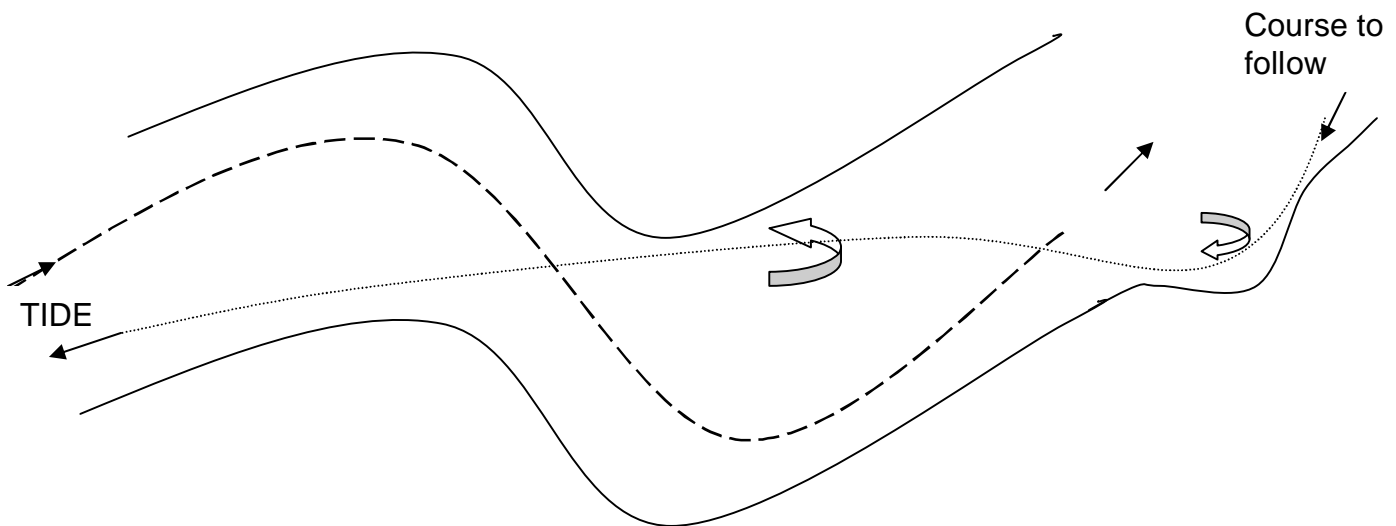


NOVICE RACING - BASIC RULES, SAIL TRIM & TACTICS

TIDES & EDDIES

- *Most tide in centre, least on the edges of the river*
- *Most tide on outside of bends, least tide on the inside of bend*
- *When to cross river from inside corner to inside corner – look at mud slopes (strong tide scours the edge, weak tide deposits the mud)*
- *For direction and strength - look at the moored craft & buoys*
- *Look at the water – slicks and ruffles show eddies or slack patches – ‘wind against tide’ produces steep waves showing strong tide running*
- *Look for Counter-eddies in ‘bays’ and down-tide of inside bends*



STARTING

Flags & Signals -

- 5** minute Hooter – Race flag (Class or Handicap) broken out
- 4** minute Hooter – Blue Peter broken out (Blue, white square in middle)
- 1** minute Hooter – Blue Peter Lowered
- START** - Race flag Lowered

Individual Recall – If some boats are over the line -1 more hooter & race flag left at 'Half Mast'

Individual boats duty to go back and clear line (best to go back if in doubt)

General recall– If many boats over the line: 2 hooters and First Substitute flag (Triangular)
Race is re-started

Shortened Course : 2 Hoots And Flag S (White, blue square in middle)

Postponement – Answering Pennant & 2 Hoots (Long pennant Red & White)

Abandonment - Flag N & 3 Hoots (Blue and white chequer)

Rules: – usual rules apply to start but you can't call for room on a 'distance' mark, (end of start line)

