Competitive 420 Boathandling

Chalk Talk Notes:

The Club 420

Trapeze technique

- Crew acts as more static weight (responds less)
- Braces the forward leg
- Forward foot pointed forward
- Aft leg remains slightly bent

A quick note for the Crew:

Trapeze technique is a process of getting out onto the wire that must be the same each time you do it in order for the driver to consistently steer the boat well. Lying back to trust the wire as you slide out over the rail allows the driver to maintain a clear field of view and is an important part of that good technique.

Tacking

The Driver

- Tacks the boat with the same technique we have presented before

The Crew

- Slides in and unhooks from the trap in preparation for the tack

- Tacks the boat with the same technique as presented before bringing the new sheet across when going to the new rail
- Hooks into the new trapeze
- Slides out over the side carrying the jib sheet along for fine tuning

The Windward Mark

The Driver

- Bears away to a run
- With the tiller between the knees hoists spinnaker with halyard led to the back of the boat
- Grabs the spinnaker sheet to hand to the crew

The Crew

- Mounts the pole on the guy and then the mast
- Takes the spinnaker sheet to begin fine trim

Gybing

The Driver

- Stays more positioned in the boat than when sailing without the spinnaker in order to trim the spinnaker
- Trims both spinnaker sheet and guy during the gybe
- Hands the new spinnaker sheet off to the crew for fine trim

The Crew

- Hands the sheet back to the driver
- Uncleats the guy
- Rolls the boat through the gybe pulling the main across in the process
- Trims the jib to the new side
- Cleats the new guy
- Switches the pole to the new guy

- Takes the new spinnaker sheet for the fine trim

An extra note:

In heavier breeze when planing is possible, reach-to-reach gybes may be the norm, and the crew will have to use the trapeze in the process also. This simply adds one more step in the process. One thing to keep in mind about the boat and its stability is that just as riding a bike faster makes the bike more stable (ask your physics teacher if you really want to know why) the same is true for a sailboat. So, getting the dinghy on a plane also makes it more stable. Of course there's more room for error because of the added processes, but the point is that in conditions when it's possible to plane, the boat may be easier to control when reaching and using the trapeze than when running.

The Leeward Mark

The Driver

- Takes the spinnaker sheet to trim
- Releases the spinnaker halyard
- Focuses on using the main to drive through the turn

The Crew

- Hands the sheet back to the driver
- Stows the pole
- Grabs the spinnaker by the port sheet to douse the sail in the bag
- Resets the lines for the windward leg
- Trims jib through the turn
- Slides back out on the trap (if necessary)