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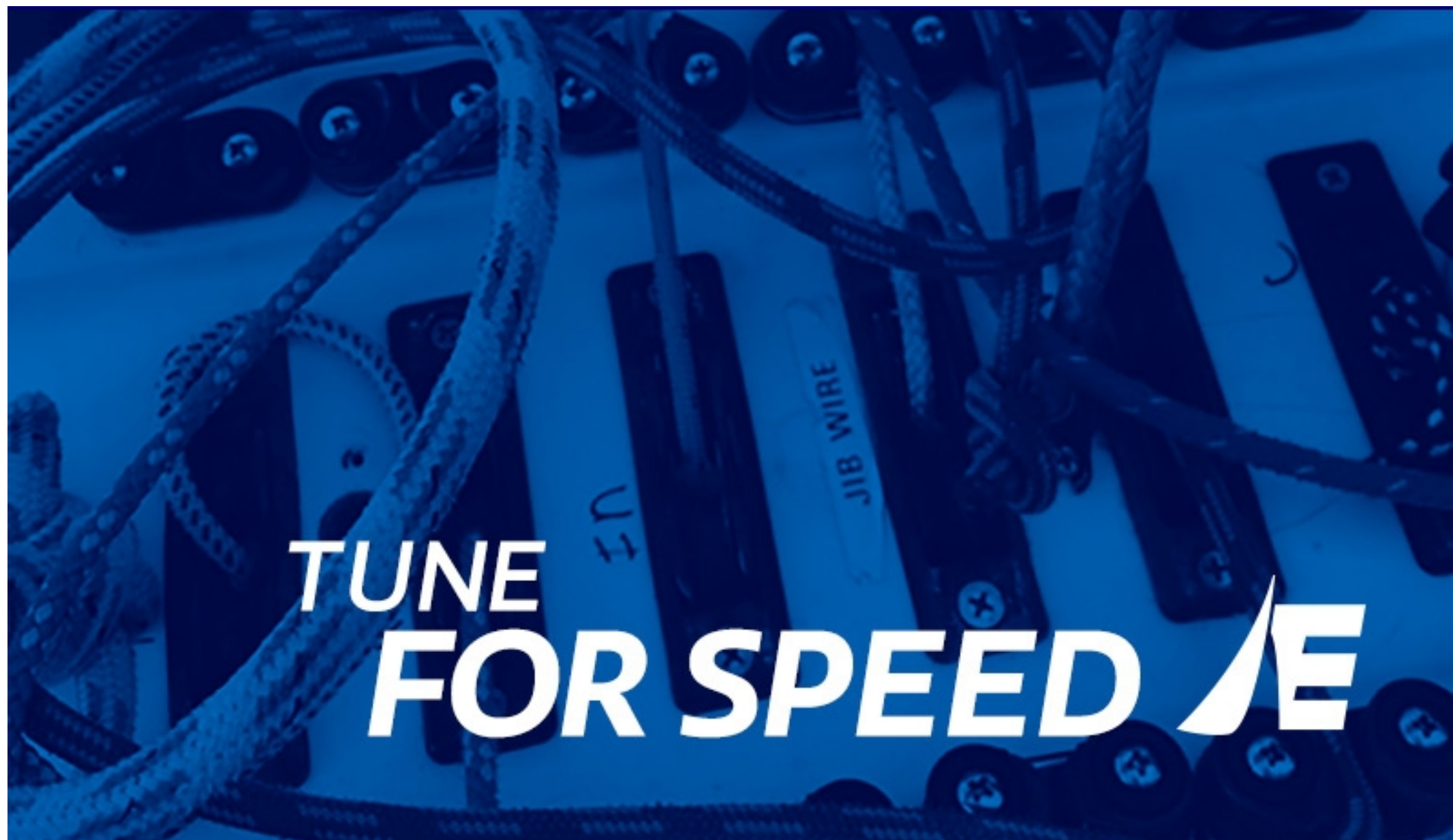


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3/7/2016

Tune for Speed: In-hauling

NORTH SAILS ONE DESIGN



These tips are part of a series created by our Etchells experts [Alex Camet](#) and [Skip Dieball](#) to help explain the latest in tuning and trimming go-fast techniques. Contact any of our Etchells experts with any questions or comments.

