

Etchells – Crew Playbook

Rail Position	Job	Code
1	Bow	B
2		#2
3	Mainsheet	MN
T	Tactician (double hat)	TAC
4	Driver	D

This document outlines everyone's responsibilities before, during and after racing. It is highly likely that we will not sail with 4 every time, and therefore everybody should be aware how the roles merge when some positions are not on board.

BEFORE LEAVING THE DOCK

All Rigging and sorting out boat before leaving the dock, if something is not yet done then either do it or enquire if there is a reason why it is not.

All Decide which sails to have on the boat for the day.

MN Ensure all halyards, tack lines, vang, outhaul marks are visible and clear.

#2 Weight control – ALL bags to be in dock box, no extra gear to be brought on board.

D Ensure that food and a minimum of 1.5l per person of water is on board (normally ensure 12x1.5l bottles are onboard)

MN/#2 Radio, compass and bilge pump battery are (charged) and powered up;

TAC SI's (along with any amendments) and relevant charts, including tide charts and forecasts are on board

MN Tuning quick reference chart in on board

Rig Set up

All Discuss forecast and expected conditions and agree starting set up to leave the dock with

MN Set up rig to agreed starting settings and record settings

ON THE WAY OUT TO THE RACECOURSE

All It is your responsibility to check over your own area, check line leads, ropes etc.. recheck marks on halyards, sheets.

#2 Check kite packs and make sure boat is tidy

B Sort out jib settings

MN Sort out main settings

#2 Ensure layout of spare sails is ok. Re-check marks on halyards, tack lines, vang, outhaul.

TAC Recording wind and noting tide on buoys

RACING

PRE-START (assuming upwind and downwind work before the start):-

All Crew positions as normal, treat all manoeuvres as racing manoeuvres unless told otherwise by T/D. Hence all in racing positions, hiking on the rail upwind etc.

#2 Listen to VHF. Keep beady eye on time to start to ensure good time to tidy up boat/get to start area with >6min to go.

D Ensure good spread of upwind and downwind work, and work with MN to ensure Rig is set correctly.

All Keep boat moving with pace until told to slow/stop

RIG ADJUSTMENTS

We can legally adjust the rig at anytime in any race except for the mast step, forestay length, and shroud position on chainplates. If a rig adjustment is called for, the following people are involved:-

MN Caps, Lowers and mast base adjustment

Bow Forestay adjustment.

Rig Adjustments are a **TOP** priority - even if everyone is eating/sleeping/chilling out/sailing if the call is made then we have to be able to adjust the rig within a few minutes.

START SEQUENCE

TAC	Consults and then decides chosen start position and immediate post-start goals, communicates that to team.
Bow	Jib Trim, watch out for boats
#2	Weight, Listen to VHF, calling time (every 15 seconds until 1 minute, then every 5 seconds to 30 seconds, then every second till start gun), watching to windward
MN	Main trim (traveler set in middle), Watching to leeward, calling boats behind (watch for the hook)
D	Positions boat to deliver on TAC's call. Calls manoeuvres, required speed and when to GO!

-' = Normal positions, weight/hiking position to be correct for windspeed or as called

LANE MANAGEMENT OFF START LINE

Holding a lane is absolutely CRITICAL. In addition to the right set up this requires very fine and accurate trimming and working hard on weight and hiking to be able to sail the boat in a very fine and high groove until the competition is burnt off and then adjust to upwind steady state mode and trimming a little fatter and faster. Traveler is usually at maximum height for the condition, main trimmed tighter, jib inboard but normal slot and slightly less twist and hiking like bandits.

UPWIND STEADY STATE

Normal routine, stay quiet, focused and ensure your weight is correctly placed – ie, when in doubt, HIKE!

