



Hudson Cove Yacht Club

ABCs of Sailboat Racing

Thomas Conway

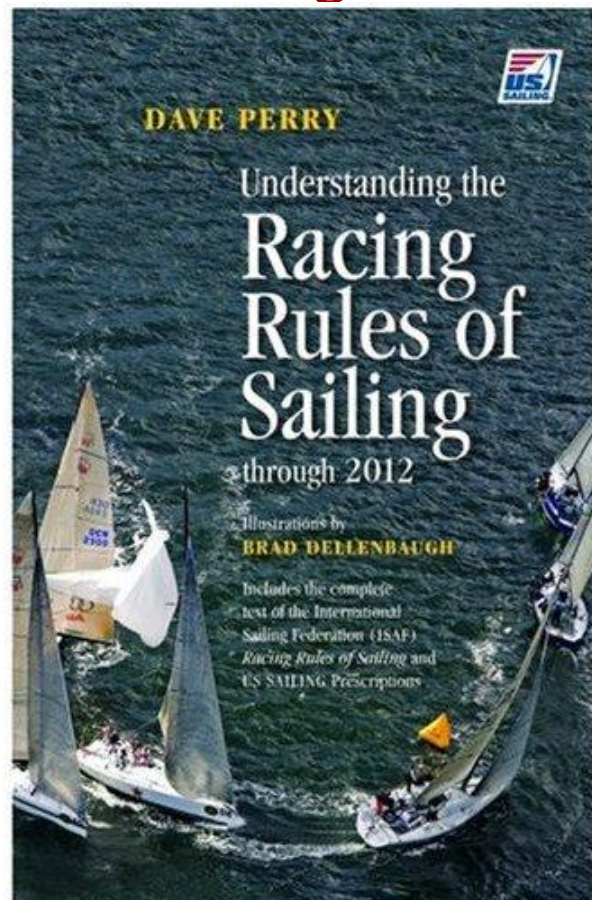
Jazz #289

Revised 4/1/2009

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Racing Rules Reading Suggestion

- This book is the best to learn the rules: Understanding the Racing Rules of Sailing 2009-2012



Agenda

- Why Race?
- Forms and Registration Information
- Rules, Rules, Rules (made easy!)
- Tips to get you out and racing fast
- Other Options

Why Race?

- It is fun to sail
- Gets you out on the water with like minded people
- Improves all aspects of sailing
 - Learn how to make your boat move its fastest
 - Learn how to get anywhere without motoring
- Post Race Parties
 - Share stories and experiences on a common ground
 - Opportunity to learn more about sailboat racing

Why so many forms?

- PHRF form helps to make sure different boats can compete on an even field
- HRYRA and HBRA provide the organization for racing on the Hudson River
- Registration let's the organizer know who is going to race
- Racing Instructions let you know how the individual regatta will be run

What is PHRF?

- Rating system to make boats even
- You get a number that is seconds per mile
- That number is multiplied by the miles and subtracted from your overall time
- “Corrected” results are the final results
- You may beat a boat over the line and they could still beat you in the results

Sample PHRF Scenario

Results

Boat A PHRF rating - 60

Boat B PHRF rating - 120

10 mile course

A finish: 2:00:00 (2hours)

B Finish: 2:05:00

A handicap = $10 * 60 = 600$ seconds

B handicap = $10 * 120 = 1,200$ seconds

A Corrected: 1:50:00

B Corrected: 1:45:00

B won!

Boat to Boat

Boat A PHRF rating - 60

Boat B PHRF rating - 120

10 mile course

Rating Diff = $120 - 60 = 60$

A is faster than B, so A owes B 60 seconds a mile

For a 10 mile course, A owes B 600 seconds or 10 minutes.

