

HELPFUL TIPS FOR BETTER RACING

THE START.

1. Is the course advantaged to one side?
2. Decide which way you want to go up the beat and whereabouts on the line you want to start.
3. Don't get to the start line too early
4. Start at or close to full speed
5. Have a gap between yourself and the leeward boat to allow you to bear away if necessary in order to gain boat speed.
6. Look for clear air.
7. Port must keep clear of starboard - it is usually much safer to start on starboard tack.
8. Windward must keep clear of leeward. You cannot bear down on a leeward boat in order to avoid crossing the line early.

THE BEAT.

1. If the course is advantaged on one side move as quickly as possible to that side.
2. Look for clear air soon after the start.
3. It usually pays not to sail too far from the rhumb line and avoid the 'corners'.
4. Cross in front of other boats when you can - it puts you in front and in control.
5. Don't cross behind too many boats - it usually surrenders position and control.
6. It is often best not to get to the lay line too early.
7. Defend your position by keeping your boat between pursuing boats and the next mark.
8. Usually, don't sail away from the fleet, sometimes and if a long way behind it is worth a gamble.

THE WINDWARD MARK.

1. Try to approach on the starboard tack lay line.
2. Only approach on port tack if you are in the leading group or if you are well ahead of the starboard tack boats.
3. If an inside boat has established an overlap before the zone, it must be given mark room.
4. Do not sail into a space on the inside of another boat within the zone.
5. If you put in the final tack onto the lay line too late you will over stand the mark and lose out to other boats on the lay line.
6. If you tack too early you will have to pinch to try to lay the mark and other boats will cause dirty air which may prevent this. If you can't lay the mark you will have to tack again (onto port) which will lead to all sorts of trouble.
7. Ease your sails as you bear away round the mark.

THE REACH

1. Keep in the strongest wind pressure to maintain boat speed.
2. The rhumb line is the shortest route to the wing mark.
3. Don't get into luffing matches - the following boats will catch you up.

THE WING MARK

1. Allow overlapped inside boats mark room.
2. It is better to follow a boat round the wing mark, than round the mark abreast of it.

THE LEEWARD MARK

1. Go in wide and come out as tight as possible at the leeward mark, in order to start the upwind leg in the best possible position - pointing high and sailing fast with no other boat to windward.
2. If you do find yourself behind another boat when you turn upwind consider tacking into clear air - but don't overlook that the course may be heavily advantaged on one side. Beware of following boats, you can't tack in their path but you will have right of way once on starboard tack.

THE FINISH.

1. Try to finish on starboard tack.

DO:

1. Let the sails out when in doubt.
2. Obtain an in time, inside overlap at the mark when possible.
3. Dig back in towards the rhumb line.

DON'T:

1. Over stand marks.
2. Deviate too far from the reaching rhumb line in luffing matches.
3. Round marks outside other boats, especially gybe marks and leeward marks . If at all possible slow down, drop astern and round behind them.
4. Bear away to cross too many sterns.
5. Deviate from the optimum downwind sailing angle.