

Tom 28 notes
Chicago Grade 1
Sept 2011
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Set-up

- spinnaker under bungee from back to front so it pulls out easily if not released before hoist
- halyard taped to starboard shroud
- topping lift taped to port shroud
- main halyard gets stowed down hatch

Tacks

- in light air, driver may choose to hold main sheet. Main trimmer tacks traveler
- in medium and up, main trimmer trims main. Driver tacks traveler. On roll, driver releases old side and pulls traveler to windward side. Main trimmer reaches back and holds traveler while driver crosses boat. Driver cleats traveler as he sits down.

Beware – tiller goes 360 easily. Hang on tight and control the boat in the turns.

Speed

In big breeze:

- jib halyard tightened on winch
- leads back (some went max, some had a couple holes showing behind)
- use handle to wind jib in to max trim after tack (gloves for trimmer!)
- trimmer sit behind winch for better angle and able to hike out farther
- check to see if fwd crew can hike off windward jib sheets (pull them in tightly) – be sure crew isn't pulling clew to windward

- driver uses two hands on hiking stick in tack, pushing hiking stick in front of body as cross boat

- main traveler centered at all times? – vang sheet? Or drop traveler in puffs?
- When reefed, center main traveler
- Play backstay and vang

Pre-hoist

- if on port, pole up normally (hand trimmer the topping lift)
- if on starboard, dangle pole (fwd crew comes in and behind vang just before tack, raises pole (or trimmer raises pole), and holds inboard end of pole through tack, and puts on mast after tack.
- try to release bungee before hoist
- be sure twings are set correctly before hoist
- in breeze, ease vang to downwind mark

Set

- main trimmer pulls guy back and then goes forward and does “mast” (twings in gybes, jib up, chute down, etc.)
- fwd hoists chute and then drops jib
- fwd holds pole down as much as possible in breeze, sailing downwind

Gybes

- in breeze, leave twings on enough to hold sheet under boom.
- roll boat
- if doing double gybes, or fake doubles, etc., main trimmer can throw boom with vang from “mast position” until it is too windy; then maybe have them jump back behind main trimmer for that, having already pulled the jib up (but then chute trimmer and fwd person have to get the chute down by themselves)

Drops

- driver sets traveler and backstay for rounding
- main sheet person (at mast) sets vang for rounding, and can suck both twings in for the drop
- main sheet person drops halyard, and when fwd has chute under control, comes back and trims main around mark
- fwd crew drops pole – if on port, then can go jib up and then pole down on port side (with inboard end under both jib sheets (2:1)!; if on starboard, then either go pole off first on port side, then jib up...or jib up, then lift outboard end of pole up and around jib leech and down on port side, with inboard end under both jib sheets.