General	All movement to be slow and gentle in light - be proactive on weight placement
Weight movement	Called by Driver – Roll tacking so weight movement in unison
Jib Sheet/Cars	Bow can't see through window, Main and Driver to provide input on car position and twist
Crosses and Dipping	Main and helm to discuss crosses, Communicate. Big ease of main where required (vang sheeting unless >15kn) and communicate to bow to ease jib as well
Bow	Constant trimming of jib (fine tune)
#2	Call splits, time to mark, laylines, pressure, swing kite gear if needed, change spin pole over to stb side, tidy up spinnaker after drops, adjust caps/lowers if required while racing, monitor compass, looking around providing input to TAC
MN	Trimming main, main sheet traveler, mast chocks, outhaul, cunningham
TAC	Assess, decide, execute! Communicate thinking, input on tacks, crosses and dips, monitor compass
D	Steering boat, Trimming backstay, communicating with Main on backstay trim

If any 'jobs' need doing (kite swaps, change pole over, change rig settings) then these are to be communicated/coordinated with DR and TAC to ensure sufficient time and right time for weight off the rail, and to make sure we can execute tactical calls. If a job is happening, depending on position then either help from your current position or **HIKE** to make up for weight off the rail.

TACKING

	3-7kts	8-14kts	15kts+
BOW	<p>Old course in aft hand, new course sheet in fwd hand. Hike on old windward side for roll tack.</p> <p>As bow turns into wind, dump fine sheet if being used. As jib starts to flutter, uncleat coarse sheet but do not release.</p> <p>Allow jib to backwind ~1 second then release coarse sheet. Allow sail to blow to new leeward side, taking slack out of new coarse sheet as the jib is blown across the boat.</p> <p>Do not pull jib across with new coarse sheet - let jib blow across.</p> <p>While still sitting on old windward (new leeward) side, place coarse sheet in cleat, 4-5cm short of full trim distance between clew and lead.</p> <p>In sync with #2 & MH, move quickly but smoothly to new windward side to flatten boat - unless told to stay.</p> <p>Return to pre-tack position.</p> <p>Smoothly pull jib sheet (use fine sheet unless there isn't enough wind load to overcome the friction) in to normal trim position, communicating as you do so.</p>	<p>Maybe roll tack, maybe not. Driver will call it.</p> <p>Old course sheet in aft hand, new coarse sheet in fwd hand. Hike on old windward side for roll tack.</p> <p>As bow turns into wind, dump fine sheet.</p> <p>As jib starts to flap, uncleat coarse sheet but do not release. Allow jib to backwind ~1 second then release coarse sheet.</p> <p>Allow sail to blow to new windward side, taking slack out of new coarse sheet as you move across the boat and the jib is blown across the boat.</p> <p>Do not pull jib across with new coarse sheet - let jib blow across. You just take slack out as you move across the boat.</p> <p>Move quickly to new windward sidedeck while the boat is flat, and push out off wooden cuddy block.</p> <p>As you push out, pull new coarse sheet into cleat, 5-10cm short of full trim distance between clew and lead. This needs to be done FAST while jib still flapping.</p> <p>Smoothly pull fine sheet in to normal trim position, communicating as you do so.</p>	<p>No roll tack. Focus on minimizing time tacking.</p> <p>Get solid grip on old coarse sheet in aft hand.</p> <p>Take slack out of new weather sheet.</p> <p>As bow turns into wind, dump fine sheet with forward hand. Grab new coarse sheet in forward hand, pull tight (creating the sheet/bowman "circle" for perfect tacking!).</p> <p>Uncleat and let go of old coarse sheet when sheet unloads as jib starts flogging.</p> <p>JUMP to new windward sidedeck, push out off wooden cuddy block. The move across the boat onto the new windward rail must be done before the boat starts to heel over on the new tack - you shouldn't have to walk uphill!</p> <p>Pull new coarse sheet into cleat, 5-10cm short of full trim distance between clew and lead. This needs to be done FAST while jib still flogging.</p> <p>Smoothly pull fine sheet in to normal trim position, communicating as you do so.</p> <p>HIKE!</p>
