



# **Annapolis to Bermuda**

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# Important Dates

- April 4: Skippers Reception
- June 4: Captains Briefing
- June 5: Race Day (First warning at 1330)





# Agenda

- Prepping list
- Sail Requirements
- Reefing and sail changes
- Sail Repair kit
- Off Wind sailing (sails and advancements in handling)
- Break (15 mins)
- The Race
- Questions

# Team/Boat prep checklist



- Team conference calls
- Determine watch captains and watch systems
- Practice crew work
- Bottom Prep
- Weight management
- Rig Tune



# Conference calls

- Have an Agenda
  - keep minutes
- Delegate tasks to various members
- Keeps the crew mentally engaged leading into the race



## Watch system

- 4 hours on, 4 hours off
- 4 hours on, 4 hours off (overlapping)
- 6 on, 6 off during the day\4 on, 4 off at night
- Whatever system you choose, stick to it!!



## Practice Crew Work

- Sail changes (peels, letterbox drops, using furlers, etc.)
- Reefing
- How to use safety gear
- Cross training across the boat to different positions

# Bottom Prep

“Time and elbow grease make the most surefire approach to improving any boat’s performance by way of better bottom job.”

Not every boat can have a perfect bottom; that takes a significant investment in time, energy, and dollars. But almost every boat can have a better bottom, and whether you race or cruise, a better bottom essentially means free speed





# Weight Management



# Weight Management





# Crew gear

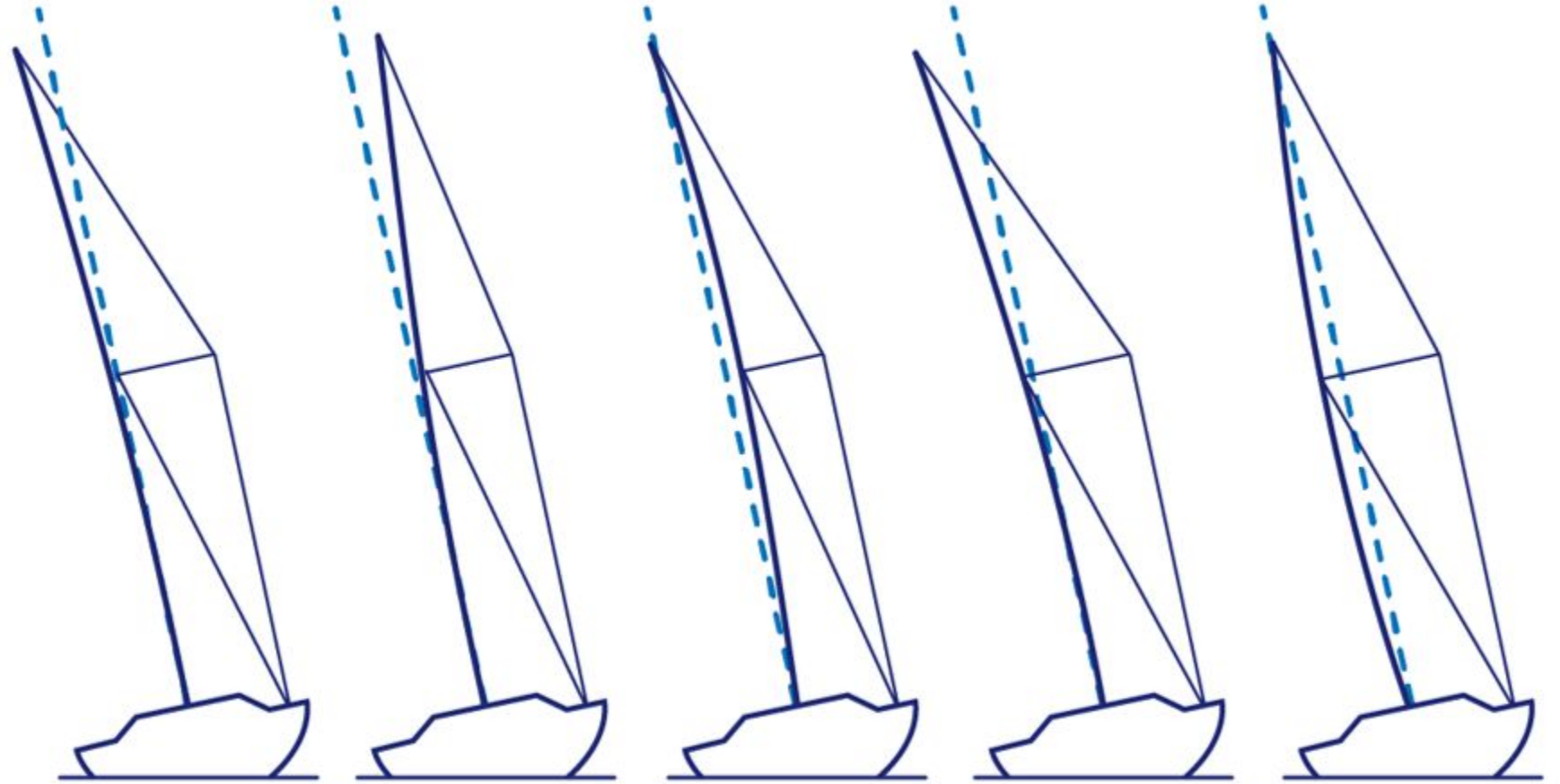
- Set a precedent on crew gear
- Try to limit to the necessities
- Sunscreen (lots of it)
- First Aid
- Headphones (amazing off watch)
- Foul weather gear (make sure it is waterproof!)
- Shoes and/or boots
- Harness (get comfortable with all of the working elements of the harness)

