

Racing 101

Afraid to do battle on the race course?
Fear not. Here is what you need to know...

Before Leaving the Dock

- Planning Ahead
 - Organize your schedule
 - Race Registration (*Rule 75*): www.abyc.on.ca/racing
 - Sign up as a volunteer for the Race Committee to see how easy racing looks
 - Finding crew
 - Make sure your boat and equipment is ready (and insured!)
 - First Race: George Coyles Tune-Up, Sunday May 15 followed by Tuesday and Thursday, May 17 & 19
 - Having the right attitude and dressing to win

Volunteering for Race Committee

- We are always short of volunteers, especially for weekend events.
- Race Committee is a great way to meet new people and get involved
- Being on a committee boat or mark boat is a good way to see how racing is done – or not!
- Teaches you the basics of timing and flags for the start
- Often tasty treats are aboard the Sarah Ashbridge for the volunteers
- Contact racecommittee@abyc.ca

Notice of Race / Sailing Instructions

- These are contracts between ABYC (the Organizing Authority) and the competitors. They are also *rules*
- Where to find them (racingrulesofsailing.org, abyc.on.ca/racing/ and in the Events Book)
- What will you find in them? E.g. Starting Sequence, Division Splits, course details etc.
- Make sure you read them **before** you race

What the heck is PHRF?

- PHRF Measurement Night
- Order Your PHRF Certificate
 - Come to PHRF night May 10 and meet our PHRF Rep, Paul McDonald, or contact him at pmcdonald@hoganchev.com
 - Send an e-transfer payment to officeadminnistrator@abyc.ca Make sure Michelle knows it is for a PHRF Certificate.
 - Fee is \$60.00 plus \$7.80 HST = Total \$67.80

Crew? I need Crew?

- How many people do I need?
- My spouse refuses to sail with me...
- I'm new to ABYC / Racing. How do I find Crew?
- **Come to Crew Bank Night – May 5** and meet Rebecca Crumlish and John Chittley, ABYC's crew bank coordinators

Before Departing and On the Way to the Course

- **Decision to Race – *Rule 3***
- Check the forecast- Think twice if severe thunderstorms are forecast. Know your limit – stay within it! “Safety is no accident”
- Foul Weather = Foul Mood for some
- Wind Checks – when your boat is head to wind, what does the compass say? Check several times. Is there a pattern?
- Check for current – what does the water show you when you pass an ABYC fixed mark?
- Plan your Sailing on the ABYC Course. Gererally speaking (but not always)..
 - If the wind is from the South or South West, go left
 - If the wind is from the East go HARD left
 - If the wind is from the north or northwest, good luck!

Basic Principle:

- Competitors in the sport of sailing are governed by a body of *rules* that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when a boat breaks a *rule* and is not exonerated she will promptly take an appropriate penalty or action, which may be to retire.



10 Basic Racing Rules

For

DUMMIES

The Ten Basic Sailing Rules

Hugh Elliot

International Judge

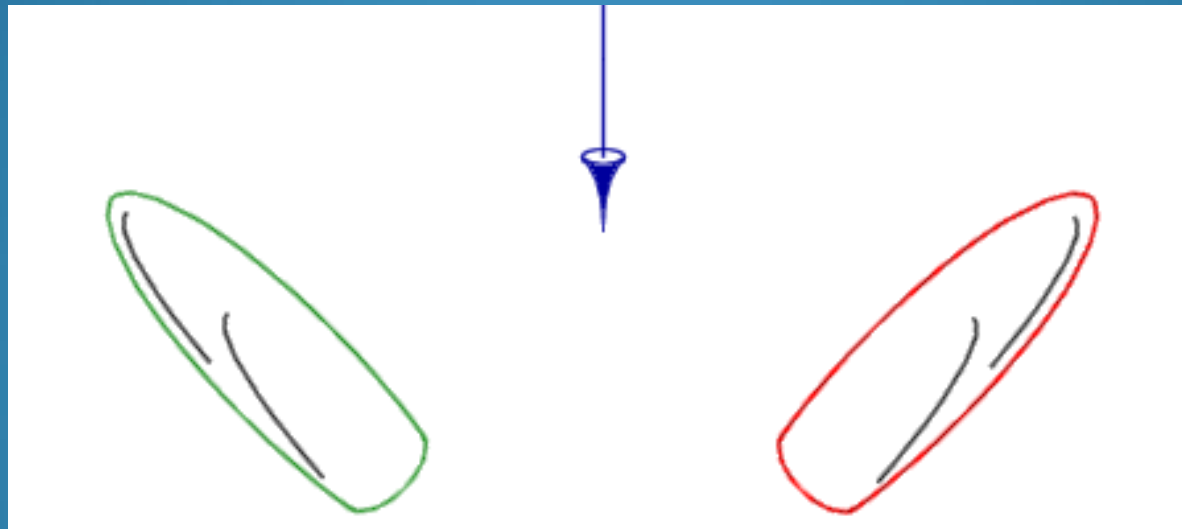
Past Chair: Sailors with Special Needs Committee

