

# Start Racing

Redditch Sailing Club 2020



# Start Racing- Sessions

This series of sessions is aimed at those new to racing

Sessions:

1. Overview of Races and Race Preparation
2. The Start and the Beat
3. Mark Rounding and Offwind
4. **Tactics, Strategy and Basic Rules**





***Hi everyone at Redditch SC,  
These are tough times for all of us,  
especially those of us who are itching to  
get back on the water (I certainly am!)  
But stay strong, keep positive and I know  
that together we'll get through this.  
Wishing you all the very best of luck with  
the rest of the course.  
Take care.  
Alex***



# Tactics, Strategy and Basic Rules

- Being Prepared
- Five Essentials
- Where things go wrong!
  - The Start
  - The Beat
  - Marks
  - Offwind
- More on Rules
- Changes in Weather



# Overview of Races and Race Preparation

- Preparation – Physical and Mental
  - Boat Preparation
    - Is the rig tension correct?
    - Is the main fully hoisted?
    - Do you have a burgee and / or tell-tales, wind indicator?
  - Mental preparation
    - Study the course and understand your start time
  - Importance of the “Five Essentials”
    - Can you remember them?
    - Understand how to apply them to each leg of the course
  - Basic rule knowledge
    - Port v Starboard
    - Windward v Leeward
    - Mark rounding
    - Get yourself a good rules book!





**Main fully raised  
Mast raked slightly back  
Weight well forward so  
"Trim" is good**



**Good jib tension  
Lots of concentration and  
eyes on the tell-tales**



## Overview of Races and Race Preparation

- Rig tuning – there are lots of videos on YouTube to help you
  - Try these:
  - <https://www.youtube.com/watch?v=QfkVcCz5InA>
  - <https://www.youtube.com/watch?v=mVFnnHGUIOs>
  - Or Greg's recent one "Rigging and Sail Tuning" link via our website or:
    - <https://www.youtube.com/watch?v=FfOzx-Kd934&t=56s>

# Overview of Races and Race Preparation

FAULTS:

**Not rigged properly**

**Unsure about the course**

TIME LOST:

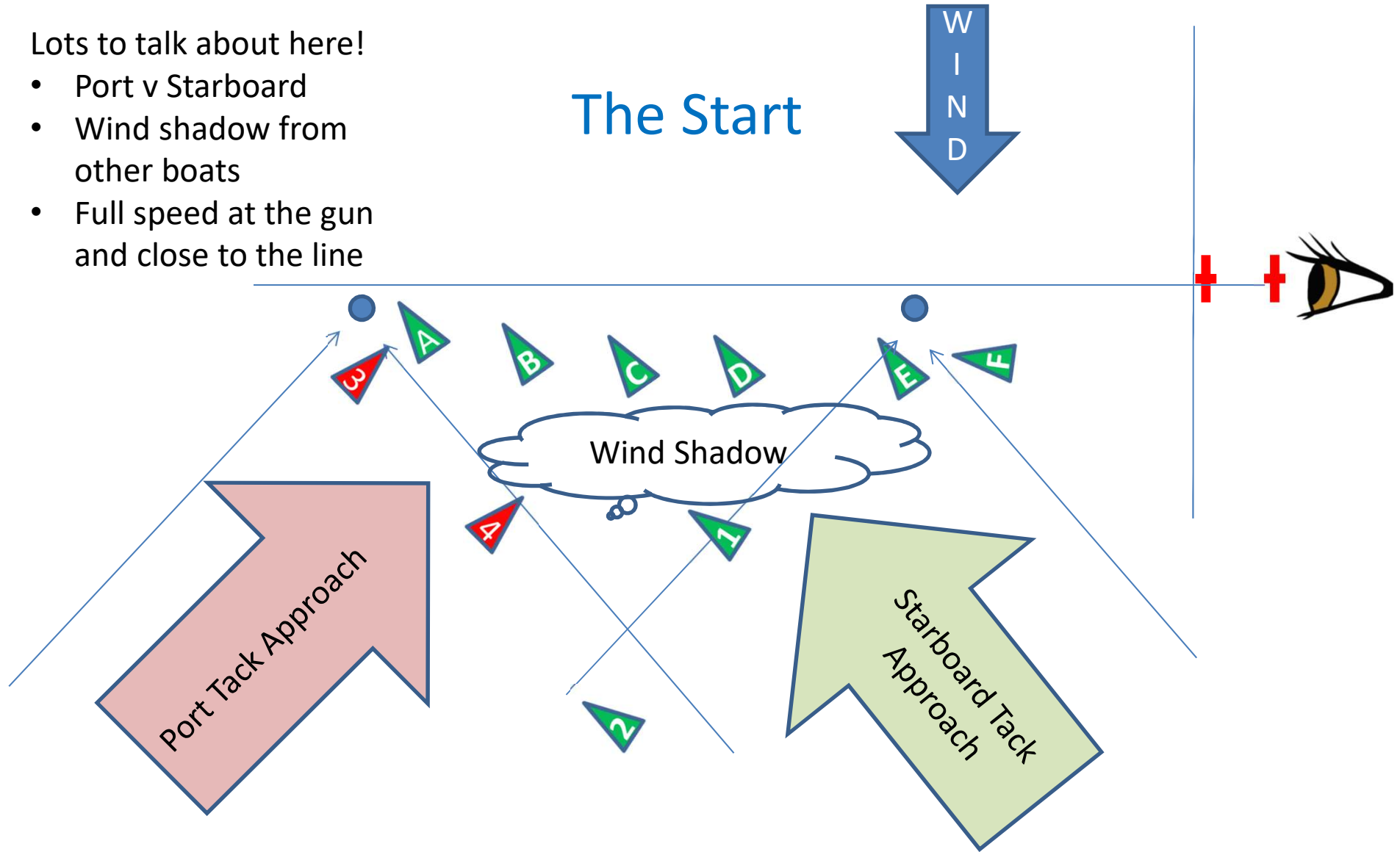
**30 seconds per lap – boat speed**



Lots to talk about here!