#2	<p>Hike for roll tack and stay to leeward.</p> <p>Move to new windward side as called, to roll boat back upright.</p> <p>Settle in position you were in before the tack.</p>	<p>Maybe roll tack, maybe not. Driver will call it.</p> <p>If roll tack, hike out on old windward side to roll boat.</p> <p>Move to new windward side with others in order to roll boat back upright.</p> <p>Settle in position you were in before the tack.</p>	<p>No roll tack.</p> <p>Cross boat and hike out with Bow</p> <p>HIKE HARD</p> <p>Help Bow with final trim if required.</p>
MH (Mainsheet Hand)	<p>Hike on windward side for roll tack.</p> <p>Uncleat and dump old traveler as boat reaches head-to-wind.</p> <p>Pull up traveler on new windward side from leeward (fast!) and hand over traveler to the Driver to cleat.</p> <p>2nd to move to windward side after driver.</p> <p>Check main trim from in boat.</p> <p>Communicate what you're doing on trim.</p> <p>Settle in position you were in before the tack.</p>	<p>Hike on windward side for roll tack (if D calls for a roll).</p> <p>Uncleat and ease old traveler as boat reaches head-to-wind.</p> <p>Pull up traveler on new windward side (from new leeward side if a big roll, otherwise from new windward side) and cleat it</p> <p>Ease mainsheet fine 6" when boat is head to wind.</p> <p>When helm calls "Weight Up", move to new windward side at exact same time as others.</p> <p>Bring traveler up to pre-tack position.</p> <p>While hiking to help boat accelerate out of tack, bring mainsheet back to normal upwind position.</p> <p>Communicate what you're doing on trim.</p>	<p>Uncleat and dump old traveler as boat approaches head-to-wind and crew move inboard.</p> <p>Ease mainsheet fine 12" when boat is head to wind.</p> <p>Move to new windward side as quickly as possible without blocking helmsman.</p> <p>Set traveler 10cm below pre-tack position.</p> <p>While hiking to help boat accelerate out of tack, bring mainsheet back to normal upwind position.</p> <p>Bring traveler back to normal upwind position.</p> <p>Communicate what you're doing on trim.</p>
D	<p>Call the roll tack.</p> <p>Try to complete the entire tack while still on the old windward side - nail the exit angle without worrying about moving to windward.</p> <p>Move to windward.</p> <p>Call 3-2-1-Weight Up, and then Weight Down as required (Weight Up may only be required for a temporary flattening because we'd all been sitting on the new leeward side).</p> <p>Take mainsheet fine from MH who may not be able to see mainsail if still to leeward</p> <p>REALLY FOCUS ON YOUR EXIT ANGLE - ~5' low for speed build</p> <p>Communicate about when the boat feels ready for final trim.</p>	<p>Call the tack, stating if roll tack or not.</p> <p>Call 3-2-1-Weight Up to help crew move across as one. Make sure you get there early so you can nail the exit angle!</p> <p>REALLY FOCUS ON YOUR EXIT ANGLE - ~3' low for speed build</p> <p>Communicate about when the boat feels ready for final trim.</p>	<p>Call the tack.</p> <p>Call 3-2-1-Weight Up to help crew move across as one. Make sure you get there early so you can nail the exit angle!</p> <p>REALLY FOCUS ON YOUR EXIT ANGLE - ~2' high to help keep the boat flat, then press.</p> <p>Communicate - slamming a wave may slow the boat or spoil the exit angle, so give max info to help crew make the required trim adjustments.</p>

KITE HOISTS:

