



# 18ft Skiff Sailing Techniques – Heavy winds

## For use in powered up conditions

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Text has been kindly donated and amended from the German 18' Skiff Association. These methods are up for debate and crews will have their own slight variation!

### 1 STARTING

- 1.1 The technique is the same as in light wind sailing. The key is to keep manoeuvres to a minimum only doing two sail gybes if confident.

### 2 TACKING

- 2.1 Forward hand moves quickly to new side and immediately trapezes grabbing jib sheet on the way out. Sheet hand follows forward hand and helmsman, keeping the main in as much as possible. With practice, all crew should be getting on to the trapeze as the jib fills. If the helmsmen turns well everyone will be pushing as hard as possible to make it to the trapeze in time.

### 3 GYBING

- 3.1 Forward hand moves out of footstrap and forward to let sheet hand out of his footstrap. Sheet hand moves to the middle of the boat and takes the spinn. sheets. Forward hand moves across boat followed by helm who grabs the mainsheet from the ratchet block on the boom. Forward hand moves to new wing before the main has gybed. Sheet hand backs spinn. until under control or until the spinn. begins to fill on the new side. Sheet hand gybes spinn. and hands the spinn. sheet to the forward hand. Starting from the back everybody get in the footstraps.

### 4 SPINNAKER SET

- 4.1 Forward hand eases the vang and cunningham off! Forward hand piles all the jib sheet on his lap. Everybody steps back on the wing several feet. Helmsmen keeps the boat flat and communicates the load on the helm. Sheet hand and forward hand communicate where the flat spots are and what the wind is doing. Helmsmen keeps slight heel to weather while trying to turn down. The sheet hand needs to maintain the slight weather heel while the helmsmen is trying to bear away. This may involve a lot of mainsheet out quickly. The forward hand keeps the jib all the way out while the bear away is happening.
- 4.2 After the turn down, the main and jib will most likely need to come back in slightly from their completely eased positions. The forward hand goes in, opens the bag and pulls the halyard up. The Sheet hand passes the mainsheet off to the helmsmen, only when the helmsmen is ready to take the mainsheet. If the sheet hand is late the forward hand may pull the tackline out too. Be sure to communicate this. The forward hand may grab the spinn. Sheet on the way out if the boat is stable. If the helmsmen needs more stability the forward hand may go straight to the trapeze and the sheet hand can pass the spinn. sheet out to the forward hand. At a point on the run when there is less traffic or a lull, the sheet hand should make sure the Spinn. halyard is ready to run for the drop. Usually right after the set can be a good time. The forward hand stabilizes the helmsmen as they move back on the wing together while the sheet hand is making his way out and into the footstraps.

### 5 SPINNAKER TAKE DOWN

- 5.1 STRAIGHT DROP:
- 5.2 Helmsman has mainsheet. Forward hand takes lazy sheet in outboard hand and lets the tackline go with inboard hand. Forward hand pulls foot of spinn. around headstay until it's under control and then



lets halyard go. The sheet hand has the main by now and should be trimming in and using weight to round the mark while the forward hand is tending to the jib sheet. No vang until after the mark rounding.

### 5.3 OVERLAY DROP:

5.4 Forward hand passes spinn. sheet to sheet hand. Forward hand moves in and takes tension on the lazy spinn. sheet under the D1. Release Tack line, pull most of foot around and let halyard go. Sheet hand and helmsmen stay on the trapeze. Forward hand comes out to tend to jib sheet and pulls vang and cunningham after mark rounding.

### 5.5 GYBE DROP:

5.6 Sheet hand takes working spinn. sheet from forward hand. Sheet hand moves to new wing and backs spinn. hard. Helm commences gybe. Forward hand blows tackline through gybe, grabs foot of the spinn. let the spinn. halyard go. Main and jib come in. Vang on. (A faster variation exists for helmsmen tending the mainsheet)

## 6 TIGHT SPINNAKER REACHING

6.1 Extreme weight back. Jib all the way off. Vang off, as much as the mast can handle. Curl the Spinn. as much as you can. Swing hard!

## 7 TWO SAIL REACHING

7.1 The forward hand is likely to be on the wing or trapezing or both. Weight aft. Take care in setting the vang. Too much and the boat will be overpowered. Too little and the boat will be too loose and the sheet hand will not be able to keep up with the trim. Trim both sails aggressively. Look for gusts and communicate escaping high or low.