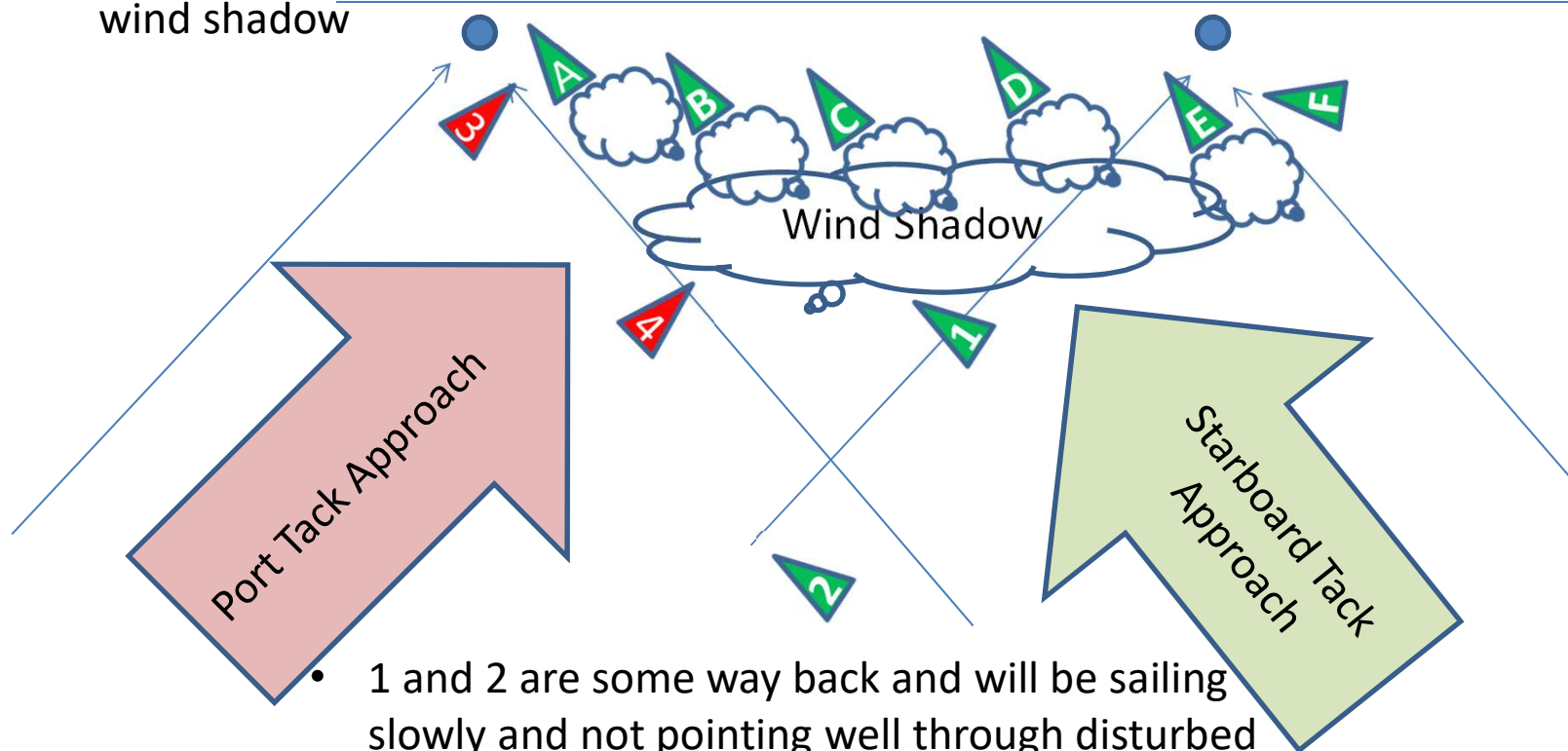
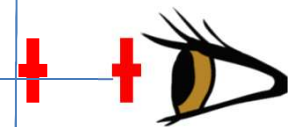
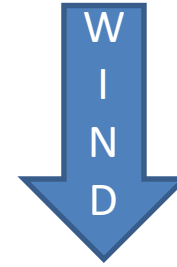
- Port v Starboard
- Wind shadow from other boats
- Full speed at the gun and close to the line

## The Start



- A to E are making good starts on starboard
- E is the only one who can tack immediately
- A and possibly D are the only ones not affected by wind shadow

## The Start



- 1 and 2 are some way back and will be sailing slowly and not pointing well through disturbed wind
- 3 and 4 are on port and will have to duck the fleet
- You can't call for Water at a start mark, so F can't barge in

