

Salient points of the following gybing module:

- This shall be the archetypal CSC gybe, from which other conditions' gybes are modified.
- Broad reach to broad reach, not wing on wing
- Three commands: “Prepare to gybe”, “gybing”, “gybe-ho”
- In 7+ knots¹, there should be no cushioning of the boom by hand, or holding the mainsheet by the rope
- Mainsheet is pulled in and let out entirely from *the cleat-side of the sheet*--the block-side of the mainsheet is not touched.

Safe, Respectful, Engaged Gybing for Instructors

Your objective is a “properly” controlled vessel. Controlled by whom? When is it appropriate to start letting the students gybe? With your students *not* on the helm, how can you introduce/reinforce a lesson of gybing to them? Teaching gybing requires an assessment of your own comfortability, the conditions, and the student's ability. You should be able to single-hand a controlled gybe, but you should also be able to zero-hand such a gybe.

Respectful of the boat at all times: why are you not doing a controlled gybe? Gybing should not be a time of stress for you or your students.

Are you including the students in your gybing as much as you and they are comfortable with in light of the above assessment of the situation? Whether your students are on the helm or not, how are you engaging them? What are you saying to them to explain what you are doing or what/how they are doing?

¹ 5-11 knots wind category (CSC 2/Beaufort 3)

1. Sailing downwind - Broad Reach (between beam reach and wing on wing) (Not by the lee)
 - a. Skipper
 - i. Not sitting on the rail (downwind sailing mode)
 - ii. Do we want to turn the boat further downwind?
 1. What is the thinking behind *why* we are gybing? Do we gybe arbitrarily?
 2. Sailing Downwind Teaching Module
 3. Do we need to gybe? Large tack/Chicken Gybe instead?
 4. Aware of traffic and obstacles along current path and predicted path after gybe.
 - b. Mainsheet Trimmer
 - i. Not sitting on the rail (downwind sailing mode)
 - ii. Trimming normally for current point of sail
 - c. Jib Trimmer
 - i. Not sitting on the rail (downwind sailing mode)
 - ii. Trimming normally for current point of sail
 - d. All Crew
 - i. Not sitting on the rail (downwind sailing mode)
 - ii. Aware that the high side will become the low side during gybing
 - iii. Cognizant of possibility for accidental gybes
2. Planning for a gybe
 - a. Skipper - finds and maintains a deep broad reach course accounting for wind shifts
 - i. not a run nor wing on wing
 - ii. Both jib and mainsail should be on the same side of the boat
 - iii. After finding this deep broad reach, the skipper does *not* yet continue turning into the gybe/further downwind
 - iv. Aware of traffic and obstacles along current path and predicted path after gybe
 - b. Mainsheet Trimmer
 - i. Trimming normally for current point of sail, aware of changes the skipper might be making
 - c. Jib Trimmer
 - i. Trimming normally for current point of sail, aware of changes the skipper might be making

- d. All others
 - i. Staying aware, out of the way, continuing any job previously given, unless told to standby.
3. "Prepare to Gybe" is a command that signals to the crew that the vessel needs to be prepared to gybe
- a. Skipper - Once they have positioned the boat on deep broad reach, announces "Prepare to Gybe"
 - b. Mainsheet trimmer -
 - i. Once the trimmer hears "Prepare to Gybe":
 - ii. Keeps mainsheet neat and free from sailors
 - iii. Centers traveler and make sure it is cleated
 - iv. S/he trims/sheets in mainsail to center of boat
 - v. If mainsheet trimmer will need to switch their weight to the other side of the boat after the Gybe they should move now
 - vi. Responds "Ready!" once the mainsail is sheeted in to the centerline (the end of the boom should be over the boat). From this "Ready" until the boat is on a new tack and sailing along, all crew should be on heightened alert.
 - c. Jib trimmer - ready to release (current) working jib sheet and preparing (new) lazy jib sheet
 - i. Responds "Ready!" once they have new jib sheet prepared. From this "Ready" until the boat is on a new tack and sailing along, all crew should be on heightened alert.
 - d. All - Everyone is sitting in the cockpit of the boat
 - i. *heads lower than boom*
 - ii. Prepared to switch weight if necessary
 - iii. Make sure bodies are clear from sheets
 - iv. Make sure bodies are not in the path of the traveler and the predicted path of the mainsheet
 - v. ALL SAY - "Ready!" when ready. From this "Ready" until the boat is on a new tack and sailing along, all crew should be on heightened alert.