Windward Mark Approach or between Windward Mark and distance mark

	3-7kts	8-14kts	15kts+
B	<p>Pole out as approach windward mark on call (make sure brace is uncleated).</p> <p>Make sure brace is the beak. Stay low in boat as possible.</p>	<p>Pole out as approach windward mark on call (make sure brace is uncleated).</p> <p>Make sure brace is the beak. Hike</p>	<p>Pole out as approach windward mark on call (make sure brace is uncleated).</p> <p>Make sure brace is the beak. Hike</p>
#2	<p>Uncleat windward spinnaker sheet.</p> <p>Ensure windward twacker is down. As approach mark un hobble spinnaker halyard. Uncleat and Pull out leeward twacker at least a metre. Pull spinnaker box out.</p>	<p>Uncleat windward spinnaker sheet.</p> <p>Hike while Bow is putting pole on.</p> <p>Ensure windward twacker is down. As approach mark un hobble spinnaker halyard. Uncleat and Pull out leeward twacker at least a metre. Pull spinnaker box out.</p>	<p>Uncleat windward spinnaker sheet.</p> <p>Ensure windward twacker is down. As approach mark un hobble spinnaker halyard. Uncleat leeward twacker. Pull spinnaker box out.</p>
Main	<p>Hand over course mainsheet to DR. [If distance mark don't handover until trimmed for the short leg, ease traveler to centre and cleat both sides.] pre-brace as much as possible</p>	<p>Hike. Hand over course mainsheet to DR. [If distance mark don't handover until trimmed for the short leg, ease traveler to centre and cleat both sides.] Pre brace as much as possible</p>	<p>Hike. Hand over course mainsheet to DR. [If distance mark don't handover until trimmed for the short leg, ease traveler to centre and cleat both sides.]</p>
TAC	<p>Call for either bear away set or gybe set/gibe quick set</p>	<p>Call for either bear away set or gybe set/gibe quick set</p>	<p>Call for either bear away set or gybe set/gibe quick set</p>
DR	<p>Hoist topper, cleat pole downhaul. Set approach to mark depending on call from TAC. Take mainsheet.</p>	<p>Hoist topper, cleat pole downhaul. Set approach to mark depending on call from TAC. Take mainsheet.</p>	<p>Hoist topper, cleat pole downhaul. Set approach to mark depending on call from TAC. Take mainsheet.</p>

BEAR AWAY & SET

BOW	On call go spinnaker halyard until it is up. Go hard. Look for Pole as may need to shove it fwd such that the pole beak is on the clew. Once set go fwd and drop jib. Put fraculator on jib halyard, once done yell "MADE". Back to position on mast and looking and calling pressure and downwind tactics, looking back up the race course.
#2	Should be to leeward or first in the boat. Lift spinnaker out of box and hold it on deck. Don't drop it in the tide. Grab spin sheet during hoist and set, pass sheet to MAIN once brace is set. Ease off mast chocks yell "MADE", blow jib halyard. Once fraculator on and DR has eased backstay pull on jib halyard and then with fine tune. Tidy up boat, especially spin halyard, make sure jib sheet in tight. Calling boats around. Trimming mainsail downwind – In surfing conditions catching the first wave is critical, so focus on main trim and pumping main BEFORE tidying up the boat.
M	Go the brace, take the sheet and trim kite. Check pole position and height and tell DR to adjust if needed.
DR	Dump main. Steer! Assist with brace if needed. Steer, position boat relative to next maneuver, dump backstay after mast chocks have been released. Steer. In surfing conditions first wave is critical.

DOWNWIND

Normal routine, ensure weight is correctly placed.

	3-7kts	8-14kts	15kts+
General	All movement to be slow and gentle- be pro-active on weight placement	Pro-active on weight placement. If windy enough M to call presses	Pro-active on weight placement.
Weight movement (numbers from aft-fwd when moving across)	Called by DR – Roll gybing so weight movement in unison	Called by DR/Press on call by MAIN	Press on call by MAIN
BOW	Weight low, in front of mast, looking back up the course. Calling pressure on the race course, angles to other boats. Downwind TACTics	Sitting/Standing at mast. Looking back up the course. Calling pressure on the race course, angles to other boats. Downwind TACTics	Standing at mast. Looking back up the course. Calling pressure on the race course, angles to other boats. Downwind TACTics
Main	Trim kite. Calling pressure in Kite and talking to DR on pressure "Up", "Down". Trim Kite! Don't look around, focus on Kite.	Trim kite. Calling pressure in Kite, hand on brace and pumping brace in unison with main in surfing conditions. Trim Kite! Don't look around, focus on Kite. Adjusting weight for surfing, working.	Trim kite. Calling pressure in Kite, hand on brace and pumping brace in unison with main in surfing conditions. Trim Kite! Don't look around, focus on Kite. Aggressively adjusting weight for surfing, working HARD.
#2	Trimming main. Looking for leeward mark, communicating relevant information. Execute any required rig adjustments	Trimming main. Looking for leeward mark, communicating relevant information. In surfing conditions working hard pumping main and moving weight. Adjusting brace on call on MAIN. Execute any required rig adjustments	Trimming main, PUMPING hard, working the main the whole time and body weight. Adjusting brace on call on MAIN. Execute any required rig adjustments
DR	Steering	Steering, working the waves	Steering, aggressively working waves

