

Crewing in an FI

Upwind

Goals- flat boat, proper jib trim

Light Air (0-5 knots)

Loose Jib- an extra click or two out from normal (right above the edge of the deck)

Weight to Leeward- Both legs should be to the leeward side of the centerboard trunk, and body tucked in with weight towards the mast.

Roll Tacks- Use your weight to help steer the boat, weight to leeward to head it up into the wind. Make sure slack is taken out of the lazy sheet and is in your off hand. As soon as the jib is ready to backwind, roll hard with your skipper and be sure to get your hips wet. For maximum roll make sure you are using the jib sheet to roll off of and dropping your shoulders down towards the water. Reach up towards the new windward side, grab the rail and launch yourself up to the high side to flatten. Remember to fly back down to leeward to prevent over flattening. Be sure you are still holding the new jib sheet in hand and sheet in as you are flattening. Make sure your jib is loose out of the tack to help the boat build speed and head up, if your jib is pulled in all the way when you flatten you will stall the boat and bring the bow down away from the wind. No Luffing!

Medium Air (6-15 knots)

Full Jib- Keep jib trimmed in so that the foot of the jib is kissing the deck (grandma kiss) be sure to trim in an extra click when pinching, and easing when footing.

Flat Boat- The goal here is a flat boat 100% of the time like always. What makes medium air unique is the transitions between inside and outside the boat. Remember there are more weight positions than simply inside the boat and fully hiking. Be on your toes! If you are sitting on the rail and not hiking, GET OFF! Slide your hips up and down the side of the rail using your upper body to keep the boat flat till your ready to be sitting horizontal. Anticipate, Don't React.

Roll Tacks- Roll tacks are similar to light wind, but be sure to ALWAYS look over your shoulder to see the pressure you are tacking into. This will dictate how hard you roll and flatten. The windier it is the less roll required and the more flatten that is needed, vice versa.

Heavy Air (16+ knots)

Flat Jib- Start by putting your jib leads back to flatten your sail if you are overpowered. Bring the jib in to pinching mode and have it touching the deck. Avoid strapping your jib unless you hit a header and want to head down. Easing in the puffs is crucial, it helps flatten the boat and adjust your sails to the new apparent wind.

Hiking-

1. Feet and knees together
2. Legs straight
3. Shoulders down
4. Crew and skipper weight together

Roll Tacks- Avoid luffing, go from hiking to hiking as quick as you can.

Downwind

Reaching Goals – flat boat, full jib

Running Goals- windward heel, stable boat

Reaching- Weight to leeward, one leg over the centerboard trunk propping it up. In light wind keep the jib up and prevent it from luffing. As the breeze goes from light to medium or medium to heavy bring your weight inside the boat to keep it flat, and bring the clew down.

Reach to Reach Jibe

Communicate to your skipper that the jibe is taking place

Light Air

1. Board down
2. Vang on
3. Keep your weight low and forward
4. Wing the jib before the jibe
5. Roll the boat by brining your hip to the rail
6. Stay to leeward and let the skipper flatten
7. Vang off

Medium/Heavy Air

1. Board down
2. Keep your weight low and forward
3. Wing jib before the jibe
4. Help skipper flatten

Running- Sit in front of the centerboard one hand on the boom and one hand reaching behind you to grab the centerboard. Avoid keeping your butt planted, be on your toes. To heel to windward extend your knee to windward side and lean. Adjust the vang in the puffs. Puff = vang on, lull = ease vang. In breeze, make sure the vang is on tight to close off the leech.

Wing-to-Wing Jibe

Remember you're steering the boat here.

Light Air

1. Board down
2. Vang on
3. Keep your weight low and forward!!
4. Heel to windward/ jibe the main
5. Heel to windward and be patient for the jib to fall towards the center, do not try to wind till its ready to be popped.
6. Simultaneously as the wing occurring bring your hand up to stop the boom from coming over

Medium/Heavy Air

1. Board down
2. Keep weight low and forward. **DO NOT STAND!** Standing up will concentrate your weight in undesirable areas especially close the thwart this will cause the boat to spin out of control.
3. Heel to windward, avoid extreme heel the boat will still head down enough to jibe.
4. Flatten the boat and wing the jib
5. Keep boat stable and put the hand up to prevent main from coming over. If necessary as the breeze continues to build sit on the leeward side of the boat to increase stability

Communication

Communication is absolutely critical for any team, especially in a boat with one other person or even more so on a team of three boats.

Starting Communication

If you have a watch, use it. Calling out the time is the first thing you can start doing as a crew on the water. 3min, 2min, 1:30min, 1:20, 1:10, 1:00, 50..... 10,9,8,7,6,5,4,3,2,1! The next thing you can work on is communicating to the skipper what the pressure is doing during the pre-start is the more breeze on the left or right side of the course. Which end of the line is favored? Coming down to the final seconds of the start, start communicating where other boats are on the line compared to you, if boats are coming in on port or starboard to try to snake your hole, tell your skipper his eyes are forward.

Upwind Communication and Weather Mark Rounding

Now that the start is out of the way your job becomes much easier, feed your skipper information about the wind and where other boats are on the water. If you see a puff coming (darker water or white caps) tell your skipper when it's coming and if you think it will be a lift or a header. Communicating where other boats on the water is also huge, if boats are pointed higher than you on a different side of the course that is valuable information to any sailor on how to pass boats or keep your position. Coming into the mark rounding looking behind you and telling your skipper where the pressure is coming down will greatly influence where you decide to take your boat.

Downwind Communication

One of the most important realizations of a crew is to understand that you are steering the boat downwind. When reaching talk about the pressure in your jib if its full and powered up that tells your skipper that he is able to bring the bow down and sail towards the mark. If the jib is falling and not flying your skipper is sailing to low to the wind and should either head up or wing. Constantly communicating downwind will get you to the mark the fastest. Remember to look behind you and check for pressure!

Overview

The most important role for the crew is to keep the boat flat and stable. Communication is critical to calling for puffs and lulls as well as informing the skipper about pressure in the jib and main downwind. The crew makes the boat move forward so make sure you are doing your job to the best of your abilities, and always remember to try new things.