

Start Racing



Redditch Sailing Club 2020

Start Racing- Sessions

This series of 30 minute sessions is aimed at those new to racing.

Sessions:

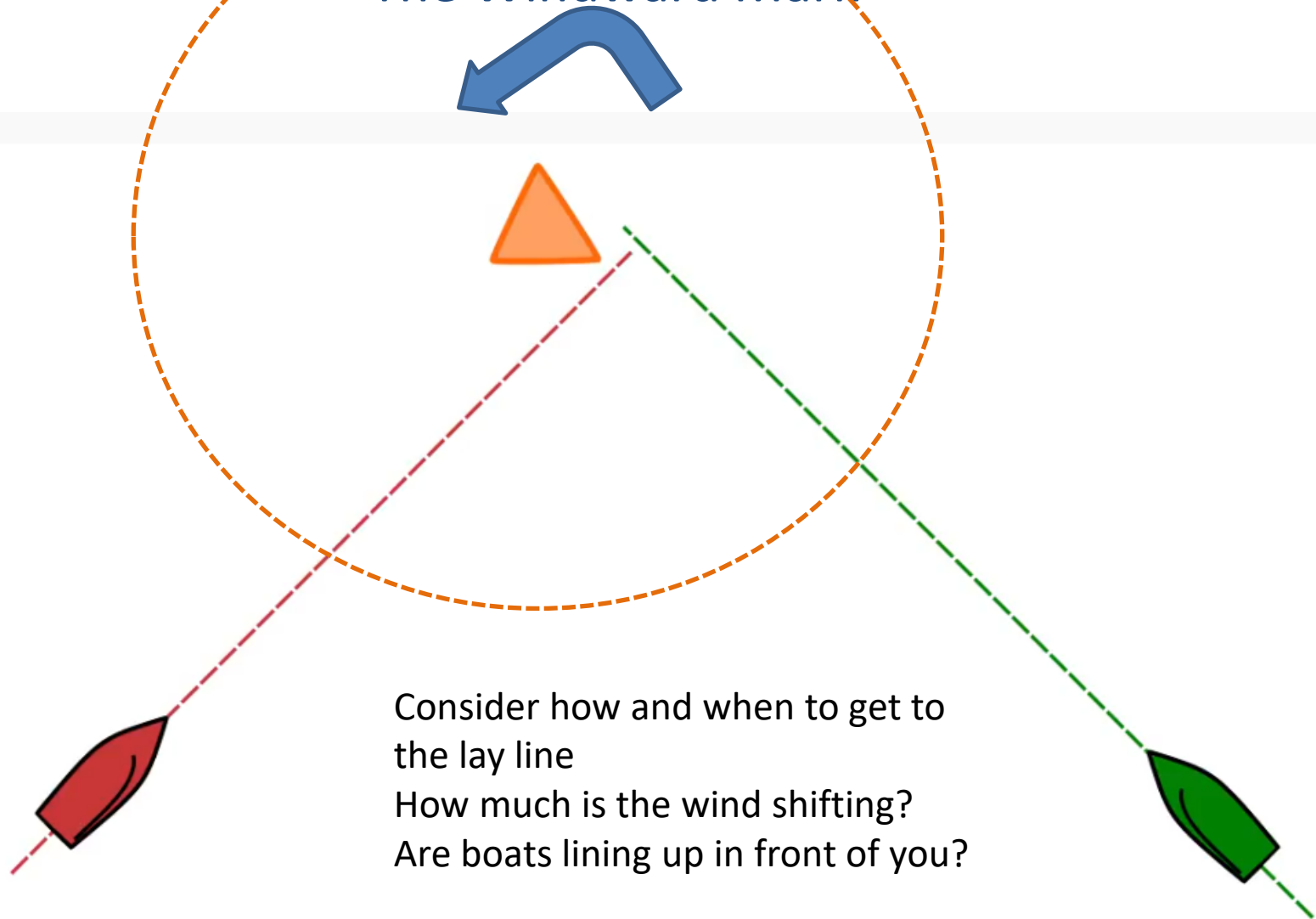
1. Overview of Races and Race Preparation
2. The Start and the Beat
3. **Mark Rounding and Offwind**
4. Tactics, Strategy and Basic Rules

