



South Bay Yacht Racing Club

Saturday Jun 13-09
FREE Annual SBYRC
Start Racing Clinic
At SMWYC

Sailing Smart: Winning Techniques, Tactics, and Strategies

9.00: Check-in and breakfast at SMWYC 13589 Mindanao Way Marina del Rey, CA 90292

9.30: Chalk Talk: 'how to' of sailing tactics, as told by some of the best racers

Peter Drasnin - Jim Durden - Curt Johnson - Robert T. Patterson

- ◆ Discussion about the rules that apply during the starting sequence
- ◆ Our best racers will reveal some of their tactics and strategies
- ◆ How to formulate plans that get you in clean air in a large fleet

Noon: On-the-Water Training

- ◆ Coaches on boat
- ◆ Sailing Drills: How to Sail Better, Faster, Smarter, Safer
- ◆ Rolling sequences in order to practice your starts several times
- ◆ Videotaping of the starts from the Race Committee Boat

Afternoon: De-brief at the SMWYC

- ◆ Review of the on water videos with commentary by coaches

Thanks to [Ken Quant](#) for sending me

“The Basic Sailboat Racing Rules All Racers Should Know”

(Attached at the end of this handbook)

Thanks to **HEALTH DYNAMICS** who is graciously sponsoring the breakfast
www.healthdynamicsworldwide.com



On The Water Format

RC will monitor Ch 68

The practice will be video taped and will be used for debrief at the YC.

Around 12.30 pm Meet at Marina Del Rey Racing Buoys at SS mark. The first hour will be dedicated to boat handling and starting drills including:

1. Practice Circles: Maintain boat speed at all points of sail
2. Controlled luffing: How long can you stall
3. Stop & Go Drill: How long to reach full speed on a close-hauled course
4. Add Timing: Use a buoy to judge time, speed & distance

Once the RC boat has set the starting line:

1. Determine favored end of line
2. Judge line sights for both ends of the line
3. Time length of starting line
4. Call lay lines to both ends of the line
5. Judge the effect of waves & current

Around 1:30pm Race Committee boat will make repeated sound signals and raise flag number 8 indicating the beginning of the line sighting drill for Class 1 (classes will be determined in the morning based on the number of boats)

1. Boats in first starting class will approach line in handicap order (fastest to slowest), maintaining approximately 3 boat lengths between each boat
2. Bowman will raise hand indicating point at which bow is on the line
3. RC boat will give feed back as to accuracy of line call.

Each boat in Class 1 will make three approaches to the line, after which the RC will make repeated sound signals and raise flag number 6 indicating the beginning of the line sighting drill for Class 2.



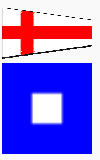

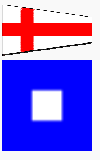



Around 2:00pm Begin Series of Practice Starts

During the practice starts, try to practice:






1. Getting to the line early as well as practice killing time.
2. Creating space to defend against port tack boats including leaving room to bear off to accelerate
3. A variety of approaches including:
 - a. Reach Out & Back
 - b. Half Speed Approach
 - c. Port Tack Approach
 - d. Luffing Start (if appropriate for boat type)

We expect to run a total of six starts and run one race from SS to H if time allows before heading back to the YC for the debrief. Coaches will comment on the video and give feedbacks.



FLAG SIGNAL For this exercise CLASS FLAG IS FLAG 8		Number of sound signals when RAISED	Number of sound signals when LOWERED	Description
	Class Flag (8) ↑			Warning Signal. 5 minutes to race start when class flag is raised.
	Class Flag (8) P ↑			Preparatory signal. 4 minutes to start when P flag is raised.
	Class Flag (8) P ↓		 Long sound	Preparatory signal. P flag removed 1 minute before start.
	Class Flag (8) ↓			Start Signal. Race start when class flag removed.