NOVICE RACING - BASIC RULES, SAIL TRIM & TACTICS

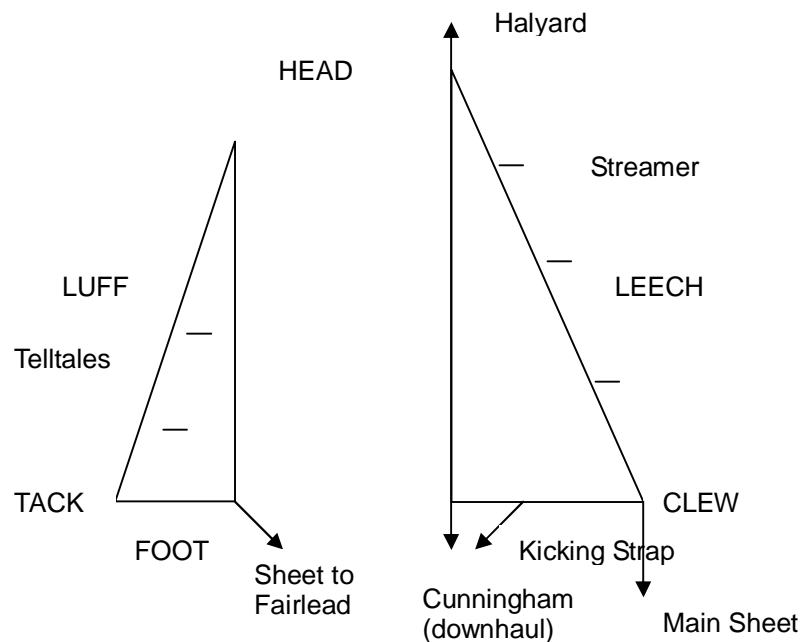
TACTICS: **Which end of the line?** - Look at wind, tide, distance

- Which end has the tack which takes you nearest the mark? (line bias)
- Does one end have a wind shadow?
- Which end has most/least tide?

AND

- use your own transits to help judge the line eg a moored boat
- do dummy run to time start and see where you point (if beating)
- you may 'hold' in the tide near the line, just feathering the sails if it's against you
- but have full speed on the line when the hooter goes.

SAIL CONTROLS. (will vary slightly on different class types)



JIB

- Halyard tension – normally taut but use less tension in light winds
- Fairlead position – sheet should point one third to halfway up luff. It's correct when all the luff or telltales 'lift' at same time when you luff to the wind.
- Sheet tension – don't overtighten them in light or moderate winds – leave the leech slightly open so top part is almost (but less than) fore and aft.
- Telltales – both should flow aft, inner one maybe slightly up. If windward one flutters, draw sheet in; if leeward one flutters, ease out. (or alter boat direction if beating)

MAIN

- Halyard tension. Set up the tension in luff according to wind strength. Cunningham line, if you have one, controls luff tension. Tighten the luff to windward or in heavy winds to flatten luff and draw curvature forward.