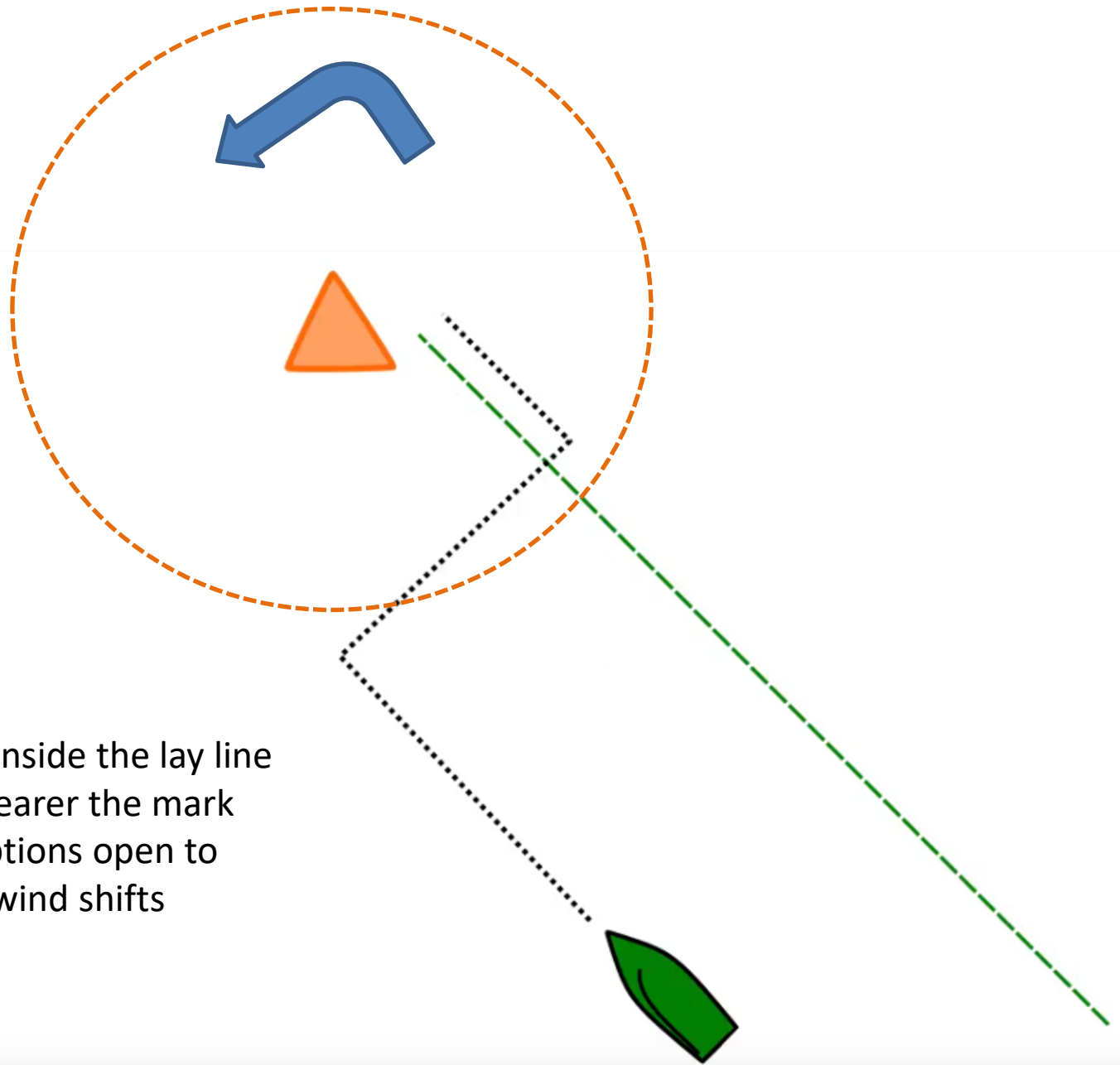
Mark Rounding and Offwind Sailing

- Windward Mark
- The Reach
- Gybe Mark
- The Run
- Leeward Mark

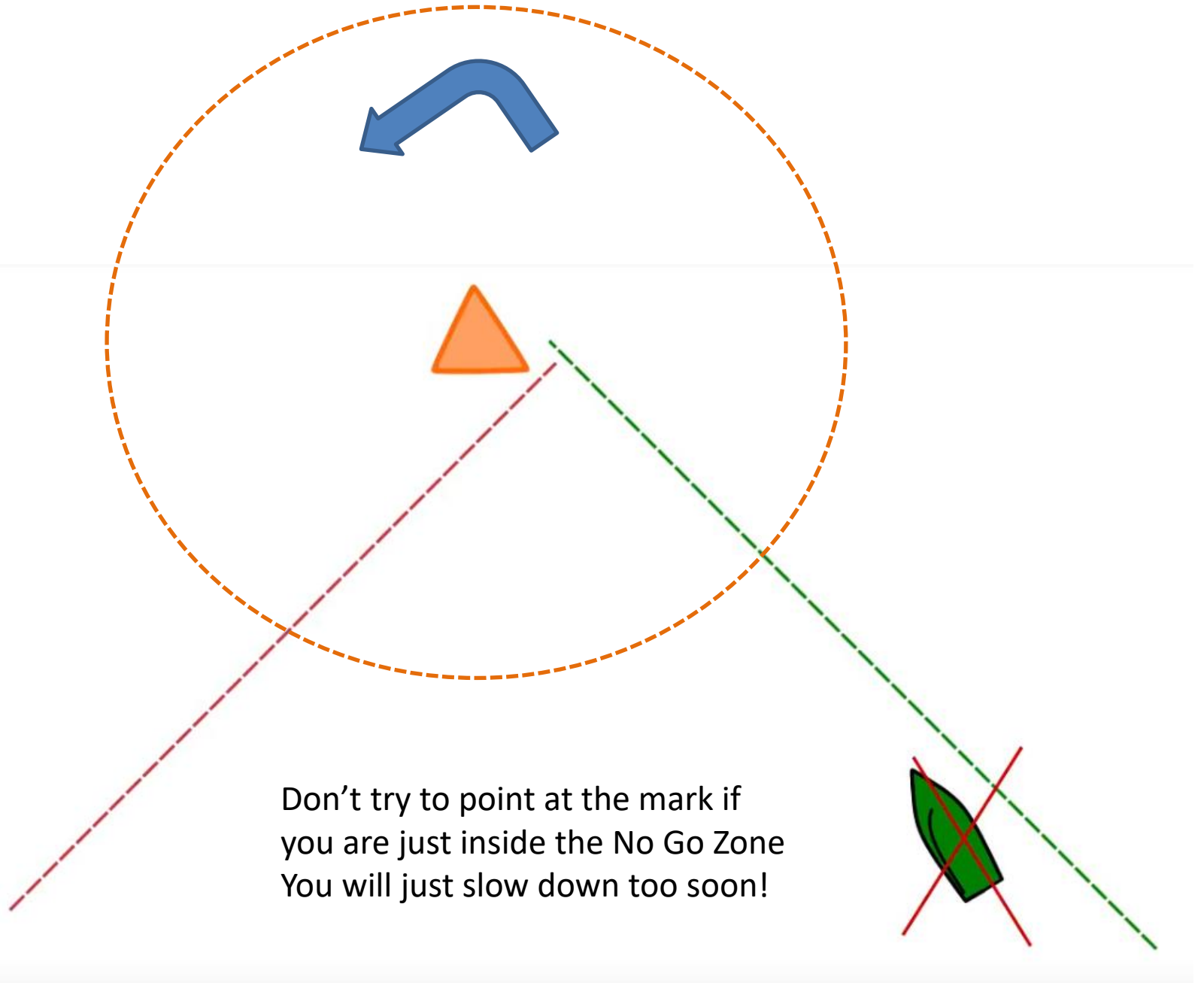


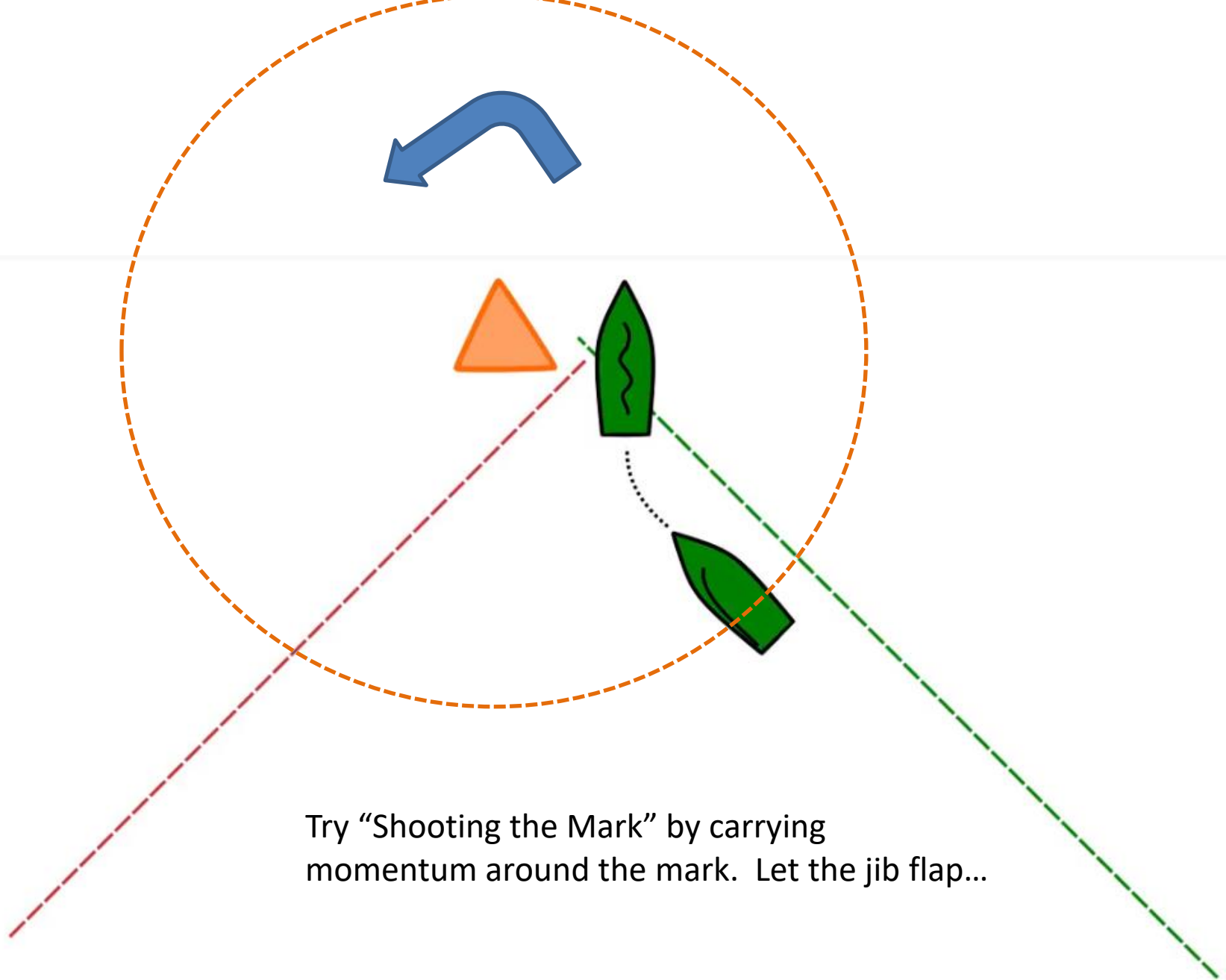
Mark Rounding and Offwind Sailing The Windward Mark





Approaching inside the lay line
and tacking nearer the mark
keeps your options open to
benefit from wind shifts



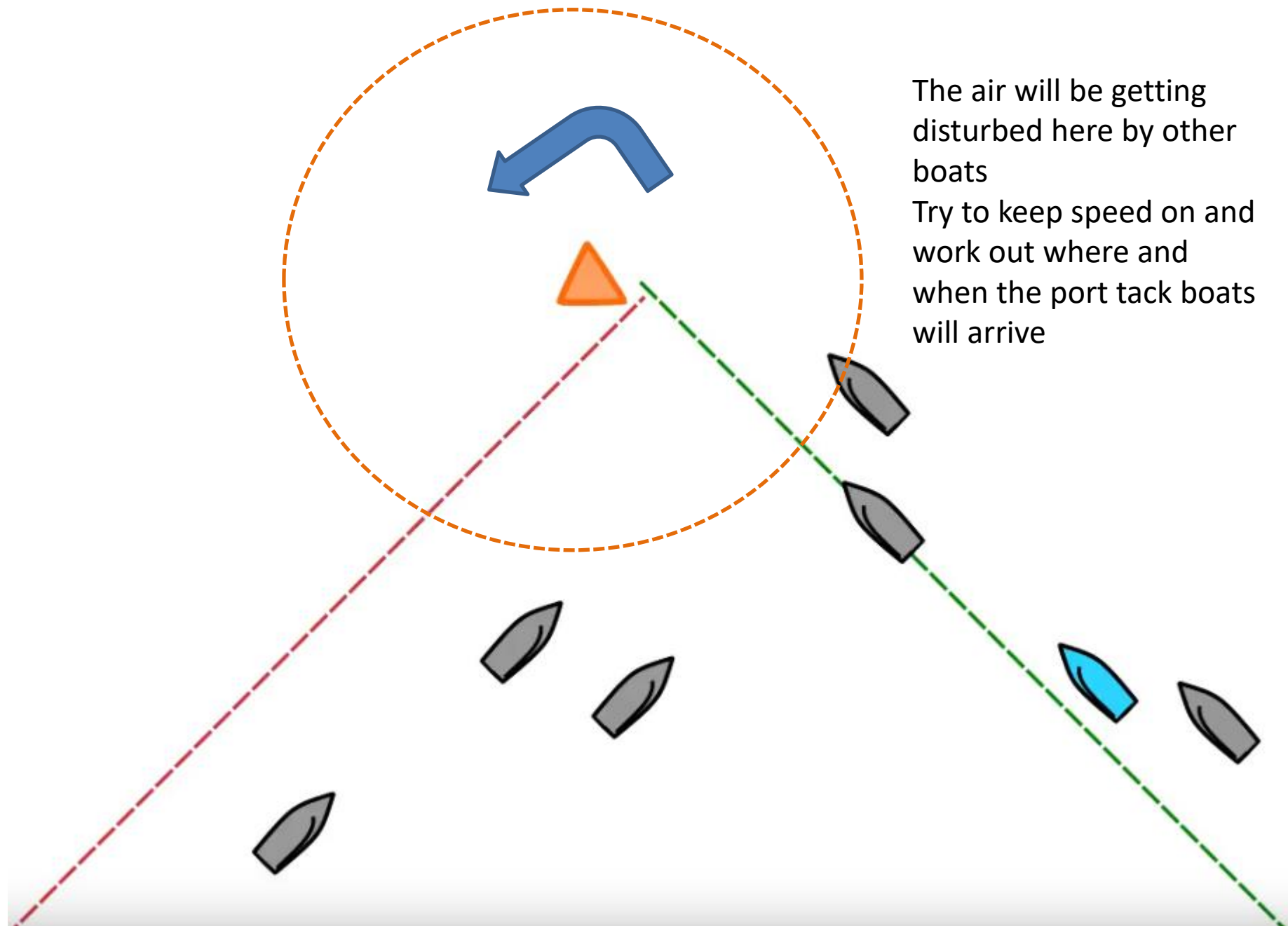




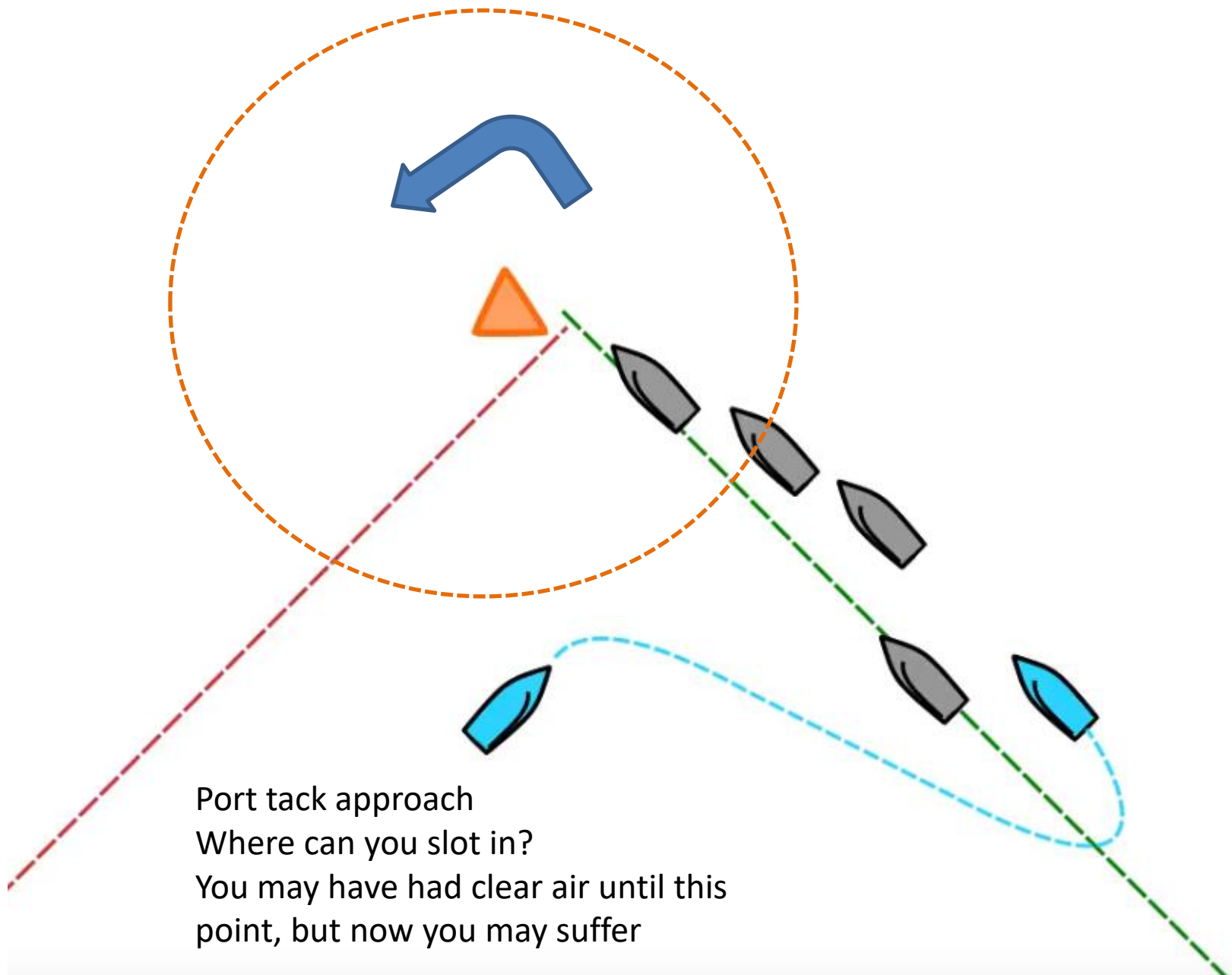
Here Miracle 675 is trying to shoot the mark and claim water on the other Comets. As long as he gets around without going passed head to wind he should be OK!

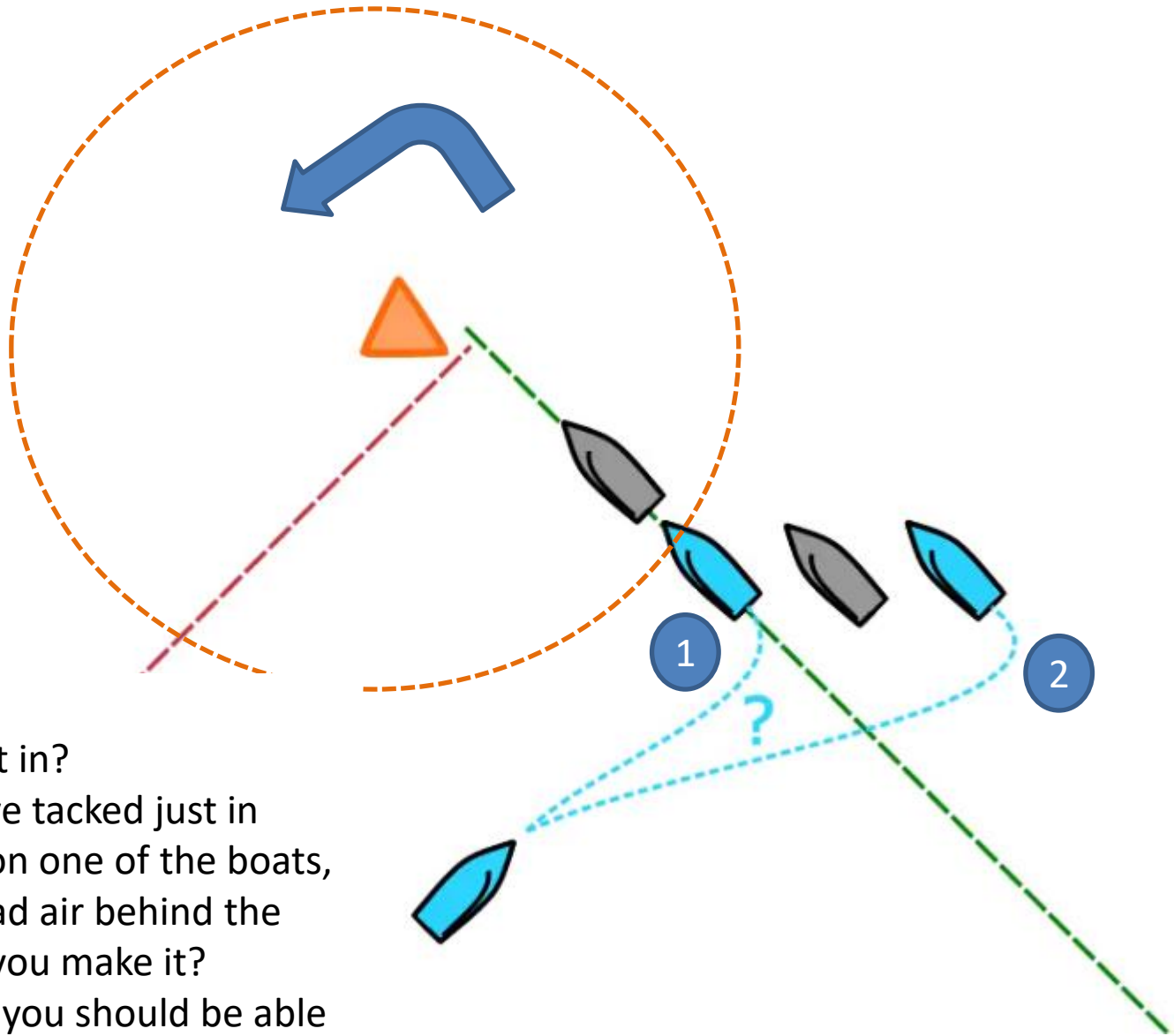


Phew!



