

Dave Perry & other crew members

### **Boat Handling and Communication responsibilities...**

Please add, correct and revise anything, as appropriate...

This is based on a six person crew where the tactician has no boat handling responsibilities in the prestart and upwind, and he/she takes the mainsheet near the windward mark and down the run. The main trimmer in the prestart and upwind goes forward and does the pit near the windward mark and down the run.

Note: each person has a page...

The last page are some “globals” – general things to remember. Feel free to add to that list as well.

Here is a link to a webinar Dave Perry did before the 2021 U.S. Match Racing Championship hosted by the Long Beach Yacht Club in the Catalina 37's on the race course off the Belmont Pier:

[https://drive.google.com/file/d/1yGFa4bSkVEV2l3u8Zik4Nhkor4\\_QDn3W/view?usp=drive\\_link](https://drive.google.com/file/d/1yGFa4bSkVEV2l3u8Zik4Nhkor4_QDn3W/view?usp=drive_link)

### **Tactician**

None in prestart (main trimmer does pit downwind)

- Stand behind helmsman

Upwind

- Tack traveler in light air (can lead traveler tails through loops at base of stanchions, back to front, and tie them together in front of fine tune swivel)
- Sit forward of main trimmer on rail, or forward in cockpit in lighter air

Near windward mark

- Take main sheet (main trimmer goes forward to do pit, beginning with pole up)
- Bear away set: on rounding, blow main sheet (fine tune first so it is max off at leeward mark, making it easier to trim to max trim after rounding)
- Can take spinnaker sheet in set if both trimmers are doing guy back (or leave sheet cleated)
- tack set: if traveler is up to windward, main trimmer should cleat leeward traveler before going forward; no need to tack the traveler in the tack
- Trim main (make sure top batten is not inverted)
- Take up slack in lazy guy on set, and load winch for trimmer (for gybe)

On Gybes

- Light air: take sheet; ease during rotation (keep luff slightly curling throughout rotation); once new guy is tensioned, can release sheet; with other hand, throw boom over
- Medium/heavy air: throw boom; grab lazy guy (old sheet) and pull it back and down while pole is made and new guy is tensioned

(more)

## On takedown

- Set traveler for rounding
- Go forward and be “human guy”
  - o If on starboard and pole is forward, have to go to bow and hold chute off headstay after pole is lowered so jib can go up
  - o If on starboard and medium to heavy air, human guy off lazy sheet and use left foot to push guy towards hatch for easier grab
- On drop, grab leech and pull as much as possible
- Once it is clear that the spinnaker takedown is under control, go back. If the pit person is there already to trim main, then start doing tactics; otherwise, trim main in rounding
- If on port, cockpit assist goes forward on starboard side and assists with drop. Tactician goes back and trims main in rounding.

## Comms:

### Prestart

- Countdown final minute to entry
- On entry, when we’re fully “in” and what mark we are going to (everybody say it) – use tape system too
- In Dial up, whether Blue has right of way (whether we/they got to close-hauled)
- Whether we’re moving forwards, stopped or backwards
- Gameplan reminder (right or left) around 2:00 plus collaboration on best move (go at, circle, go to pier)
- When on final approach: laylines and reminders (too early to get hooked, etc.)

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## Main/Pit

### Prestart and upwind – trim main

- Leaving Main halyard on winch helps keep jib sheet from fouling on that winch (same with jib).
- pull the fine tune down to about 40-50% to keep from getting killed by it. Then when on final, ease it all the way to the knot, (put in the line with a 24-30" tail), and pull the gross tune to a mark which allows for about max out in the biggest puffs. It is important to be a little past the mark (tighter) then shy of it as you may never be able to get enough trim.
- Traveler was mostly centered after 12-13 kts. (tactician tacks traveler in light air)
- Use fine-tune for ease out of tacks
- Be sure mainsheet is all the way down in cleat! (angled position of cleat is adjustable – lower position enables easier release, higher position enables easier cleating). Three holes from all the way down works well.
- Vang was important in the 13-16 range. It needed to be set at some point for upwind mode and then eased for downwind mode. As breeze came up it stayed in downwind mode most of the time and made depowering the main a little easier but harder to pull in the main.
- When nearing time for pole up, go forward to "pit"
- If tack set and traveler is up, cleat leeward traveler on way forward
- Pole up / tail spinnaker halyard on hoist / blow jib halyard (watch that jib does not fall on chute and trap it)
- Pop outhaul in light air and, in heavier air, on second run
- Prepare area for jib up / chute down
- If boat needs to sail hot, take guy (guy trimmer goes back to grind sheet); be sure there is a mark where the pole is just off the headstay.
- After dropping chute and watching for issues,
  - a) If bow goes down hatch, then tactician babysits the chute on deck, and pit goes back and trims main in rounding (taking tail of spinnaker halyard back to ensure no snags).
  - b) If cockpit assist goes down hatch, tactician goes back and trims main, and pit stays and grinds jib in on rounding, and check and load winches as needed. Stay when going into immediate tacking duel. When time permits and/or cockpit assist is back on deck, go back and take main.