# Basic Rig tune









Cap Shroud  
Too Loose

Cap Shroud  
Too Tight

Lower Shroud  
Too Tight

Both Shrouds  
Too Loose

Lower Shroud  
Too Loose



# Sail Requirements

- Mainsail with the ability to reef
- Storm Trysail strongly recommended
- Heavy weather Jib
- Storm Jib



# Reefing





# Sail Change types



- In-line Peel
- Tack Change
- Letterbox drop
- Going into the race you generally have a good idea of what the first 6 hours can bring, stack sails accordingly
- <https://www.youtube.com/watch?v=DnvggHxIxy8>



# Sail Repair kit

- What to have?
- Talk to your sailmaker to get specific materials for your sails



# Off the wind sailing tips and technology

- Outboard leads
- Spinnakers
- Reaching sails
- Staysails

# Outboard leads



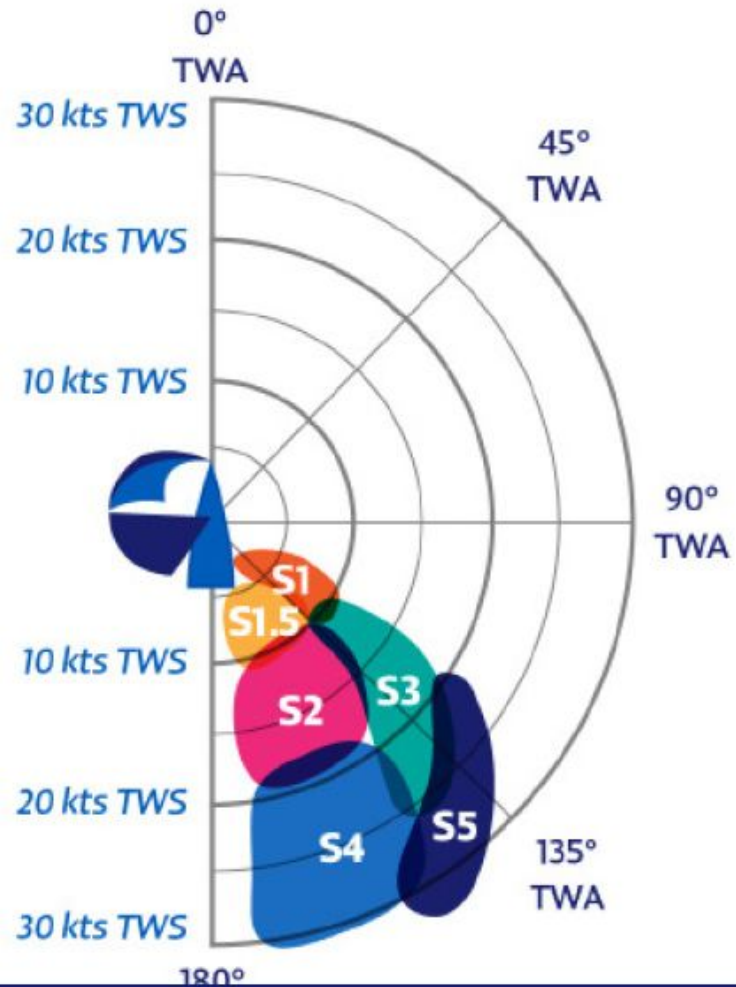
- Even break on the tell tales
- Make sure you have plenty of snatch blocks and spare sheets
- Relay to the watch behind you what the current sheeting set up is

