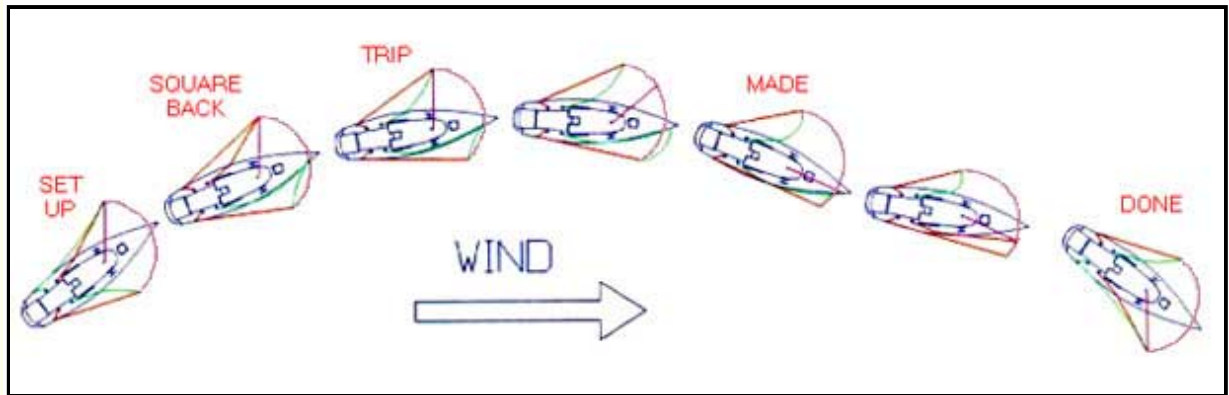




DIP POLE GYBES USING LAZY SHEETS AND GUY



Kame Richards / Pineapple Sails

This is a detailed description of the steps needed to complete a dip pole gybe on a boat in the 35 foot plus range.

The information is presented in two outline forms, first as an overview of the whole boat...essentially a [managers view](#), and this one, reorganized to the job-specific view showing what each task should be doing, in order.

An [explanation of the graphics](#)

DRIVER

"SET-UP" This call comes from you.

Call "set up for the gybe" loud enough for everyone to hear. Get an idea on what the heading is going to be on the new gybe. Watch how quickly the crew is getting ready. Are they covering all bases?

"SQUARE BACK" This call comes from you.

Start the boat bearing off, usually before you ask for the square back, but after you are convinced the important bases are covered. Watch the spinnaker and the mast head windex, and the angle of heel. Keep the cockpit crew apprised of how the bear-off is going, like slowly, or move faster!

"TRIP" This call comes from you.

The first time the boat heels to weather, call "TRIP!" loud enough for all the crew to hear. Keep the boat turning continuously through the gybe. DO NOT try to sail dead down wind while the gybe is completed. In light air the boat will not heel to weather, so call "TRIP" just before the boat is on a dead-down-wind heading.

"MADE" This call comes from the bow person.

Swing the boat onto the new gybe, and hold a steady course. Pay ultimate attention to the apparent wind angle, and the direction the spinnaker wants to move towards. There are big gainers for not collapsing the sail! At this stage it is mostly up to you.

DONE It is not clear when the gybe is all done!

Line the boat up on the new course. Watch the sail and the apparent wind angle...don't gybe back! Nobody is ready! If the air is light, push the boat up onto a reach right away to build up the boat speed again. Keep talking to the spinnaker trimmers so they know what you are going to do next.

BOW PERSON

"SET-UP" This call comes from the driver.

Be sure you have enough lazy afterguy at your disposal. Double check that the lazy spinnaker sheet is OVER the top of the spinnaker pole, not hanging down outside the pole tip.

"SQUARE BACK" This call comes from the driver.

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Hold the lazy guy your favorite way to get it into the pole jaw properly. Watch the driver and angle of heel for clues as to when the "trip" call will come.

"TRIP" This call comes from the driver.

Focus on the incoming pole. Hold the lazy guy in two hands with about a foot of guy between them. Catch the jaws of the pole with this loop. Resist the urge to catch the pole with your hands.

"MADE" This call comes from the bow person.

When the new afterguy is in the pole jaws, and the jaws have closed, call "MADE!" loud enough for everyone on the boat to hear. The entire crew's actions are at a standstill until the "made" call is announced. It comes from YOU. Hold the pole until the afterguy pulls the pole away. This will prevent a slack afterguy from looping over the end of the pole.

DONE It is not clear when the gybe is all done!

As soon as the pole is made and you know the new afterguy is cleanly in the jaw you are all done in the bow. Move your weight aft and look for people who need assistance. First choice: help get the topping lift up, and the spinnaker pole car back down to its normal position. If the lazy spinnaker sheet is on top the pole (it typically is at the end of a gybe), pull out the slack and wrap the sheet around the afterguy to prevent the sheet from falling off the top of the pole.

MAST

"SET-UP" This call comes from the driver.

Move spinnaker pole car up to the gybing position.

"SQUARE BACK" This call comes from the driver.

Hold onto the trip line on the pole.

"TRIP" This call comes from the driver.

Trip open the pole with the trip line, and swing the pole in towards the bow with the trip line. Look to be sure the pole jaw has really opened and the old afterguy has come out. Your next area of concern will be helping to get the topping lift back up by bouncing at the mast. Move in that direction.

"MADE" This call comes from the bow person.

After the "made!" call, repeat the call while looking aft. Wait for tension in the afterguy, then help pull up the topping lift by bouncing it at the mast. Watch the outboard end of the pole...do not let it poke straight at the sail, which will be a problem if the topping lift is pulled up before the new afterguy is trimmed in.