PHRF Form

(review handout)

- If you are new to racing, skip the spinnaker info
- Ask your yacht broker or check the designer's site for specific measurements
- Call George Samalot or me with any questions
- Measure your sails carefully or ask your sail maker for the measurements
- Don't forget to check the furling box
- If you miss something material, George will find out, so do not worry about getting it perfect

HR YRA and HBRA Forms

- Fill these out to be registered to race with the individual events
- Each HR YRA club has its own Notice of Race (NOR) and Registration forms for their regattas
- For about \$70 you can race in all 21 Wednesday Night races
- Individual Regatta fees usually cover more than trophies and racing

Rules, Rules, Rules Made Easy

You do not have to be an expert to begin racing. As you improve, so will your knowledge of the rules.

With slide help from

Introduction to the Sailboat Racing Rules

Peter Winkelstein

Revised 3/4/2006

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Introduction

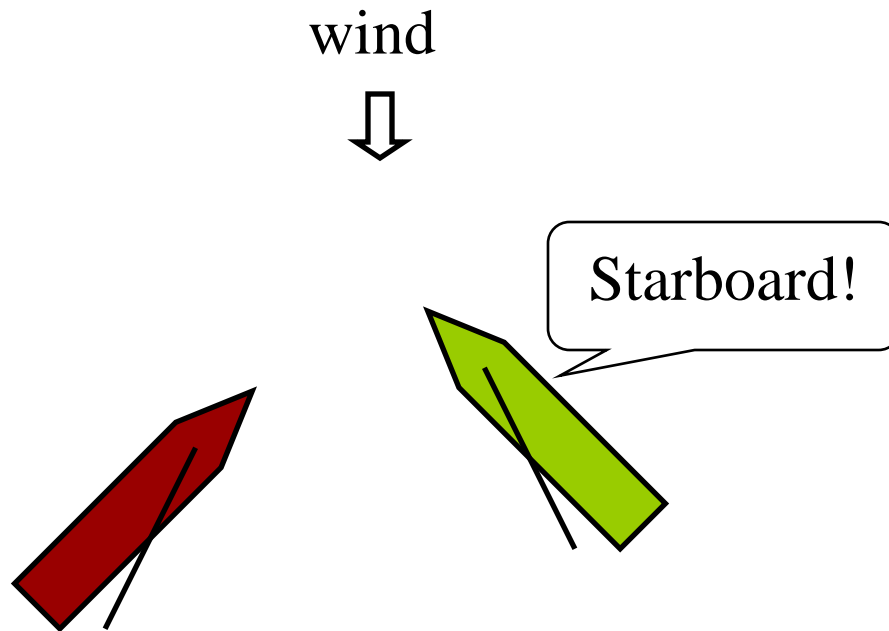
Is uncertainty about the rules keeping you from racing?
Don't let it! Knowing just a few basic rules will take care of almost all of the situations on the race course. This presentation gives you those basics plus a little more. You'll then be ready to join the fleet!

Overview

- Basic rules everyone should know
- Passing situations
- Meeting situations
- Mark roundings

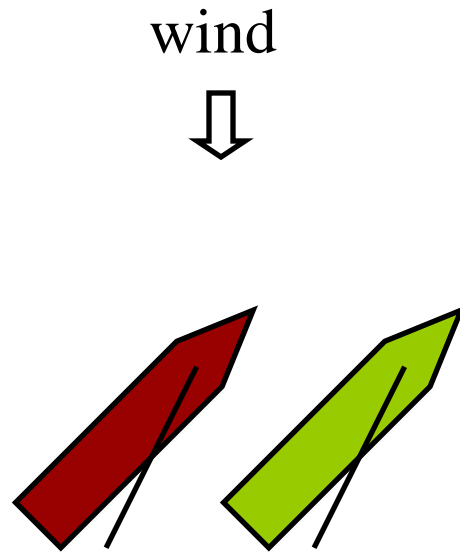
Basic Rules 1

- A boat on starboard tack has right of way over a port tack boat. Use trees to figure out if you are crossing. Ask cross or tack if close. Always be ready to tack or duck (don't forget main sheet when ducking!!!)



