



Work and Rest Explanations



The above chart indicates common situations where work and rest modes can be implemented.

Gusts + Lulls

When a **gust** hits, the boat will be relatively slow compared to the new wind speed. This will require a big work effort to increase speed. We use a similar checklist as shown in the video, however, easing sheet may be a requirement in all instances of heavy wind gusts to buffer the initial increase of power and avoid heel.

Some key points for managing gusts in heavy wind:

1. Stay straight at all costs - don't allow the boat to round up
2. Work very hard at the onset of the gust to get the boat speed up ASAP
3. Don't take your rest until you can get your sheet back in

Lulls provide an opportunity to bring your shoulders up and take a quick rest. Compared to light and medium wind, it's not as common to have big lulls that provide long periods of rest - Nor is it healthy for the overall VMG to be taking rests in heavy wind. If you find yourself in a bigger lull, try to initiate work mode ASAP with sail controls. By easing controls, we can avoid having to



reduce weight for too long. Stay faithful to normal hiking body position, until sail controls cannot be utilized further to maximize power.

1. Sit up to avoid windward heel but keep Normal Hike body position (Do not transition to marginal hike)
2. Ease vang and cunningham slightly
3. Go back to work mode
4. Never sit inboard to a marginal hiking position if the condition is still heavy wind. If the lull is actually a big, long term change in wind velocity, then realize that you are now sailing in medium wind, and the first priority is always to maximize hike - so setup your sail control for higher drag to never leave normal hiking body position.

Lifts + Headers

In lifts and headers, we relate working/resting to directional moding of the boat. In lifts you will generally look to sail a lower mode and in headers you may be forced to sail a higher mode. Sailing low mode means to sail below close-hauled for strategic or tactical purposes. Likewise, high mode means to sail nudged up against the pinching edge using a tighter sheet.

A lift is when the true wind moves aft on the boat. In heavy wind this is always felt as an increase in power. Our checklist is similar to gusts but the purpose differs slightly. In heavy wind and in a lift there is a great opportunity to increase VMG by sailing very fast initially, then deciding what to do tactically and strategically with your speed. When a lift initially hits you will follow the same protocol as any slow boat paradox, and look to stay straight and increase speed. This means sailing below the new close hauled angle initially with additional hiking. Sailing low on a lift is most often beneficial, and you won't have the risk of accidentally rounding up in a gust if there is minimal shift component involved. Once fast, you can choose whether to round up to close-hauled, or continue lower and faster for tactical purposes. Understand if you want to continue to stay low with a productive VMG, there is NO opportunity to rest below close-hauled.

A header is the opposite of a lift when it comes to general moding. In a header, you'll never sail low mode, as the VMG is extremely poor. Instead, you can spend more time with a tighter sheet sailing slightly higher, but still avoiding pinching. Since headers are typically a great time to tack, "sailing high on a header" applies to more rare specific tactical or strategical scenarios where this may be warranted. A header will usually force you into high mode as boats to leeward start to gain an advantage. In a high mode, you may be required to use very brief moments of hard hiking (work) to maintain speed.



Swell

Swell offers a very unique Work/Rest mode opportunity. As you bear away at the top of a swell and ease sheet, this will be your work mode and maximum hiking effort. Once fast and heading back up the next swell you will be fast and can trim your sheet back on and take a momentary rest until you reach the top of the next wave and are required to work again. It's often hard to predict boat speeds in swell, so you will only get a rest on waves that give you the biggest speed boosts. Likewise, swell that slows the boat more will require more effort to re-accelerate. While sailing in swell, it's sometimes difficult to see wind gusts... and often the waves themselves make for deep valleys of reduced wind speed, which is why rest modes in bigger swells can be caused by less wind.



Resting when fast and climbing swell Working when Slowed by climbing swell



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