Sligo Yacht Club — 13th July 2005
GP14 Crew Training Evening

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Areas to be covered

Introduction	
1.0	Preparation (Before you go on the Water)
2.0	Pre-start Preparation (On the Water)
3.0	Starting the Race
4.0	The First Beat (Beating)
5.0	Windward Mark Rounding (onto a reach)
6.0	Flying the spinnaker (Reaching)
7.0	Dropping the spinnaker, Leeward Mark Rounding
8.0	Windward Mark Rounding (onto a run)
9.0	Dropping the Spinnaker, Leeward Mark Rounding
10.0	Last Beat/Finishing line
11.0	Post Race Analysis

Introduction

1.0 Preparation

1.1 Personal Preparation :

Clothing : What works for you.

Diet :

Drink : Dehydration. (Lose of Performance)

Sleep :

Physical Preparation :

Mental Preparation :

Rules : Knowing the Rules.

The rules of sailing are not as complex as they first appear. Most sailors will get away with just knowing a few of the basics rules.

The best way to get to know the rules is to relate them to incidents which you have had.

If you are involved in an incident on the water and you do not know if you or in the right are the wrong check the rule book after or ask someone, so you will know for again.

Rules regularly get misquoted on and off the water. This is not always malicious but people think they know the rules, if in doubt get a second opinion or check the rule book.

(360's and 720's), it is worth practicing these manoeuvres. They can be preformed quite quickly and without losing to much time or distance once you are used to doing them.

Practice Them. (www.isaf.org download the rules free)

Flags : Knowing the Flags. What do they stand for ?

Starting Flags :	Warning Signal	Class flag	
	Preparatory Signal	P flag	or
		I flag	(round the ends) or
		Z flag	(20% penalty) or
		Black flag	(DSQ if over in last min)
	1 Minute	Preparatory flag removed	
	Start	Class flag removed	
Recall flags :	Individual Recall	First Substitute flag	
	General Recall	X flag	
Other important flags :	Change of Course	C Flag	
	Postponed	AP (red and white)	
	Blue Flag	Finish boat on station.	

(www.isaf.org see the flags and there meanings)

1.2 Boat Preparation :

Crewing in a GP14 can at times be a difficult job at times, a crew is not just there for ballast and to pull the jib in and out. Sailing is a team effort and Communication & Coordination between the Crew and the Helm can dramatically enhance a boats performance.

The most intensive times of activity for a crew is at mark rounding when boats are about to change direction and change their point of sailing in relation to the wind.

i.e. going from a reach to a beat
going from a beat to a run

Ideally in a short a time as possible the boat should be reconfigured for these different points of sail. But saying that, manoeuvres should not be rushed, while a spinnaker can make a big difference to the speed of a boat a late drop at the leeward mark can be a lot more costly than dropping the spinnaker 1 or 2 boat lengths early.

Your job as a crew can be made a lot easier by having all your control lines working properly. Not only will it make the boat easier to set up the knock on effect is it will make the boat easier to sail and ultimately result in better boat speed.

It is your responsibility to make sure everything is working properly.

Are all your control lines working ?

1. Kicking Strap
2. Downhaul (Cunningham)
3. Outhaul
4. Spinnaker Pole Uphaul
5. Spinnaker Pole Downhaul
6. Twining lines (working and set correctly)
7. Jib tension

Check Toe Straps are they set correctly and not worn.
(falling out of a boat can be quite slow and embarrassing especially if it is caught on video !!!!!)

Mast set up :

Set-up Mast Rack
Measure 18" from the top of the mast to the black band at the goose neck.
Form the top of the mast you should measure 21" 10' to the centre of the transom.

This is just a starting point, tuning guides are available from sail makers on their web site.
www.speedsails.co.uk
www.arrowsail.co.uk

2.0 Pre-start Preparation

Set up the boat before the race commences.

