

Foredeck Discussion

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Background

- I've been sailing T10's since early 2000's
- Sailed with the same crew members for years
- Consistent themes
 - Everyone takes it seriously once the sails go up
 - Everyone contributes on and off the water
 - Quiet boats are fast boats

What I learned from each skipper

- Art Strilky
 - Philosophy - teaching boat
 - Learned the fundamentals of racing
 - Rotated positions
- Rick Strilky
 - Focus, awareness on the racecourse
 - Feeling the boat, no-call jibes
 - Speed, do my job faster
- Brian Kaczor
 - Enables the crew to take more ownership of the program
 - “How can I be a more helpful/valuable crew member”?

What's important to me

- My style is quiet and focused - if I'm doing a good job, I won't be noticed
- Priority #1 is be sure the sails go up and down in a quick/clean fashion
- All maneuvers must be smooth & efficient, well rehearsed with team
- If we have a new person on the boat, we practice until we're comfortable

What I carry on myself

- PFD - safety, cushion for hiking, extra pockets
- Notebook - tracking wind, rig settings
- Handheld GPS - angle to the mark, navigation for PTP races
- Sail tie
- Knife
- Electrical tape

Three General Concepts

#1 - Body position

T10's are very weight sensitive, especially forward:

- No need to go forward of the hatch
- Light/gentle steps
- Get off the bow as soon as possible
- Always maintain three points of contact with the boat
- After spinnaker drop, get immediately on rail, clean up later upwind









#2 - Develop your own “team within the team”

- Getting sails up/down requires multiple people - pit, floater, trimmers
- Bow needs to make sure everyone's on the same page
- Rehearse the maneuvers - pole up, jibes (trimmers rotating the chute) and spinnaker drops
- During races, the tactician or I will review the steps of the maneuver with the team prior to execution (e.g. spin sets)
- Make sure your “team” is watching you during a maneuver, they can see things that you cannot

#3 - Think like the driver

- Be situationally aware, anticipate the next maneuver
- Know when the boat needs to jibe
- At a windward set, be ready for the quick jibe
- Leeward rounding, be ready for either gate

Daily routine/checklist

At the dock

1. Skipper picks which jibs and spins we'll be using for the day
2. Batten discussion
3. Rig the spin sheets (if someone does it for you, double check)
4. Down below, run spinnaker tapes (both sails)
5. Keep the likely spin forward (don't attach it yet)
6. Wrap electrical tape on the shroud
7. Jib on deck (in bag) with tack attached
8. Discuss rig tune with skipper, make initial adjustments
9. Review SI's

Motoring to the racecourse

1. Double check the rigging of the spin sheets (easier with no jib up)
2. Practice pole up (to make sure everything is clear)
3. Depending on wind, adjust rig and change battens

Pre-race - general

- I keep aware of the time - make sure the crew knows how much time till first warning
- I watch the committee boat - make sure we don't get too far away from the starting area during our tune up

Pre-race - tasks

1. Prepare/rig jib, main up, rig cunningham, jib up
2. Adjust rig tension and jib cars
3. Headstay sag discussion
4. Start tracking the wind on upwind leg - record starboard and port headings
5. Rig the spinnaker, tape the halyard
6. Do a spinnaker set with several jibes and then douse
7. Reset everything - run spin tapes, reset pole, tape the halyard
8. Once the course is announced, set coordinates in handheld GPS
9. Rest, hydrate and watch for the flag

Starting sequence

- Keep time on my watch (in addition to the primary boat timer on the mast)
- Use hand signals (already confirmed with driver)
- I don't direct traffic - I mainly focus on distance to the starting line
- Calibrate the foredeck

Upwind leg

- Hike hard
- Use handheld GPS to call out angle to the mark
- Keep an eye on my gear
 - Spinnaker halyard is tapped to shroud and upper halyard is forward of the spreader
 - Spinnaker head and clews are peaking out of the forward hatch (weather permitting)
 - Spinnaker sheets are clear - check bow cleats
 - Fore-guy and topping lift are clear for pole up

Windward rounding

1. Hatch open
2. Pole up
3. Pre-feed (pole back)
4. Halyard up
5. Jib down
6. Close hatch
7. Watch for the quick jibe

Downwind leg

- Use handheld GPS to call bearing to the leeward mark
- Watch close competition for quick jibe
- Listen to the after-guard conversation - try to anticipate the next maneuver
- Visually spot the leeward mark/finish

Jibes

- Different ways to do it
- I'm a solo-jiber, two people in bigger breeze
- Attack the pole!
- Watch the chute during the jibe (keep it full)
- Help rotate the sheets (if needed)

Between races

1. Tie jib to the toe rail
2. Run the spinnaker tapes
3. Reset the pole
4. Tape the halyard
5. Check with skipper about adjusting rig tension for next race
6. Set coordinates in handheld GPS for next race

Heading back to the dock

- Debrief with team
 - What did we do well?
 - What do we need to improve?
- Final notes for the day
 - Rig settings
 - Weather/lake conditions
 - Sails used

Thank you!