NOVICE RACING - BASIC RULES, SAIL TRIM & TACTICS

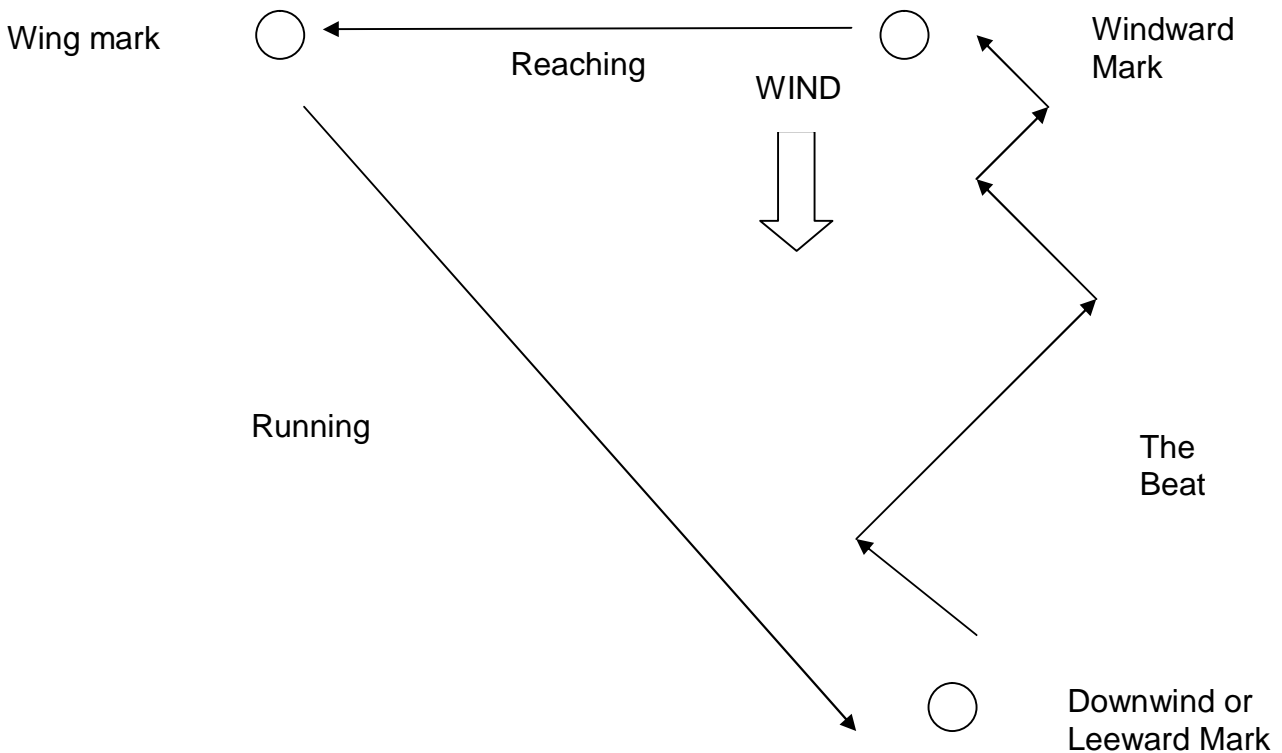
- Outhaul controls fullness –tighter to windward, full off the wind. Tighten for very light or strong winds.
- Kicking Strap/Vang – controls leech tension and mast bend. For most boats the leech should be fore and aft about quarter to third down from top. For strong winds, a tight kicking strap will bend mast and help flatten sail.
- *De-powering the sail in strong winds*– Flatten by tightening everything and getting max mast bend. Then spill wind by easing main if necessary to keep boat upright

BASIC RULES (& some tactics) - ISAF Racing Rules of Sailing 2009-2012

The following are for guidance and do not cover all situations or all the rules

Avoid collisions –A boat can be disqualified even if its in the right if it causes significant damage to another

Typical course legs



Windward leg – PORT & STARBOARD

RULE 10:- starboard tack (or gybe) always has right of way even if tacking boat meets running boat

(**starboard tack** is with wind on starboard side– opposite boom side)

Complete a tack to gain rights – you have no rights once you are head to wind.

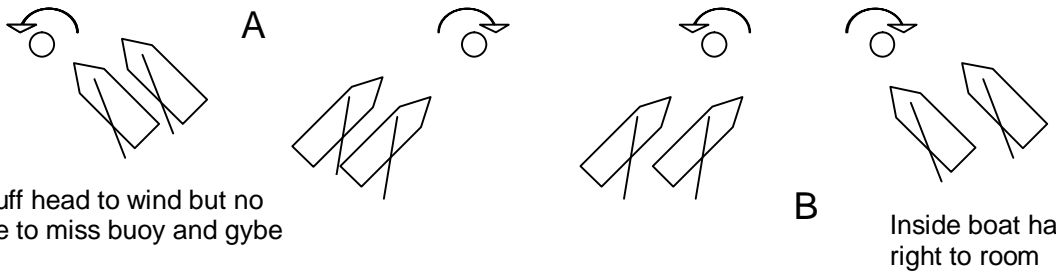
Obstructions – shore and moored craft, - if you need room call "water to tack"
- If you are the hailed boat and feel it can go behind you or you will make room for it, you call "you tack" and avoid it.