Recall signal

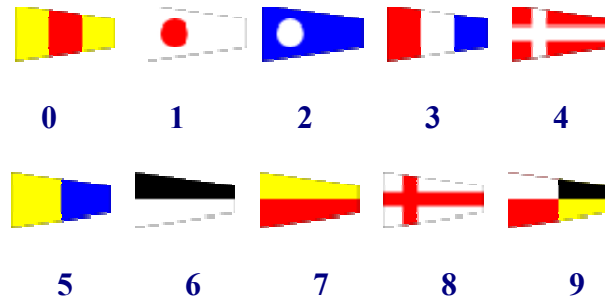
Flag signal		Number of sound signals when RAISED	Number of sound signals when LOWERED	Description
	X			Individual recall. One or more boats did not start correctly and must return back and do a proper start. The X flag is displayed until the earliest of the following: all boats over the line early have returned correctly, 4 minutes from the start or until one minute before the next start. (The sound signal is in addition to the start sound signal)
	1st Sub			General recall. All boats are to return and then a new start sequence will begin. Signaled when there are unidentified boats over the line or subject to one of the starting penalties, or there has been an error in the starting procedure. The new warning signal for the recalled class will be made 1 minute after the 1st substitute is removed. (The two sound signals when the first substitute is displayed are in addition to the start sound signal)



Flags Alphabet Letters

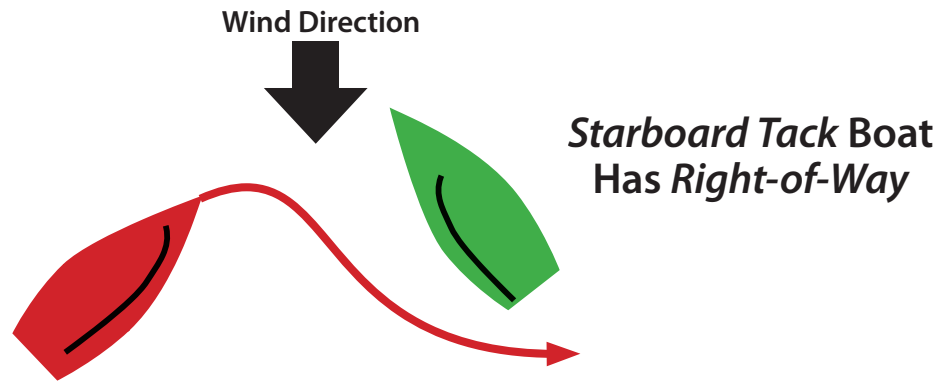


Numbers



THE BASIC SAILBOAT RACING RULES ALL RACERS SHOULD KNOW

By Ken Quant



In sailboat racing there are no out-of-bounds lines on the floor or referees to call fouls. The rules are self enforced and administered within the fleet. A basic understanding of just a few important rules will help ensure that everyone has fun and gets home safe.

The specifics of the sailboat racing rules are mind-numbingly detailed and written to cover all potential incidents. **DON'T WORRY** - You do not need to know everything about the rules to go out and have fun and be safe. By reading and understanding the following rules and terms, you should be able to get around the course without fouling another boat or causing an accident.

These rules should only be thought of as a beginning!

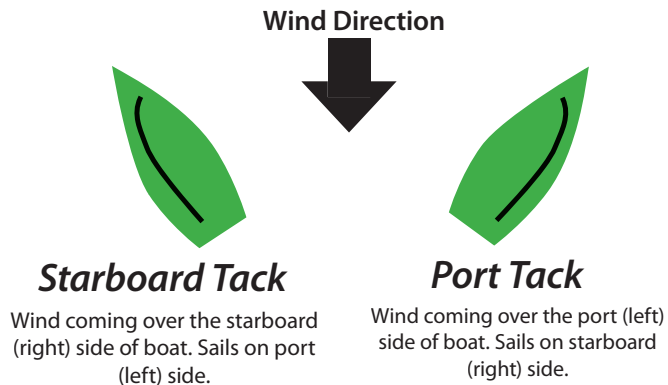
To get an official copy of the complete rules, join US Sailing at www.ussailing.org Members receive an official copy of the current rules as a membership benefit. For a plain language discussion of the rules, look into purchasing Dave Perry's book entitled "*Understanding the Racing Rules of Sailing*" at the same site.

Reproduction for FREE distribution is encouraged.

