



OCEAN RACING CLUB OF VICTORIA

BOWMAN ESSENTIALS

CONQUERING THE POINTY END

OFFSHORE



Bowman's Course

10-11-2021

Welcome Back

Course Progress

Lesson 1. An introduction to working the bow

Lesson 2. Practical bow work on the racecourse

Lesson 3. Practical bow work on the racecourse (continued)

Lesson 4. Offshore Racing Session

Session No.4 Offshore Racing Session

- What's different ? Heightened risk.
- Risk reduction strategies.
- Exercise.
- Key procedures
- Hands on exercises (bit of fun).
- Disaster recovery, with a focus on keeping going.
- Big boat considerations.
- Short handed considerations.



Offshore bowman module

- **Learning outcomes**
 - By the end of the session participants will be able to:
 - ✓ Describe risks associated with doing the bow offshore
 - ✓ Describe approaches to bow offshore which reduce risk and maximise performance
 - **Session Objectives – Participants will be able to:**
 - ✓ Describe risks associated with doing the bow offshore
 - ✓ Describe approaches to bow offshore which reduce risk and maximise performance
 - ✓ Describe reasons why those approaches would be used and when
- **Course Objectives**
 - To help develop & upskill the next generation of bowmen and women by passing on the basic skills, knowledge and tips learned from over 30 years on experience in this area.
 - To help raise the standard of crew work (and bow work in particular) of club level yachts that may be looking to take the next step of entering their first ocean race or major regatta.
 - To assist and encourage crew members to move into the bowman's role with a degree of confidence and understanding of what the role involves and why certain things are done.
 - To provide boat owners with an avenue for training members of their crew so they do not have to rely purely on on the job training that involves lots of "trial and error" & experimentation.
 - To provide a more formal explanation of how and why things are done on the bow

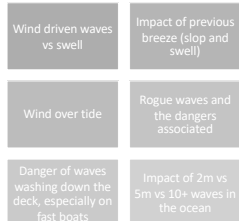
What is different about going offshore?

Brainstorming Session

Wind



Waves



Daylight (or lack of)

Impact of darkness on procedures (and memory). Discuss the importance of routines and the ownership of halyards in particular.

Discuss torches and distraction factor for helming.

Discuss communication front to back and the key role of pit.



Watches

Should the Bowman stand a regular watch or float between watches?

Discuss impact of smaller crew numbers.

Handing over bow when changing watch.

Job roles and how they merge on smaller boats.

Fatigue and the impact on clear thinking and memory.

Staying dry, warm and well fed (toughing it out vs high performance).



2-handed sailing considerations

2-handed sailing = you mostly sail alone.

Smart systems (reefing, headsails and spinnakers in particular).


Processes (often done alone).

Autohelms and sail trim when going forward.

Staying safe, avoiding MOB.



Risk reduction strategies.



Reducing risk / optimizing performance

Clever design:

It works (maintenance, fit for purpose, training)

Led it back to the cockpit where possible

You can reach it when clipped on

Hands and fingers clear of the high loads

Clipping on, especially when heightened risk:

Training clipped on

Culture and leadership

Storing stuff, clip on too

Reducing risk / optimizing performance:
continued

Routines and procedures

People know them, have trained to them and always follow them

Things go wrong regularly when you break routine

Everything on the bow has an "owner", e.g. most does the back of the sail, leeward the hatches, get parking permissions or whatever your boat does

Crash down to the smallest of things, e.g. sail bag top unzipped and dew and ready for drop prior to stowing inside

Clear policies and discipline, e.g. sails always packed and bagged before taken down

Welfare:

Staying as dry and warm as possible

Sleep or at least rest

Food and nutrition

Seasickness

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Reducing risk / optimizing performance: continued

Watch handover:

- Scan out the plotter, gain situational awareness
- Covers what sail is up, on what halyard
- What has changed since previous handover?
- If known, find out what is likely to occur soon – chat to the tactician
- Put the kettle on for the next watch

Clear decks (don't be slack):

- Unused sails bagged, ideally taken downstairs
- Halyards stored properly
- Clean up cockpit and decks of unused ropes
- Visual, look for problems (e.g. loose rigging, broken or loose fittings)