ALL MEMBERS OF THE CREW SHOULD HAVE NOW RESPONDED WITH A "READY" If they haven't, it is NOT APPROPRIATE to gybe.

4. "Gybing" is the signal/warning that the boat is changing direction and the sails will soon change sides. (Alternative warning is "Bearing away")
- a. Skipper -

- i. “Gybing”/“Bearing away”
 - ii. This command accompanies the movement of the tiller that will change the tack of the sailboat.
 - iii. This can and should be a slow turn, with minimal tiller movement
 - iv. Not as fast or as wide as when tacking
 - v. Tiller should not be all the way over to one side
 - vi. Skipper needs to be aware of the expected path of the sailboat post-gybe
 - b. Mainsheet Trimmer -
 - i. Is prepared to release and ease mainsheet in a controlled manner, but not stopping the boom from swinging, nor the sheet from running through its blocks
 - ii. Hands on mainsheet, at least 1-2 feet from cleat (mainsheet cleated/uncleated)
 - c. Jib Trimmer - maintains control of the pressured jib sheet - don’t let go
 - i. Watches for jib to switch sides
 - ii. Is prepared to move body weight if needed (sit on other side of the boat)
 - d. All - On heightened alert of all that is happening in and outside of the boat, if no other job.
- 5. “Gybe ho” is a warning that the boom is crossing the boat. (Alternative signal is “Watch the boom”, “Boom”, or “Gybe oh”)
 - a. Skipper
 - i. Continuing to smoothly steer the boat through the gybe, if the desired new path has not yet been reached
 - ii. *Ready to counteract/respond to forces on boat from the mainsail on new side
 - b. Mainsheet Trimmer - “Gybe ho” (Often the skipper, but if there is a mainsheet trimmer, it is appropriate that they be watching this movement of the sail as well)
 - i. Eyes on the mainsail.
 - ii. Says “Gybe ho” as the leech of the sail flicks over (when the wind catches the opposite side of the sail) in order to warn the entire crew of the boom’s movement.
 - iii. The Mainsheet Trimmer, watching the movement of the sail to the new side, eases the mainsheet in order to slow the mainsail in a dynamic way. There should not be a slam of the mainsail on the new leeward side (whether against the shrouds or against the sheet

blocks)! Instead the force of the movement of the sail should be dissipated/controlled by the sheets running through the blocks.

- c. Jib Trimmer -
 - i. Releases old jib sheet (new lazy sheet)
 - ii. Trims in new working jib sheet
 - d. All - On heightened alert of all that is happening in and outside of the boat, if no other job.
 - i. Eyes should be on mainsail, and ready to say "Gybe-Ho!" if boom is changing side and mainsheet trimmer has not noticed and called it out; or eyes should be outside the boat helping watch for traffic, other boats, puffs, etc.
 - ii. Weight change if appropriate
 - iii. Keep bodies and head low in boat - still down wind!
6. Boat on new tack, sails on new leeward side
- a. Skipper - Taking care to steer the boat to the new desired point of sail, without over-steering and without steering the boat back through a 2nd gybe; while communicating with the crew about where s/he is pointing the boat
 - i. Don't gybe back
 - ii. Stay on new broad reach for a moment if safe
 - b. Mainsheet Trimmer - Adjusting the mainsail according to the new point of sail
 - c. Jib Trimmer - Adjusting the jib according to the new point of sail
 - d. All - On alert of all that is happening in and outside of the boat, if no other job.
 - i. Changing weight placement, getting into good positions for sail trimming downwind, etc.
 - ii. Keep bodies and head low in boat - still down wind!