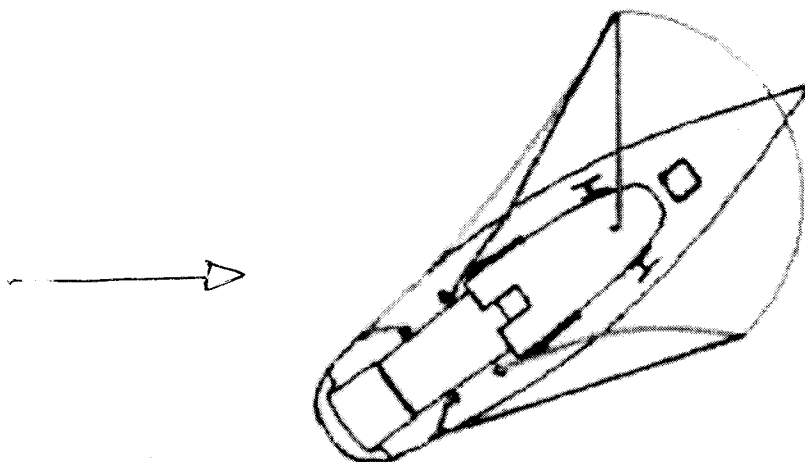


DIP POLE GYBES USING LAZY SHEETS AND BRACE

By Sequence

"SET-UP" This call comes from the HELMSMAN.



HELMSMAN

Call "set up for the gybe" loud enough for everyone to hear. Get an idea on what the heading is going to be on the new gybe. Watch how quickly the crew is getting ready. Are they covering all bases?

BOWMAN

Be sure you have enough lazy brace at your disposal. Double check that the lazy spinnaker sheet is OVER the top of the spinnaker pole, not hanging down outside the pole tip.

MASTMAN

Move spinnaker pole car up to the gybing position. This should be at a pre-determined mark.

PITMAN

Place topping lift around winch, and if there is a sheet stopper, be sure it is all the way open. Get somebody on the kicker (it will need easing). Get the lazy sheet around a winch. It will need a handle soon too. Constantly watch to be sure the lazy sheet stays on top of the spinnaker pole.

BRACE

Prepare the brace to be squared back (needs a handle). Remove all wraps of the lazy brace from the winch so the bowman can pull out the necessary slack.

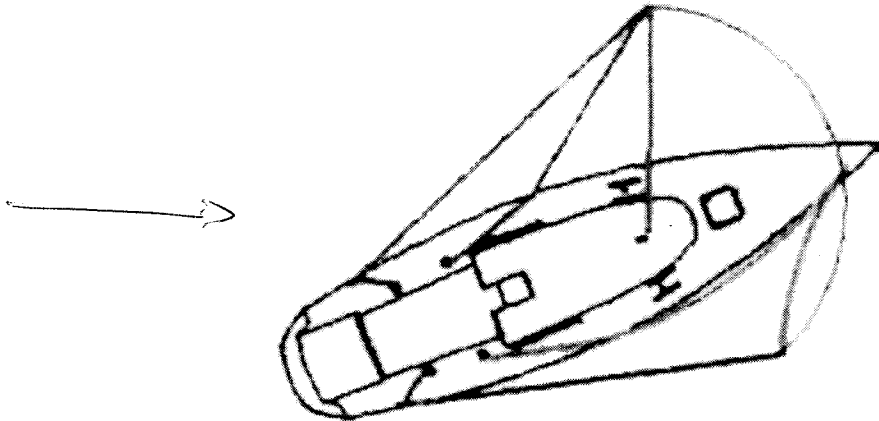
TRIMMER

Get ready to ease during the "square-back."

MAINSAIL

Cleat the traveler on both sides to prevent the traveler car from banging into the end of the track. Get ready to ease the main sheet during the gybe.

"BRACE BACK" This call comes from the HELMSMAN.