Exercise – Race to Stanley



Exercise – Race to Stanley: continued

Pre-race

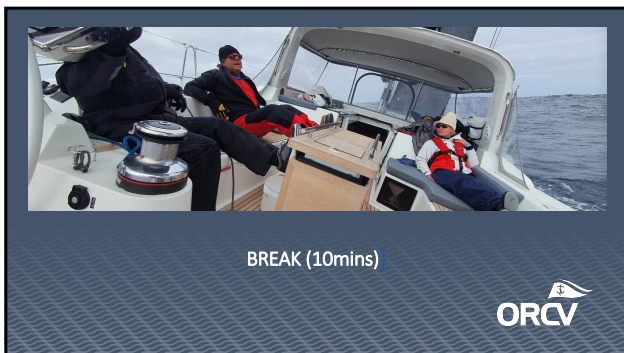
- Stacking the boat – what sails where?
- On deck – likely set up?
- What ropes are run? What aren't?

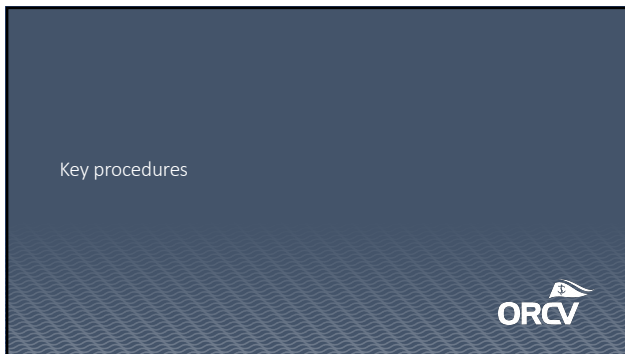
- While running, any more prep to do?
- Some changes occur quite quickly, how does that impact prep?

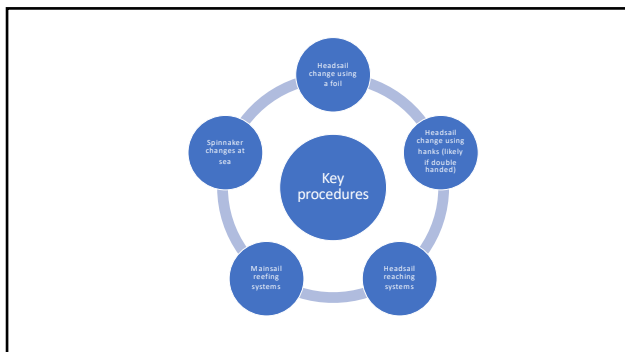
- What can you predict will happen? How will that affect your role?
- What is the impact of squalls?
- When do you prep for the moderating Westerly?
- What if it gets stronger (more than forecast)?
- What changes are needed if the boat swaps to survival mode?

- What do you do with the storm sails when you take them down? Will they be needed again?









Key procedures: continued

Headstall change using a foil

- Pre-race prep – race packing, storage of sails (discuss leach battens)
- Disciplined culture (e.g., no sails taken downstairs unpacked)
- 2 person procedures (front and back of sail)
- Working uphill, for example pre-tying of sheets on the clew, dragging sails uphill on rail to pack
- If tack is possible – Tack change (run through procedure, ideally reuse windward unused sheet, include discussion about when it is possible to drop into the bag and when it isn't)
- If not tack is not possible – Full inline change, run through procedure using change sheet or rerun windward sheet. Discuss impact of new sail inside vs new sail outside. Discuss friction resulting from wet sails.
- Discussion – hollards left forward or on the mast?
- Discussion – lockouts, tangles and where things tend to go wrong

Headstall change using hanks (likely if double handed)

- Discuss advantages and disadvantages of hanks vs foil
- Discuss types of hanks (e.g. soft hanks with plastic clips, hard brass clips, soft hanks with rings)
- Discuss procedure and where delays lie – e.g. clipping and where/how you can cut out time
- Discuss setting up a Storm Jib

Key procedures: continued

Headual reaching systems

- Outboard sheeting options – outer tracks, adjustable clew rings, jury rigged systems
- Reaching strut, typical set up

Mainail reefing systems

- Stab reefing discussion – different systems for tack end, lazy jacks and boom bags, foot ties, procedural considerations
- Third reef considerations
- Furler reefing systems – must furlers vs boom furlers and discussion around where they can go wrong
- Tryalls

Spinnaker changes at sea

- Symmetric to Asymmetric and vice versa
- Bigger to smaller
- Smaller to bigger
- Discussion – lockouts, tangles and where things tend to go wrong

Games – Get Ready ..