GYBES

Watch this video:

<https://www.youtube.com/watch?v=pGfKKJfluck>

	3-7kts	8-14kts	15kts+
Gybes			
BOW	Un-cleat pole from both ends in one action. Don't drag old brace in	Uncleat pole from both ends in one action. Don't drag old brace into	Uncleat pole from both ends in one action. Don't drag old brace in to

	toward the boat. Clip on new brace and push pole out and cleat it on new side as gybe is completed shifting weight in unison.	the boat. Clip on new brace and push pole out and cleat it on new side as gybe is completed.	the boat. Clip on new brace and push pole out and cleat it on new side as gybe is completed.
#2	Adjust tweakers slowly so as not to negatively impact trim and rotation of kite. Weight to windward and hike to roll the boat and bring the main over as the boat rotates through the gybe. Check top batten on new gybe.	Pull on leeward tweaker and then ease old windward tweaker once boom comes across. Bring the boom across. Using weight to roll the boat in unison. check top batten. MAIN may require help with adjusting the brace.	Pull on leeward tweaker, sheet in main a little, pump main to catch wave, throw the boom across down the wave, ease new leeward tweaker. MAIN may require help with adjusting the brace and sheet if MAIN = rag arms.
Main	Grab brace and sheet in hand and rotate kite as boat bears off. Keep set. Weight to windward and hike to roll the boat.	Brace and sheet in hand facing adjust sheets as boat rotates under the kite. Roll as necessary.	Ease sheet a foot and cleat, focus on new sheet and then adjust trim once on next gybe.
DR	Call the gybe. Bear off slowly and controlled through the gybe slowly, shift weight in unison with others.	Call ready for gybe, find a wave and execute. Bring boat around under kite and stay low after gybe. Roll the boat through the gybe	Call ready for gybe, find a wave and execute. Bring boat around under kite and stay low after gybe.

APPROACHING THE LEEWARD GATES

Assess as early as possible the likely mark and approach to the mark and communicate. Things change rapidly so we need to be prepared to change and execute a revised plan quickly.

	Approaching the leeward mark
B	On call take fraculator off jib halyard. Make sure jib is on the right side,
#2	Hoist jib on call, make sure spin halyard is clear, recheck mast as backstay comes on, cleat jib (eased)
M	Make sure main traveler is positioned, fine tune main eased, reset outhall and Cunningham to marks.
DR	Backstay on, monitor the marks and how they are lining up with boats, communicate thinking on rounding with TAC

KITE DROPS:- (at all roundings, there is a chance that the previously discussed option is wrong. Therefore **ALWAYS** assume that a 'freestyle' situation could happen (with or without a gybe) and be prepared if it is called for)

LEEWARD DROP - Jib up, Kite down to leeward...

	Leeward Drop
B	Pole off, let halyard go, back in the boat to help with kite drop after gybe and then on to jib trim as boat comes around the mark, hiking
#2	Drop kite, on rail hiking round the mark, when settled (and called) tidy up sheets so none are dragging, finishing packing kite if required.
M	Keep trimming kite without pole before drop call, holding brace out, on call dump brace and big pull of sheet. Back on main sheet, and sheet round the mark as the boat comes up.
DR	Ease topper as pole comes down, dump pole downhall, steer round mark

KIWI DROP – gybe during drop, kite comes down on the old leeward, new windward, side.