## The Start

### Top tips – strategy and tactics

- **If you are a couple of boat lengths late at the start you could lose 10 more boat lengths by the windward mark because of the wind shadow. Your options are limited.**
- **Hit the start line at speed and on time!**
- **Never get too far from the line. It always takes longer than you think to reach it**
- **Practice slowing right down, holding your position and accelerating just before the gun**
- **Use your tell tales to make sure you are on the edge of the “no go” zone**



## The Start

### RULES TO CONSIDER:

- Port v Starboard
- Windward v Leeward
- No water at a start mark
- No “proper course” until the gun goes
- **Time for a Rules Interlude!**

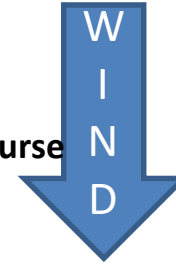
## Rules Interlude!

### ESTABLISHING AN OVERLAP and RIGHT TO LUFF:

- “To Luff” means to sail above your proper course
- Once you have an overlap to leeward of a boat you have rights to sail your proper course
- You may have rights “to luff” – it depends how the overlap was created
  - If you caught someone from astern you don’t have rights to luff
  - If someone caught you up to windward, you have rights to luff them
  - If the overlap is created because one boat has tacked, the leeward boat has luffing rights
  - Before the start, there is no proper course, so a leeward boat can sail up to head to wind without luffing rights
- When you luff, you must always give the windward boat room to keep clear
- The windward boat does not have to anticipate the overlap being created

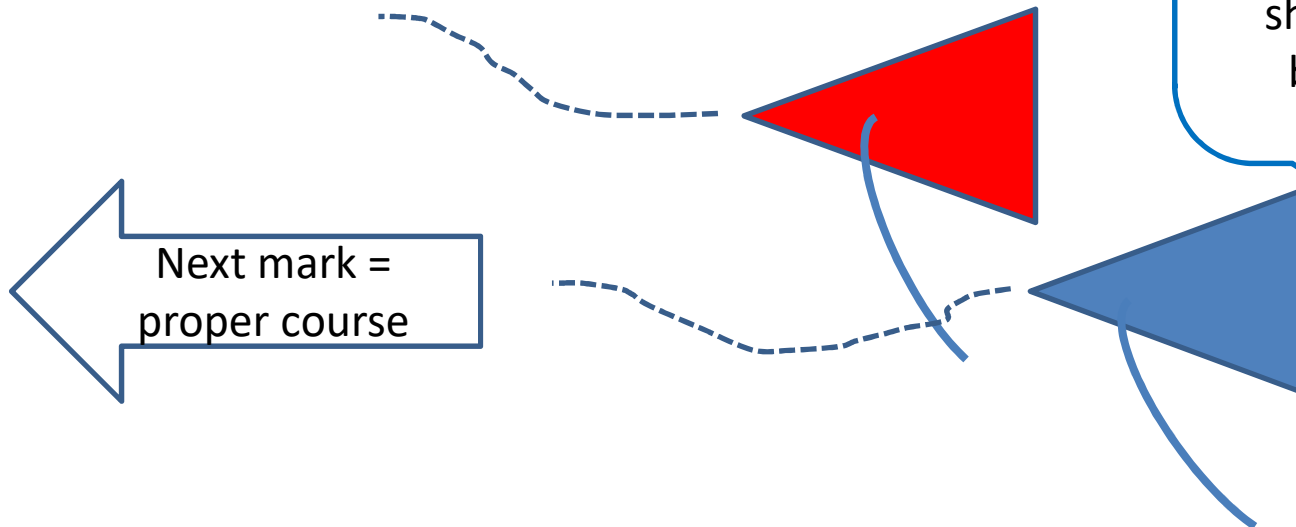
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Red doesn’t have to start keeping clear until the overlap is created. In this case, Blue is probably too close!

Blue has caught up Red from astern = no luffing rights. She can’t sail above her proper course. She must give Red room and time to keep clear (if she is about to sail into her boom then she probably hasn’t!).