DONE It is not clear when the gybe is all done!

Move the inboard end of the spinnaker pole car back to its normal sailing position.

TOPPING LIFT

"SET-UP" This call comes from the driver.

Place topping lift around winch, and be sure the sheet stopper is all the way open.

"SQUARE BACK" This call comes from the driver.

Start easing the topping lift slightly (inches), and know where the black mark on the topping lift is for life-line and pulpit clearance for the spinnaker pole.

"TRIP" This call comes from the driver.

Look at the black mark on the topping lift and ease quickly to the proper location. Focus on the mark more than the pole. If the car on the mast is in the right place the pole will end up in the right place.

"MADE" This call comes from the bow person.

After the "made!" call, pull up the topping lift. Watch the outboard end of the pole...do not let it poke straight into the sail. Tearing the foot out of the spinnaker is not a successful conclusion to a gybe.

DONE It is not clear when the gybe is all done!

Trim the topping lift to the proper height for the current conditions.

AFTERGUY

"SET-UP" This call comes from the driver.

Prepare the afterguy to be squared back (needs a handle).

"SQUARE BACK" This call comes from the driver.

Grind aft the afterguy, being careful not to collapse the spinnaker.

"TRIP" This call comes from the driver.

As soon as the "trip" call is made, ease the afterguy about a foot. Leave it uncleaned. It has no more bearing on this gybe. Find another job, like grinding on the new spinnaker sheet.

"MADE" This call comes from the bow person.
This line has no function and needs no attention.

LAZY SHEET

"SET-UP" This call comes from the driver.
Get the lazy sheet around a winch. It will need a handle soon too. Constantly watch to be sure the lazy sheet stays on top of the spinnaker pole.

"SQUARE BACK" This call comes from the driver.
Trim aft the lazy sheet along with the afterguy. From now on the lazy sheet needs to be kept tight.

"TRIP" This call comes from the driver.
As soon as the "trip" call is made, this has become the active sheet. The afterguy must go slack in order for the pole to fall out promptly. This is why the lazy sheet has been tensioned through out the square-back.

"MADE" This call comes from the bow person.
Keep the spinnaker full. If the square back went well this should be a one person job for a while. If you need help call for a grinder.

DONE It is not clear when the gybe is all done!
Back in the saddle again...if the sheet doesn't need to be trimmed in, try easing it until the spinnaker luffs. Be sure you have a grinder.

FOREGUY

"SET-UP" This call comes from the driver.
Get somebody on the foreguy (it will need easing).

"SQUARE BACK" This call comes from the driver.
Ease the foreguy as the pole moves aft.

"TRIP" This call comes from the driver.
A big trim in will help get the pole moving in towards the foredeck.

"MADE" This call comes from the bow person.
Watch the pole and prevent the tip from "skying"...going too high.

DONE It is not clear when the gybe is all done!
Firm up the foreguy when the pole is in it's proper position.

LAZY GUY

"SET-UP" This call comes from the driver.
Remove all wraps from the winch so the bow person can pull out the necessary slack.

"SQUARE BACK" This call comes from the driver.
Do nothing at this time.

"TRIP" This call comes from the driver.
Keep waiting!

"MADE" This call comes from the bow person.
No more waiting now!. As soon as the "made" call comes through, grind the pole aft FAST!. This is typically a two person job.

DONE It is not clear when the gybe is all done!
Trim the afterguy to the current apparent wind angle. Help get the spinnaker pole set to the right height.

OLD SHEET...meaning the active sheet at the start of the gybe

"SET-UP" This call comes from the driver.
Get ready to ease during the "square-back."

"SQUARE BACK" This call comes from the driver.
Ease the sheet as the boat bears off, being careful not to collapse the spinnaker.

"TRIP" This call comes from the driver.
Fly the spinnaker, but don't ease the clew past the headstay

"MADE" This call comes from the bow person.
Hold on to the old sheet while the afterguy is trimmed aft. Sometimes the old sheet needs to be eased in order to square the pole to the proper position. Do not let the clew of the sail get past the headstay.

DONE It is not clear when the gybe is all done!
This is the perfect time to be sure the lazy (old) sheet is over the top of the spinnaker pole. It usually ends up on top at the end of a gybe. Wind the lazy sheet around the guy to prevent the sheet from falling off the top of the pole.

NEW SHEET...meaning the lazy sheet at the start of the gybe

"SET-UP" This call comes from the driver.

Get ready to trim on the new sheet when the square back call comes.

"SQUARE BACK" This call comes from the driver.

Trim in the new sheet as the pole is trimmed aft. It is important to keep the new sheet tight through out the remainder of the gybe.

"TRIP" This call comes from the driver.

You are now flying the spinnaker. Watch the sail carefully as the boat continues to turn through the gybe.

"MADE" This call comes from the bow person.

Keep the spinnaker full. If the square back went well this should be a one person job for a while. If you need help call for a grinder.

DONE It is not clear when the gybe is all done!

You are now the primary spinnaker sheet trimmer. Be sure the sheet is eased as far as possible. By now you should have a grinder helping you.

MAINSAIL

"SET-UP" This call comes from the driver.

Cleat the traveler on both sides to prevent the traveler car from banging into the end of the track. Get ready to ease the main sheet during the gybe.

"SQUARE BACK" This call comes from the driver.

Ease the mainsheet as the boat bears off.

"TRIP" This call comes from the driver.

Gybe the mainsail at the "trip" call.

"MADE" This call comes from the bow person.

As long as the mainsail has gone across, look around for someone who needs help...most likely the new spinnaker sheet trimmer, who may need a grinder.

DONE It is not clear when the gybe is all done!

Trim for the new apparent wind angle.