# Spinnakers



- Symmetrical
- Asymmetrical

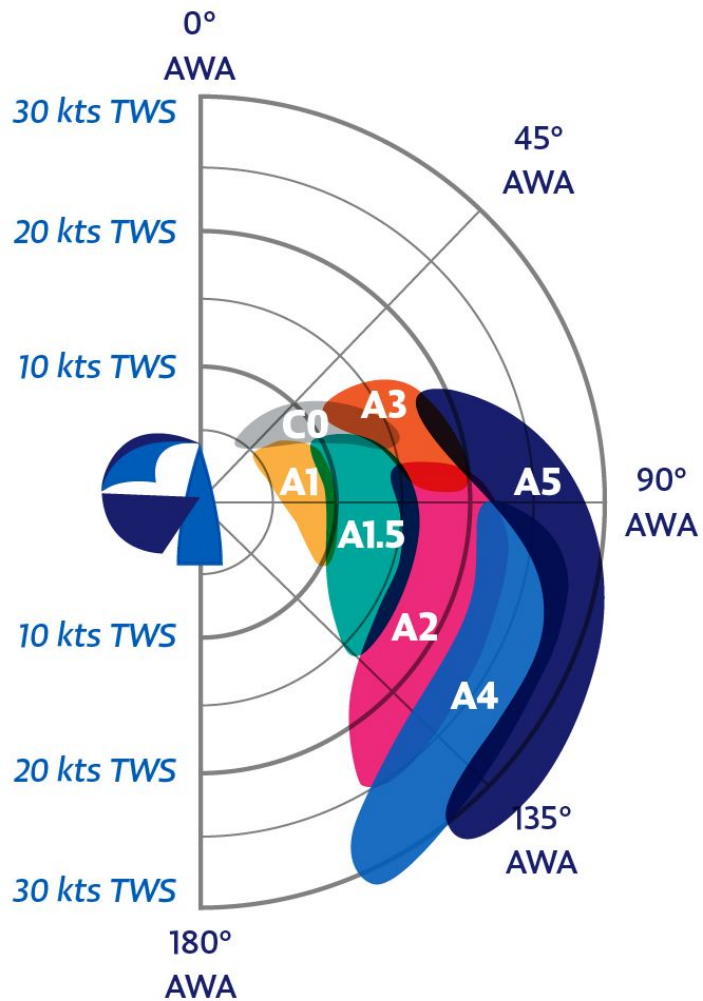
# Symmetrical options



[View Wind Angle Chart](#)



# Asymmetrical options





# Code 0's

- Measure like a spinnaker
- No penalty if you are already rated for Asym's
- Mid girth of 75%
- Easy to deploy
- Necessary on modern non overlapping rigs