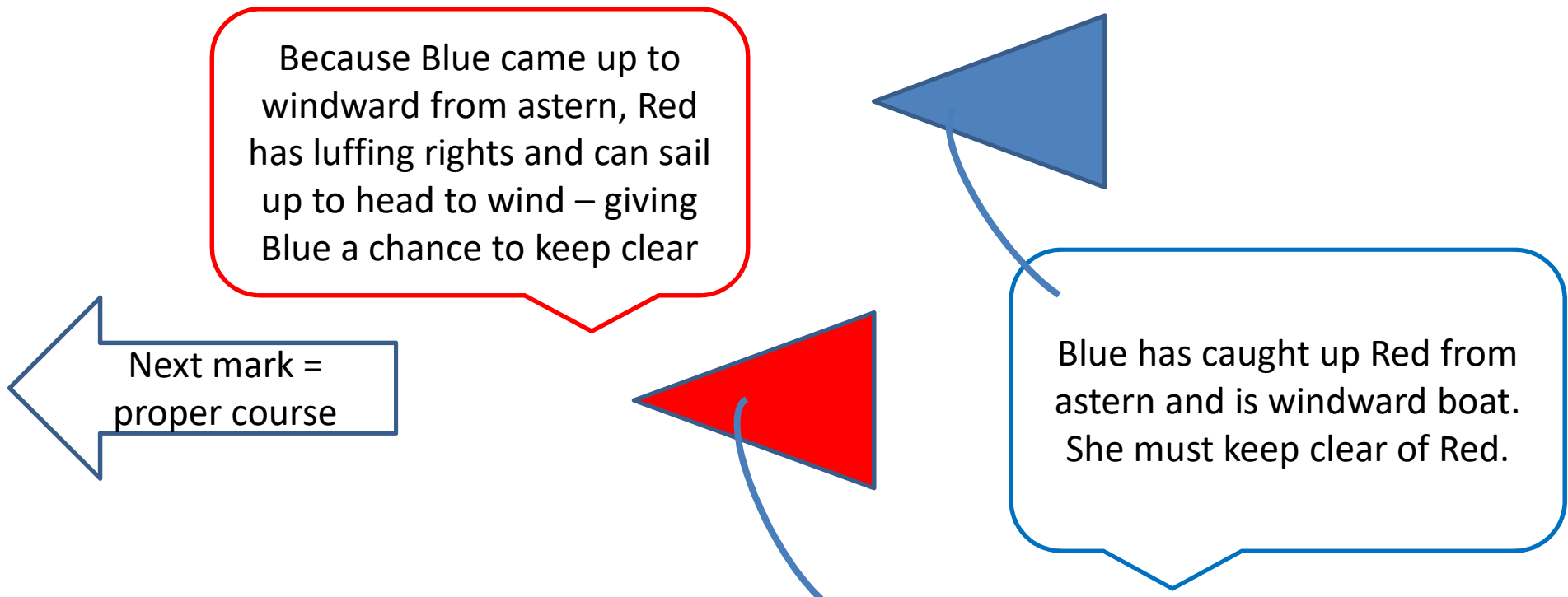
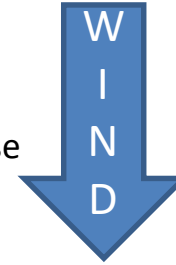


Next mark =  
proper course



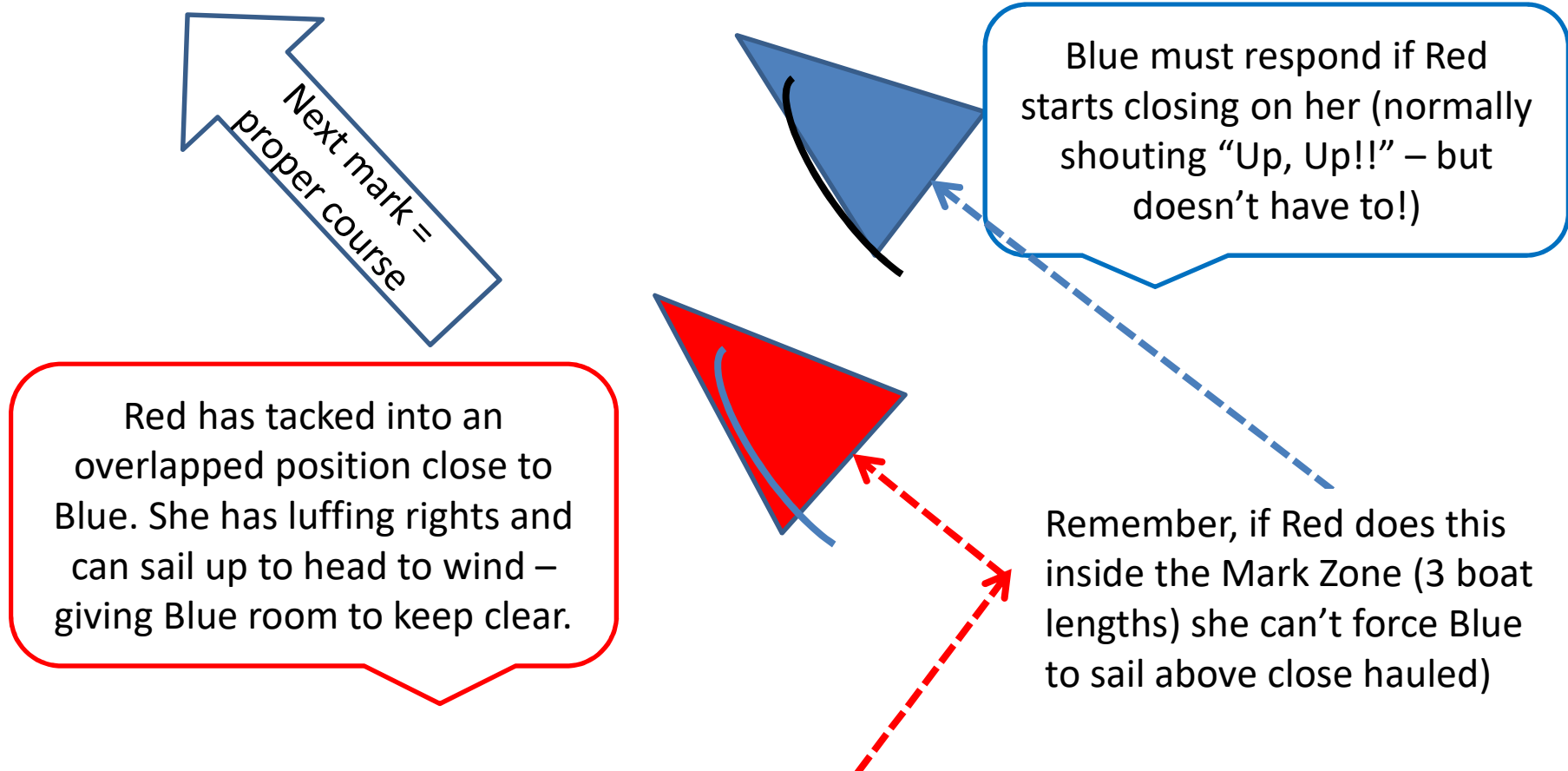
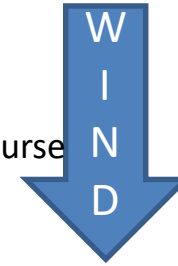
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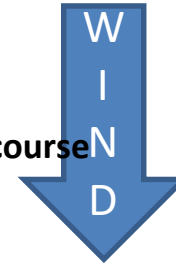
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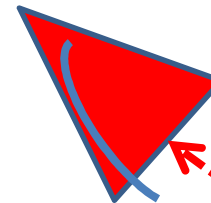
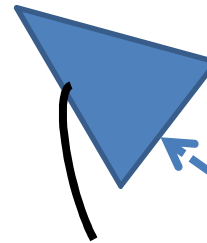
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----- Start Line