The air will be getting
disturbed here by other
boats
Try to keep speed on and
work out where and
when the port tack boats
will arrive



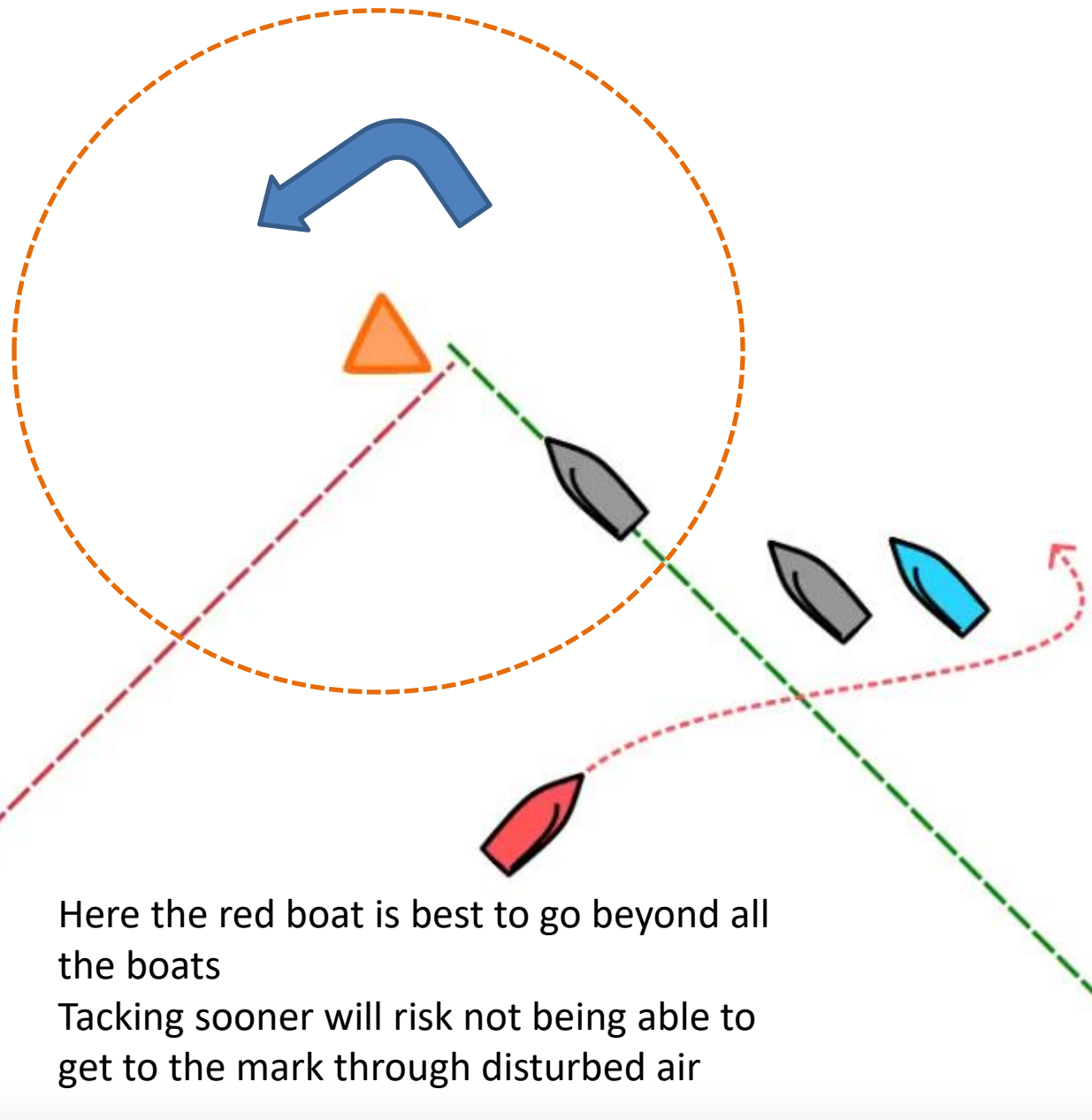


Port tack approach

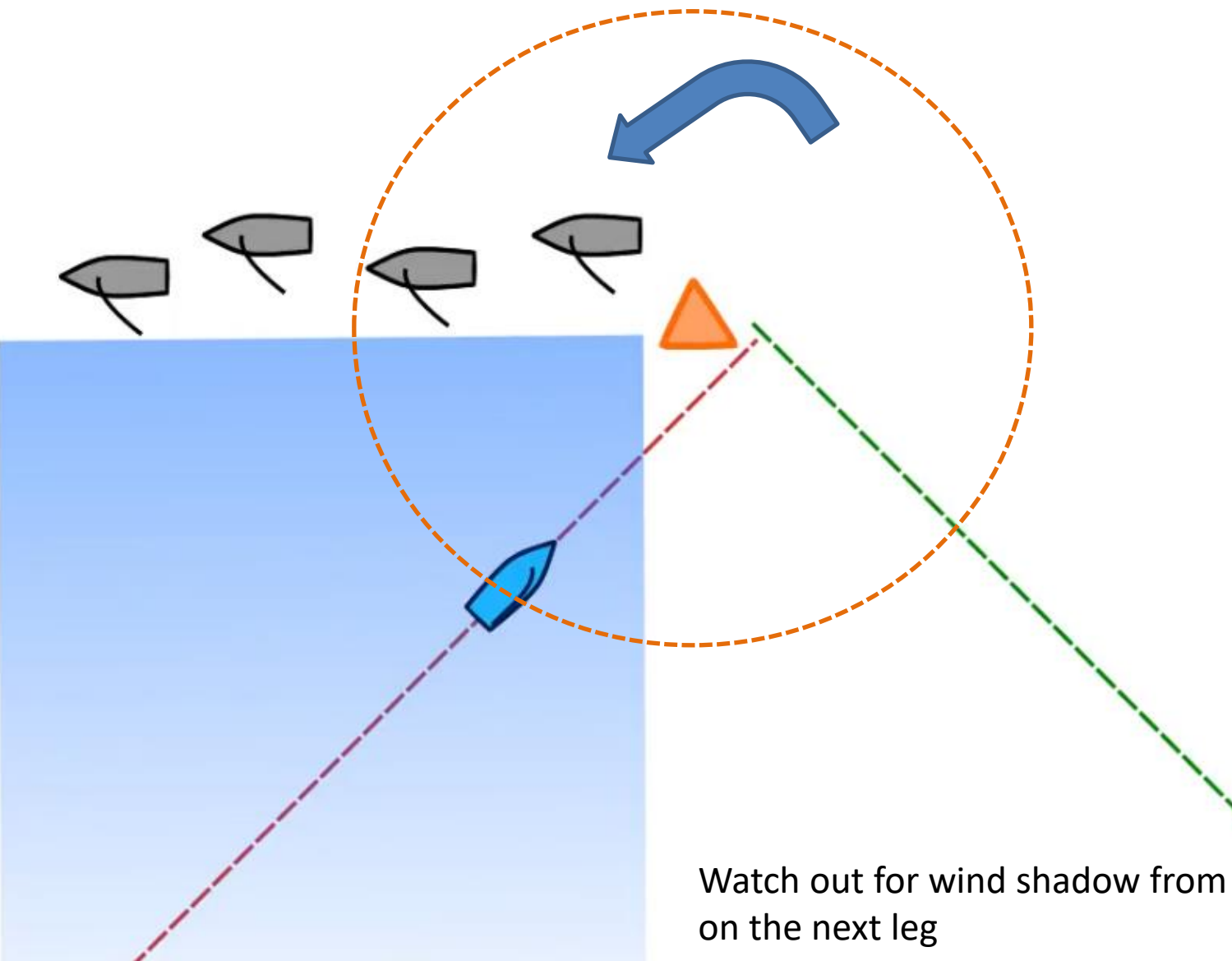
Where can you slot in?

Option 1 – you have tacked just in time to get water on one of the boats, but will suffer in bad air behind the leading boat. Will you make it?

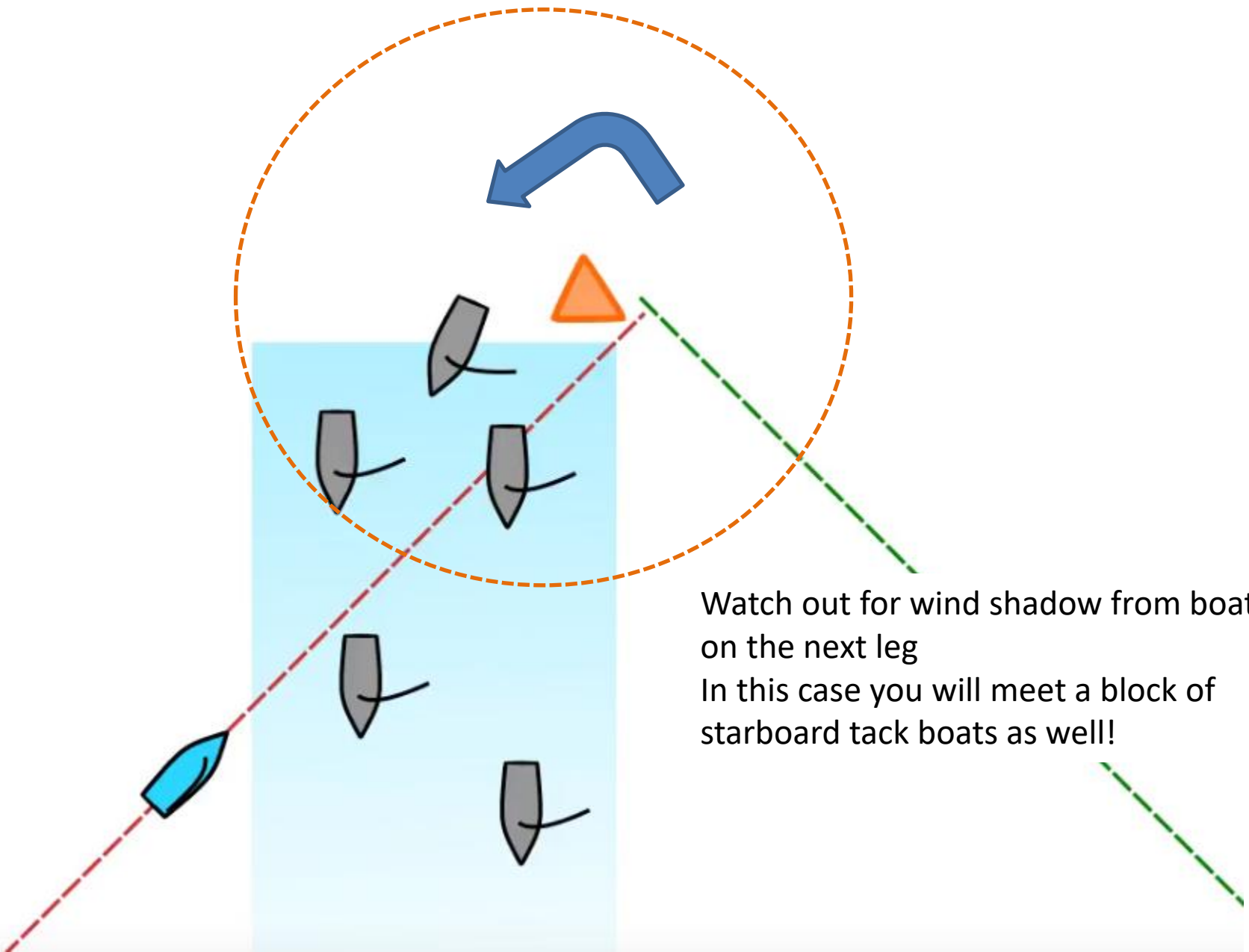
Option 2 – at least you should be able to keep your speed up



Here the red boat is best to go beyond all the boats
Tacking sooner will risk not being able to get to the mark through disturbed air