HELMSMAN

Start the boat bearing off, usually before you ask for the square back, but after you are convinced the important bases are covered. Watch the spinnaker and the mast head windex, and the angle of heel. Keep the cockpit crew appraised of how the bear-off is going, like slowly, or move faster!

BOWMAN

Hold the lazy brace your favorite way to get it into the pole jaw properly. Watch the HELMSMAN and angle of heel for clues as to when the "trip" call will come.

MASTMAN

Hold onto the trip line on the pole.

PITMAN

Start easing the topping lift slightly (inches), and know where the pre-determined mark on the topping lift is for life-line and pulpit clearance for the spinnaker pole. Ease the kicker as the pole moves aft.

BRACE

Grind aft the brace, being careful not to collapse the spinnaker.

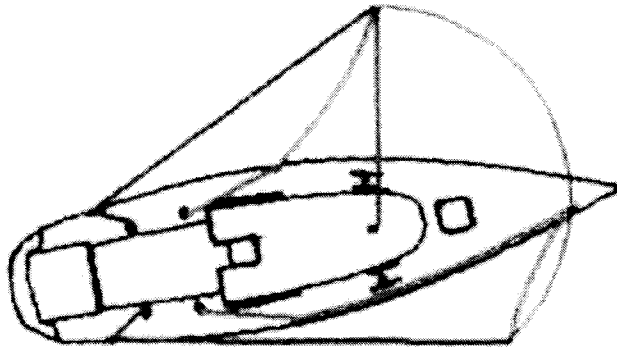
TRIMMER

Ease the sheet as the boat bears off, being careful not to collapse the spinnaker. Trim aft the lazy sheet along with the brace. From now on the lazy sheet needs to be kept tight.

MAINSAIL

Ease the mainsheet as the boat bears off

"TRIP" This call comes from the HELMSMAN.



HELMSMAN

The first time the boat heels to weather, call "TRIP!" loud enough for all the crew to hear. Keep the boat turning continuously through the gybe. DO NOT try to sail dead down wind while the gybe is completed. In light air the boat will not heel to weather, so call "TRIP" just before the boat is on a dead-down-wind heading.

BOWMAN

Focus on the incoming pole. Hold the lazy brace in two hands with about a foot of brace between them. Catch the jaws of the pole with this loop. Resist the urge to catch the pole with your hands. A big trim in with the kicker will help get the pole moving in towards the foredeck

MASTMAN

Trip open the pole jaw with the trip line, and swing the pole in towards the bow with the trip line. Look to be sure the pole jaw has really opened and the old brace has come out. Your next area of concern will be helping to get the topping lift back up by bouncing at the mast. Move in that direction.

PITMAN

Look at the black mark on the topping lift and ease quickly to the proper location. Focus on the mark more than the pole. If the car on the mast is in the right place the pole will end up in the right place.

BRACE

As soon as the "trip" call is made, ease the brace about a foot. Leave it uncleated. It has no more bearing on this gybe. Find another job, like grinding on the new after brace.

TRIMMER

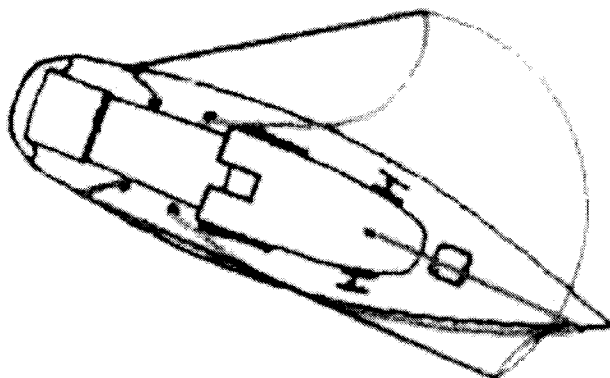
Fly the spinnaker, but don't ease the clew past the headstay

As soon as the "trip" call is made, the lazy sheet has become the active sheet. The brace must go slack in order for the pole to fall out promptly. This is why the lazy sheet has been tensioned through out the square-back.