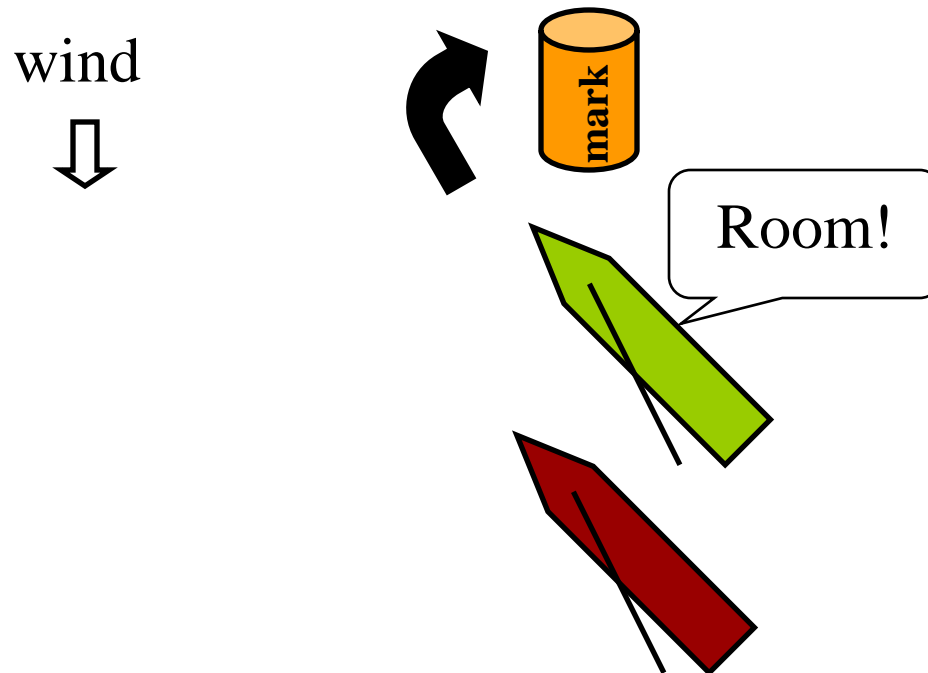
Basic Rules 2

- A boat to leeward has right of way over a windward boat on the same tack. There are different rules depending on how the overlap was established.



