

# *Competitive J/105 Boathandling*

## **Chalk Talk Notes: Tacking Techniques**

### **The Driver**

The best drivers execute the turn in three phases that account for the boat's priorities at each stage. The guideline most often used to describe the turn is "slow-fast-slow". This allows for the boat to retain as much speed as possible into the tack and accelerate well out of the tack.

#### **Procedure:**

1. Drives, keeping his or her body stable
2. Shifts weight with the crew

#### **A note on styles:**

It's tempting for the driver to stand when driving in the turn particularly with the wheel, but this doesn't allow the driver to maintain a solid perspective on the telltales, horizon and balance of the boat. Try to separate the driving from the shifting of weight.

### **The Main Trimmer**

#### **Procedure:**

1. Trims the main in to help turn the boat
2. Trims the traveler across to the new side
3. Shifts weight with the crew
4. Eases main to accelerate on the new tack

#### **A note on styles:**

The Main Trimmer has to have a strong grasp of boat speed and the feel of the boat to understand when shifting gears between accelerate, fine-tune and point modes is necessary to allow the driver to focus more on driving.

## **The Headsail Trimmer**

Some teams prefer the headsail trimmer to be the tactician for the upwind legs because this role can focus on situations outside the boat while the main trimmer and driver focus on speed.

### **Procedure:**

- 1. Rotates into the boat before the turn**
- 2. Uncleats the jib sheet and finds the lazy sheet with the off hand**
- 3. Cueing off the turn of the boat and the break of the sail, he releases**
- 4. Trims the new sheet on while releasing**
- 5. Cleats the jib in "rough tune" setting**
- 6. Jumps into full-hike over the rail or stays by the sail in light air**

### **A note on styles:**

The Headsail Trimmer can get away with very little winching with good technique and an eye for when to release the sail. This also means methodically pulling the slack out of the lazy sheet before the tack and taking extra wraps off the working winch.

## **The Mastman**

### **Procedure:**

- 1. Focuses on balancing the boat**
- 2. Keeping an eye on fleet situations while the Tactician is occupied**
- 3. Brings a leg up into a ready position to make the jump easier**

## **4. Sprints for the new rail as the boat crosses head-to-wind**

### **A note on styles:**

The Mastman is one of the keys to maintaining seamless tactical info here. He or she can help keep an eye on the key factors for the tactician while his eyes are down.

## **The Bowman**

### **Procedure:**

- 1. Also focuses on balancing the boat**
- 2. Brings one leg up into a ready position**
- 3. Sprints for the new rail as the boat crosses head-to-wind**

### **A note on styles:**

The Bowman is in a crucial position to spot problems inside the boat, and a tack may be the only opportunity off the rail to quickly fix them. His or her attention to the organization of lines in the boat can prevent serious mistakes at the corners. Further, the Bowman may need to remain flexible to crossing in front of the mast when racing with six and under the boom when racing with five.