In-Hauling

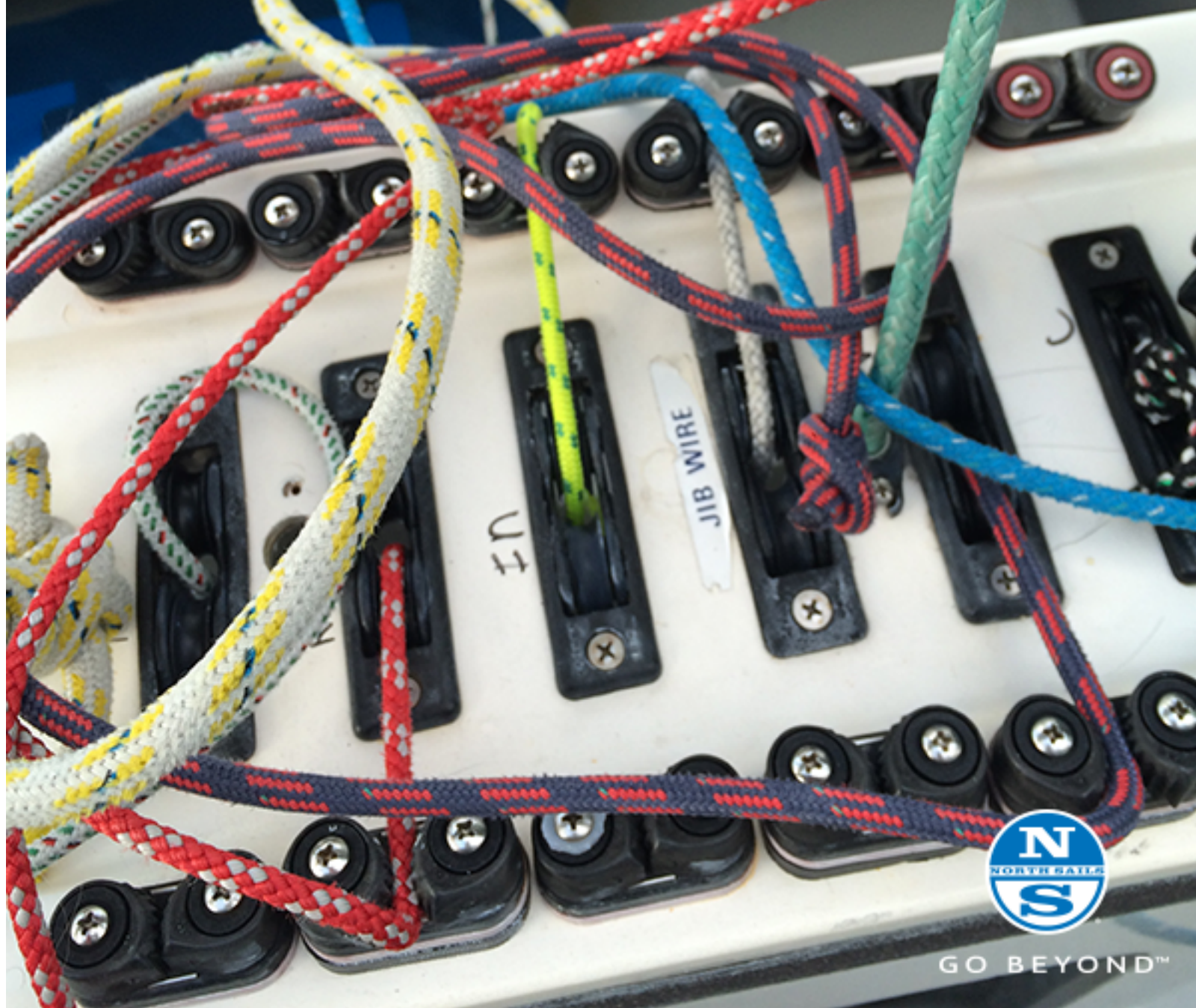
Over the years we have seen many different ways to trim the jib further inboard. For example, there's been dual tracks and there's been single point adjusters in the middle of the cabin house. There is no one "best" way as everyone is a little different in how they envision moving the jib clew closer to centerline. Likewise, there are varying opinions on when and how to use the inhauler.

The times in which it works well seem to be related to the wave state and how large a groove you need to get your Etchells going fast. We have seen that in flat water like Biscayne Bay it works since boats go just about the same speed but point higher. This helps folks if they need to hold their lane off the line, or in close quarters.