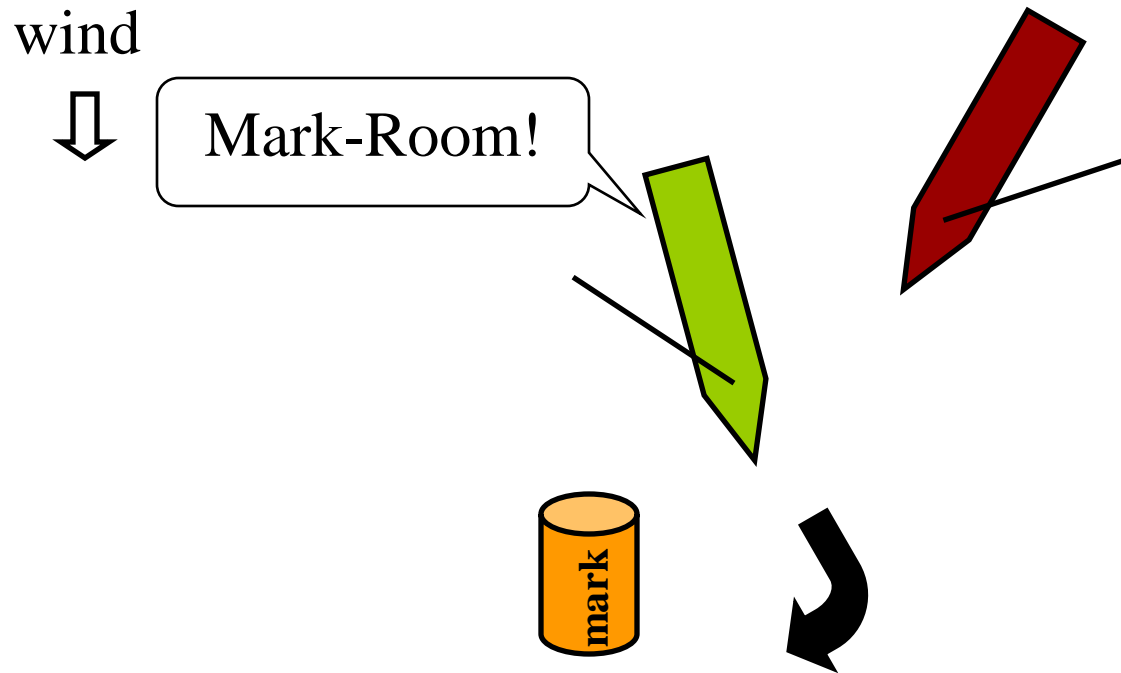
Basic Rules 3

- When rounding a windward mark, an inside boat on the same tack must be given room.



Basic Rules 4

- When rounding a leeward mark, an inside boat must always be given room. If the inside boat does not have overlap, you still must give room and protest the overlap later.



Basic Rules 5

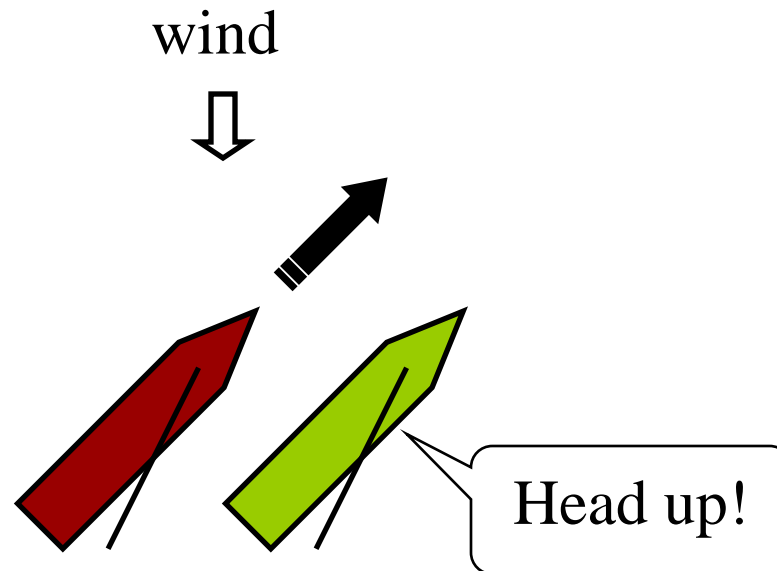
- A boat which is tacking must keep clear of one that is not
- A boat clear astern must keep clear of boat ahead
- When a right-of-way boat changes course, she must give other boats room to keep clear
- You do not have to anticipate an overlap. Also, often times an overlap will be broken when you head up.

Basic Rules 6

- What do I do if I break a rule?
 - If you break a right-of-way rule, you must notify the race committee that you are taking a penalty.
 - If you touch a mark, you must do one turn promptly
 - If there was serious damage, you must retire. In our fleet, that is almost always a good idea when contact occurs
 - You must keep clear of other boats when doing your penalty turns

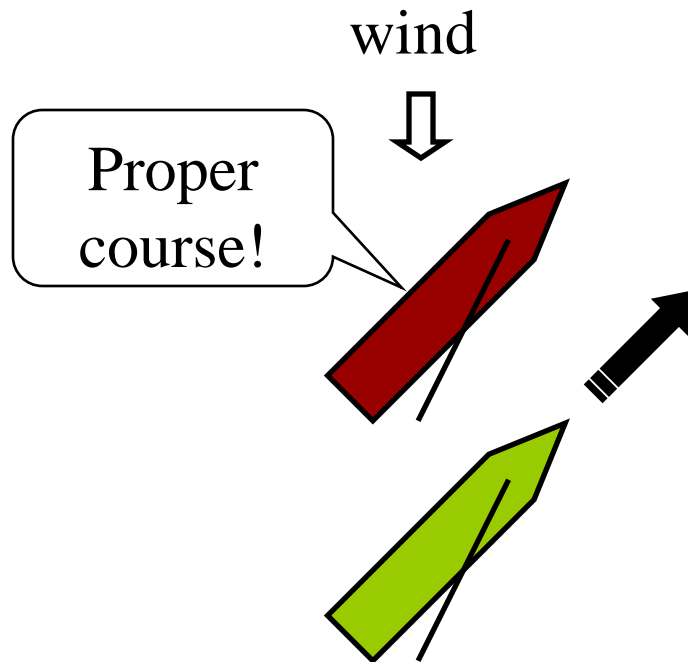
Passing Situations 1

- A boat passing to windward must keep clear of a leeward boat on the same tack. The leeward boat may luff to prevent the pass.