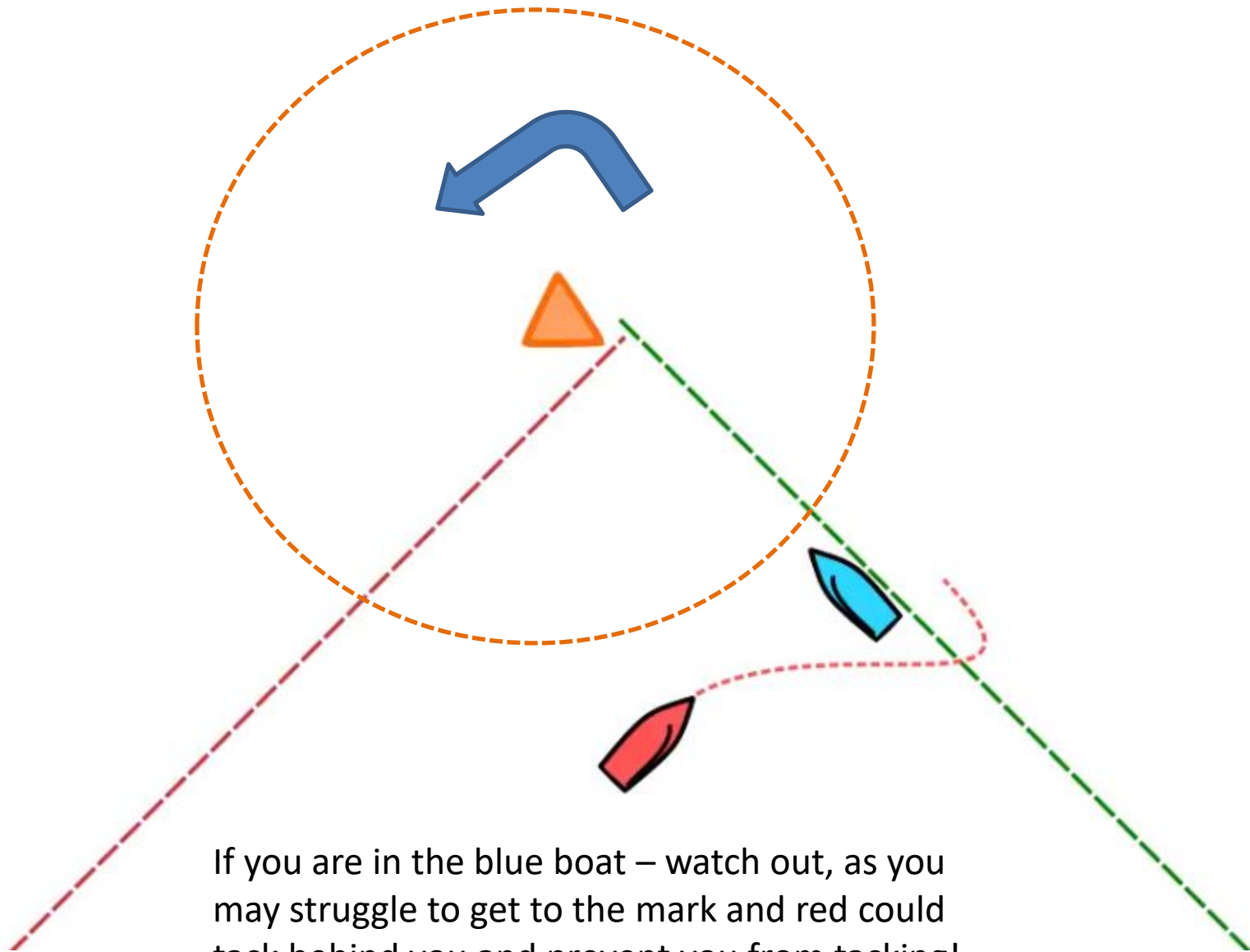
Watch out for wind shadow from boats
on the next leg



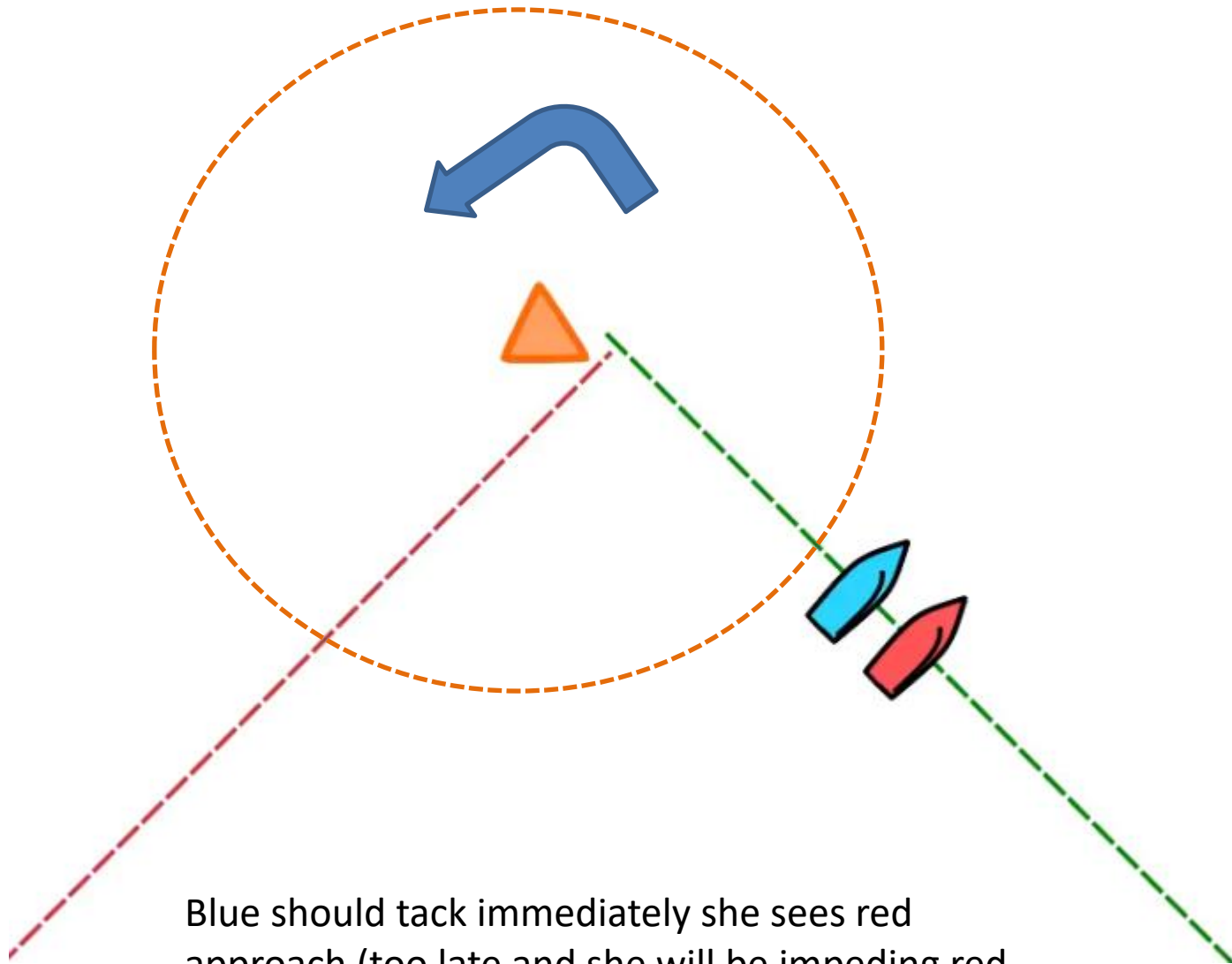
Watch out for wind shadow from boats
on the next leg
In this case you will meet a block of
starboard tack boats as well!



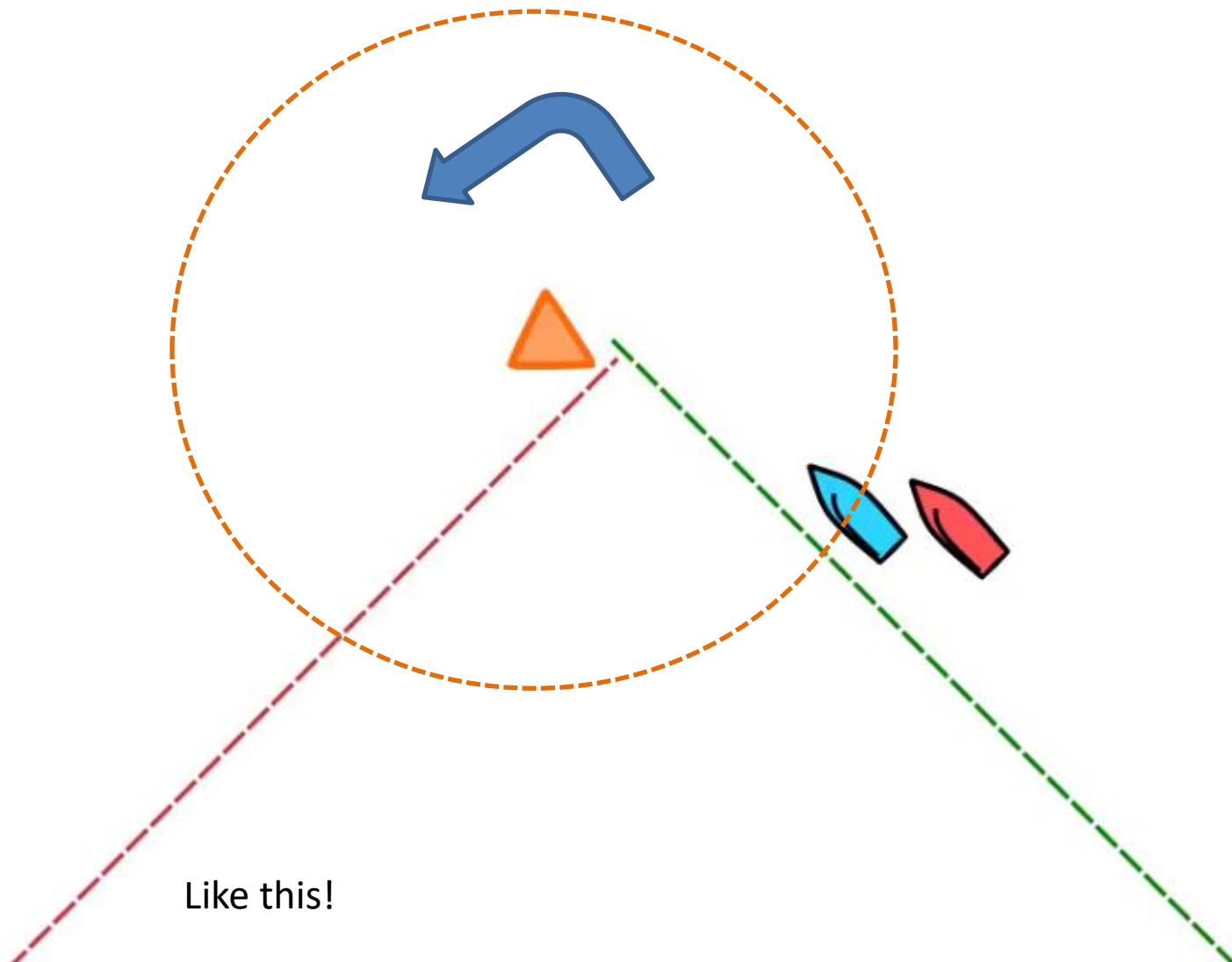
The last diagram could look like this!



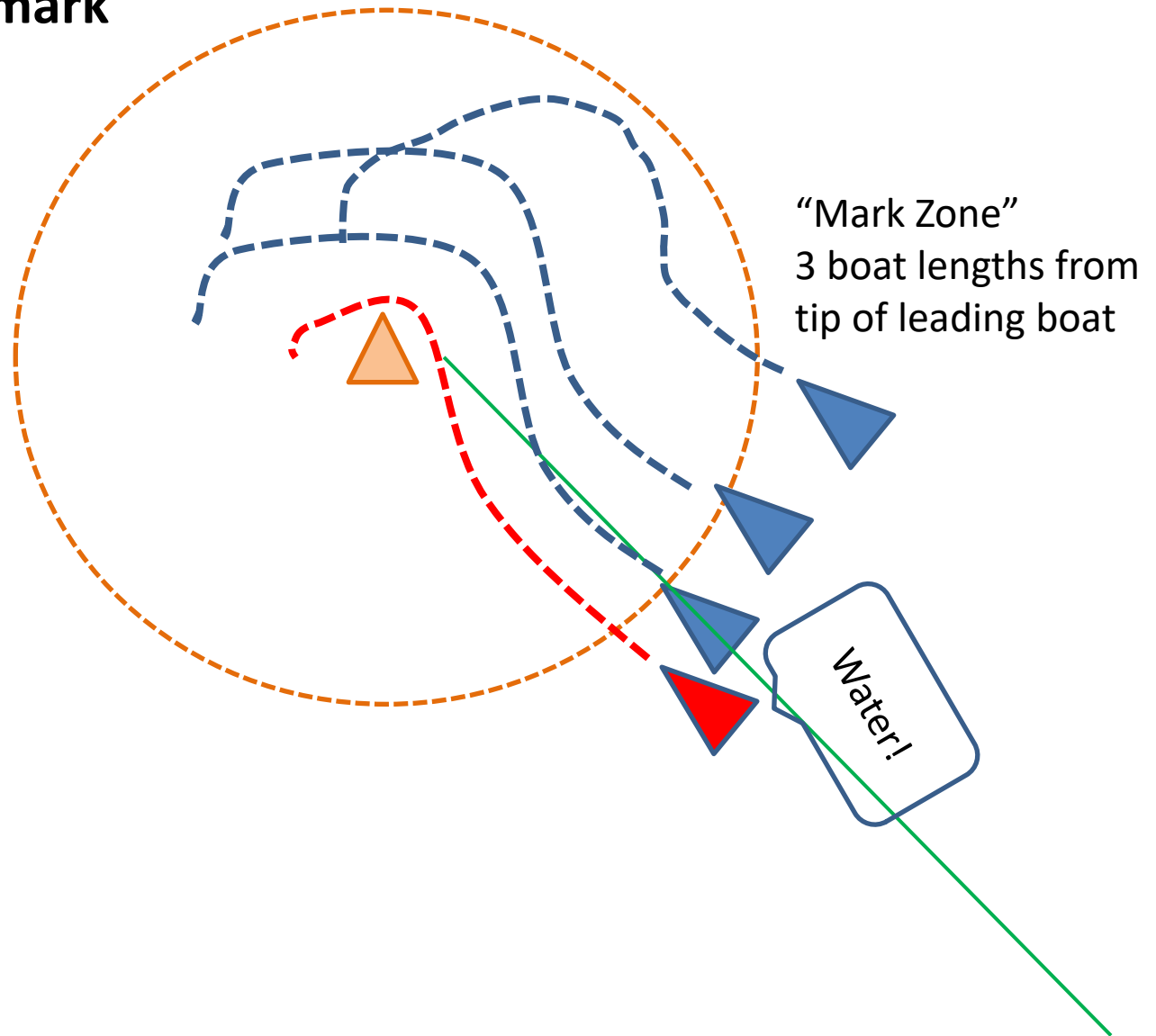
If you are in the blue boat – watch out, as you may struggle to get to the mark and red could tack behind you and prevent you from tacking!