Check List:
Spinnaker on the correct side (Port course, port side spinnaker).
Spinnaker pole on the right side. (Port course Starboard side spinnaker pole).
(Recommend pole stowed on the boom)
Twining lines (windward line on leeward one released)
Kicker.
Jib Tension. (The correct tension for the wind & sea conditions.)
(GP14 mean tension 300lbs, this is your starting point)
Outhaul / Downhaul
Get a compass reading (mean reading on port & starboard)
Tide (What direction, Look for current at the pin and committee boat ends of the line)

Fair lead Adjustment :

Sheeting angle. Sheet should bisect the angle between the foot of the sail and the leech

Are your Jib Cars set correctly :

To tell if your fairleads are set correctly the 3 telltails on the windward side of the jib should break together.
If the top tell tail breaks first the fairlead needs to come forward this will closed the slot between the main and the jib (light air). (Closing the slot increases the air flow through the slot and increases the velocity of the air, this will cause a decreases in pressure improving the efficiency of your sail)

If the bottom telltail breaks first the jib cars should move back this will open the slot between the main and the jib (windy day). (This will allow more air through the slot without further increasing the velocity.)

Judging the Line: **Diagrams**

Point your boat head to wind on the start line, which ever end of the line the bow points towards that is the favoured end.

Sail straight down the start line on starboard and take a compass reading. When you have your reading luff head to wind, if the line is square to the wind compass should read + 90deg.
If the reading is less the line has a pin end bias.
If the reading is greater the line has a starboard end bias.

(The opposite applies on port)

(There are other ways)

3.0 Starting the Race

The more boats in a race the longer the start line will be and you will have to commit to a starting position at any earlier stage. This may involve checking the line a number of times in the final minutes. At club level you could still potentially start at any point on the line making the decision less then a minute before the start. This time could stretch out to 3 or 4 minutes depending on the event.

Countdown		**Events.**	**Club.**
Warning Signal :		5 min.	3 min.
Preparatory Signal :	Synchronise your watch.	4 min.	-
1 Minute		1 min.	1 min.
Start Signal		Go.	Go.

Time : Call the time to your Helm.
From the 5 min. gun call out the time every 20 second.
From 2 minutes. Call out the time every 15 seconds.
From 1 minute call every 10 seconds.
From 30 seconds call every 5 seconds
Countdown the last 10 seconds.

Note : If a start has been postponed or abandoned and a flag is being flown on the committee boat when this flag is been removed it is 1 min. to the warning signal. (a 6 min. gun.)

Look out for Black flags this will be flown at the Preparatory signal and will be removed at the 1 minute. Once this flag is removed if you are “on course side” between then and the start you will be disqualified from that race and all subsequence restarts of that race.

Being aware of what’s around you :

Your Helm while in control of the main sheet and tiller will not have the same amount of manoeuvrability as you and will be firstly concentrating on the direction the boat is going. A crew should be advising their Helm on what is going on out of their line of sight.

i.e. With about 30 sec. to go you are holding a gap to leeward to bear off into and have boat speed coming off the start line, a Crew should be telling their helm of any boat from windward or astern that may try to enter that gap. If a Helm knows at an early stage this gap can be defended, but if it is not apparent till quite late, the rival boat may enter this gap holding you head to wind or you may infringe the other boat by trying to defend the gap. Both results would lead to a very poor start.

While Helm’s need to be informed of activity around them, out of sight, this information should be kept to a minimum with only relevant information passed on. Keep the information to precise relevant facts to avoid any confusion. If you are starting at the Pin end of the line your Helm more then likely does not need to know what is going on at the committee boat end or at the centre of the line.

Sheeting the jib :

Sheeting the sails off the start line should be an action preformed together by the crew and helm. By sheeting the jib before the main it will bring the boat away from the wind. By sheeting the jib to slow after the main it will force the boat to luff up Head to away. By sheeting at the same time it will lessen the amount of rudder that has to be used to steer the boat, moving the rudder will slow the boat.

Remember this during all manoeuvres. The boat should be sailed through manoeuvres. The sails are your engine and when trimmed correctly they will provide max. power. The jib is not there to be uncleated let go and hauled in it should be trimmed not tugged.

Calling the start line : Where is the start line.

In large fleets when approaching start line you may only see one end of the start line. The helm being in a position slightly further aft is in a worse sighting position.

