

IOD

Bermuda 2009 and 2010

Dave Perry

Here's the link to the recording of a presentation called "Preparing for the Bermuda Gold Cup sailed in IOD's":
<https://drive.google.com/drive/folders/1q4U4qOFwyuc16xeoFm0uqdpP5wydgCRH?usp=sharing>

Prestart

Have a plan for which way to be going off the starting line...usually the boat that gets the first shift or pressure crosses...and controls the race. Really discuss this in depth, and have the tactician be watching this in the first couple of minutes in the prestart.

The Entry and First Meeting is huge in these boats. Need to really practice this and have a plan, and be ready to react to what the other boat is doing.

In general, do not get slower than the other boat.

Blue –

- if Yellow does the initial up move and aims at you while you are tacking, they will be faster and higher and will likely overrun you during the Dial Up...plan on some main backing and be prepared to roll onto port tack when they go off on port.
- if Yellow does an initial big back on the main, consider continuing your turn into a bear away and gybe. Pushing your boom out to port will help spin the boat down and will make it look like you are trying to stop with Yellow.
- If boats get stopped and then Yellow puts bow down on starboard and begins to sail, be sure to match her immediately. She will be tacking soon, and you need to be able to tack and follow her.
- Never go onto port tack if you will end up overlapped to windward of Yellow!

Yellow –

- do the initial turn up soon enough to allow the Dial Up to occur...the longer you wait, the riskier it gets.
- if Blue delays her turn up, aim at her and try to draw the penalty, but be prepared to tack away once Blue is forced onto starboard tack.
- If Blue goes into an immediate bear away to gybe, you have to decide whether to do the same in the opposite direction and set up a P/S, or to bear away onto starboard and follow her down.
- If the Dial Up gets long, be patient! The pressure is all on Blue!!!
- Be ready to apply some brakes (back main – both trimmers!) to be sure you don't overrun Blue...

Both boats, use the main to help spin the boat when stopped (push in direction you want to turn)

Bow, use foot to put down/out pressure on jib sheet for faster reaching.

Avoid careless penalties! The umpires don't want to see the keep clear boat delaying their responses and getting the boats too close.

Real eased vang in breezy pre-starts – booms break!

The key to winning the pre-start is picking the right time to turn back, or to lead or push. The leading boat is strong...practice leading. The boat picking the turn back time is strong too in these boats. Practice being that boat.

In final minute, you need to be committed to your final set-up; don't try anything fancy in final minute, or more.

If pushing, be careful not to get locked (overlapped to windward) unless leader is almost on pin layline. The boats will stay coasting head to wind for a LONG time, so be careful not to get shut out at the Boat.

If leader is nearing pin layline, shift right (but as late as possible). You can even coast past htw to gain some separation so you can hang longer to windward.

In light air, even one circle can be deadly.

If in trouble – STOP – full brakes / max boom out...practice stopping and starting – be patient in race when stopped...let other boat stop before trying to go.

If trapped to windward and above the line, consider tacking as a way of getting away. Try this several times, and consider a fake or double tack as well. The key is to get out of phase with the opponent.

Do your homework near the wall or in and around the mooring fields / obstruction buoys, etc. when appropriate.

Practice when to “pull the trigger” – once you pull it, it is tough to slow down, and can be fatal to try to do so.

Boat handling

Bow guy can hoist topper, then attach inboard end – doesn't need help. Before going pole up, be sure to pull slack out of port sheet. Also be sure pole downhaul gets cleated after pole is up.

Sneak tack and halyard near mark and while rounding before hoist...more in lighter air.

Driver eases main around windward mark. Also blows backstay if nearby. Main trimmer goes forward and pulls guy back and then drops jib.

Lighter air, driver throws boom in gybe – main trimmer stays forward – can help chute trimmer with rotation if needed.

Heavier air gybing, bow goes early on the pole switch, trying to attach new guy before chute rotates and lifts on new windward side. Driver can grab new guy and pull down to help if needed.

Over around 12, jib stays up downwind.

In big breeze, gybe on the windward roll...the chute should “travel” to the other side once and be caught by the new guy before it “travels” back to leeward. A quick pole transfer is good.

In breeze, the pole is down and back, letting the tack of the chute extend up and outboard from the pole end.

In light air, max hoist is about 12” down (so head clears jumpers).

In breeze, mandatory that main trimmer stay on main trim the whole time (jib stays up). Mandatory that trimmer is on main for leeward mark rounding.

In breeze, get the chute down early; the boat does not slow that much, but it takes longer to drop and is a mess if late. If a gybe is involved, get the chute down, then gybe.

Speed

Be smooth in the boat at all times – speed and momentum are KING.

Upwind, the traveler is the “helm” control. The forward person controls the traveler, preferably from the hiked out position when possible. Often the traveler needs to be eased a bit out of a tack. In lighter winds, the traveler often needs to be lifted above centerline. In heavy air when the jib is cleated, jib trimmer can play traveler.