Before the start signal, Red has overlapped Blue from astern. Red can start luffing up to head to wind if wanted – giving Blue room to keep clear. Once the gun goes, Red can’t sail above close hauled.

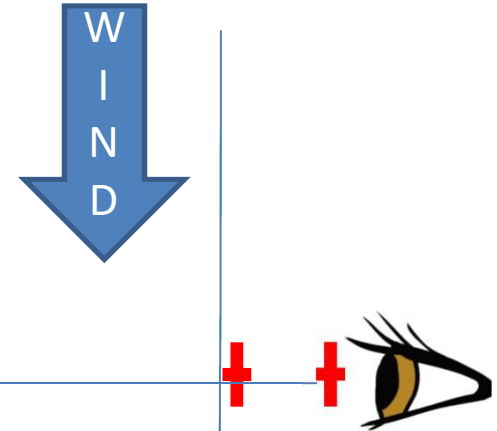
Blue may be idling with sails flapping. Once Red has an overlap, she must start to keep clear. If this means being pushed over the line early – that is tough!





- Port v Starboard
  - 3 v. A

# Start Line - Rules



- No water at a start mark
  - F v. E

- Rights to luff
  - Any of these can luff head to wind (slowly) until gun goes
  - Watch 1 coming in fast and asking D to luff up (and possibly over the line)
  - Then they can't luff above their proper course (close hauled once the gun goes) unless they established an overlap correctly (not from behind)

## The Start

FAULTS:

**Late starting**  
**Slow speed at gun**

TIME LOST:

**1 minute on first lap – boat speed due to poor  
wind and restricted options**



## The Beat

### Top tips - strategy and tactics

- **Boat speed and Direction (Five Essentials)**
- **If the tiller is straight the boat is fast**
- **Watching for headers and lifts using tell tales (Wind shifts)**
- **5 deg off the ideal direction = 10% more distance**
- **Pick your route around others (wind shadow etc). Create wind shadow on others!**
- **Tack well - learn how to roll tack**
- **Manage gusts without heeling (work the mainsheet and hike well)**
- **Calling for water to tack (for bank or Stbd boat) – plan ahead!**
- **Watch Port v Starboard and Windward v Leeward**



- Tell-tales are parallel
- Good jib tension has stopped the jib sagging to leeward
- Boat is nicely upright
- Spot the crew...?