And as you are about to see...

He had a great sense of humour.

The Ten Basic Sailing Rules

1. Don't hit other boats.
Collisions are slow and arguments are slower.
2. Keep out of the way of boats in front of you.
3. Port tack boats usually have to stay out of the way of everyone else.

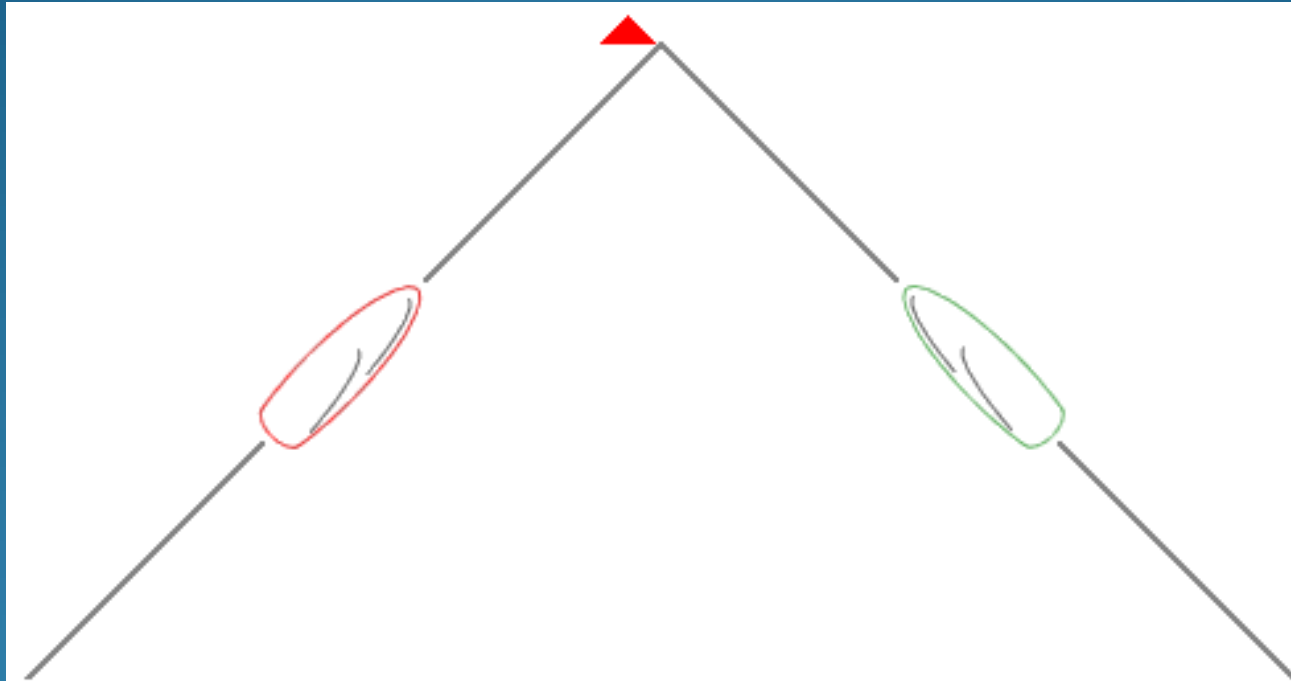


The Ten Basic Sailing Rules

4. Windward boats must stay away from leeward boats.
5. The inside boat gets to go around the mark first.
6. Don't hit marks. Doing circles is slow.
7. Don't hit the committee boat.
 - First, it is a mark (see definition of *mark*)
 - Second, it makes them mad.