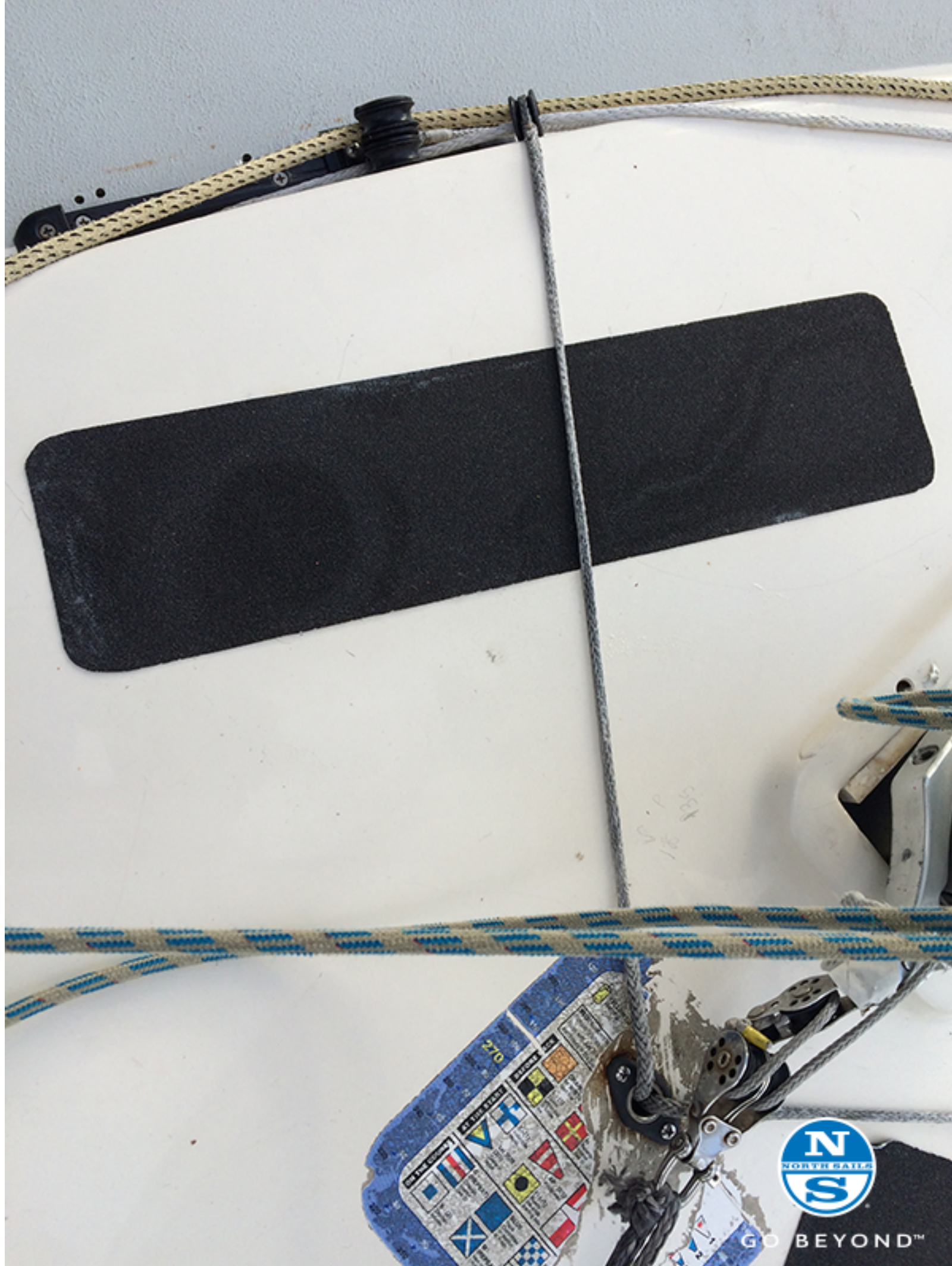
When sailing in the open ocean or in big chop the Etchells needs to constantly build speed by not pinching therefore the standard leads work best (i.e. no in-hauler). There are occasions in which the in-hauler works for short amounts of time, but it is best to always error on the side of a more open slot in the bigger chop.

Ultimately, it is up to your style of sailing. Many of the class's top competitors do not have them, but all agree that there are times where you can benefit. Ultimately, you will go higher but slower and potentially build a lane then ease the in-hauler to continue on the same tack.

Here are some photos:







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Questions? Contact the North Etchells Experts:



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