NOVICE RACING - BASIC RULES, SAIL TRIM & TACTICS

Rounding the mark– On opposite tacks : usual Port & Starboard rules apply
 - If not sure act as if the mark was not there.

Both on same tack at the 3 length zone

- Inside boat may luff up to head to wind to 'shoot' the mark, but no further (as A)
- on the other hand the inside boat may call for water on the mark (as B)



Leeward boat may luff head to wind but no further. He may have to miss buoy and gybe round behind

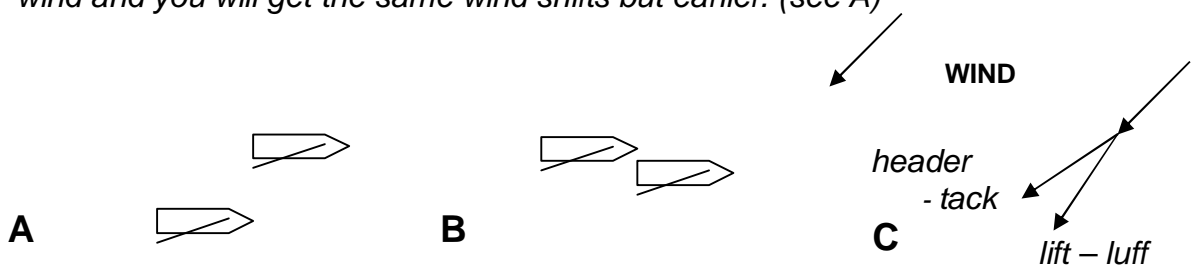
Inside boat has right to room

BUT NOT if a tack took place inside the zone

-If one boat tacks within the zone when another is fetching the mark it has no right to luff the other to shoot the mark as above, or must give room if the other boat is inside as B

TACTICS

- Other factors being equal, stay to starboard & to windward
- -'Covering', i.e. stay to windward, of the boat(s) behind. You may block their wind and you will get the same wind shifts but earlier. (see A)

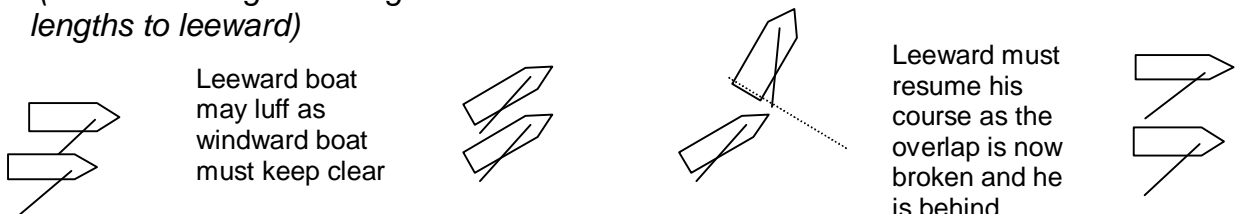


- 'Safe leeward position' –close to leeward but nose in front gives the windward boat dirty wind (see B).
- tack on 'headers' to get to mark quicker. If on a 'lift' wait for header (see c)

Reaching – RULE 11:- **windward boat keeps clear** – gives rise to 'luffing rights' for the leeward boat which may 'luff up' as much as it wishes.

–the overlap is broken when extended line from transom is ahead of leeward boat. Hail "No overlap" or "Overlap broken" and then leeward boat must resume her 'proper course'.

(she cannot regain her right to luff until first she has been either clear ahead or 2 lengths to leeward)



NOVICE RACING - BASIC RULES, SAIL TRIM & TACTICS

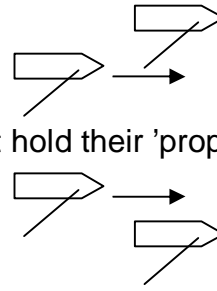
Proper course – that which the boat would normally take in all the other circumstances to the next mark.

RULE: overtaking boat keeps clear

–***overtaking to leeward:***

if within 2 boat lengths (sideways) both must hold their 'proper course'..