The Ten Basic Sailing Rules

8. Nothing good ever happens on a layline.



9. The port tack layline is a very ugly place.

The Ten Basic Sailing Rules

10. Control your own destiny:

Stay out of the Protest Room.

Protest Committees are uncontrollable:
with a 100% solid case,
you have a 50% chance of being DSQ.

However If there is a collision - with damage:
You should Protest

Yell "Protest" immediately AND Wave a **RED** flag

How do the Starts Work?

- Weekend Races – Skippers’ Meetings and Notice of Race and Sailing Instructions (NoR & SI)
- Check in with the Race Committee
- Watch the signals on the RC Boat (*Rules 26 to 29*)
- Right-of-way boats at the start
- Oops. I hit the mark... (*Rule 31 “While racing, a boat shall not touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing or a finishing mark after finishing.”*)
- What matters most at the start: Where you want to be two minutes after the starting signal



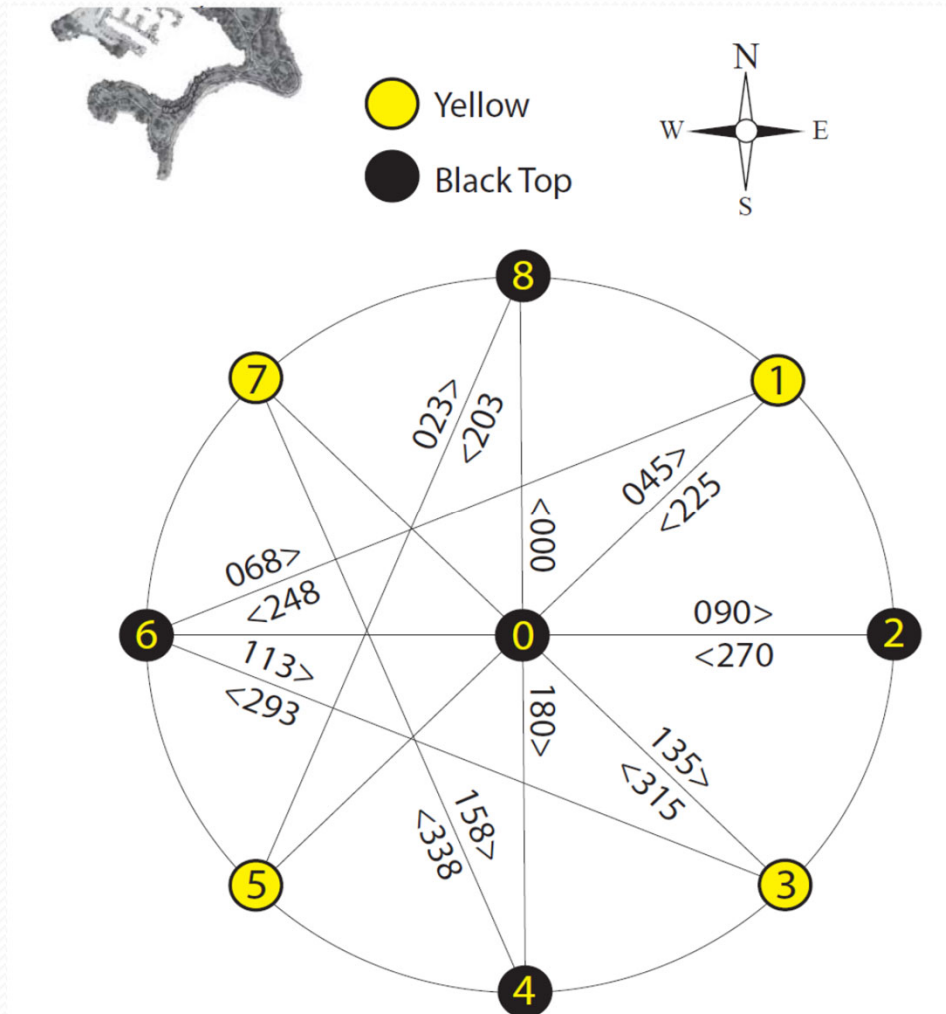
Timing the Start

- How to find the best / favoured end of the line: go to the middle of the start line and turn the boat head to wind. If your bow points to the pin, it is favoured. If to the Sarah Ashbridge, it is favoured. If you can't tell, start anywhere there is room.
- Try not to start to leeward of anyone, especially a bigger boat.
- Plan ahead: did your compass readings show a persistent wind shift?
- Watch the flags on the RC boat (*Rules 26 & 27*)
- If you think you were over early (see definition of *start*, *rule 29.1*), be sure you have your radio tuned to 71 and turn back to re-start if your sail number is called.
- If you make a mistake and foul another boat, or hit the pin, take penalty turns (*rule 44.1*). DON'T HIT THE SARAH – She is tougher than your boat! But if you do, do your turns.
- Better late than never: keep going, even if you are a few minutes late.

What must I know at the Start?

- Starboard has right of way (*Rule 10*)
- Leeward Boats have right of way over boats to windward (*Rule 11*)
- “Barging” is not permitted (Section C, *Rule 18* does not apply at the start)
- There is no “*Proper Course*” before the start
- A boat that was over early is entitled to all rights UNTIL it turns back to re-start
- NEVER hit another boat (*Rule 14*)
- Room to keep clear (*Rules 15 & 16*)
- Watch for the Stern Bonk (*Rule 12*)

The Course...



What do those Numbers on the RC boat Mean?

- Round the marks in the order posted on the back of the Sarah Ashbridge
- if the Sarah is anchored at Mark 5, and posts a course of 2, 7, 5 boats sailing in the White sails divisions will sail from the start at mark 5 to mark 2, round mark 2 leaving it to port, around mark 7 leaving it to port and back to mark 5 (note: the Sarah may no longer be stationed near mark 5). Spinnaker divisions will sail from 5 to 2, back to 5, to 2 and so on, for start (mark 5, 2, 5, 2, 5, 2 if not shortened)