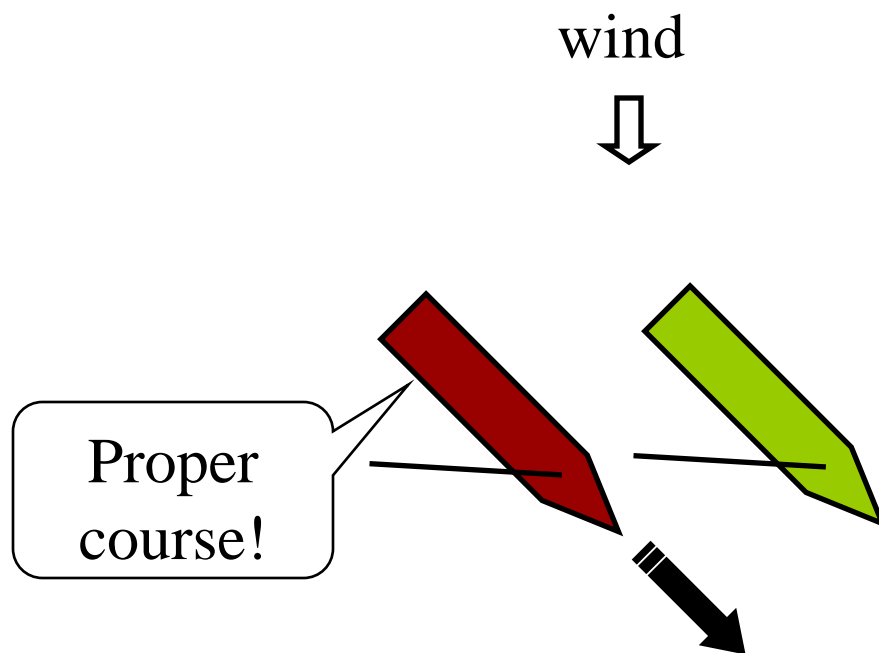
Passing Situations 2

- A boat passing to leeward on the same tack must not sail above her proper course



Passing Situations 3

- On an offwind leg, a boat being passed to leeward on the same tack CAN (new in 2009) sail below her proper course as long as she keeps clear.

