

Segeln als Team sport

Einführung ins Regattasegeln für Anfänger

- Motivation und Ambition
- Passagier oder Crew?



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www.alove4sailing.com

Nicht jeder kann und will gewinnen

Gibt es eine Lücke zwischen meinen Ambitionen und denen meiner Crew?

Lücke zwischen Ambitionen und zeitlichen Möglichkeiten?



Hochleistungsteams



Engagement für die Sache



Wechselweise Führung



Leistungsbereitschaft durch Humor und Spass

Crewaufteilung

- Steuermann
 - Gefühl fürs Schiff
 - Gefühl für Beschleunigung
 - Kaltblütigkeit bei kritischen Situationen
- Mittschiff/Vordeck
 - Speed und Physis (Gewichtstrimm!)
 - Beobachten und Kommunizieren
 - Rundung und Spi

Gute Segler: Gute Crew

Yngling-Beobachtungen

- Drei ist einer mehr
- Bootshandling macht den Kopf frei
http://www.scrge.ch/files/Ynglingcrew_0.pdf
- Taktik und Manöver!
- Moral
 - Debrief, Humor!
 - Es gibt immer eine neue Chance



CREW AT WORK

FIVE THINGS FOR THE MIDDLE PERSON TO THINK ABOUT:

BY BUDDY MELGES

1. Your Primary Job is speed and balance
 - Keep the boat moving at all costs.
 - You call the balance, move the Jib person, move and advice the entire team, and remind the skipper that he should be up on the rail or down low.
 - Work with the skipper to keep the power up.
 - Constant communication on everything is important
2. Get your head out of the boat
 - Look in areas your skipper cannot see regularly, in the corners, behind and under the sail.
 - Look for the quick changes, more wind, another boat heeling up, changes in flags.
 - Evaluate your trim against other boats. Is the mainsail over or under trimmed. Is the jib different then other boats.
3. Prepare for Mark Roundings
 - Ensure that the guy line is free on the set.
 - Get the spinkaker out on the deck before the launch.
 - When dropping the spinnaker grow tall and get big chunks down first and then tidy up.
 - Get the boat around and in the grove before cleaning up.
 - Give the 3rd time and opportunity to do his / her job.
4. Fly the Spinnaker
 - Get the pole at the right height, so that the first curl is in the middle of the sail.
 - Pull the pole back so that the front edge is vertical. Erron the side of exposing more sail. ie back
 - Let the skipper call the shots downwind and not fly the chute. It's his job.
 - Skipper and 3rd do the balance downwind.
 - Keep the chute square in the jibes, rotate the chute around early.
 - Get your foot off the sheet when dousing.
5. Don't let the skipper get down, Attitude is everything
 - Don't be the grumpy moe. Have an arsenal of jokes to cheer up the skipper when things go bad.
 - Keep working hard even if things go bad. You could be back at the office.
 - Keep the racing fun. There is always another leg to pass boats and sometimes another day...