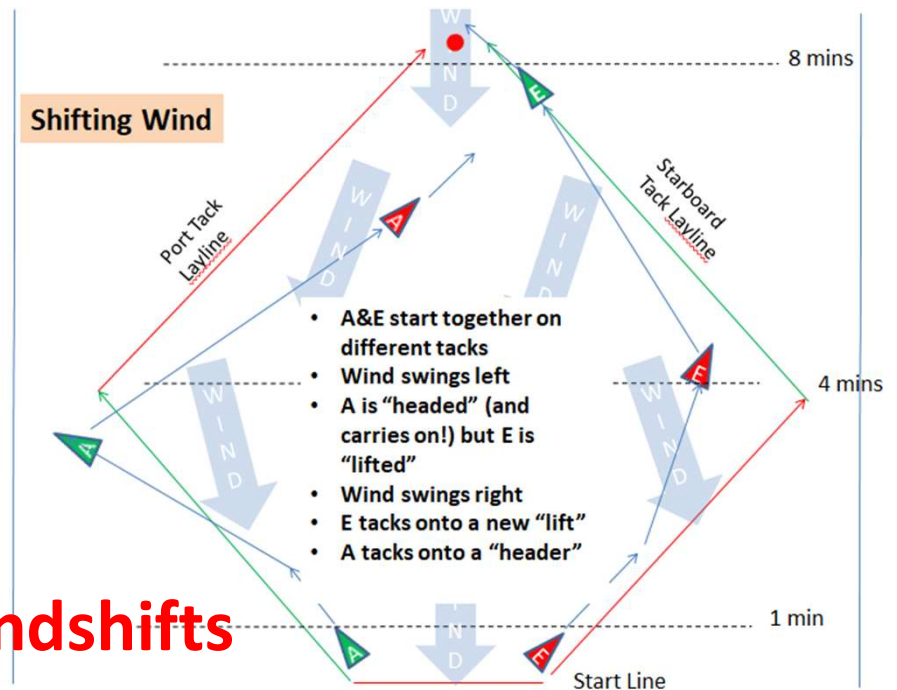
## The Beat

### FAULTS:

**Not sailing close hauled**  
**Not taking advantage of windshifts**  
**Poor tacking**  
**Sailing in disturbed wind**

### TIME LOST:

**1 minute per lap – boat speed due to poor wind and extra distance sailed**





## Windward Mark

### Top tips - strategy and tactics

- Plan ahead!
    - Try and anticipate where other boats will be
  - Keep your wind clear and your options open
  - Keep good boat speed
- 
- Remember the rules
    - Port v Starboard
    - Windward Leeward & Luffing rights
    - Mark Zone rules (water at the mark etc)
    - USE RULES IN YOUR FAVOUR



## Windward Mark

### FAULTS:

**Breaking the rules and having to take a penalty  
Losing boat speed and steerage way by trying  
to point at the mark in the No-Go Zone**

### TIME LOST:

**30 seconds on each lap**

# The Reach and Run

## Top tips - strategy and tactics

- Keep air clear - think “Wind Shadow”
- Keep the boat moving! Bear away in slots of nice wind
- Don’t just follow others (keep away as best you can!)
- Watch for wind on the water (behind on the run)
- Work the mainsheet in a blow
- Use your burgee
- The run:
  - Consider Goosewing-ing
  - Or sailing the angles
  - Main right out
- Remember the rules
  - Windward Leeward & Luffing rights
  - Port and Starboard





# The Reach and Run

## FAULTS:

**Sailing into holes in the wind**  
**Not keeping your wind clear**  
**Allowing the boat to stop!**  
**Poor gybing (losing speed)**

## TIME LOST:

**30 seconds on each lap**



## Gybe Mark

### Top tips - strategy and tactics

- Don't get caught outside a big bunch at the mark – slow down and drop in behind if necessary. This might put you in a better position for the next leg.
  - Roll gybe in light wind (keep moving – be smooth)
  - Strong winds – gybe at top speed!
  - Take mark wide and exit tightly
- 
- Remember the rules
    - Windward Leeward & Luffing rights
    - Mark Zone rules (water at the mark etc)
    - USE RULES IN YOUR FAVOUR