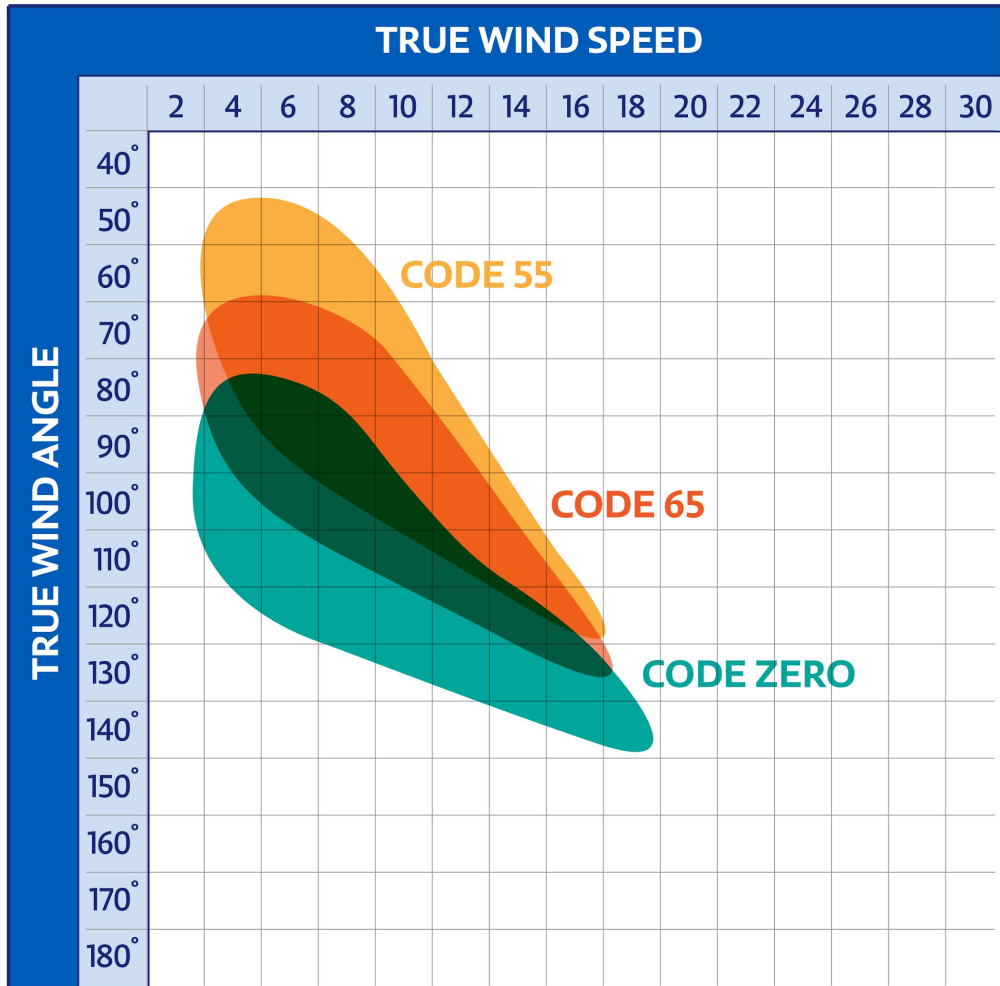
# Code 0's in Action



# Tweeners

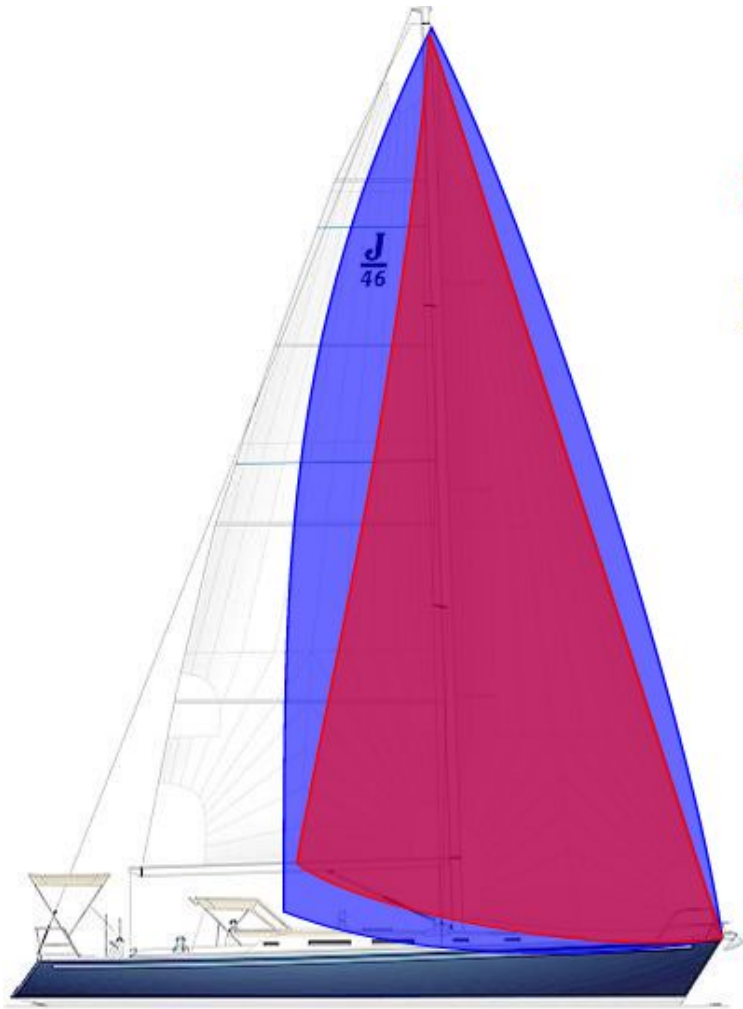


# Tweeners



- Used to classify sails with midgirth between 50-75%
- Code 55
- Code 65
- Generally used in ORC and ORR

# Jib Tops



 Jib Top - 733 sq. ft.

 Code 0 - 1119 sq. ft.