Blue should tack immediately she sees red
approach (too late and she will be impeding red
trying to duck behind her)
Blue is now in control and can tack when she is
ready



Water at the mark

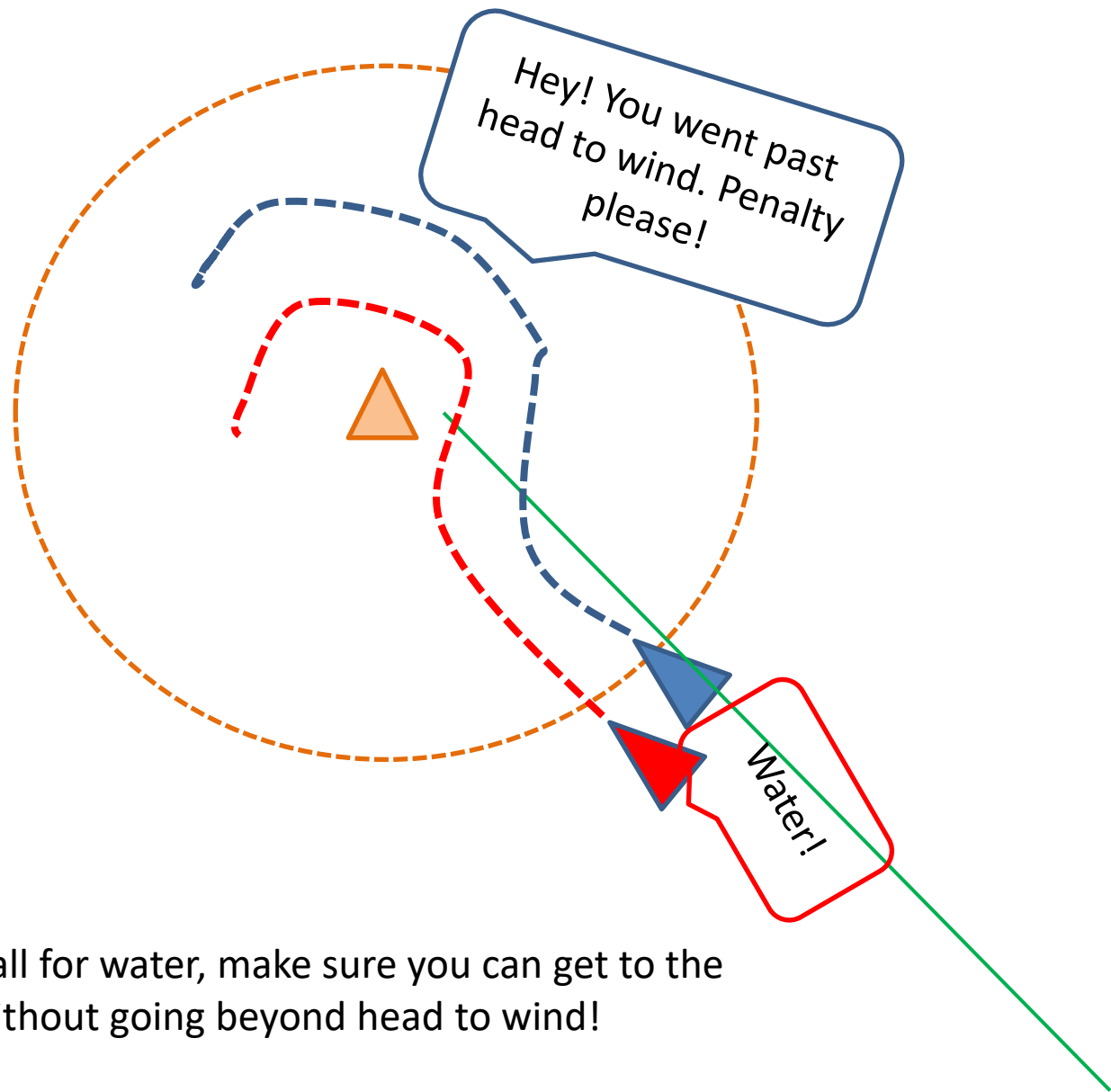




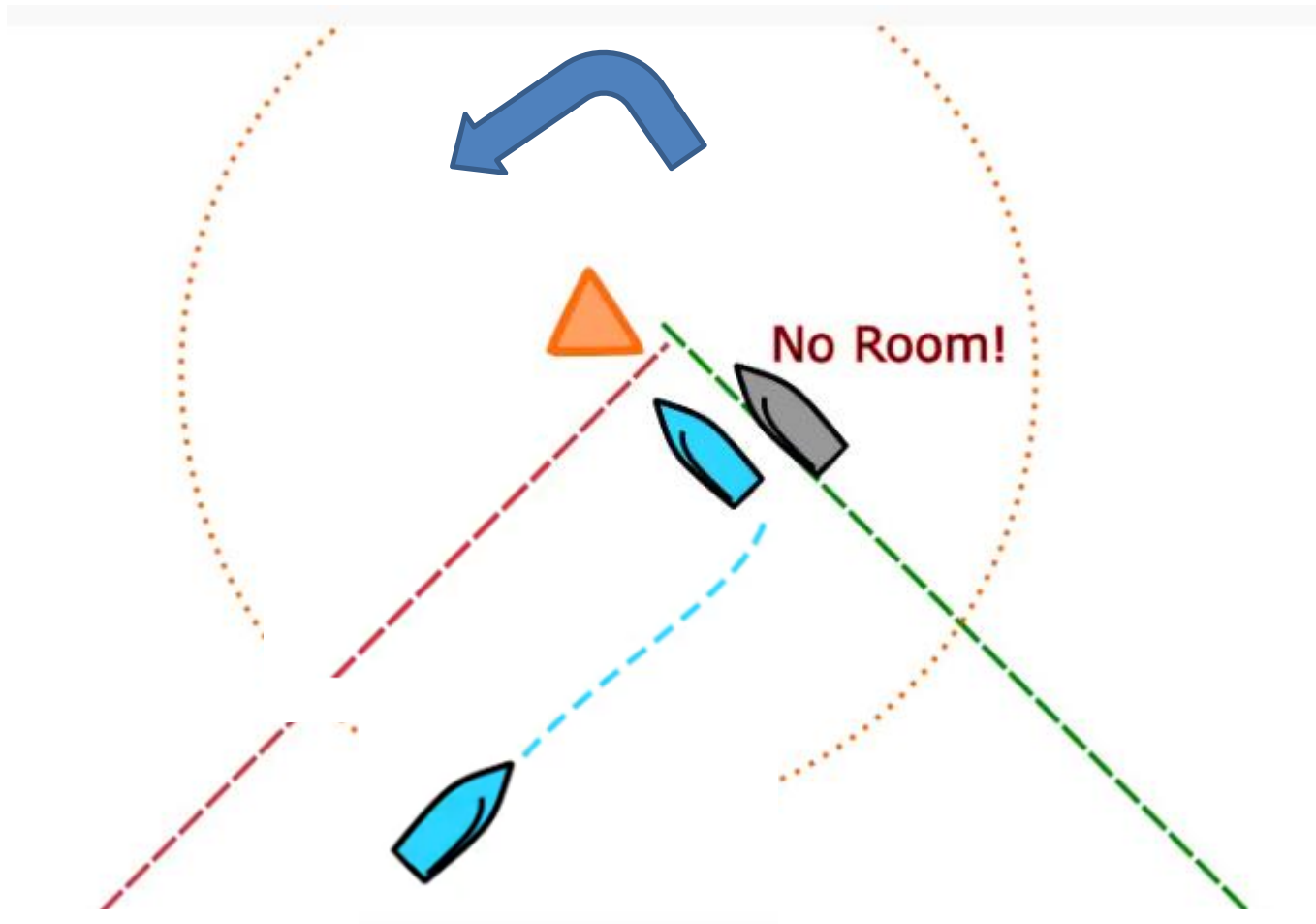
Here Miracle 675 has called for water from 563 and 803....



....and has just made it!

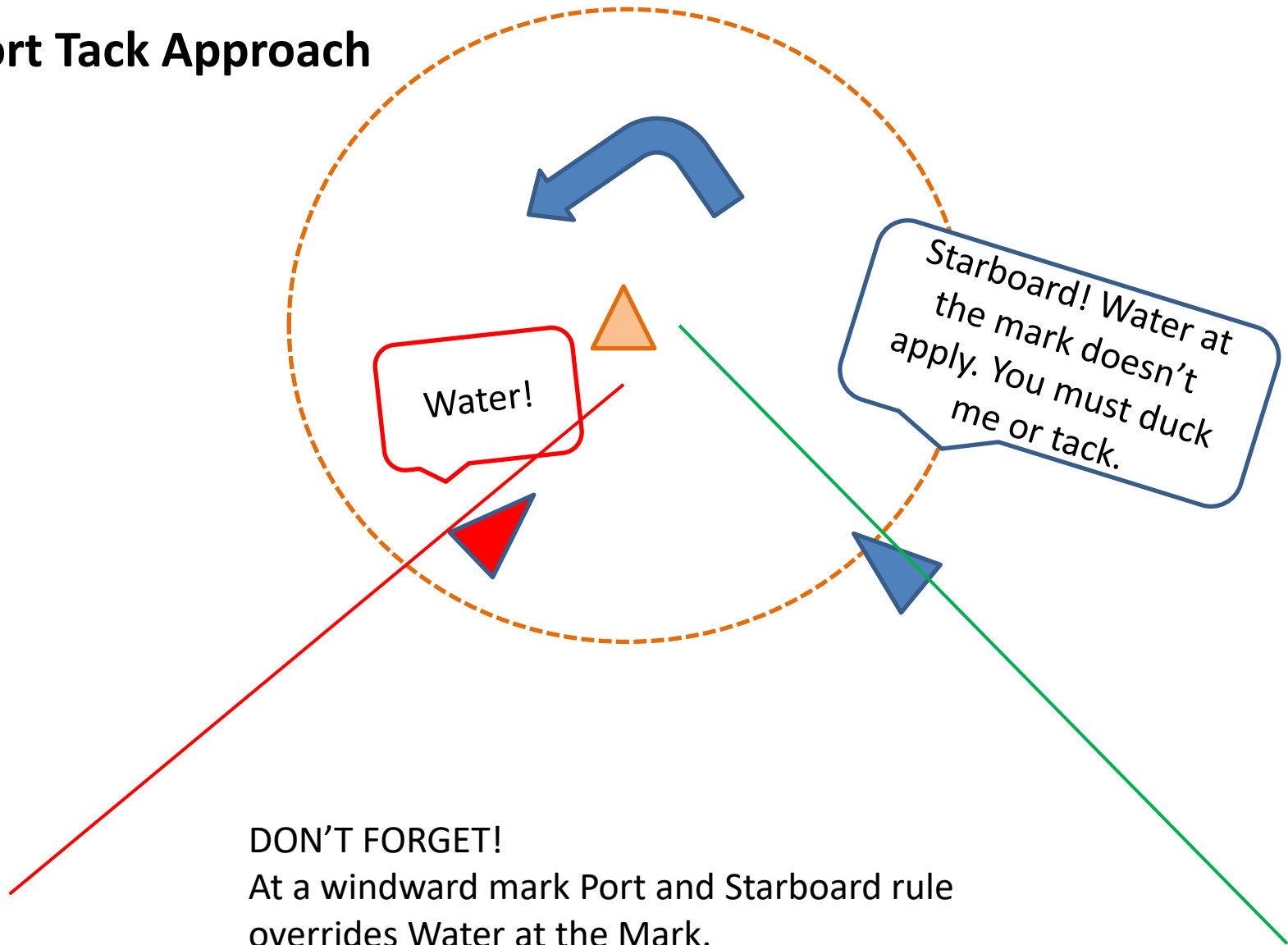


If you call for water, make sure you can get to the mark without going beyond head to wind!



If you tack inside the Mark Zone, you don't have any rights for water. The outside boat doesn't have to sail above close hauled.