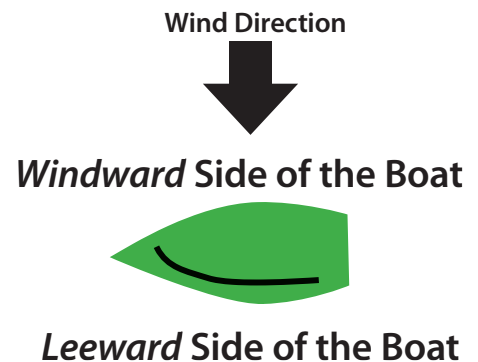


BASIC TERMS

Starboard Tack vs Port Tack

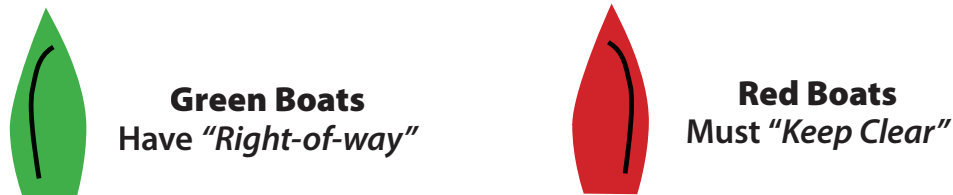


Windward vs Leeward



Right-of-Way

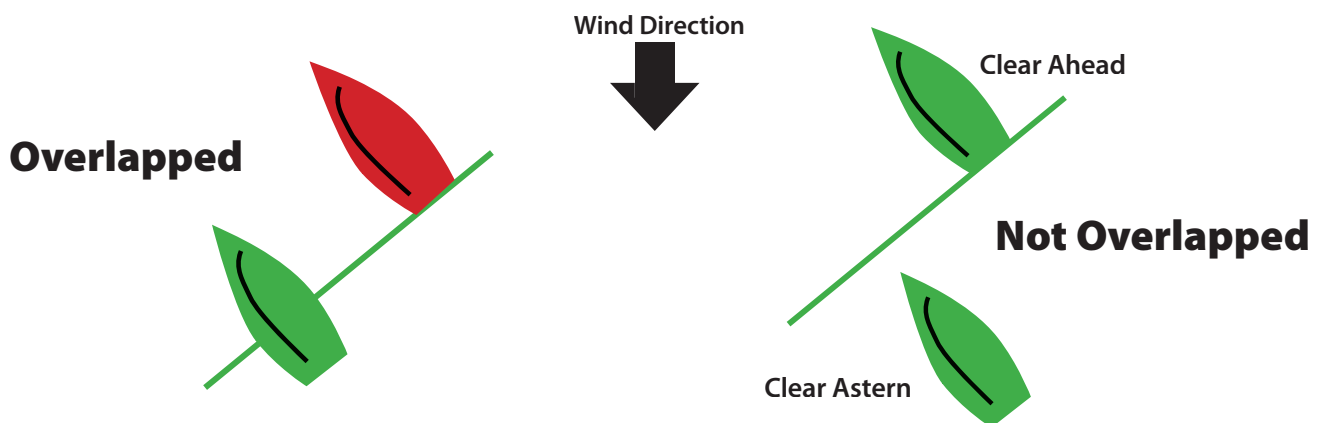
When one boat has the *Right-of-Way*, the other boats is required to *Keep Clear*.



Avoiding Collisions - All boats are required by rule to avoid a collision if possible!
Right-of-Way is no excuse to cause a collision.

Overlapped Boats

A boat *Overlapped* to *Leeward* has *Right-of-Way*. Overlaps are established from the transom.