The pin end of the line is the easiest end to see before the start sail behind the committee boat line up the committee boat and the pin end and take a transit on the shore when starting you can line up pin end and your transit to know where your start line is.

By doing this you will soon become used to tell the position of the start line be judging the angle between the start mark the wind and your boat.

Sail Trim, Powering the boat off the start line.

Port Start :

4.0 The First Beat

The First beat is the most important leg of the course. How many times if you were 4 or 5 boats lengths ahead of your position at the windward mark would this mean being a couple of places higher up the fleet, the chance of being that close to a large group of boats gets less and less on each subsequent leg of the course as the fleet becomes more spread. Therefore every boat length could mean a vital place at the windward mark.

After the start how soon can you tack? If you are coming out of the start on the favoured end, if that end is the pin you are probably on the headed tack. You must tack and clear the fleet to take full advantage of your start. If the favoured end is the committee boat you are on a lift and you are on the inside, now speed is more important then height (pointing)

Tacking

The key to a good tack is Communication & Coordination between the Crew and the Helm.

When you want or need to tack what do you need to do ?

Finding a spot to tack.
On a rough day look for a flat patch of water.
Don't tack into some else's dirty wind.

Tacks:

Roll Tacks:

When do you roll tack the boat ?

You roll tack the boat in light to medium wind.

What is roll tack a boat ?

Roll tacking is using your weight and position to exaggerate the roll of the boat while tacking.

How do you roll tack a boat ?

The boat should be healed to windward this will begin to steer the boat into the wind (by increasing the bow wave on the windward side). The boat will go through the eye of the wind, back wind the jib and you will stay on the leeward side ready to sheet the jib and your helm will move to the new windward side (the high side) and level the boat while the main and jib are sheeted together.

If spinnaker halyards or jib sheets are getting caught during a tack figure out why, there are solutions.

Wind Shifts:

Boat speed is only one factor in success, wind shifts also play a very important role and the better you get the more important they will become. There is no point in having excellent boat speed if you are going quicker in the wrong direction.

Note : If you sail on a 5 degree header for 1km (1000 metres) you will have sailed 130 metres further compared to a boat that sailed on the opposite tack. (31 boat lengths in the wrong direction in a GP14).

There are a number of different ways of spotting windshifts.

1. Watch the boat around you
2. Referencing a point on the shore. (How is your angle changing?)
3. Use compass. (The most accurate way)

How many of the Crews have a compass in their boat ?

Using your Compass to spot Heads ands and Lifts :

The Compass must be mounted in a spot that both the helm and crew can see clearly.
The Compass should be easy to read, become familiar with looking at and reading the compass.

After tacking once the boat is settled take a reading, call the number out to your helm, this is your starting point, your can compare this number to the readings you took before the race and see how they compare. Look at the compass at regular intervals, call the differences.

On Starboard – Numbers mean a **Header** (Time to Tack)
+ Numbers mean a **Lift** (Stay where you are) i.e. numbers get bigger

On Port + Numbers mean a **Header** (Time to Tack)
- Numbers mean a **Lift** (Stay where you are)

The compass can only tell you what is happening now with your boat. By watching boats ahead of you on the course and boats on the opposite tack compare their pointing angle in relation to yours, are they being Lifted or Headed, how is this going to effect you ? This information should again be talked back to your Helm but just the relevant points.

It is easier for the Crew to do this, the Helm must be focussed on tell-tails and boat speed upwind. This information should be used to make a joint decision on what the best tack to sail on up the beat.

As with most things in life the people with the most information will make the best decision.

Kicker : Rule of Thumb

Light Wind	No Kicker
Medium Kicker	Kicker On
Heavy Wind	Plenty of Kicker

How much Kicker ?

Watch the top tell tail on the main sail it should be flowing off the back of the main sail 75 – 80 % of the time, occasionally just going to the leeward side of the main sail.

N.B. On a windy day the kicker must be let off at the windward mark.