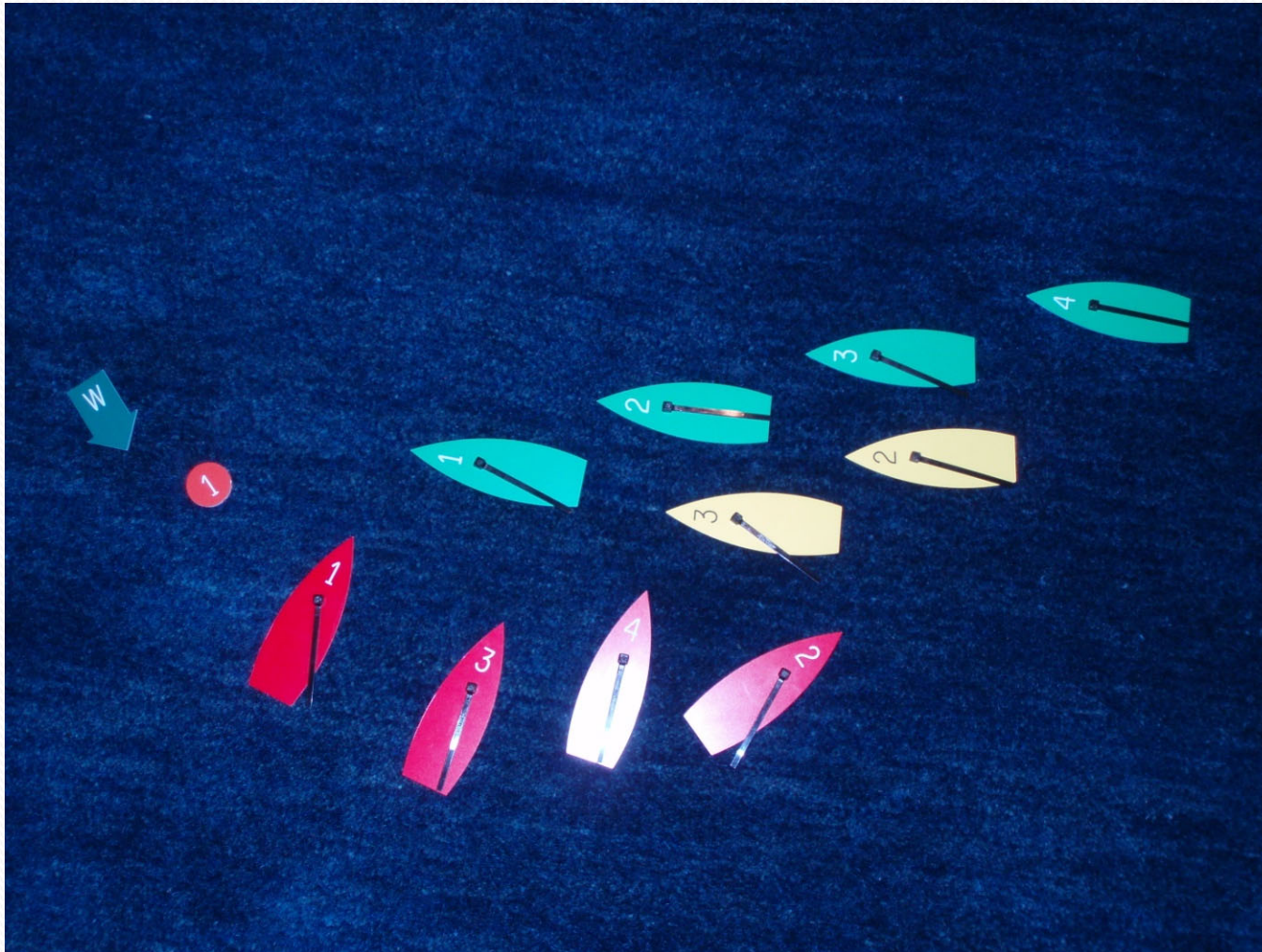
The course (continued)

- Whitesail boats sail back upwind to mark 2, then back to mark 5, where the Sarah will be stationed for the finish (unless the course is shortened). So it is start (mark 5,) 2, 7, 5, 2, 5.
- To determine the compass course from one mark to another, find the compass direction on a parallel line. In this case, 6 to 1 is the same as 5 to 2, and 6 to 3 is the same as 2 to 7

Sailing the (Fixed Mark) Course

- With Wind-god approval, first leg should be upwind
- “Death” in the middle of the course – wind gets swept away
- Picket fence affect
- Banging the corners: you win if you pick the correct one or finish last if you don’t!
- Look out for other boats. Although it is not a requirement to hail starboard, it is a great way to avoid a collision.
- Approaching the mark: look to the left-you owe boats overlapped inside you room if they are on the same tack as you.
- Plan your mark rounding well ahead of time
- The current can be a major factor
- The Great Circle Route – if you lift more than 15 degrees TACK

Lay Line Freight-Train



Right-of-Way Rules at the Weather (First) Mark

- Starboard over port (PORT has no *almost* rights at weather mark inside the zone. See *rule 18.1*)
- What the heck is the *zone*? (see definition: “The area around a *mark* within a distance of three hull lengths of the boat nearer to it. A boat is in the *zone* when any part of her hull is in the *zone*”).
- Leeward over windward (*rule 11*). Still applies even if the windward boat is entitled to *room*, it still has to keep out of your way.
- Giving room – when is it needed (*rule 18*)
- Getting even with bullies ALWAYS AVOID A COLLISION – back off, yell “Protest” and unfurl that new red backstay decoration

Sailing the Reaches

- Go high and die (aka “what goes up must come down”): you’ll sail faster if you head up, but slow way down later on the leg.
- Gybe safely – look around before you alter course (*rule 16*)
- Looking out for boats that have an overlap
- “Luffing rights”- if you are the leeward boat, unless you have overtaken from astern.
- Definition of *keep clear* “A boat *keeps clear* of a right-of-way boat
 - a) If the right-of-way boat can sail her course with no need to take avoiding action and,
 - b) When the boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact”.