- Good for boats with overlapping headsails
- Any old Genoaas that can be recut?
- Higher clew so the leech stays in tension when eased off

# Types of Staysails



- Spinnaker Staysails
- Genoa staysails (GS)

# Dual Purpose sails



- Most storm sails live in the bottom of the boat to never see the light of day
- Making storm and heavy weather sails that actually serve a dual purpose is becoming a trend



# Sail Handling



- Snuffers
- Continuous line furling
- String Drop
- Helix load sharing
- Tradewind sails

# Snuffers

- Simple sock to pull down over the spinnaker
- Both cost effective and easy
- <https://www.youtube.com/watch?v=QFAzEc1UTaw>



# Continuous line Furlers

- Bottom up (Code 0's and staysails)
- Top down (Code 0's and spinnakers)
- Racing and Cruising

# Break



# The Race

- Start
- Racing out of the bay
- Race to Bermuda
- The finish

# The Start

A meeting before the start once you leave the dock:

Weather

Who is doing what

Safety

Lay out the course for first ½ of the race

Do a few time runs if you can

Try and get a good start

Holding back .... ?

You're racing..... race



# The Start





# The Start

- Know your starting position
- Sail your heading beforehand
- “It’s a long race, don’t push it”
- When to start watch systems?



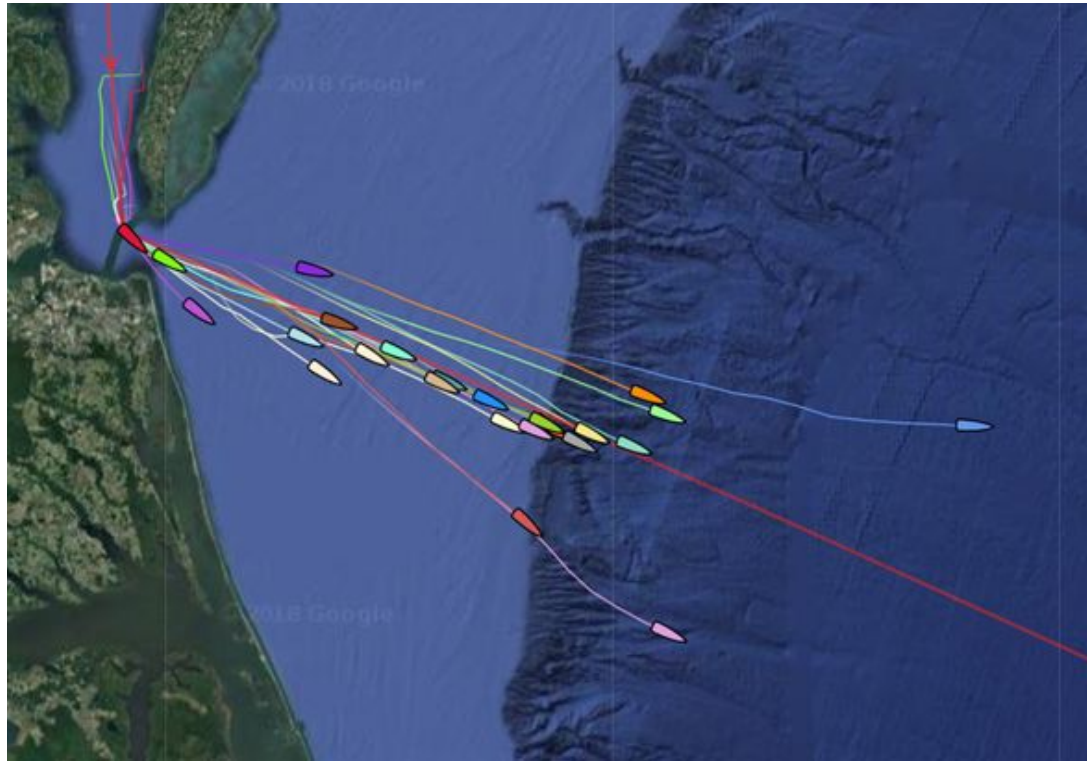