There were different thoughts on main halyard hoist height. The boom floats up and down. May not make a big difference, but lower in lighter air may help the batten from getting caught on the backstay. In big breeze, lower may open the upper leech more and help balance the helm.

Blow backstay on runs!

If no chutes, bow acts as twing (for leech tension) and trimmer trims jib sheet.

Jib foot just touching the foredeck.

Experiment with backstay tension, but never invert main.

Tactics

It is tough to pass downwind on the right, but we saw some do it. Spinnaker trimmer and bow need to be really good about not letting the chute collapse, and to refill it if it does.

It takes a long time to break the overlap on these boats; W needs to keep heated up and going fast to break overlap before bearing away.

Leader on port tack can wait a bit longer to get gybe in, so trailer is more likely to simo gybe, because it is hard to pull off the simo gybe and roll. On the other hand, if the leader gybes too early and the trailer crosses over and sets up to leeward, that is a strong position.

Downwind, trailer can come in to leeward (be careful no touch with spinnaker on backstay), then luff slowly (no rule 17).

General

Boats are getting older – check everything – hiking sticks, traveler systems, winches, etc., etc. In tight turn, push on tiller, not hiking stick!

Bermuda Gold Cup 2010

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Boats: Gaylord (#3) had a bad rep going into the event, but it did just fine and was included in the semi-finals, paired against Dalliance (#4)...fair to say that most races were not decided by the boat.

Main trimmer downwind – this person has a lot on...

- 1) initial ease of main and backstay at windward mark, then skipper takes over mainsheet and main trimmer goes forward and pulls guy back in set...then drops down and releases jib halyard.
- 2) Then comes aft and trims main, or stays forward and balances boat (and skipper trims main). Main trimmer or skipper gybes main in gybes (light-med, skipper can do it; med-heavy, main trimmer needs to do it).
- 3) On way to pull jib up, main trimmer sets traveler for rounding, and coils port spinnaker sheet and places it on port side of cockpit for easy running on drop.
- 4) After raising jib, main trimmer pulls slack into port sheet on drop, then trims main on rounding.

Pre-Start:

- 1) make this the primary focus: on line, on time, at speed (position is second priority)...
- 2) “close to leeward” is a powerful start. Fairly easy to simo-tack and live to windward in these boats
- 3) for Blue, Dial up and Gybe is a strong opening move; do it right off the bat while Yellow is still moving forwards
- 4) there is not much “circling” in these boats; they lose too much speed and momentum and take forever to accelerate
- 5) When approaching line, it is OK for forward person to go to headstay and check in with the line site, so the boat can be as close to line as possible without being OCS.
- 6) When line is relatively square and short, Yellow can delay crossing the line after her entry, instead staying high and cutting off the ability of Blue to head up. Then as Blue bears away, Yellow can bear away and force Blue to gybe, crossing the line in the process. When Blue gybes, Yellow can either bear away sharply, then luff on starboard inside of Blue; or Yellow can gybe to port and look for the possibility of tacking back at Blue.

Upwind:

- 1) On Hamilton Harbour there are many opportunities to tack with an advantageous shift or puff – key is to be patient and pick the best one. You can usually see them on the water, at least until you get up under a shore.
- 2) Make it a point to sail on lifts as much as possible; be patient!
- 3) The “Charlie McKee” rule of thumb (decide to tack or gybe, then count to 5) is KEY. You don’t make many tacks or gybes so they need to be right. Usually a hasty decision is a wrong decision.
- 4) When S wants to protect the right, S dialing P down and then tacking to windward is a strong move in the IOD’s – S needs to cross P by ~ 2 seconds, then tack. This seems stronger than trying to lay a close leebow in under P. The IOD has so much momentum, P can often coast into a strong windward pinning position after S’s tack, or into a leeward overlap and then a slow luff (no rule 17).
- 5) Forward person trims traveler in tacks, and upwind in general (unless the jib sheet is cleated in which case the jib trimmer can play the traveler). If forward person is hiking off of windward traveler, the main sheet person needs to be careful if they manually pull the traveler up, as the slack will cause the forward person to go overboard!
- 6) In windy, puffy conditions, the skipper can use their foot to pull the tiller to windward in the puffs, if needed. The boats have a lot of weather helm!
- 7) Approaching the windward mark, have a quick chat about whether an immediate gybe is something to consider. Best to have a quick thought about it on the approach then to make a hasty decision during or immediately after the rounding with no prior thought.

Downwind:

- 1) can affect leader's wind from 2 lengths back; keep it close on first beat if trailing
- 2) hard to roll someone due to the long overhanging transom; try to gain leeward overlaps if possible
- 3) if overlapped, and the leeward boat gybes, the windward boat can simo gybe and will be solidly overlapped with luffing rights.
- 4) Work hard not to come into leeward mark sailing below VMG angle...boat gets too slow for rounding.
- 5) At some point down run, skipper, or someone, needs to uncleat starboard jib sheet, but can leave on winch
- 6) Over 12 or so, can leave jib up downwind (or for first run anyways)