## Gybe Mark

### FAULTS:

**Losing control (not following the Five Essentials)**

**Losing clear air by not entering wide and leaving tightly**

**Getting forced very wide outside other boats**

**Losing speed by not roll gybing in light airs**

### TIME LOST:

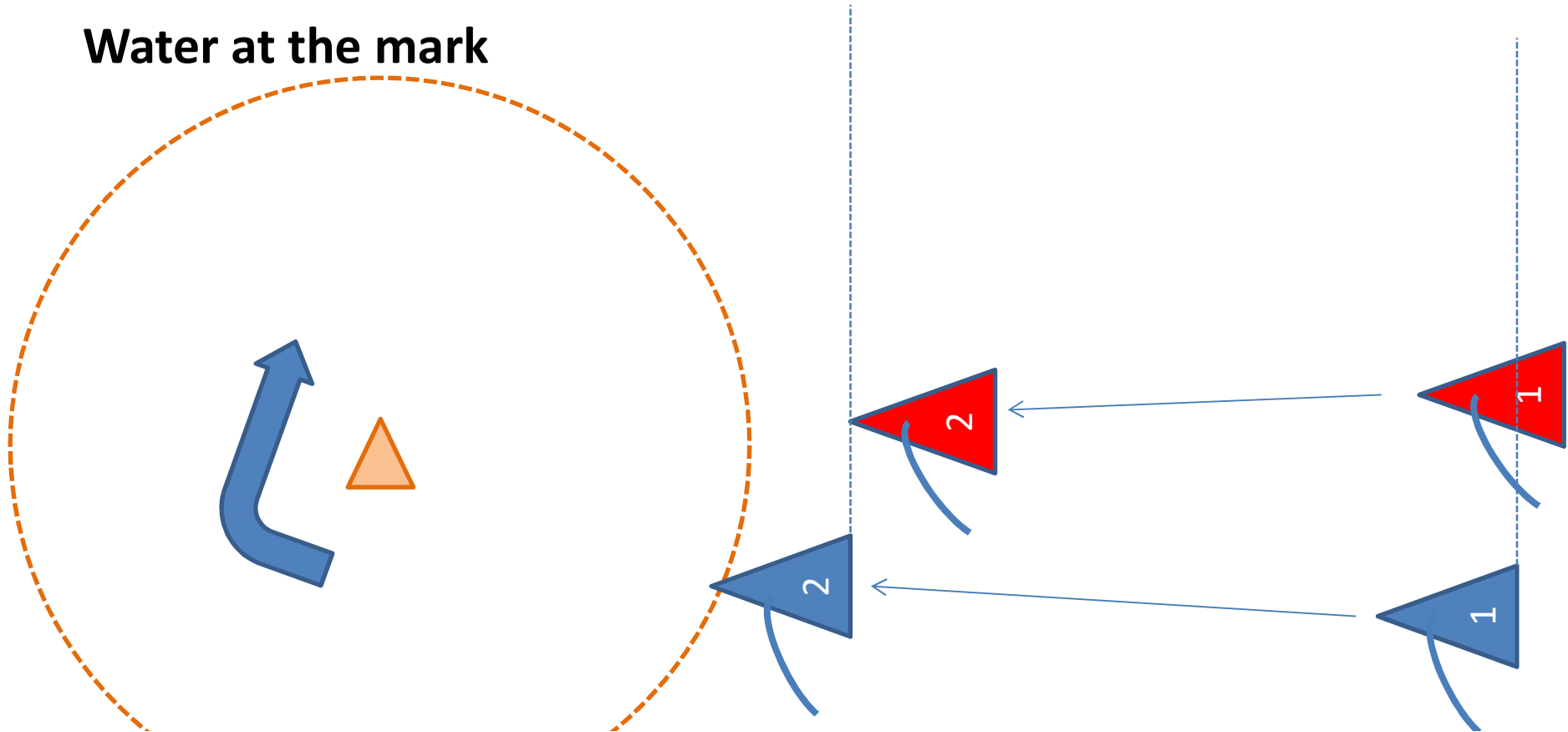
**30 seconds on each lap**

## Rules Interlude!

### OVERLAPS AT A MARK:

- If there was clearly an overlap before the Mark Zone but the lead boat thinks they are no longer overlapped at the edge of the Mark Zone – they will need to prove it
- If there wasn't a clear overlap before the Mark Zone but the inside boat thinks they have gained one in time – then they will have to prove it
- If multiple boats are overlapped approaching the Mark Zone you can't expect the impossible if you get an inside overlap at the last minute

## Water at the mark



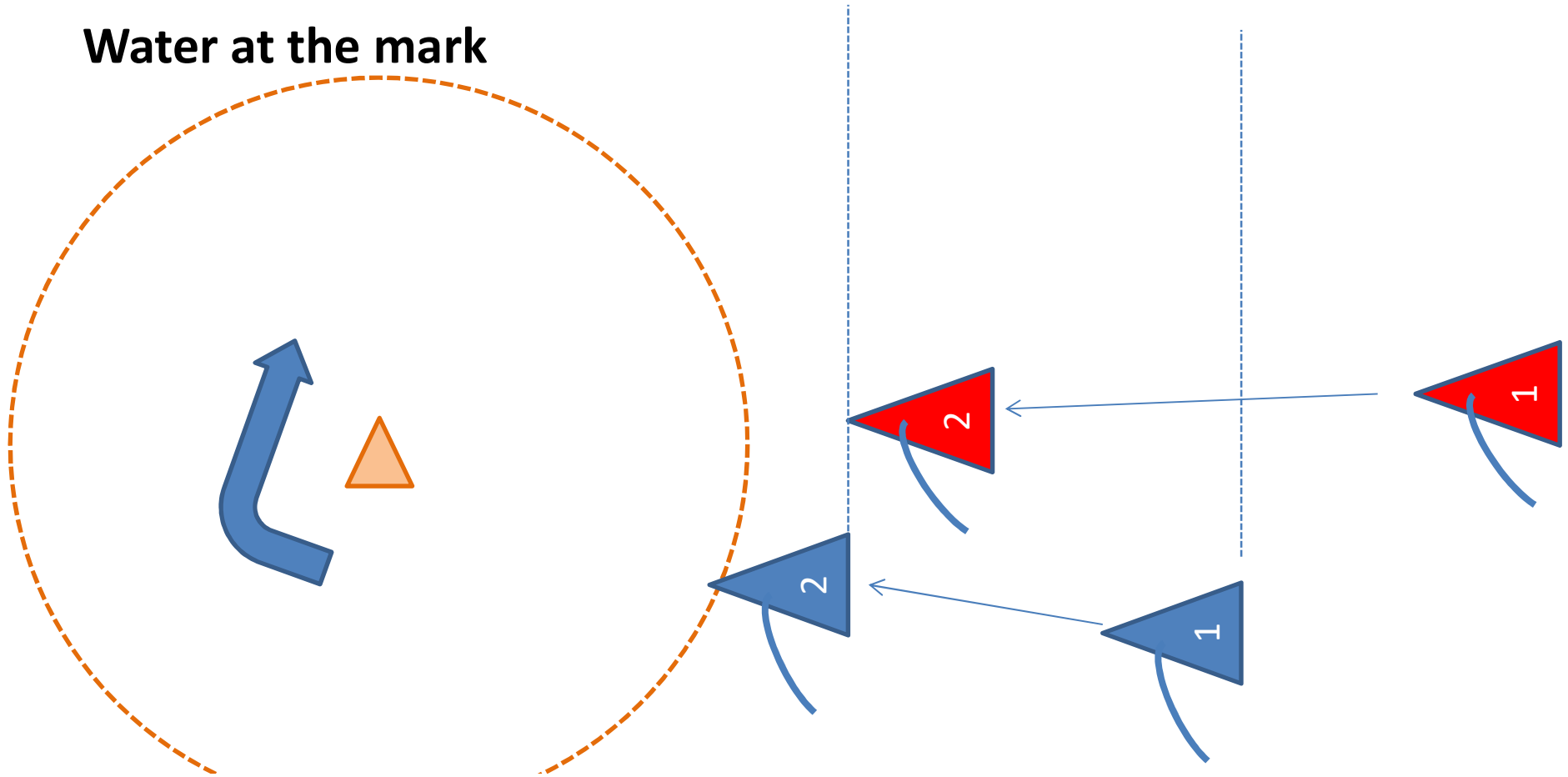
You are Blue and sailing faster than Red