Hiking :

Hiking Technique :

The most efficient hiking position is sitting out with straight legs. The further out your weight is the flatter the boat and faster the boat will go. Strength and stamina will determine how long you can hold this position. Unless you are very fit this duration will be fairly short. If you are unfit save your strength for crucial moments in the race such as starting, lee bow tacks and close crosses on port tacks. Try to take the weight of your upper body on the jib sheet, this may lengthen the duration.

Try adjusting your toe straps to find the most comfortable position that suit you. Too tight will prevent you from hiking. To loose will make it difficult to get back into the boat. Find a happy comfortable medium if possible.

Hiking Shorts : Your Choice !

Crew Position in different conditions.

A boats Crew (Crew & Helm) should be trying to sail the boat flat at all times.

In light wind you should be balancing the boat by sitting to leeward or in the middle your weight should be kept in the centre of the boat at all time (very light air your should be as far forward as possible with your back against the bulkhead)

In medium wind you should be sitting on the gunwale or hiked, if the wind is variable you may have to move from sitting to hiking continuously to keep the boat flat.

In heavy wind you will be hiking continuously.

In sea conditions where there is a swell the Crew will move their weight slightly further back (lean behind their Helm) to keep the bow slightly higher out of the water.

Being aware of what's around :

Other Boats :

Waves : Watch out for waves on the water. Talk to your Helm about the waves and sea condition. Do not block their view of the water.
(This is especially important when about to tack.)

Gusts : There is a gust approaching on the water. What do you do ?
Tell your helm, Hike harder.

Bearing off behind another boat : While on a port tack and you spot a starboard tack boat and you are on a collision course with each other.

What do you do ?

1. Tell your Helm at the earliest possible opportunity.
2. Figure out if you want to tack or bear off.

How do you do this? Are you on a head or a lift ?

If you are being headed you probably want to tack anyway.
If you are on a lift you want to bear off unless this will put you in dirty air.

If you are bearing off sail the boat through the manoeuvre. The Crew should watch the tell-tails on the jib as the boat bears way the Crew should be easing the jib and as the boat begins to come back onto the wind the jib should be hauled in. The tell-tails should be kept flowing during this time. The jib is to be eased and hauled in gradually, not a sudden release and pull.

Changing Gears :

It is very seldom that the wind is constant which means that as the wind reduces or strengthens the pressure on the sails decrease or increases. The sails must be trimmed to remain working if efficiently as possible.

What should be adjusted ?

Kicker
Jib Tension
Out Haul
Downhaul.

Adjusting jib :

As a loose rule the jib leach should be 1 inch from the shroud at the spreader.

So if you have this set correctly and the wind reduces what do you need to do?

The Jib will need to be released to maintain the gap between the sail and the shrouds. In very light air this gap may be up to 5 or 6 inches.

Remember the 1:5 rule! By releasing the jib 1 inch at the fair leads it will have the effect of easing the jib 5 inches away from the shrouds.

Approaching the windward mark.

Layline : Calling the Layline
How do you call a Layline? (the closer you are the easier it is)
(Practice, watch other boats)
Things to take into account : Tide
Wind shifts. Have there been many wind shifts on the beat.

On Port Watch for a gap. Tell your helm where other boats are.
Can you go straight in and tack on the Layline?
Will you have to bear off behind other boats?
Have other boats over stood, can you tack beneath them and still make the mark?

Spot the gybe mark and give your Helm a reference.

i.e. the mark is midway between the light house and the end of Coney island or
if you have no landmark, the mark is positioned at 7 o'clock.
Or better still a compass bearing.

This will allow your Helm to quickly bear away to roughly the correct bearing and they can then turn there attention back to getting the boat set up.

Try to get as much of the set-up done before the mark as possible.
If you are coming in on the port layline and you are sure you are going to make the mark rounding on that tack the pole can be in place with the uphaul / downhaul and sheet attached.
You can begin to pull on the twinning line.
If you have over stood the mark the kicker and outhaul can be let go.

Who does what? Have the tasks assigned to get your boat set up?

Check list: Twining line.
Centre board
Kicker (very important on a windy day)
Outhaul.
Downhau
Jibsheet
Spinnaker Pole.