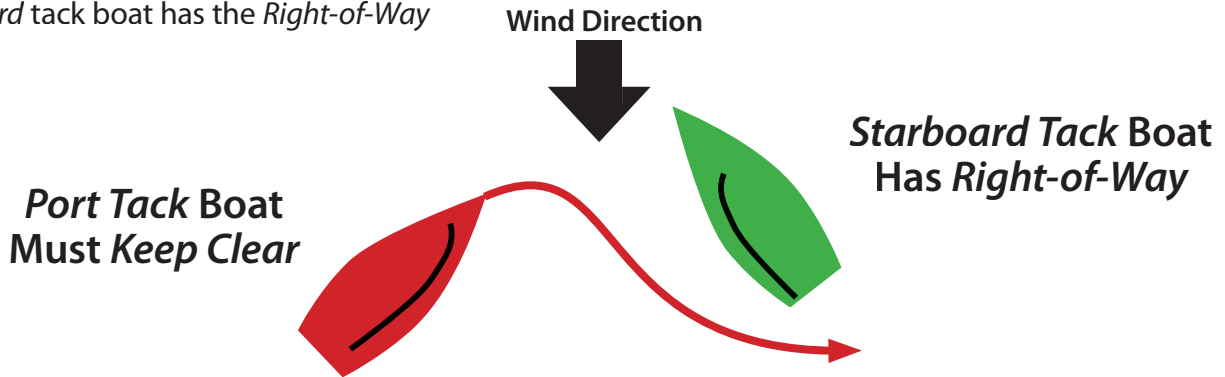
Other Terms Used In This Discussion

- Close Hauled** - A boat sailing as close to the wind direction as possible
- Head-to-Wind** - A boat pointed straight into the wind. Sails will be luffing.
- Inside** - A boat positioned between the mark and another boat
- Outside** - A boat positioned with another boat between them and the mark
- Proper Course** - The course a boat would sail to get to the next mark as quickly as possible
- Room** - The space a boat needs to maneuver properly given conditions

BASIC RIGHT-OF-WAY SITUATIONS

Two Boats Converging on Opposite Tacks

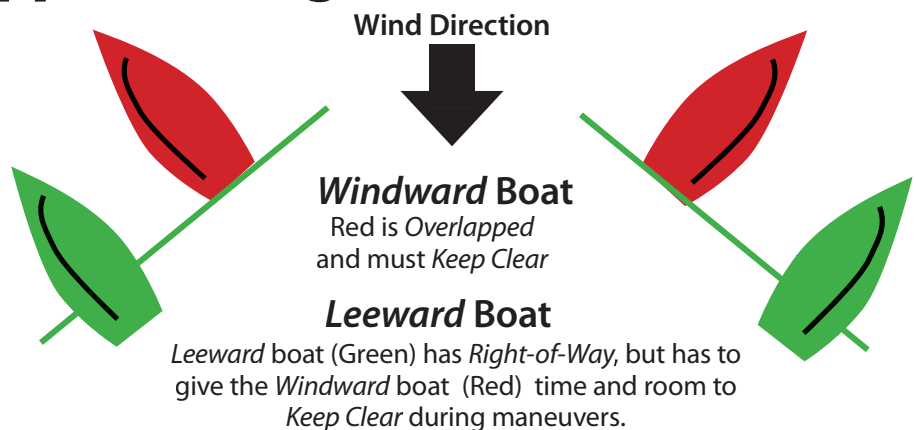
A Starboard tack boat has the *Right-of-Way*



Two Boats Overlapped Sailing On the Same Tack

Leeward boat has the *Right-of-Way*

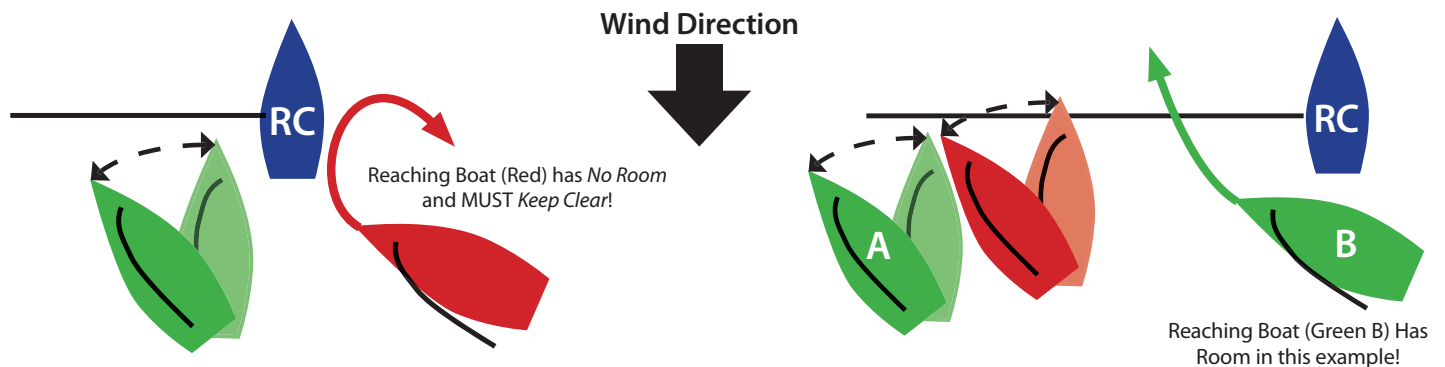
NOTE: This Rule applies for two boats near each other on the same tack. However, remember that any approaching *Starboard Tack* boat will have *Right-of-Way* over all *Port Tack* boats