The Leeward Mark

- What happens on the ABYC Course
 - The spinnaker boats sail a windward leeward course and the jib and main boats sail a triangle. The spinnaker boats will all have an inside overlap once the jib and main boats gybe. Pay attention!
- What to do when approaching the mark: look to the left-you must give these boats room if they were overlapped at the zone. Look to the right – these boats must give you room. It is a good idea to let them know.
- Asking for Room at the Mark (*rule 18*)
- Giving mark room
- Boats not overlapped rushing in...
- How to deal with bullies (“Protest!” and unfurl that red backstay flag)

Sailing the Course

- The String Rule (*rule 28*)
- Course changes (*rule 33*). The Sarah may signal that you need to round a different windward mark or leeward mark (rarely, but occasionally)
- Abandoning or shortening a Race (*rule 32.1*)
- Time limit (*rule 35*)

Now What?!?!?



Try to Remember...

- Once in the *zone* of a leeward mark, opposite tacks may not matter (you may have to give the inside boat enough room to gybe around the *mark*) but note *rule 18.4* “When an inside overlapped right-of-way boat must gybe at a *mark* to sail her *proper course*, until she gybes she shall sail no further from the *mark* than needed to sail that course”.
- Inside *overlap* DOES matter
- *Overlap* is determined by drawing a line extending from transom
- As you approach the 3 boat-length “zone”
 - Look to your left – those boats all have room
 - Look to your right – those boats must give you room
 - Plan an escape route if you are quickly overtaking another boat!

Always Remember this *rule*...

- 18.2 (d)

If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.

- Thus, get ready to yell “Protest” and unfurl that flag...

What's with all those Darned Rules Anyway?

- Even if you think you are correct, avoid a collision once it has become apparent that the “give way” boat is not taking avoiding action.
- Yell “Protest!” immediately and unfurl your protest flag
- Do NOT yell “Do your turns!”
- If you are unsure who is right and who is wrong, back off and protest. You might both learn something in the protest/arbitration hearing

What does it Mean to Protest?

- You must hail protest **and** fly the flag at the first reasonable opportunity. (rule 61).
- The offending boat then has the opportunity to take penalty turns
- In event of a collision, make sure everyone is unhurt first
- If there is *serious damage* or injury the boat in the wrong **must** retire (see rule 44), or if you gained a significant advantage by breaking a rule
- Assuming no damage or injury, you must submit a hearing request form within the time limit in the Sailing Instructions (90 minutes after the last boat has finished) at racingrulesofsailing.org

Protests Continued

- Hearing request forms need to be filed on-line through racingrulesofsailing.org. For convenience, download the app onto your phone and scan the QR code in the Events Book.
- Feel free to talk to the other party (if you goofed up, apologizing and buying the other team a refreshing adult beverage can go a long way to resolving the issue).
- Take notes to refresh your memory as the hearing may not take place for a week or two
- Ask around – did anyone on another boat witness the incident?

Why Must you Avoid a Collision Even if you are Right-of Way?

- *Rule 14* – You **WILL** be disqualified
- You could cause damage to property or injury to people. **NEVER** good.

The *Finish* and After...

- Keep your eyes on the RC boat and look for the S Flag if the wind is dying (rule 32)
- If there are also numeral pennants, make sure your division pennant is flying
- Cross between the RC boat and the nearest pin **from the course side**
- Clear the line. If you hit the *mark*, you must take your penalty, return to the course side of the line and re-cross (Despite the “string rule (*rule 28*), you do not need to sail back through the line.

Excuses, Excuses...

- We got an over-ride on the genoa sheet
- The crew told me to go left (or right) Note: this one isn't good for team morale
- My sails are old
- My bottom paint isn't effective
- We got on the wrong side of the shift
- We got out of phase with the wind shifts
- “I **HATE** northwesterlies”
- It was such a beautiful evening, we wanted to sail longer..

The **ONLY** Rules that count

- We are out here to have fun...
- And
- **DON'T HIT ANOTHER BOAT!**
- PS: Be sure to attach your protest flag to your backstay, furl it up and tape it shut before leaving the dock. That way everyone knows you are serious! 😞