



New Crew Info

Stuff to Communicate:

- Position relative to other boats
 - Other boats that have right of way over you (*avoiding collisions is a priority, make sure you look out for this [especially when you are on port], communicate even if you think the skipper saw the other boat)
 - Speed relative to other boats around you
 - Angle relative to other boats around you
- Wind/course
 - Puffs ahead of you
 - Whether you think they will be lifts or headers
 - Current
 - Layline
 - Which gate looks higher and which end of the line is higher
- Misc.
 - Remind to keep weight together
 - Ask the skipper what info they want
 - (Communication at starts is a whole other topic)

Jib Trim

- In general want jib matching main, want both telltales on jib flowing back
Close haul - pulled all the way in, careful not to overtrim/crunch jib on the spreaders
 - When ducking a boat can do a tiny ease then pull back in when you're back to close haul
 - Can ease a tiny bit in very light air if you're stalled but trim back in once you reestablish flow
 - Can ease in big puffs
 - In FJs in heavy air, jib should be the first to ease in a big puff
 - Always hold jib through the block (pulley or eyelet) when sailing upwind
- Reach to offset
 - Ease jib to maintain both telltales flowing straight back
 - If inside one is flapping pull in,
 - If outside one is flapping let out
- Downwind

- Wing on wing  (jib on opposite side of main)
 - Skipper is holding jib sheets
- Wing off  (jib on the same side as the mainsail)
 - Crew hold jib sheets, lean out of the boat with the side of your ribs on the side of the boat, can hook foot under centerboard trunk for stability
 - Holds jib sheets out in front of the side stays
 - If real windy, keep one hand on the jib sheet from the block so you have it ready if you need to go hike with the skipper
- Communicate if jib feels like it wants to go wing on

Sitting in the boat

- General
 - Want the boat to be flat
 - Can have a bit of leeward heel if you are trying to pinch
- Upwind
 - FJ:
 - Facing backwards
 - 420
 - Facing forwards or backwards (preference towards backwards in light air, need to duck for the vang)
- Downwind
 - Facing forwards
 - Try to get weight forward
 - Can have windward heel - if things get unstable, separating crew and skipper's body weight will make it more stable
- Reach
 - For planing, you want weight back
- Waves/chop
 - Move with the waves to get the boat to go through waves nicely - lean back when going up the wave, forward when going down the wave
 - Especially in light air try to get body weight in the boat