

## Rhodes-19s at Courageous

**Rigging:** Easy on the jib halyard as you will likely want some power from your jib unless it is windy. Main halyard is much harder to raise but it's also possible to overdo. Outhaul should be loose enough to give you "return" on the leech even when it is getting windy. Clean up the loose halyards and dock lines. Snug the backstay to help stabilize the rig in waves.

Be sure to pump out any bilge water and keep sail bags, main cover, and boom crutch aboard. Note how the spring lines are run so you can duplicate that when de-rigging later. In a Northerly, turn the boat around before raising the main. Radios on channel 69 are good to have but not necessary.

**Harbor Traffic** is big and serious in Boston Harbor and it comes in all sizes. This includes (from small to large) water taxis, law enforcement, party boats, ferries, barges, tankers and super tankers. Never cross a commercial vessel by less than four boat lengths, their boat lengths, not yours. Heads up, eyes open.

**Balance:** The R-19 keel is small and aft so some heel angle is needed. Skipper needs to show the crew what a balanced helm looks like so the crew can duplicate that heel angle required to balance the rudder. Too much heel or too little makes the boat go sideways. In light air both crew and skipper might sit to leeward.

**Fore and Aft Trim:** Resist the temptation to sit in front of the traveler bar. The crew may sit forward but the skipper needs head back for a panoramic view of the sails, wind, and other boats.

**Jib Trim:** Full trim with jib car in the middle of the track is tight but with the upper jib leech parallel to the boat, not hooking into the main. Ease the jib often by very small increments for power through powerboat wakes. These upwind adjustments are as little as 1/8 inch and as much as one inch. The trick downwind is to make super-fast transitions from jib reaching to winging and via versa with minimal jib luffing.

**Main Trim:** Trim in then pull the traveler to windward until the boom is on centerline with the boat. Tacking the traveler is awkward at first but with a little practice... The default is to center the traveler and pull the sheet in just a little harder. In heavy air, hike and play the sheet.

**Starts:** "Start where the others are not" works well here. The RC is usually pretty good at setting the line square to the mean wind direction so that a favored end is temporary and tends to be where most of the bad starts happen. During the last minute keep speed at least one half. Coming to a full stop is a big mistake as it takes forever to regain speed.

**Tacking** is slow but you must tack to avoid holes and find puffs and shifts. Roll tack hard, then power out with jib at 95%. Cost of tacking is at least one boat length so minimize total tacks.

**Current** is often coming out of the Charles River (Zakim bridge) especially when the locks are open two hours either side of low tide, sometimes longer after heavy rain. There is sometimes current coming out of the Mystic River (Mystic Tobin Bridge) as well. The flood tide from the sea is weak in this part of the inner harbor.

**Courses:** Usually course 4 with offset but gates only when fleet size warrants. For course three finish between the windward and offset marks.