Port Tack Approach

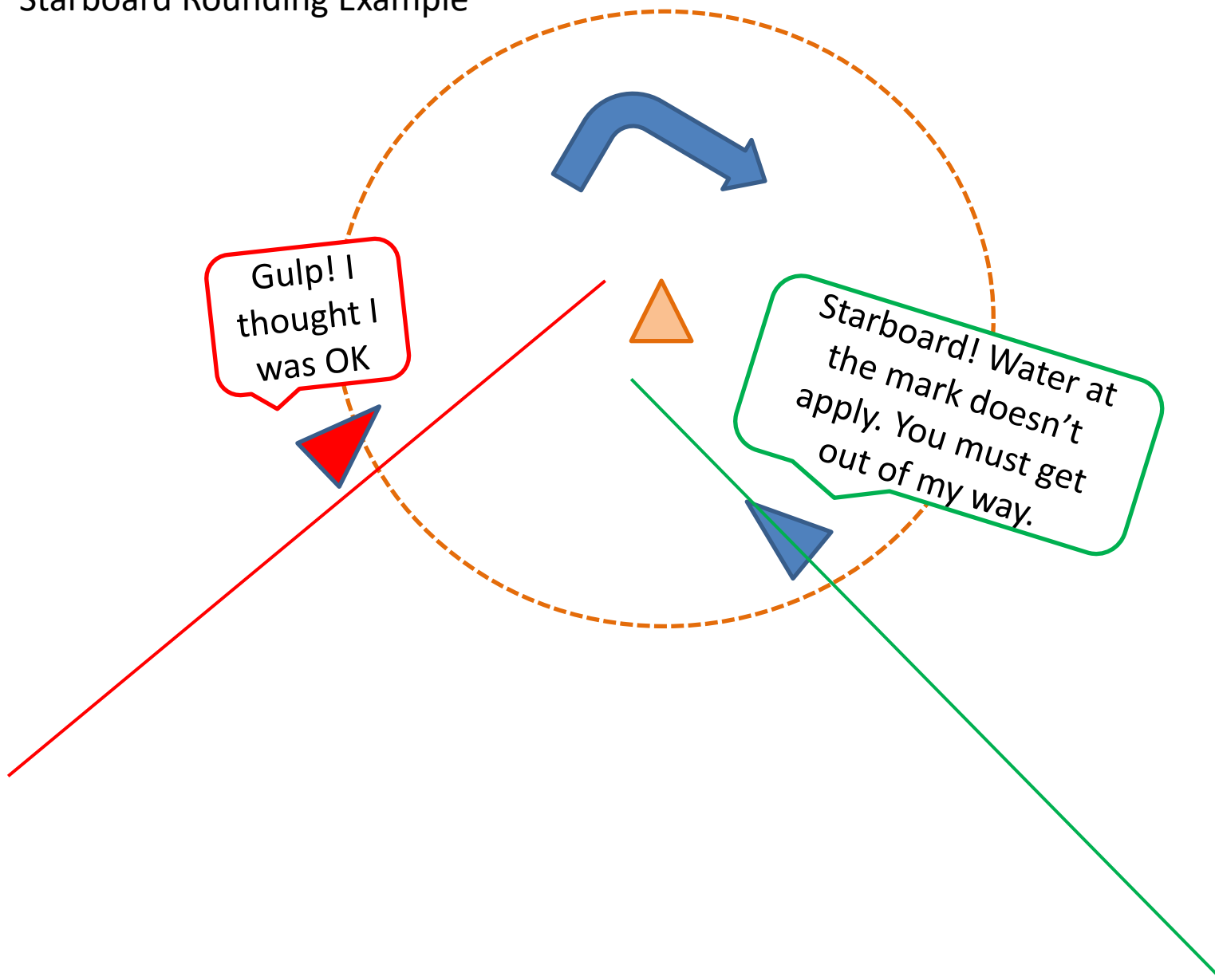


Starboard hand mark rounding

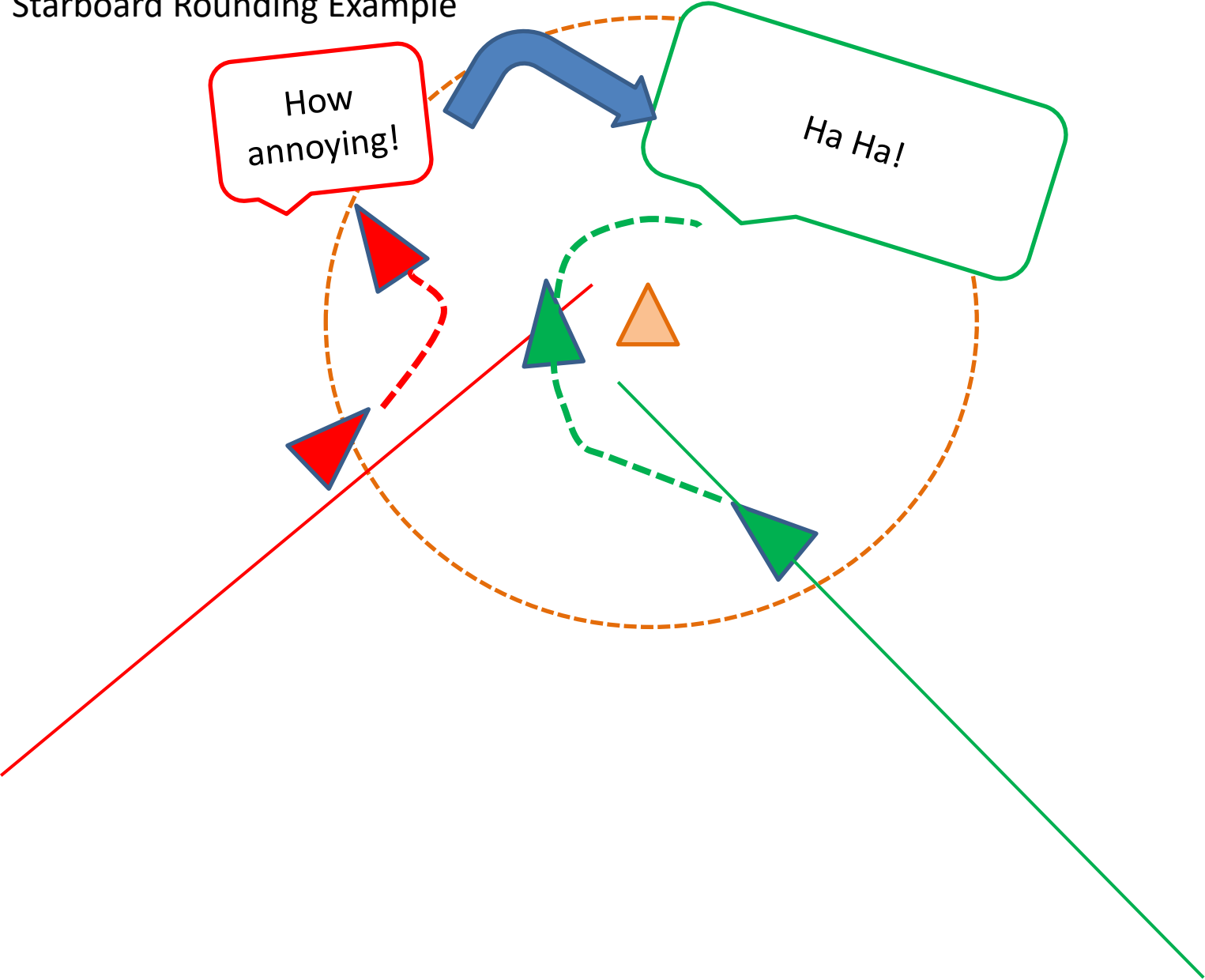


Starboard roundings are allowed! But you need to watch the rules when boats are approaching on opposite tacks