# Racing out of the Bay

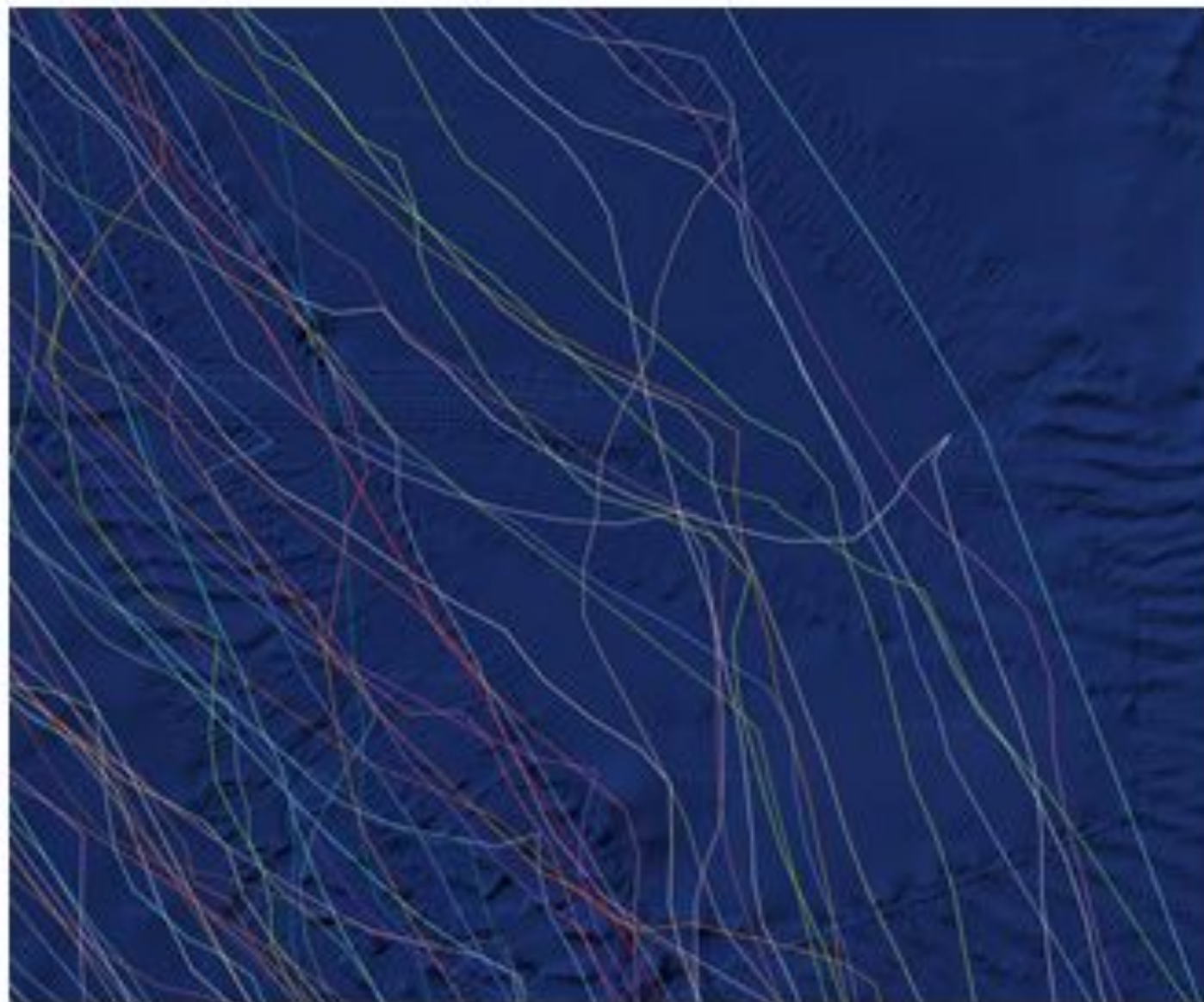
- Wind
- Current
- Land effects
- Conowingo Dam

# Heading towards Bermuda

- Need to know whether you are going Rhumb line or outside for a shift
- Clear and concise communication from the Navigator to the helmsman and crew
- Gulf Stream (where do I cross?)



The flatter your polar  
speed the more you  
need to sail as close to  
course



# VMC vs. VMG

How fast do you sail vs target?

If your within 15-20 degrees of course, let her rip!

VMC is the Velocity Made good on Course. i.e. Speed in the direction of the mark.  
VMG is the Velocity Made Good i.e. Speed in the upwind or downwind direction.

<http://www.nauticed.org/sailing-blog/what-is-vmg/>

The flatter your polar speed the more you need to sail as close to course as much as possible

# If you run into light air



# If you run into light air



# When a Squall comes



- They move fast, if you see one get ready now
- It's way easier to shake a reef out in less wind than to try and reef in 50 knots.
- Have a small headsail on deck or be ready to roller reef
- Reduce sail flogging and commit to sailing
- Spinnaker drops (letterbox, mexican/mongrel drop)

# The Finish

- When to break watch?
- Attention to detail
- Enjoy Bermuda!





# Questions?