MAINSAIL

Gybe the mainsail at the "trip" call. The main should be gybed as fast as possible. A slow gybe of the mainsail causes the spinnaker to try to fly in turbulent air for a longer time. This is a common cause of spinnaker collapse.

"MADE" This call comes from the bow person.



HELMSMAN

Swing the boat onto the new gybe, and hold a steady course. Pay ultimate attention to the apparent wind angle, and the direction the spinnaker wants to move towards. There are big gainers for not collapsing the sail! At this stage it is mostly up to you.

BOWMAN

When the new brace is in the pole jaws, and the jaws have closed, call "MADE!" loud enough for everyone on the boat to hear. The entire crew's actions are at a standstill until the "made" call is announced. It comes from YOU. Hold the pole until the brace pulls the pole away. This will prevent a slack brace from looping over the end of the pole.

MASTMAN

After the "made!" call, repeat the call while looking aft. Wait for tension in the brace, then help pull up the topping lift by bouncing it at the mast. Watch the outboard end of the pole...do not let it poke straight at the sail, which will be a problem if the topping lift is pulled up too fast, before the new brace is trimmed in.

PITMAN

After the "made!" call, pull up the topping lift. Watch the outboard end of the pole...do not let it poke straight into the sail. Tearing the foot out of the spinnaker is not a successful conclusion to a gybe. Watch the kicker and the pole and prevent the tip from "skying"...going too high.

BRACE

The old brace has no function, leave two turns on the winch. As soon as the "made" call comes through, Tail the new brace on.

TRIMMER

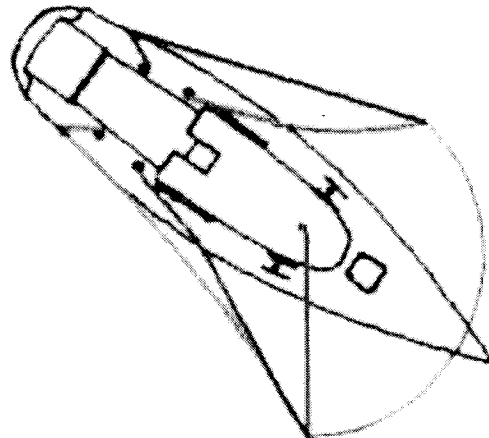
Keep the spinnaker full. If the square back went well this should be a one person job for a while. If you need help call for a grinder.

Hold on to the old sheet while the brace is trimmed aft. Sometimes the old sheet needs to be eased in order to square the pole to the proper position. Do not let the clew of the sail get past the headstay.

MAINSAIL

As long as the mainsail has gone across, look around for someone who needs help...most likely the new spinnaker sheet trimmer, who may need a grinder

DONE It is not clear when the gybe is all done!



HELMSMAN

Line the boat up on the new course. Watch the sail and the apparent wind angle...don't gybe back! Nobody is ready! If the air is light, push the boat up onto a reach right away to build up the boat speed again. Keep talking to the spinnaker trimmers so they know what you are going to do next.

BOWMAN

As soon as the pole is made and you know the new brace is cleanly in the jaw you are all done in the bow. Move your weight aft and look for people who need assistance. First choice: help get the topping lift up, and the spinnaker pole car back down to its normal position. If the lazy spinnaker sheet is on top the pole (it typically is at the end of a gybe), pull out the slack and wrap the sheet around the brace to prevent the sheet from falling off the top of the pole.

MASTMAN

Move the inboard end of the spinnaker pole car back to its normal sailing position.

PITMAN

Trim the topping lift to the proper height for the current conditions.

TRIMMER

Back in the saddle again...if the sheet doesn't need to be trimmed in, try easing it until the spinnaker luffs. Be sure you have a grinder.

BRACE

Trim the brace to the current apparent wind angle. Help get the spinnaker pole set to the right height.

KICKER

Firm up the kicker when the pole is in it's proper position.

MAINSAIL

Trim for the new apparent wind angle.