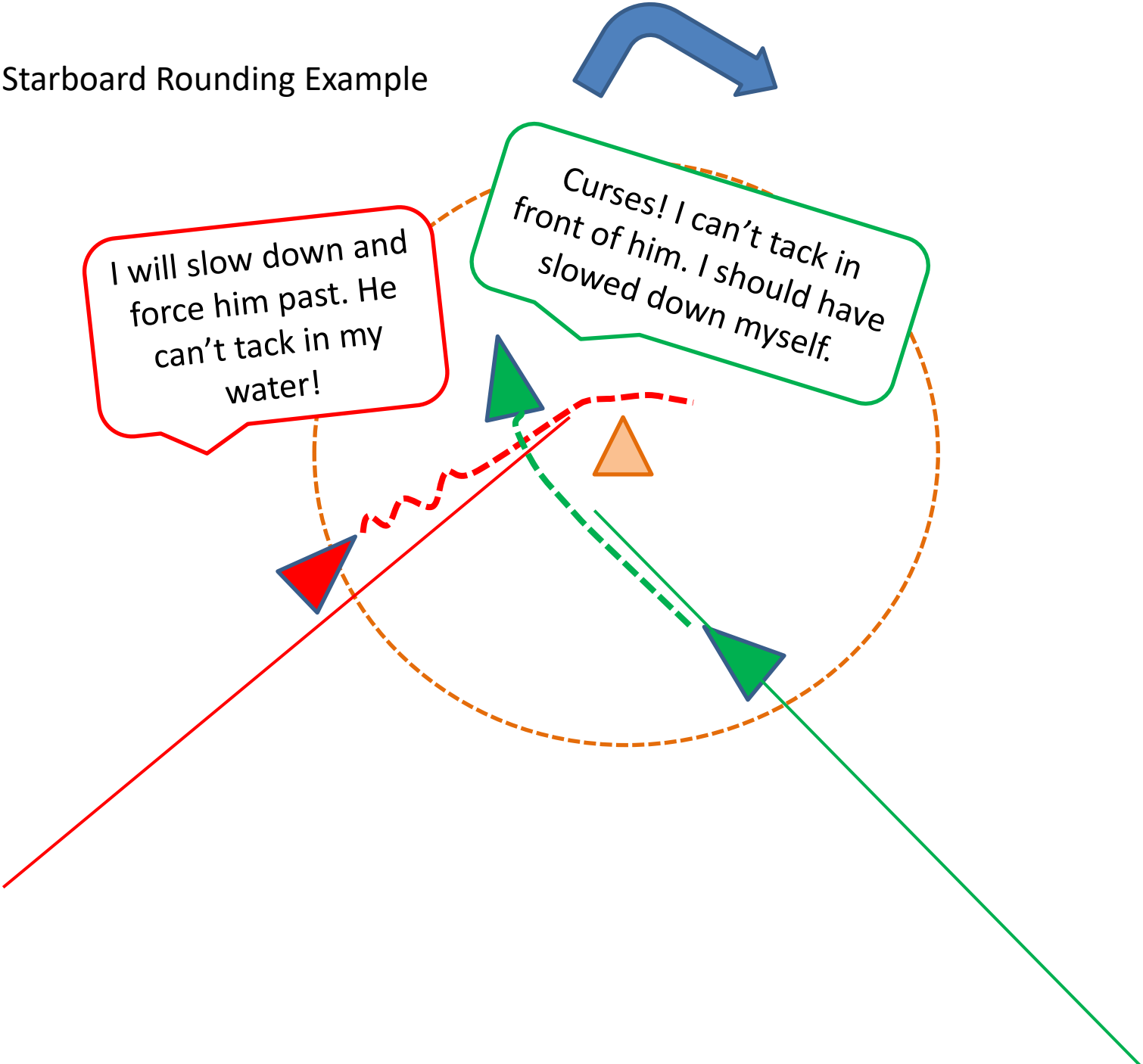
Starboard Rounding Example



Starboard Rounding Example

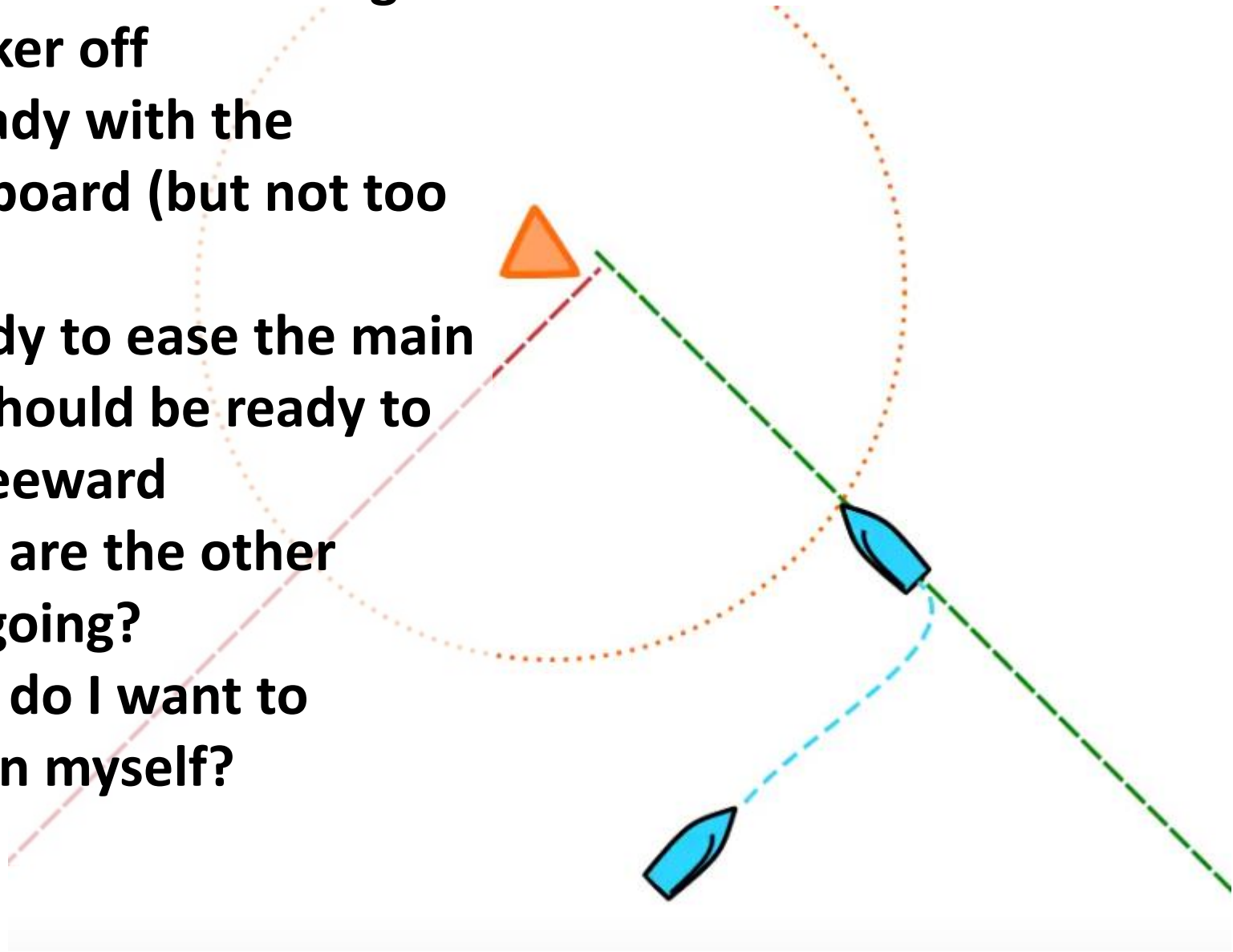


Starboard Rounding Example



Get Ready for the next leg.

- Let kicker off
- Get ready with the centreboard (but not too soon!)
- Be ready to ease the main
- Crew should be ready to sit to leeward
- Where are the other boats going?
- Where do I want to position myself?





Mark Rounding and Offwind Sailing

The Reach

Top Tips for The Reach

- Five Essentials!
- Keep the boat flat in strong winds (work the main sheet hard)
- Think “Wind Shadow”
- Watch for wind on the water
- Bear away in gusts / Luff in the lulls
- Keep your options open and don’t get too close too other boats
- Think your way around other boats
- Don’t let boats behind take your wind – either luff them or bear away to minimise the effect

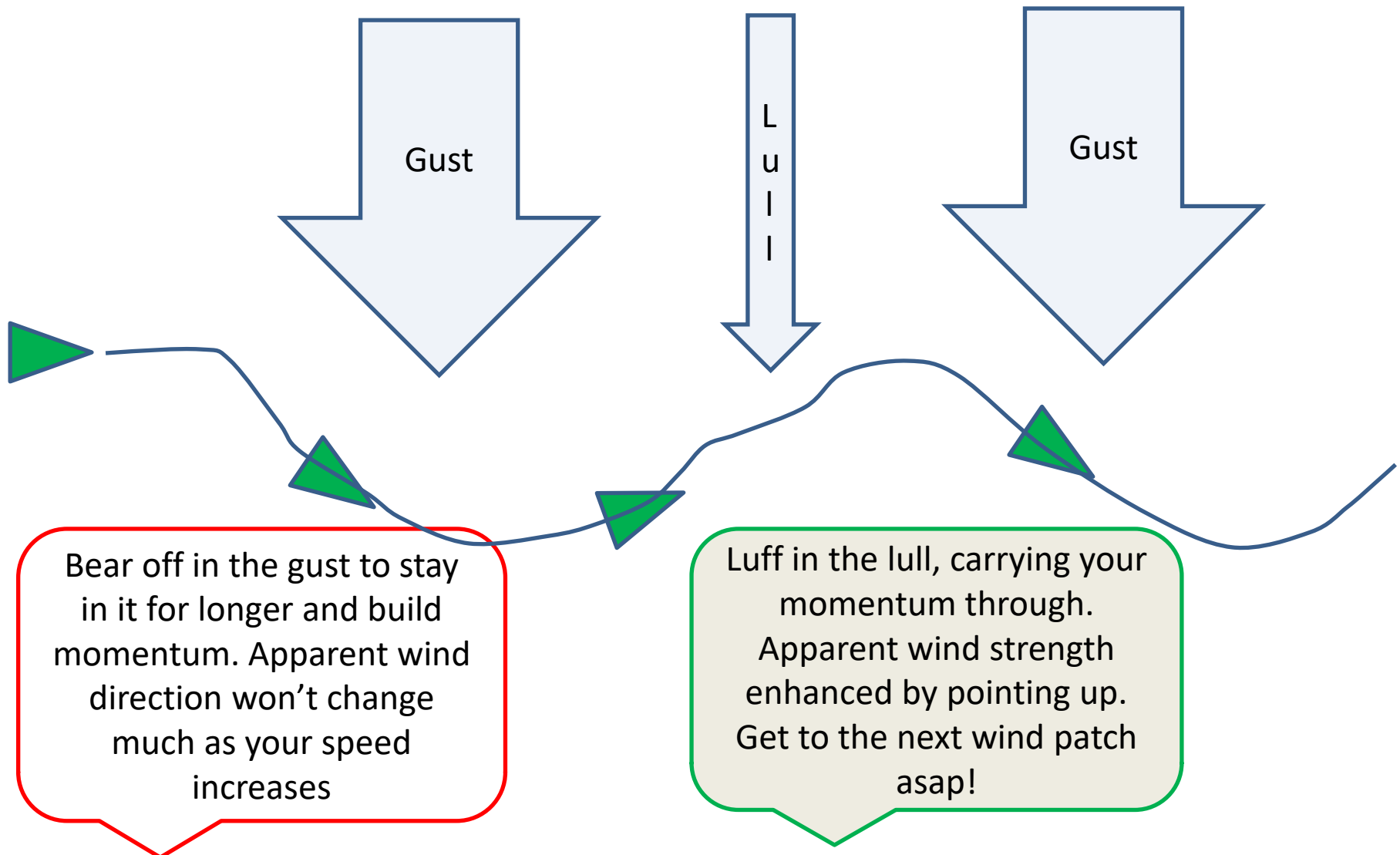


Keeping the boat flat and working the main sheet helps, as does hiking hard!



Keeping the boat flat and working the main sheet helps, as does hiking hard!

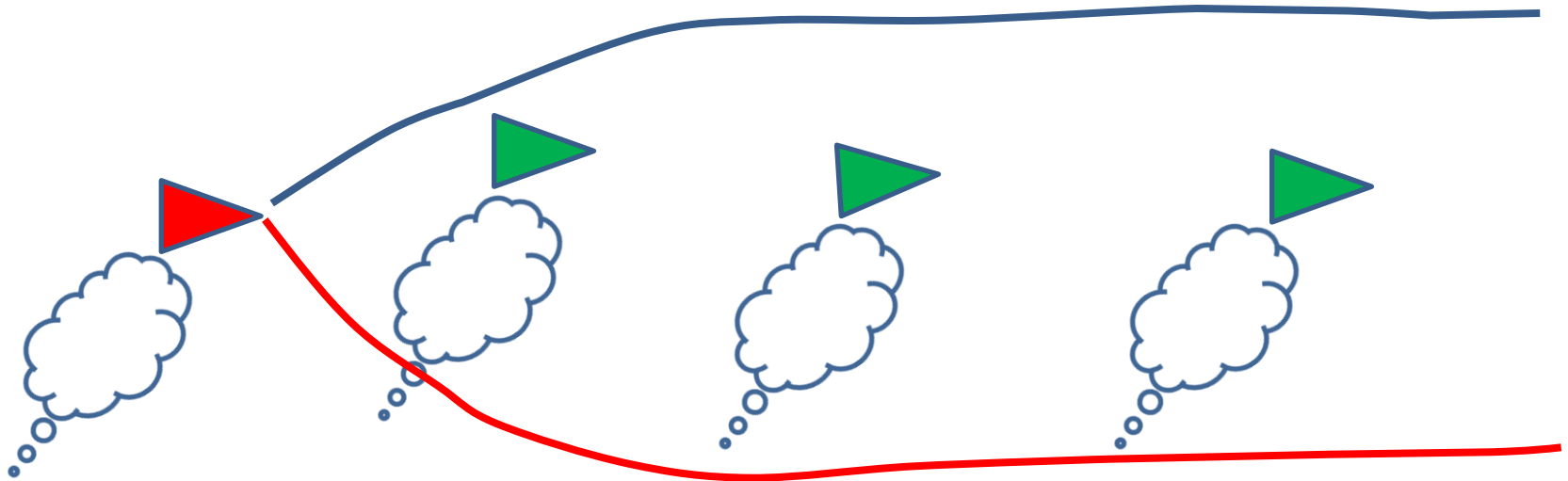
Bear away in the gusts / Luff in the lulls



Wind Shadow

Red route risks encountering some wind shadow. Is it worth it? Which way do we go around the next mark in case I don't clear everyone?

Blue route could be preferable, but the green boats could (should) luff up to prevent you passing easily. The wider you pass, the better!

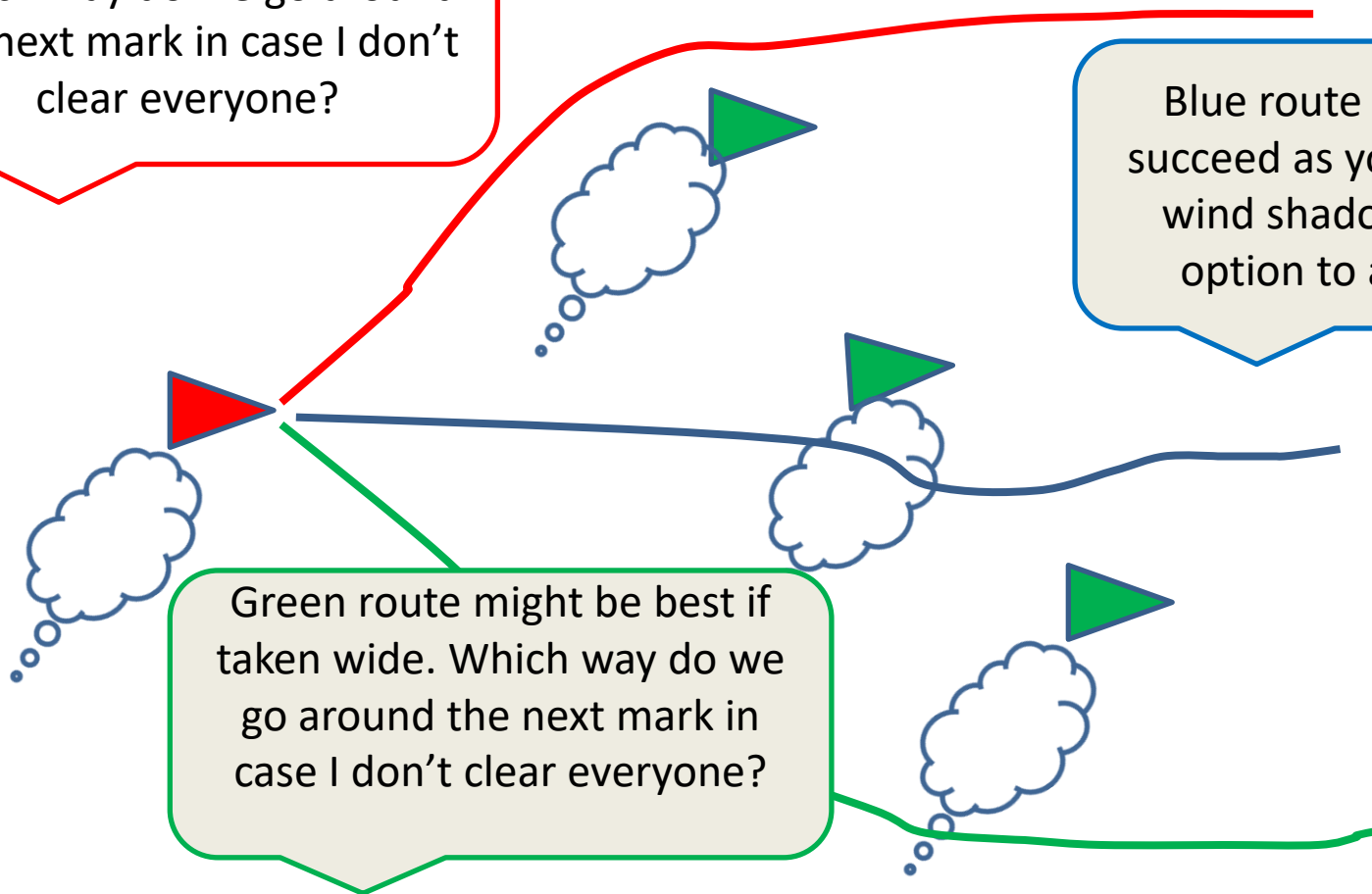


Going for Gaps? Think your way past!

Red route risks being luffed. Which way do we go around the next mark in case I don't clear everyone?

