009/04/04 21:22

Great day sailing the canoe today. Water was cold and spray was colder! Froze my butt off, but what a great day! Now, some feedback needed.

16' canoe, lateen sail. Running downwind, water pretty fair with slip chop, some wakes. Wind about 15-18kts. To keep 'er under control I kept the sail close-hauled so the wind would slip out the front of the sail, and to keep the spars inboard to prevent that death roll it develops when running hard. The boat kept getting trying to come up. Trying to avoid gybing which, as bad as it is, would have been flat fugly today, probably accompanied by snapping sounds, cursing etc.

Any suggestions to improve on this? Don't like running downwind when it's blowing like that.

=====

Re:Running Downhill--Control Issue

Posted by CrashBoomAndVang - 2009/05/16 04:06

Chief cook and Bottle Washer

When I first read "Running downhill--Control issue," I didn't quite get the jest of what you were saying/asking. It just sounded like you had a really good time (heart in the throat kinda adventure!) I suspected you of boasting.

Upon re-reading it the other night, though still in a fog as to what you were describing I was gripped by a sense of impending doom. Sometime later while performing some mundane task - the line, "...so the wind would slip out the front of the sail," meandered through my head. I grasp in my fore-head and I understood what you were saying, "Oh my God! (may the God ('s) I may believe in forgive me.) he is sailing backwards!

It say's a lot to the dynamics of a sailing canoe.

Your leech became your luff.

Your rig as stated is un-manageable in those winds. Set a small spinnaker (or stand up in the bow.....?) If you continue to be so foolish;

one acronym PFD

You obviously beat a path to run. Keep up the good work.
Crash Boom And Vang

=====

Re:Running Downhill--Control Issue

Posted by Ed... - 2009/05/16 07:41

Sometimes the safest route is to let the sail go forward, just to dump wind, but then rounding up becomes...interesting! I have found that once the boom dips into the water it pushes the boat back upright...nothing like living on the edge!

=====

Re:Running Downhill--Control Issue

Posted by CrashBoomAndVang - 2009/05/17 14:31

Chief cook and Bottle Washer

I'll say!

I don't think I still get the jist of what you are saying?
Are you spilling air off the luff/gaff? i.e. sheeted home.

Or

Are you spilling air off the leech? i.e. the sheeted end of the boom forward of the mast? (I was forgetting a free standing mast has no shrouds. (silly me!)) and the sheet running free.

Your last posting suggest the latter.

Please relieve me of my misapprehension. I have better advice than, '...stand up in the bow.' or setting more sail. Though that will get you closer to the edge.

In muddy waters:
Crash Boom And Vang.

=====

Re:Running Downhill--Control Issue

Posted by Ed... - 2009/05/17 14:35

Well, I at times allow the leech to go forward of the mast, which isn't good, as we know. I think maybe under such conditions I should just put a rail down to bring water onboard as ballast then dump it when done!

=====

Re:Running Downhill--Control Issue

Posted by CrashBoomAndVang - 2009/05/17 17:19

Chief cook and Bottle Washer

You are not answering my question.

On re-reading your first posting, "To keep 'er under control I kept the sail close-hauled so the wind would slip out the front of the sail," I realize it is my former apprehension. My apologizes. In my defense I not the crisp-ess chip in the bag.

Notwithstanding; I still have better advice than previously. If you have sea room, Reach. To change Reach if Gybing is dangerous go to windward and tack and fall back into the opposite Reach. At least you get to go fast under control. (That was the original question was it not?)

My Idea about setting another sail in a blow/seaway aboard a 16' canoe is stupidity!

I didn't know letting the leech out-run you is not good. That shroud thing, thanks. (thus I will never try!) Putting the rail under to ship water? You are brave. I'll stow that down below my hat in case of emergency. (Oddly enough I've heard it before, It is a trick the Gulf of St. Lawrence rum smugglers have so as not to be blown off 30' swells when they crest them in 20-something foot skiffs.Yicks!)

Again:

You obviously beat a path to run. Keep up the good work.
Crash Boom And Vang