

29erXX

TECHNICAL, TACTICAL, PHYSICAL AND FAST.

29ERXX SAILING AND TUNING GUIDE

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Boat Handling

- Chatter is good when starting out. Over communication is good - tell each other what you are going to do, what you are doing, and when you finish doing something.
- Focus on overall situational awareness even when trying to standardize foot/hand movements. I found that in concentrating on where my feet go, I tended to over or under steer through maneuvers which led to capsizes. Keeping a stronger overall awareness of my surroundings, would probably help.
- If skipper starts to fall
 1. Crouch in
 2. Drag foot on inside of boat (this is hard on your ankle bone though)
 3. Drag back foot in water (slow but still faster than capsizing)
 4. Grab onto crew (be careful not to push them over)
- The lower I was on the trap (as a new skipper) the easier things seemed to be (hooking in, unhooking, less falling forward, easier to just swing in / drop into the boat).
- Pan fry the tiller extension; loose grip let your hand slide when going in or out to keep from turning or over turning. Kind of like letting the steering wheel of the car slip through your hands after a sharp turn - you can tighten your grip at any point to stop or slow it down.
- Be careful of your big toe! It's very easy to jam it on the inside rails/tubes. Buy a good pair of griping boots.

Sets

- Before rounding top mark, skipper takes main and crew takes jib (tail of main and jib need to be connected)

- Talk through the rounding - "stay out, bearing away, coming in, etc)
- Skipper comes in a little bit (I trapped off of the inner rail or crouched depending on breeze)
- If spin halyard not marked (or even if it is) skipper tell the crew how much further they have to go or when they are at the top.

Take Downs

- Talk to each other!
- Bear away as the crew comes in but be ready to head back up a bit once the chute collapses
- Be ready to crouch in pretty far as the skipper but ready to spring out as you turn the corner
- Crew should trim the jib (to a tack like setting) after finishing the chute
- I held the tiller extension 'old' style going around the bottom mark. This way I could turn and trim the main by handing off between the tiller hand the sheet hand. I just had the extension high over the shoulder. The other way is to time it so that the crew has time to trim the jib and then grab the main before heading up so that they can trim the main around the corner. Or keep practicing being able to trim the main in from your forward hand to your tiller hand quickly. It normally takes only 2-3 pulls to go from having the main out fairly far to all the way in. It takes some coordination to do this while also turning the boat around the mark, but it is possible.

Gybes

- Take mainsheet to the trap handle (puck) and loop it around the back side so that you are holding onto the sheet and handle at the same time but the sheet is aft of the handle.
- Or try putting the mainsheet in the tiller hand and unhook with the free hand then grab mainsheet
- Grab boom directly to pull it across then mainsheet (or don't let go of the mainsheet!)
- Cross over and reach back to grab new tiller with mainsheet in hand
- With free hand grab new trap and hook up then grab mainsheet
- Once you get good at hooking up, instead of grabbing the hoop, try grabbing the handle to put load on it and swing the hoop toward your hip and then "hop" into the hoop. I was only able to do this

once and then decided it was too advanced for now.

- In breeze it is very easy to over steer thru the gybe as the boat just naturally planes through the jibe smoothly. When this happens and you are a beginner, you don't have enough time to switch hands and hook up. So be sure to turn a little slower in breeze to give yourself the time (still want to maintain a plane if possible).

Tacks

- Skipper: crack jib a little and then let sheet go
Unhook and step across -
Try back foot to the inner rail, front foot to middle of boat, back foot swings across to opposite side middle of the boat (hand switch), then new back foot goes to inner rail (hook in), new front foot to rail edge. I was never able to do this well - I always ended up doing a little bit of shuffling but my goal is to eliminate the shuffle
Slide hand down the tiller extension and over to the new tiller as you go across
Rotate and switch hands behind your back and grab the trap with free hand
- In breeze with a lower trap hoop, I found I could grab the hoop and hook it in. I think in lighter air and if you are good, instead of grabbing the hoop, grab the handle to put load on it and swing the hoop toward your hip and then "hop" into the hoop. Alternatively people can be very fast at grabbing the hoop (or trapeze bail) on their way across the boat, putting it on their hook, sliding their hand up to hold the tension so it doesn't fall out and walking straight out into the trapeze position. This prevents you from needing to hook in while trying to drive and hang from one arm.
- Skipper eases the jib a crack going into the tack and then fishes the tail from the mainsheet after out on the wire again to sheet back in

Downwind

- Stay "ready" - keep knees slightly bent, feet apart, fully loaded on both legs. As I get better I can work on keeping my front leg straight or straighter.
- Try trapping as low as possible
- If loosing balance and falling forward, crouch in and drag back foot in the water
- In really light air, I think it's easier to go back to normal 29er sailing where the crew is on the wire and the skipper is inside the boat. Not sure if it's fast, but for starters it's more stable.

Upwind

- I had trouble getting good grip with my feet so a couple of times I would slide around. I found that by facing forward, my lower body was more fore/aft facing so my feet were parallel to the inside rails and I could make much better use of them.
- Upwind in light air was about getting comfortable hooking up and sitting in the harness with good foot grip in the boat to keep from swinging all over the place.
- Upwind light air, have skipper trap first, crew stay in board seems to work well
- Vang on breeze, but if capsize, take it off to unload the main. Also make sure the jib is uncleated if you wipe out
- Try and find that 'sweet' spot where when fully powered up, both crew are full out and in the lulls one or both can just bend your knees and come in to balance. In breeze I found we didn't drop low enough or keep the boat flat enough. When flat, there is very little helm on the tiller

Rigging Notes

- For the trapeze wires use line instead of wire (So can adjust and make the handle higher or lower. This is critical for adjusting to the correct height of the skipper or crew. When I was all the way down, I couldn't reach the puck to unhook). Use a thin line for purchase so less friction
- Make sure you have a single ring hoop (bale) with fixed block attached (less friction than running the line through the loop on the type of bales sometimes sold with the rig)
- For the Spin halyard, consider thinner line or re-running to make sure it runs free. Also free/loose block at the mast head so it can pivot with the direction of the chute
- We definitely need to add a shock cord across the back from the aft foot strap through the mainsheet travel block and back to the other side so that the super long tillers don't get trapped under the rail extension. As the traveler sometimes drops due to no upward tension in tacks and gybes, also use a shock cord straight across the transom as a backup.
- Consider running the crew trap shock cord under the rail and behind / across the stern to have more shock cord (or around the bow). If you run it around the bow make sure to tie it up as it slips down over the knuckle and into the water. This is very slow.

- Run the skipper trap shock cord through the inner rail block, out one drain and then back in through the other drain and back to the rail block and to the bale
- Jib sheets need to be long enough that you can luff the jib at a start and you can play the jib from the wire

By Brady Sih, after a 29erXX Hangtime training weekend in Coronado, California June 2010.