Does your spinnaker get caught on the corner of the jib when your helm is pulling it up ? Who normally clears this, you or your helm?

If you miss a task tell your Helm quickly.

5.0 Windward mark Rounding (onto a reach)

As a crew in the boat it is important that you know who does what in the boat. At the windward mark there are a number of things to be done in the boat.

The faster you can get the spinnaker filled the better. However it is crucial to maintain boatspeed prior to this ie. to sail the boat around the mark. To bear the boat off efficiently balance and sail trim is crucial.

If your approaching the mark on starboard you can set your pole as you approach the mark.

If it is a windy day make sure above all else that the windward twinning line is on and don't sheet the spinnaker in until you are ready to hike out.

In all conditions but particularly light winds don't jump about the boat as this will stop the boat.

On a light day when sitting on opposite sides of the boat it is important that you sit down together to minimise rocking of the boat.

6.0 Flying the spinnaker (Reaching)

6.1 Setting Spinnaker Pole Height

As a rough estimate the clew and the tack of the spinnaker should be the same height. Ease the sheet and observe the luff of the spinnaker.

Where is the luff breaking?

If the spinnaker luff breaks above the centre the pole is too low, raise the pole.
If the spinnaker luff breaks below the centre the pole is too high, drop the pole.

That is the luff of the spinnaker should curl in the middle of the sail. (See diagram Page 13)

Generally as it gets lighter, (wind) you will have to drop the pole.

6.2 Spinnaker height

On a heavy day the spinnaker should be hoisted to the top of the mast. In all other conditions ideally it should be flown about 4 inchs from the top.

6.3 Flying the spinnaker

As a loose rule of thumb the spinnaker pole should be in line with the boom. The luff of the spinnaker should be curled. The worst thing you can do with a spinnaker is to oversheet it.
On a reach the spinnaker sheet should never stop moving, easing the sheet out until the luff curls and gently sheeting back in.

6.4 Gusts

When the spinnaker guy or sheet gets heavy this is the first indication that a gust of wind is coming.

Ideally a boat should bear off before or as the gust hits. As the spinnaker flyer is the first person to receive this information you should be feeding it to your helm.

Equally, as the wind lightens the sheet and the guy will feel 'lighter'. When this happens the boat should be hardened up closer to the wind. This information also needs to be called for your helm.

As the wind becomes lighter the apparent wind shifts so you will be able to get your pole around, off the stay. This is hugely important in terms of off-wind speed. As the wind gusts again you may need to ease the pole slightly as the apparent wind shifts back.

6.5 Pumping

Pumping is used to maximise the effect of a gust or a wave and if carried out correctly and at the right time under certain conditions can get the boat plannning.

To pump a spinnaker you must pump both the guy and the sheet at the same time with a sharp short pump.

It is critical when pumping that it is done at the correct time (relative to a gust or wave) and that the main is pumped at the same time.

If you pump the spinnaker on its own you will close the slot between the spinnaker and the mainsail, back-winding the mainsail and stalling the boat. You are better off not pumping than getting it wrong. Be conscious of your movement in the boat when you pump.

Remember the rules on pumping;

1 pump per gust
1 pump per wave

……..any more than this is illegal.

6.6 Weight on a Reach (Where to sit)

Where should the crew sit on the reach?

Light Winds; crew should be to windward on the stay, (as far forward as possible). Helm sitting to leeward on deck or on inside seat.

It is important that you flatten the boat as you gets puffs or gusts of wind.

Medium Winds; In medium wind the crew may need to move in a bit to allow the helm to sit up to windward.

Heavy Winds; As it starts to blow both helm on crew on the windward side. (it is important to get your weight back in the boat to stop the nose of the boat diving. (In planning conditions its not unusual for the crew to get both feet back behind the thwart.

6.7 Close reaching

This is a difficult condition to sail. In light or medium winds ensure the spinnaker is not hoisted to the top (4 inches).

It is critical that you don't oversheet the spinnaker.

Put the centreboard down an extra bit.

Keep the boat flat especially on the gusts.