Blue route is unlikely to succeed as you will fall into wind shadow and lose option to alter course

Green route might be best if taken wide. Which way do we go around the next mark in case I don't clear everyone?



More speed available if boat was kept flatter and a bit less kicker. Mind you, he was only messing around before the start!



Mark Rounding and Offwind Sailing

The Gybe Mark

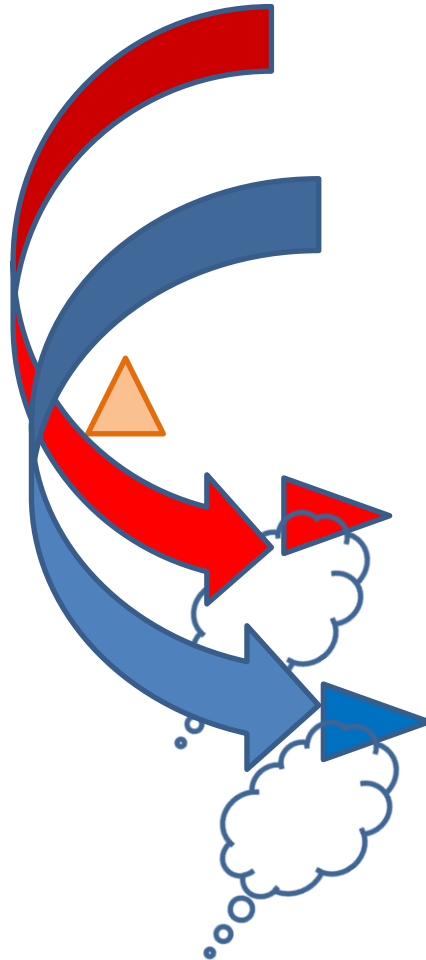
Top Tips for The Gybe Mark

- Be positive! The faster the boat is going, the less the apparent wind strength is.
- Take it wide and enter tight to stop people pinching your wind
- Five Essentials
 - Pull sail in off the shroud
 - Balance the boat
 - Trim weight back a little
 - Don't have the centreboard fully down
 - Straighten rudder when boom crosses



Gybe Mark

Red Route. Taking it wide means you exit 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.

Gybe Mark Videos

Friday night albacores at the gybe mark

<https://www.youtube.com/watch?v=XL6ilzAwHJY>

Tricky Gybe Mark toppers

https://www.youtube.com/watch?v=1RK_xCCXrBU

Mark Rounding and Offwind Sailing

The Run

Top Tips for The Run

- Five Essentials
- Burgee
- Don't just follow and try to avoid sailing into gaps
- Wind shadow
- Port / Starboard
- Windward / Leeward
- Look behind for wind
- Hold boom out / goosewing
- Consider sailing angles across the wind for better speed (VMG)
- Un-stayed boats can let boom beyond 90 deg (Lasers, Comets, Aeros)
- Patience!





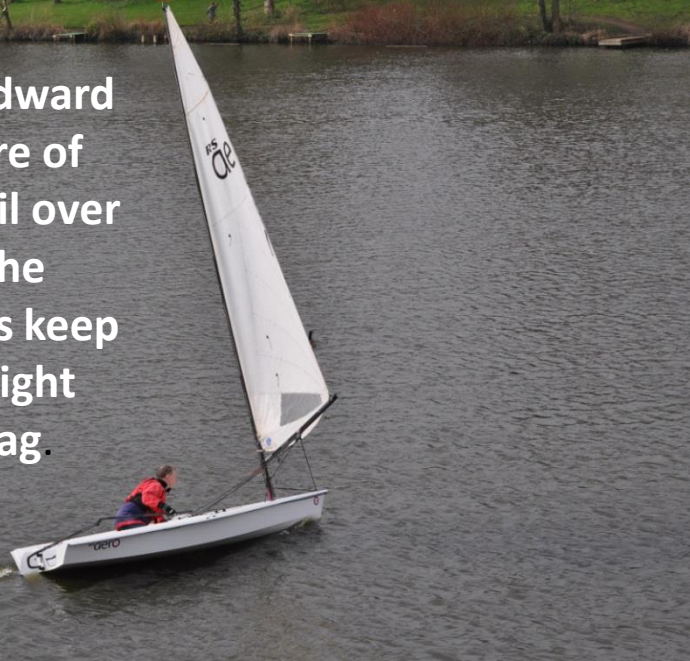
Note how the boats are spread out, trying to find clear air and more breeze than the others



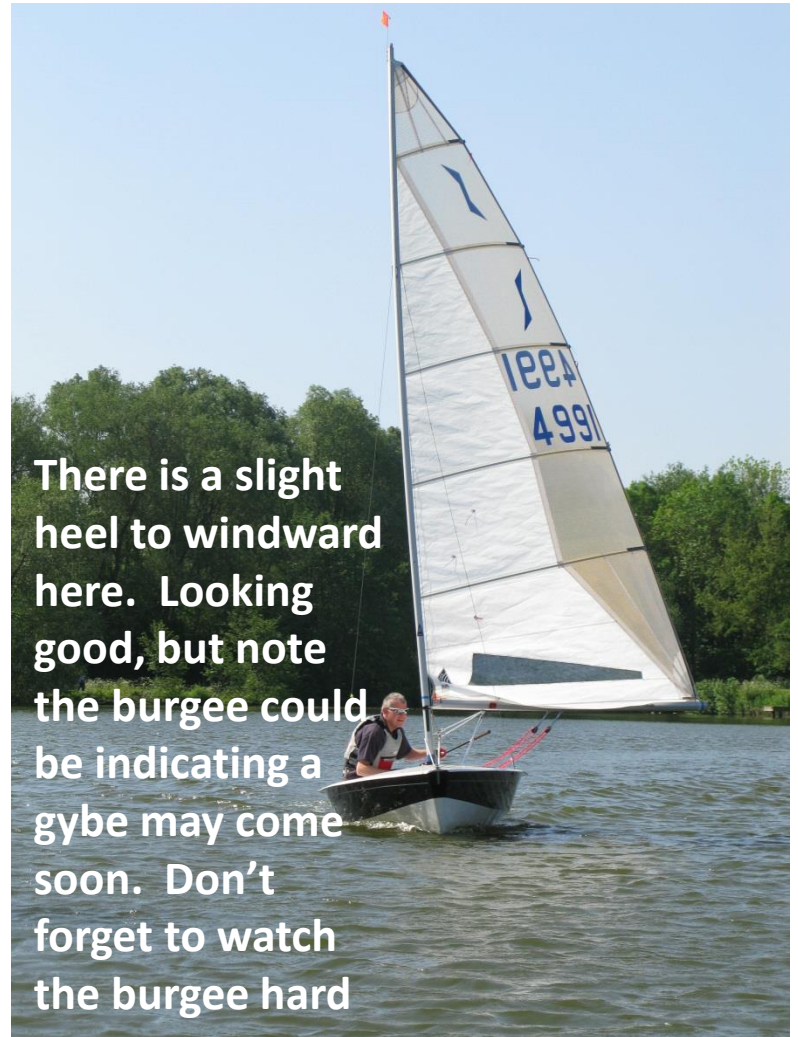
In this sequence of boats on the run, note how the GP and Comet at the back are bearing away in a puff to try to get around the others



Heeling to windward to get the centre of effort of the sail over the middle of the boat. This helps keep the rudder straight and reduces drag.



There is a slight heel to windward here. Looking good, but note the burgee could be indicating a gybe may come soon. Don't forget to watch the burgee hard



Overdoing the heel to windward can make the boat very unstable in a gust (remarkably he recovered from this)!

Mark Rounding and Offwind Sailing

Leeward Mark

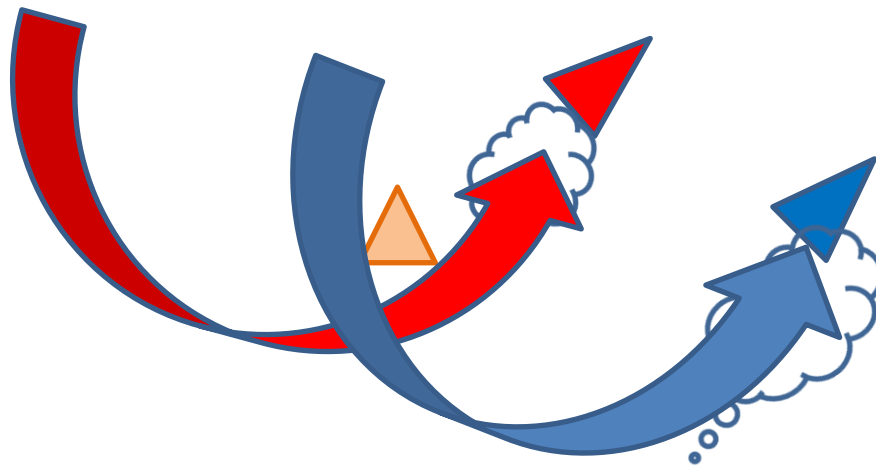
Top Tips for The Leeward Mark

- Take it wide and enter 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

Leeward Mark

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.





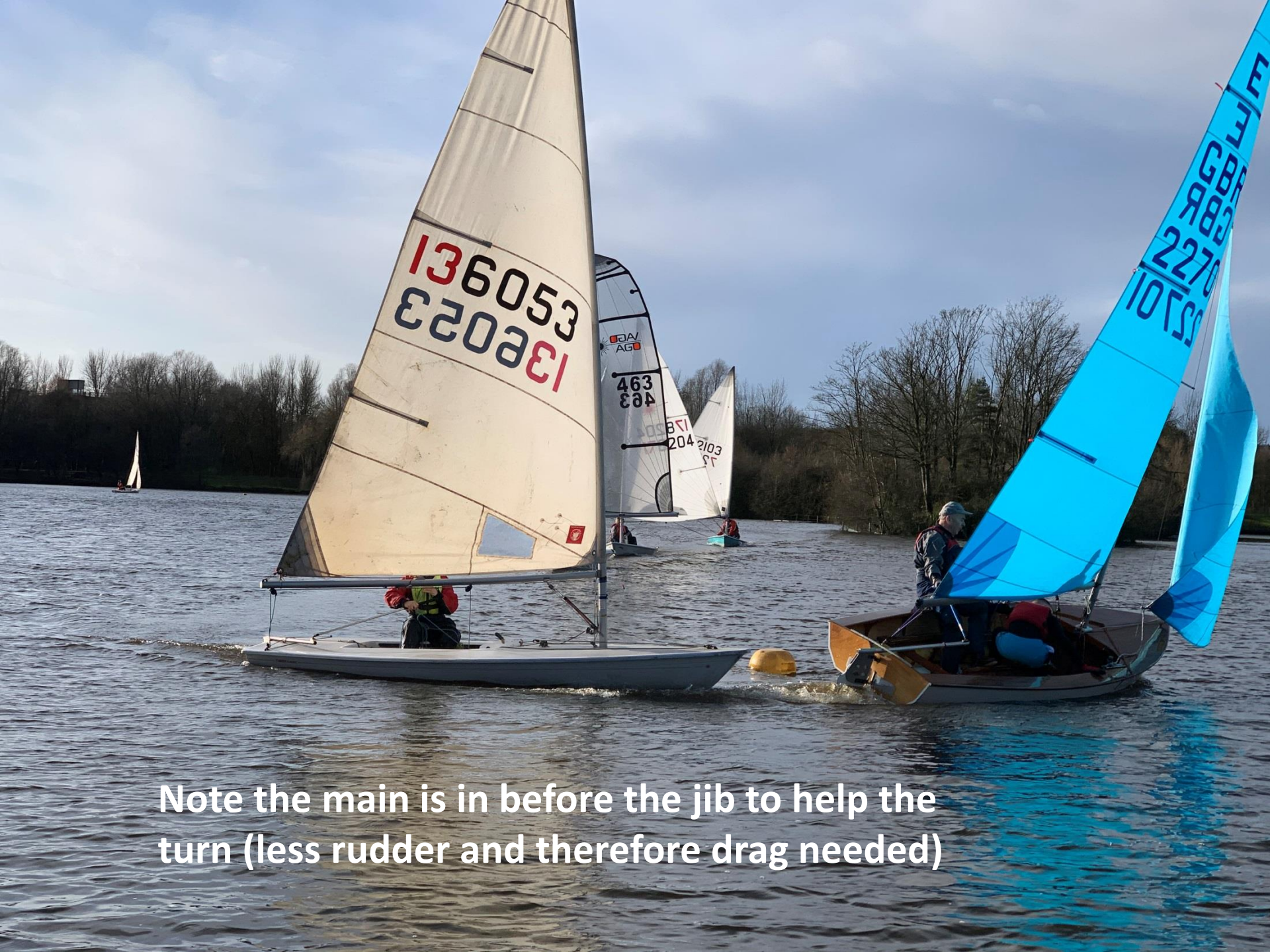


A smooth rounding, but could have come in wider and exited closer to the mark





Good mark rounding by both experienced helms



Note the main is in before the jib to help the turn (less rudder and therefore drag needed)



Both boats exit tightly. Little opportunity for the Laser to sail over the Enterprise (which could be a bit more upright!).



The Vago is overpowered and is struggling to turn tightly. Can the Laser come in more tightly and take advantage?



Some advantage gained – but could have been even more!

Mark Rounding and Offwind Sailing

QUESTIONS?

Next week:

Tactics, strategy and more on Rules