- ***overtaking to windward***
-
- then leader has luffing rights as above



Obstructions - moored craft etc –inside boat may call for water at the obstruction.

- **Shoreline** – You must not force a passage if no room left.

(Unless when running you are on starboard gybe and boat in front is on port gybe)

TACTICS

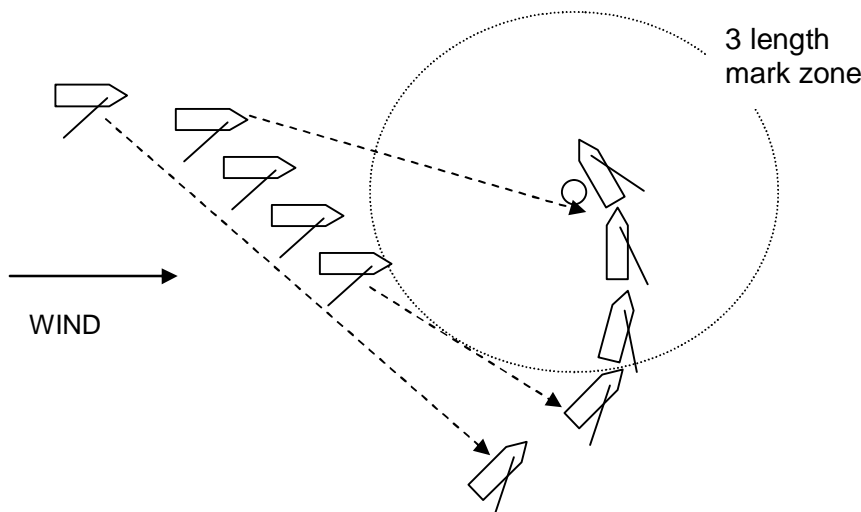
- *be to windward for clear air*
- *be on inside for next mark*
- *lulls & puffs - luff and bear away – especially to plane*

Rounding marks – RULE 18 : Inside 3 hull length mark zone you must room to round.

An overlap at this point entitles you to room to round on a 'proper course'. Even if the overlap is lost inside the zone the outside boat must still make room.

If the inside boat needs to gybe, 'room' includes room for the boom to come across to the opposite side.

(NB. it is wise for the following boat at this point, or just before, to call "overlap" or "water please", or from leader, "no overlap" to establish your view of the position)



The outer boat must allow inside all those that are overlapped at the 3 length mark.

The trailing boat is not allowed to take advantage and nip inside but must follow the others

TACTICS:

Best way to round the mark is smoothly, passing close to buoy on new course. – "WIDE IN, NARROW OUT."

NB - watch out for strong tides which may sweep you onto the buoy.

NOVICE RACING - BASIC RULES, SAIL TRIM & TACTICS

Run – as above but Port and Starboard gybes count in first instance

Overtaking rules as above

- but you must give a chance for the other boat to keep clear and not manoeuvre to obstruct him.

TACTICS

- *Try to get behind others so they are in your wind shadow*
- *Get on the inside for the mark*
- *Round mark wide as above*

Finishing – as soon as any part of hull, crew or equipment crosses line;

- but rules apply till you clear the line.

Penalties - all 360 degrees (ISAF Rules state 720 for all right of way infringements)

- Except for hitting moored boats (not their buoys) when you must retire

Performing the penalty

- o must be before next mark
- o find clear water so as not to obstruct others
- o usually gybe first

Protests - duty to avoid hitting another boat in any event

- first call on transgressor to do a penalty turn, if he fails or disagrees tell him you will protest

RIGHT OF WAY SUMMARY

RULE 10 Opposite tacks: Port tack or gybe gives way to Starboard tack or gybe

RULE 11 Same tack overlapped: The Windward boat shall keep clear

RULE 12 Same tack not overlapped: A boat clear astern shall keep clear of one clear ahead

RULE 13 While tacking: A boat has no rights after passing head to wind until her sails are full on a close-hauled course

Reference Books - Many RYA Publications - Rules, Tactics, Tuning, etc
(www.rya.org.uk)