Ensure you call the 'light' and 'heavy' for your helm.

Keep an eye on the wind and if it gets too tight, drop the spinny!!!!

6.8 High or Low

Generally dictated by three things;

1) Proximity to other boats
2) Tide
3) Wind

6.9 Gybing (Reach to Reach)

This is the more difficult of the two types of gybe, (gybing through 90 degrees).

While reaching the pole can exert a strong push against the mast, making it physically more difficult to gybe the pole.

Preparation for the gybe

1) New windward twinning line set.
2) Ensure centreboard is at the correct setting.
3) Preset jib.

In some conditions you won't be able to do these things before the gybe and so will have to do them through the gybe.

Gybing

1) When gibing in medium and heavy wind make sure and pull the boom in the gybe.
2) Release leeward twinning line.
3) Let off the jib.
4) Need the pull the new sheet to stop the spinnaker blowing around the front of the boat.
5) Gybe pole.
6) Fly spinnaker
7) Reset jib

When is the best time to gybe?

Be conscious of whats going on around you. Will you have to sail high after the gybe to sail over someone else or to protect your wind. This will impact on how you will fly your spinnaker out of the gybe.

Where is the wind?

Tide?

7.0 Dropping the spinnaker, Leeward Mark Rounding.

Before you drop the spinnaker, in consultation with your helm take a look at the beat and decide if the wind is even on the beat, ie which side of the beat has more/less wind. Which side of the beat payed on the first beat/ previous races. Whats the tide doing?

Most importantly, make sure you drop the spinnaker on time.

To drop a spinnaker, take the pole down. In light/medium winds it should still be possible for the helm to fly the kite while the pole is being removed. Stow the pole. Gather the foot of the spinnaker (tack and clew), indicate to your helm, 'wait, wait, ok, drop', and bring the spinnaker into the boat in front of the windward jib sheet. If the spinnaker gets stuck never pull hard on the spinnaker as this will stretch the leech and will ruin the sail.

The spinnaker generally gets caught in one of two places when dropping;

1) The halyard ends up in a ball at the cleat
   or
2) The halyard gets caught on the shackle at the top of the jib.

Sometimes the leeward spinnaker sheet will go under the boat.

If you put the centreboard down before dropping the spinnaker the sheet generally can't get back past a full centreboard, and can then be retrieved by going to the front of the boat and bringing the sheet back up over the front.

Prevention better than cure!!
You can get plastic stops to help prevent this. Also by taking the slack off the leeward spinnaker sheet as you drop the spinnaker will prevent this happening.

If this happens and the sheet is gone right under, the fastest way to solve it is to untie the spinnaker sheet from the sail, and pull it in. If there is another spinny leg to be sailed in the race you'll need to re-rig the spinnaker on the beat, so you will need to be able to tie a bowline under pressue.

Flick halyard.

Put down centreboard.

Check list: Kicker
Outhaul.
Downhaul

As you round the leeward mark, the sails should be sheeted in gently, the main sail sheeted in before the jib.

Allow the compass to settle for a couple of seconds and take a reading. Are you sailing on a head or a lift? If your on a head, tack. If your on a lift, is your air clear, if not tack. In any event you should be prepared to tack immediately after the leeward mark.

8.0 Windward mark Rounding (onto a run)

8.1 Mark Rounding

As mentioned when rounding on a reach it is important that you know who does what in the boat.

Remember your check list:

Twining line.
Centre board
Kicker
Outhaul.
Downhall
Jibsheet
Spinnaker Pole
Spinnaker catching on jib

When approaching the windward mark going onto a run there is a simple rule which must be remembered;

"*If your on a lift on starboard tack coming up to the mark it means that you should gybe when you get around.*"

Gybing Hoist

If you have to gybe this means as you bear off around the mark, lift the centreboard halfway, gybe and after this it probably means a windward hoist.

To windward hoist a spinnaker gather the spinnaker and count with your helm so that they can hoist as you throw the gathered spinnaker around the front stay. If the spinnaker is twisted, grab the two feet (tack and clew) separate them and pull them apart.