	Kiwi Drop
B	Pole off, let halyard go, back in the boat to help with kite drop after gybe and then on to jib trim as boat comes around the mark, hiking
#2	Drop kite, on rail hiking round the mark, when settled (and called) tidy up sheets so none are dragging, finishing packing kite if required.

M	Keep trimming kite without pole before drop call, holding new brace out, on call dump sheet and big pull of brace around to windward. Back on main sheet, and sheet round the mark as the boat comes up.
DR	Ease topper as pole comes down, dump pole downhall, steer round mark

ONCE OVER THE LINE...

Sail(s) down, jibs bagged (whether racing again or not), kite bagged or tapes run (if racing again). Lines tidied. Again, everyone to be involved...

If racing again:-

D, TAC, MS - to confirm any changes to rig setup - **Priority**

D, TAC, MS - to confirm jib and kite choice

All - Tidy boat and sort out respective areas;

#2: Ensure sheets, guys, pole and chute are ready for next race

All - hydrate and eat if there is time, remember suntan lotion if it is sunny.

If not racing:-

All - Once heading in, tidy boat (coil lines, tidy interior).

MAIN - Rig back to base, to be done every day after racing (can be done when tied up if easier)

All - De-brief either at a quiet period on the way in or after being tied up.

All - Ensure that we list any issues/problems that need fixing.

Deal with any issues/problems Head to the **Pub**

THE ULTIMATE WARM-UP PLAN - By TERRY HUTCHINSON

The ultimate goal of the warm-up session before racing is to eliminate surprises. I like to have between 70 and 90 minutes prior to the start as this will allow me a couple of opportunities to sail the first quarter of the beat as the committee is setting a course. So many times the subtle things happen early in a race that can determine the success of the first leg. The fewer the surprises for the first few minutes after the start, the clearer your decision-making will be.

My first priority upon arriving at the racecourse is to sail as much of the first beat as possible, set a spinnaker, and run back to the start line. During this time I focus on the upwind and make sure I have a good feeling for the beat. Getting to the top mark first is my top priority.

If we're trying to decide between two headsails, we turn downwind partway up the beat, switch sails, harden up, and get a feel for which jib is doing a better job of balancing the boat.

While the trimmers and helmsman are getting a feel for the conditions, the correct sails, and the rig tune, the tactician should focus on all the tactical considerations. Check the current at different points on the racecourse, and see if the weather—both the general direction and velocity, and the timing of the shifts—matches with your forecast or what you know about this venue from previous regattas or local knowledge research. There are a lot of subtleties to study, and so the more time you can give yourself to identify what is or is not happening, the easier the decisions will be once the race begins.

If you're presented with the opportunity to **line up with another boat**, take it. So many questions can be answered by positioning your boat two lengths from a competitor and speed testing. These tests can and should be lined up in advance with a reliable competitor; one you know will show up on time at the designated spot. Don't take this agreement lightly, or blow it off. You may find it tougher to arrange the next time around. The best line-ups will have the two boats fairly close together—to ensure you're sailing in the same breeze—and the leeward boat either bow-even or slightly bow-forward. If you're the leeward boat, be sure you allow the windward boat to sail normally. If you get too far forward, or too close, he'll eventually fall into you and neither of you will learn very much. After 5 to 7 minutes of sailing, tack, switching windward-leeward positions, and repeat. I guarantee trends will be noticed.

Sometimes, however, you may not have 90 minutes. **If you get to the top of the course area** and there are only 45 minutes to go to the start, set the spinnaker right away, sail downwind, and round the race committee boat. From here do the first half of the beat and then relax for a bit. Get the boat ready to race, and discuss the general impressions of the legs just sailed.

Whatever time you have, use it wisely. I will almost always **prioritize tactical and boatspeed research over boat-handling practice**. You are not likely to solve bigger boat-handling issues in this short period of time. Instead, you'll likely chew through all your warm-up time and go into the race without a strong idea of what to expect or whether the boat is going well in the conditions.

Finally, I always build in an **8- to 10-minute chill period** before the start. This is enough time to discuss the upcoming race in a low-stress manner, and gives the team an opportunity to think about sail selection, and to fuel up and hydrate.