### Comms:

- Prestart
  - o sailing on port away from committee boat: time back with a gybe
  - o sailing on starboard towards committee boat: time to kill
- Upwind – discuss trim with driver

(more)

## Cockpit assist

### Prestart

- Take starboard side jib sheet
- exiting from Dial up on starboard tack, the moment the boat moves away from head to wind, back the jib (blade it); skipper will call “cut”
- if dropping jib, go to “pit” and blow/tail jib halyard
- if hoisting chute, go to “pit” and tail/blow spinnaker halyard (go forward for drop – spin trimmer can blow halyard?) OR go below with spinnaker halyard and blow from down below

### Upwind

- Trim/Tail on tacks (trimmer releases) – this can be switched depending on the preference of the trimmer
- Can share in grinding; work it out with trimmer
- if dropping jib, go to “pit” and blow/tail jib halyard

### Downwind

- Tack set, trim jib as much as possible, and cleat
- In standard bearaway can help by tailing topping lift
- Be sure guy is OFF WINCH until pole is up (otherwise the pole up pulls the chute out of the hatch!)
- Hand pull guy around direct from pole (trimmer pulls/grinds with winch) OR just pull guy back from winch.
- In heavy air, wait for chute to be up before squaring!
- Control guy, including through gybes (be sure there is plenty of lazy guy; use a mark)
- When sailing hot, grind sheet (pit takes guy) – put handle in aft pocket
- After pole down, load jib sheets (starboard sheet to loading mark) – when on starboard, get guy off winch with slack when on “human guy”
- When approaching on port tack, go forward on starboard side and down hatch with lazy guy in hand (unless bow is going down hatch in which case stay on deck and help drop chute) OR go below with spinnaker halyard and blow from down below
- When approaching on starboard, put lazy guy on winch with tension so it can be “human guyed”
- When approaching on starboard tack, stay in cockpit and tail jib sheet in rounding

### Comms:

- Prestart
  - o Countdown to entry and start
- Upwind
  - o Relatives when other boat is to windward
  - o pressure

(more)

## **Bow**

### Prestart

- at mast for entry
- in Dial up, and every time boat goes head to wind: jib foot up on shoulder; keep boat head to wind; watch driver
- when reaching, stand on jib sheet for proper leech trim
- when pushing/controlling, go to bow and signal overlap/swing
- on final approach, go to bow and give time and distance signals
- if setting in prestart, unbeak pole

### Upwind

- hike by shrouds
- if windy, may jump into grinding rotation
- on second beat, put gear in pole
- be careful not to step on trip line

### Downwind

- pole up (if tack set, inboard end up before tack) and help lift outboard end
- if the call is “set and immediate gybe, set inboard end at gybing height
- sneak chute (if tack set, hand pull a lot of the tack out)
- hoist chute / jib down and on deck
- adjust inboard end height if needed
- grab lazy guy and hang by mast

### Gybes

- do your own “trip” (only exception is when tactician says they will call “trip”)

### Drops

- on starboard: pole down / jib up / chute down
- on port: jib up / pole down / chute down
- be sure jib sheet is under the open hatch cover, and be sure hatch cover is closed before tacking

### Comms:

- on hoist: “Made” when up
- on gybe: “Made” when guy is in pole

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## **Trimmer**

- port side jib sheet
- exiting from Dial up on port tack, the moment the boat moves away from head to wind, back the jib (blade it); skipper will call "cut"

### Upwind

- trim
- on tacks: release, then grind (or if cockpit assist releases, trimmer trims/tails)

### Downwind

- light air, take spinnaker sheet on set
- in medium/heavy air, grind guy back (tactician takes sheet for set) - In heavy air, wait for chute to be up before squaring! OR let cockpit assist pull guy back and just hold the spinnaker sheet
- trim sheet
- on gybes: take sheets (cockpit assist takes guys); in light air, tactician takes sheet in gybe
- on rounding, trim jib

### Comms:

Upwind – trim comms with driver

Downwind – sheet pressure comms with driver

(more)

## **Globals**

### **Preparation**

Connecting gear to chute:

Attach both the sheet and guy to the chute (not the guy to the chute and the sheet to the guy) Attach the guy on the bottom and the sheet on the top

Tape the ring ding on the plunger up (down puts a little leverage on the pin and opens it slightly)

Put knots on the ends of the sheets and guys!!!!

OR consider turning sheets around and tying the gear to kite (if handling guidelines allow). Less chance for failure, and failure costs a ton. There have been MANY shackles opening, even when taped!

Tape guy and lazy sheet together about 6" from end, and put both sheet and guy in pole. This helps prevent the lazy sheet from jumping over the pole tip in the guy-back.

### **Heavy air**

Tacks – driver linger a second after jib clew passes mast to give trimmer time to trim jib before it loads

Run – when gybing onto final approach more than halfway down run, consider no-pole gybe (pole down before gybe)

### **Tactics**

With no rule 17 (proper course limitation), the trailer is stronger when within a length, so it is worth it for the leader to try to grow that lead by setting a “trap” at windward mark. Slow so trailer is close astern when entering zone, then go head to wind (forcing trailer to overlap you to windward). Stop the race. Try to build the gap between the boats.

If after set, trailer is close to getting a leeward overlap, sail DDW and force trailer to choose overlapping you one side or the other. If they go to windward, wind check them (observing 16 and the chute luffing MR Call). If they choose leeward, gybe deep (observing the MR gybing rule and 15). Or do a fake gybe (don't trip pole!) and see what they do (simo gybe or cross over). If they cross over, prepare to wind check them on port.

Trailer: when leader gybes, you are likely going to cross over, but turn down as if simo gybing to get leader to commit to gybe. Then sail “hot” in cross over.

If luffed hard, be prepared to drop the chute 10' or so. If the leeward boat bears away, re-hoist chute and follow them down. If the luff is prolonged, may need to go jib up.

When you are the windward boat and being held past the port layline to the leeward mark/Pin, drop early! Head up as if possibly tacking. The leeward boat will likely bear away to gybe. The moment your bow can swing, you gybe. Try to be windward overlapped on the other boat in the zone. If going around a single leeward mark (as opposed to a gate), and if they luff you or sail more than a length from the mark, protest them for sailing farther from the mark than needed to sail their proper course.

(end)