At Position 1 there is clearly an overlap

At Position 2 you think you have broken overlap. If Red doesn't agree, you should give her water. You could protest her if you can prove that the overlap was broken in time – the **onus of proof** is on you (since there clearly was an overlap earlier). If you don't give her room **and impede her** she can protest you and will probably win.



## Water at the mark

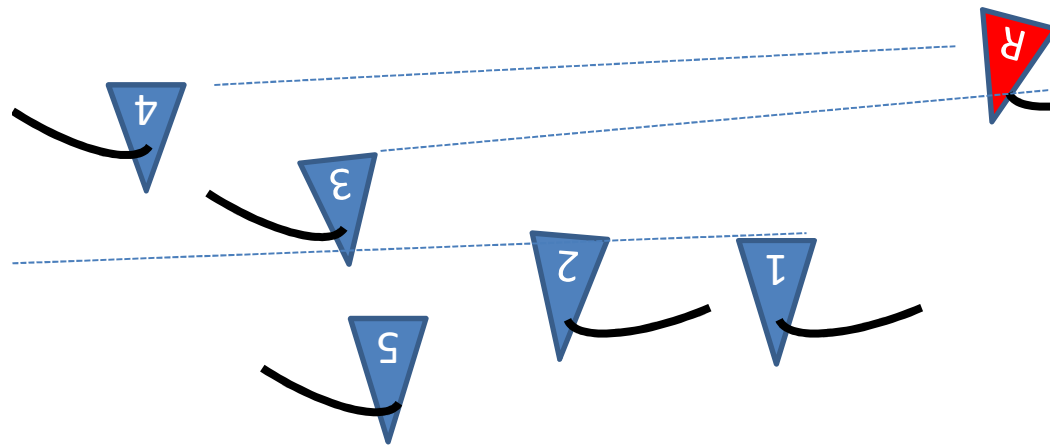


You are Red and approaching fast

At Position 1 there is clearly no overlap

At Position 2 you might have an overlap. You can call for water, but if Blue disputes that you gained the overlap in time, and you insist on water, she should protest you and the **onus of proof** is on you (since there was clearly no overlap earlier). Best to go outside Blue as proof will be difficult!

## Water at the mark



You are Red and approaching fast. It is clear you have an overlap on 3 & 4 already and they have time to make sure you have room.

You are going fast enough that you **will** overlap 1 before the Mark Zone. However, 1 (and the others) don't have to anticipate this and are unlikely to be able to give you room at that time because of proximity of other boats. Therefore you don't have the right to push in. You may need to slow a little and tuck in behind 1.

## Leeward Mark

### Top tips – strategy and tactics

- Take it wide and exit tight to stop people pinching your wind
- Five Essentials
  - Be ready to sheet in as you are rounding (practice steering and pulling in a lot). Get the main in before the jib as the latter will stop you turning towards the wind.
  - Balance the boat (make sure the crew is ready to anticipate this)
  - Trim weight back forward
  - Put the centreboard fully down
  - Steer up to edge of No Go zone asap
- Mark Zone Rules apply – even overruling Port v Starboard
- No need to tack straight away – best to settle onto close hauled first



Red Route. Taking it wide means you come out up wind of others. If you have had to give blue boat water, you could hang back and try this manoeuvre!

Blue route. Could end up losing wind and red boat sailing over you.







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Blue route. Could end up losing wind and red boat sailing over you.





## Leeward Mark

### FAULTS:

**Entering wide and leaving tight is even more important as is not being forced wide outside other boats**

**Not sheeting in and hitting edge of the No Go zone immediately**

### TIME LOST:

**30 seconds on each lap**

## Weather Issues Tips

- Look at the short term forecast before you race
- Is the wind likely to freshen or drop?
- Is it likely to “Back” (move to the left – against movement of sun) or is it likely to “Veer” (move to the right – with the movement of the sun)?
  - On a big lake or the sea this can guide which side of the beat could be favourable when the wind changes
  - If the wind is likely to Back – go up the left side to get the lift when the wind changes
- Is there a weather front due?
- Look for an obvious line of clouds approaching – this will lead to a wind change in strength and direction



## Overall Tips

- **Do everything smoothly**
- **Light touch on the tiller**
- **Always think Five Essentials and use them to control the boat**
- **Look at what others are doing**
- **Practice doing penalty turns (two tacks and two gybes all in same direction without interfering with others)**
- **KEEP YOUR CONCENTRATION**

**Adding up the time a learner can save in a 4 lap race at Redditch....3 ½ mins per lap and 1 min at the start = 15 minutes!!! = 1 lap**

# QUESTIONS?

**Complete the practical sessions when we are back on the water for an RYA Qualification**