

With the recent mast in the mud post lets revisit what needs to be done when the boat goes over. This is from my experience so please interject if you feel more experienced at flipping;-)

Above all else the only reason you capsize is skipper error. I know that's a bitter pill to swallow but its never the crews fault. For that reason the skipper always goes swimming. I don't care how cold the water is. Any time spent hanging on the high side or attempting to ooch up to get on the board is only helping to drive the mast under. This is especially true when the skipper is heavier and the crew moves in to let you out to the end of the board. Game over

The crew needs to be focused on getting on the board asap. That is their only job. Even a light crew on the board can prevent the mast from driving under. If you are fast/heavy enough it could be coming back up before the skipper starts cleaning up their mess.

The skipper, still in the water, can release the vang and stow the chute if it was up. If your crew is well practiced the boat should be coming up on its own and you just get scooped up. If necessary you swim around and grab the board from below.

The mast float works and should be used if you are unfamiliar with the boat. There is nothing more detrimental to performance than mud raining down on you as you cross the line in last place. Anything lost to the mast float will be made up in confidence as you learn the boat. If the water is too cold to swim then you should use it without hesitation.

I think the boats are incredibly stable and hard to flip. However that stability can work against you if you let the boat invert so keeping the mast at the surface is critical.