Put the pole up ensuring that you push the pole out to the side. While doing this the helm should be able to fly the kite. As we said before, the faster you can get the spinnaker filled the better. Remember to sail the boat around the mark and through the gybe and hoist.

Bear Off Hoist

If your approaching the mark on starboard and your on a head, it's going to be a bear off hoist, swap and set your pole as you approach the mark.

8.2 Spinnaker Shape

The correct spinnaker shape is very important, as is keeping the pole as far around as possible. It is also very important that the pole is kept steady while on the run.

(Remember the loose rule of thumb, your pole should be roughly in line with the boom).

8.3 Wind

Watch the wings for wind as it may pay to reach out to it, gybe and reach back to the mark.

8.4 Weight on a Run (Where to sit)

Light / Medium Winds; crew should be to windward on the stay, (as far forward as possible). Helm sitting to leeward on deck or on inside seat.

It is important on a run that you don't rock the boat. If the boat becomes unstable, particularly happens in waves, you may need to put down some extra centreboard.

Heavy Winds; In heavy wind the crew can sit in the centre with the helm sitting up. (You may have to get your weight back slightly in the boat in waves to stop the nose of the boat diving).

8.5 Windshifts

On Starboard + Numbers mean a **Header** (Gybe)

On Port - Numbers mean a **Header** (Gybe)

Watch your birdie all the time and keep trying to get your pole around.

If you tack on seven windshifts up the beat, you should be gybing approximately seven times downwind.

8.6 Gybing (Run to Run)

Gybing from run to run should be a lot easier than gybing from a reach to a reach as the turning angle is much smaller.

You should be able to gybe the boat with very little tiller movement by rolling the boat.
1) Before you roll the boat make sure your helm has both the guy and sheet.
2) Put the centerboard down ¾ way.
3) Roll the boat to windward.
4) Let off jib and set the twinning lines as your gibing.
5) Gybe the pole.
6) The helm should be able to have the spinnaker flying long before the pole is set.
7) Take the guy and sheet from the helm and take your seating positions in the boat.
8) Make sure the centerboard is lifted again.
9) Ensure your not sitting on the windward jibsheet.

You should be able to gybe from a run to run without the spinnaker flapping at all.

8.7 Pumping

Pumping is only really carried out in upper medium to heavy wind conditions on the run.

8.8 Finish

If the finish is on a run always pick a side of the line to finish as generally either the committee boat or finishing mark, one or other will be closer. This can be easily called in a club race as the finish line is often the start line. Otherwise you'll have to practise calling it.

8.6 Tactics

Tactics on the run can be hugely important. It is possible to out manoeuvre other boats by good boat handling and tactics. This requires good communication between the helm and crew. Again an awareness of what boats are around you, readiness to gybe at any moment and good boat handling are critical in these situations.

9.0 Dropping the Spinnaker, Leeward Mark Rounding

Refer to notes No 7.0 ,on page 17.

10.0 Last Beat/Finishing line

If the finish line is on a beat as opposed to a run, it is important that you decide which side of the line to finish. If you are in a good position and there is little chance of catching the boat(s) in front and there are a lot of boats close to you it is important that you cover these boats to maintain position.

11.0 Debriefing

Post Race Analyses. How did the race go ?

Were did we gain or loose ground ?

What mistakes did we make ?

What went wrong ?

What corrections can we make to prevent these from happening again ?

If something is happening on a regular basis i.e. Rope getting caught, capsizes, spinnaker getting knotted the problem is not bad luck, the problem is you are ignoring the fact that there is a problem and you are not addressing the issue. These things happen for a reason, talk about it, figure out what the reason is and figure out a solution to minimise the amount of times this will happen. Every thing that goes wrong costs you time, distance, and in the end finishing position. (Talk to other Crews or Helms about the problems you encounter in the boat, we all have had the same problems over the years, some people may have good suggestion or solutions.)

Remember doing well on a regular basis is not down to luck, nothing will beat preparation, practice and teamwork. When somebody commented to a top GP14 sailor on how his luck never seem to run out his reply was.

"The more I practice, the luckier I get"