Bowline – timed

- Tie a bowline
- Tie one blind folded
- One-handed bowline

Coiling halyards ready to hang – timed

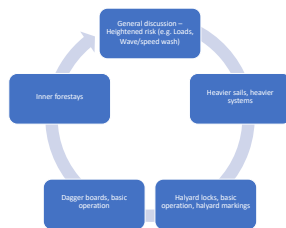
- Climbers method

Disaster recovery, with a focus on keeping going.

- General objective – stay safe then maximize performance (keep going)
- Broken or accidentally disconnected sheet (shaken loose) – recovery process
 - Headstall
 - Spinnaker
- Broken or shaken off halyard
 - Recovery
 - Repair
- Rig issues (e.g. leeward shroud)
- Severe broach (e.g. Chinese Gybe, pinned runner)
- Self-inflicted (note at sea at least other competitors don't notice) – tangles, lockouts, lost halyards



Big boat considerations



Disaster recovery, with a focus on keeping going.

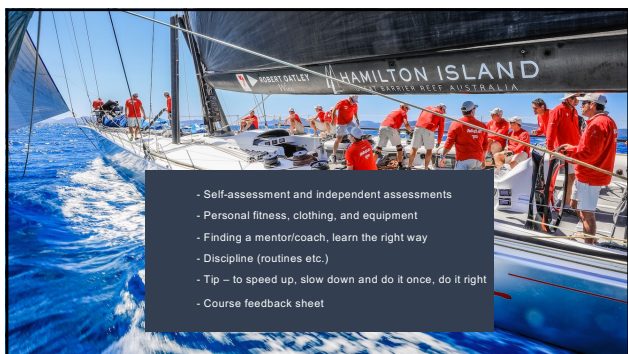
Reality - Both no dippers need to be capable on tow

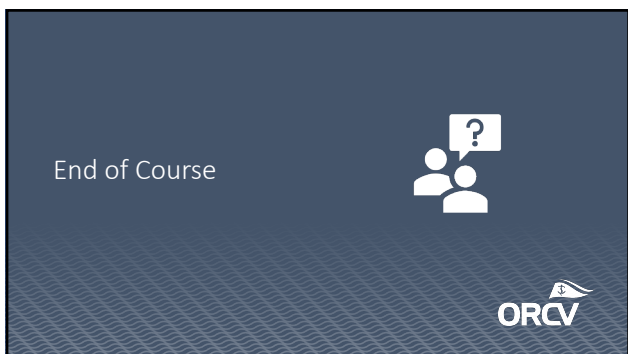
Spinnaker socks, discuss function and use

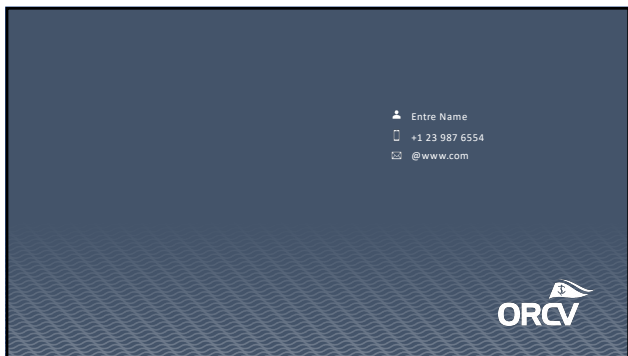
Furlers - different design, function and use

MRB consequence, especially when alone on deck, so most likely left hand











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ORCV Office 3 Aquatic Drive Albert Park VIC 3206
orcv@orcv.org.au