No Barging at Start

A *Leeward* boat has *Right-of-Way* at the start and is allowed to sail above her *Proper Course* to shut-out any boat heading into the start before the start signal. After the start signal, the *Leeward* boat must assume her proper course.

Basically, any boat to leeward that you can potentially hit should be considered a brick wall.



REACHING BOAT (RED) IS BARGING!

Before the start signal, Green has the right to go "head-to-wind" and force a *Windward Overlapped* boat (RED) over the start line or into a position that it must avoid the *Committee Boat* or *Start Mark* by turning away.

LEEWARD BOAT (GREEN A) HAS RIGHT-OF-WAY RED MUST KEEP CLEAR OF GREEN A!

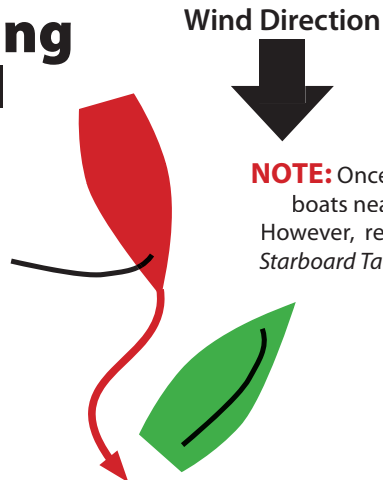
Green A has the right to go "head-to-wind" to force Red over the start line before the start signal. Green A is not close enough to *committee boat* to shut-out Green B.

BASIC RIGHT-OF-WAY SITUATIONS

Same Tack Boats Converging on Different Points-of-Sail

Leeward Boat has Right-of Way

In this example, both boats are on *Port Tack*. As they converge, the *windward* boat (Red), which is sailing downwind, has to *Keep Clear* of the *leeward* boat (Green).

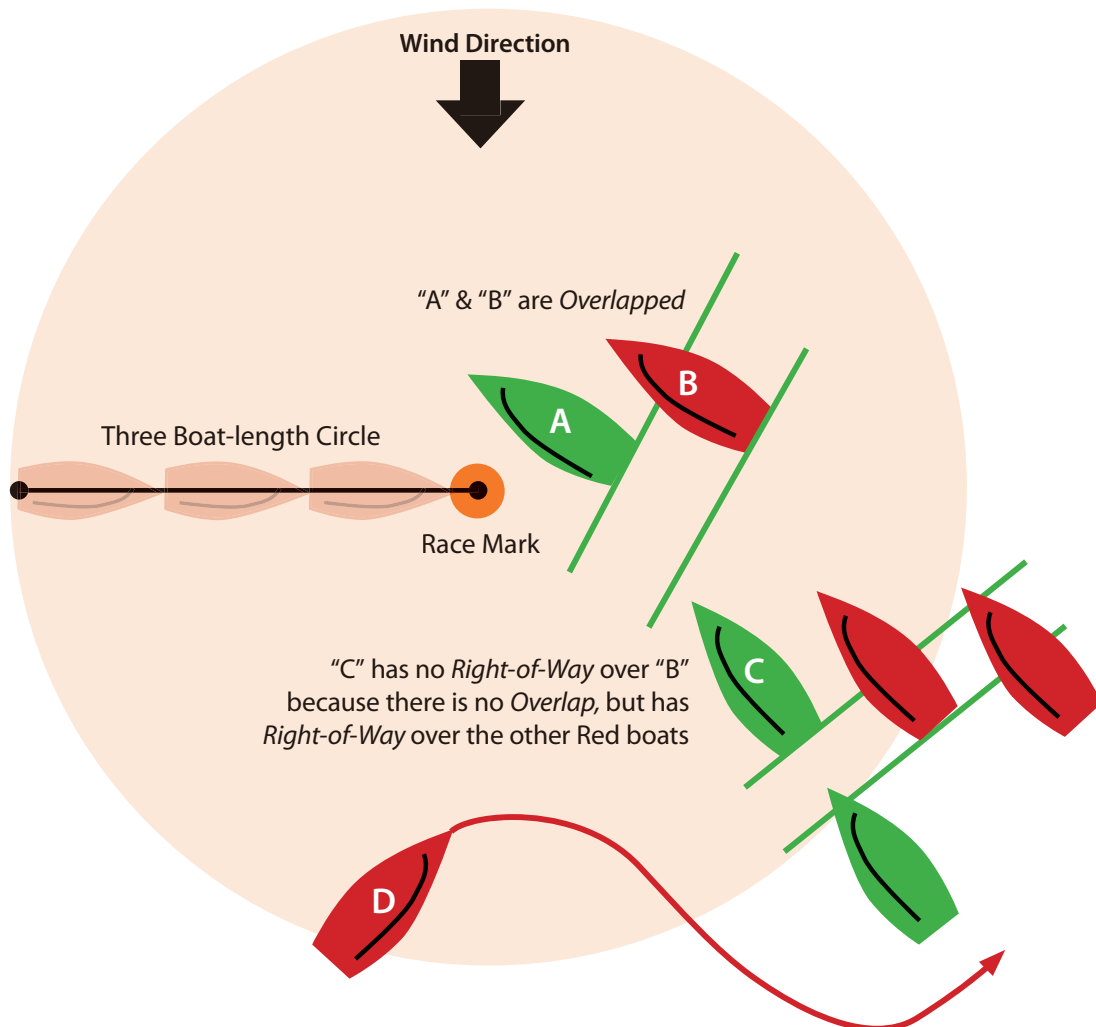


NOTE: Once again this rule applies for two boats near each other on the same tack. However, remember that any approaching *Starboard Tack* boat will have *Right-of-Way* over all *Port Tack* boats.

Boats Converging at Mark

An *Inside* and *Overlapped* boat (Green A) within three boat-lengths of the mark has the *Right-of-Way*. In general, any *Overlapped* outside boat (Red B) must *Keep Clear* and give room to any boat between them and the mark.

A boat coming into the mark on *Port Tack* (Red D) must be able to complete its tack without obstructing the progress of an incoming *Starboard Tack* boat. If a *Starboard Tack* boat has to adjust course, you fouled them.



WHAT TO DO IF A FOUL OCCURS

IF YOU ARE FOULED

1. Avoid Contact!
2. Hail the word, "PROTEST" to the boat that you believe created the foul.
3. Raise a Red Protest Flag somewhere visible from your stern
4. At the finish, notify the Race Committee that you plan to issue a protest giving the name and/or sail number of the offending boat.
5. Once onshore, find a race official to fill out the appropriate paperwork.

IF YOU FOUL ANOTHER BOAT

1. Avoid Contact!
2. If you believe you fouled another boat, promptly get clear of all other boats and do two complete circles in the same direction consisting of two tacks and two gybes. Once the circles are complete, you can rejoin the race without further penalty.
3. If you do not think there was no foul, continue sailing the race with the understanding that you are racing under protest. Once the race is complete, and not necessarily on the same day, a protest committee will hear the incident to determine which boat was correct. If you are wrong, you will be Disqualified (DQ) from that race.

IF YOU HIT A MARK

1. Promptly get clear of all other boats and do one complete circle in the same direction consisting of one tack and one gybe.

NOTE - You have NO rights over any other boat during the time you are doing penalty circles. Make sure you are clear in both time and distance from all other racers during starting your circles.