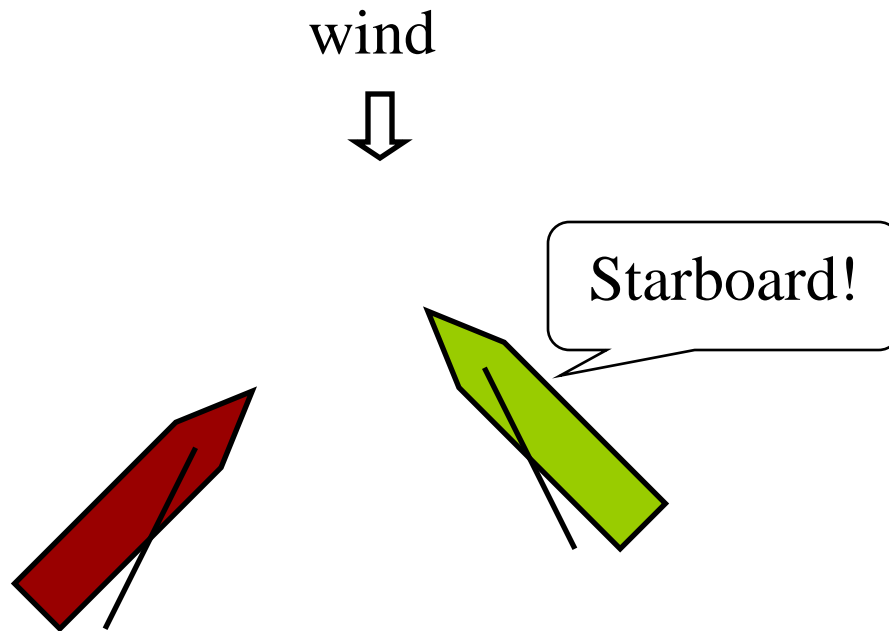


Passing Situations 4

- Before the start, there is no proper course, so a boat passing to leeward may luff a windward boat up to head-to-wind
- Once the start gun sounds, a boat passing to leeward may not sail above her proper course (close hauled)
Note: this applies only to the start signal and not where you are on the start area.

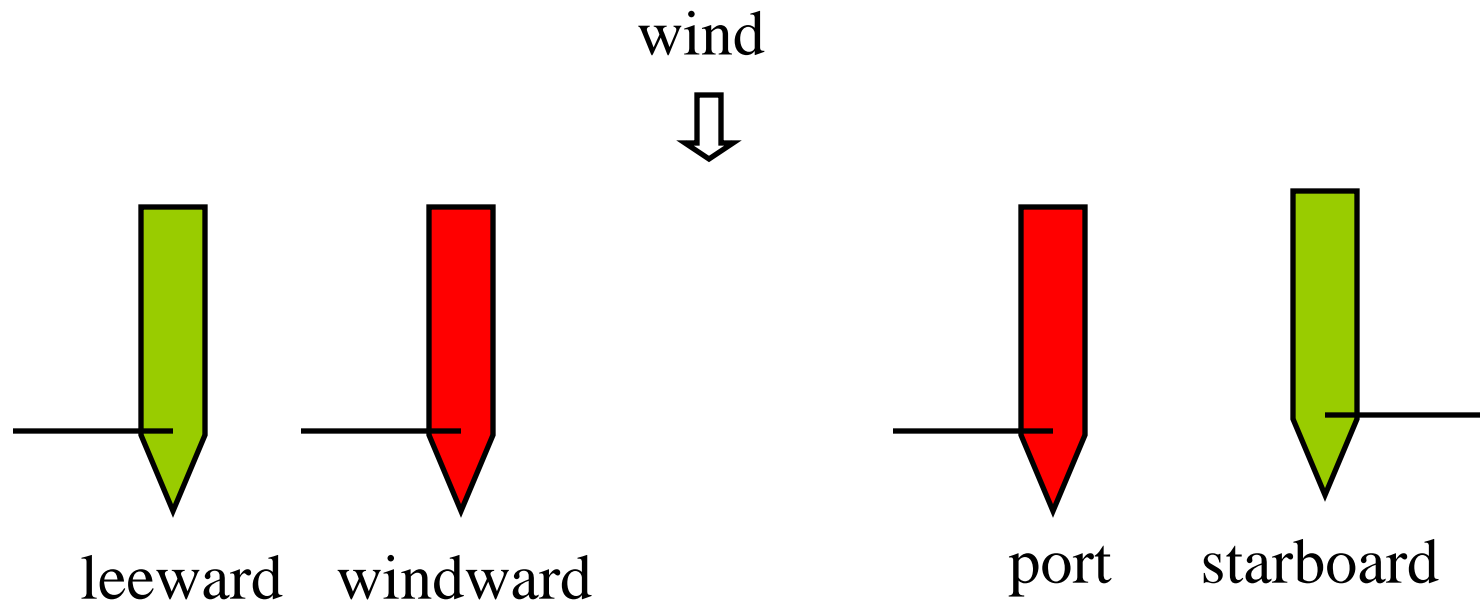
Meeting Situations 1

- A boat on starboard tack has right of way over a port tack boat



Meeting Situations 2

- Tack (and windward/leeward) is defined by which side the boom is on. The boom can not be held out to keep a boat on starboard.

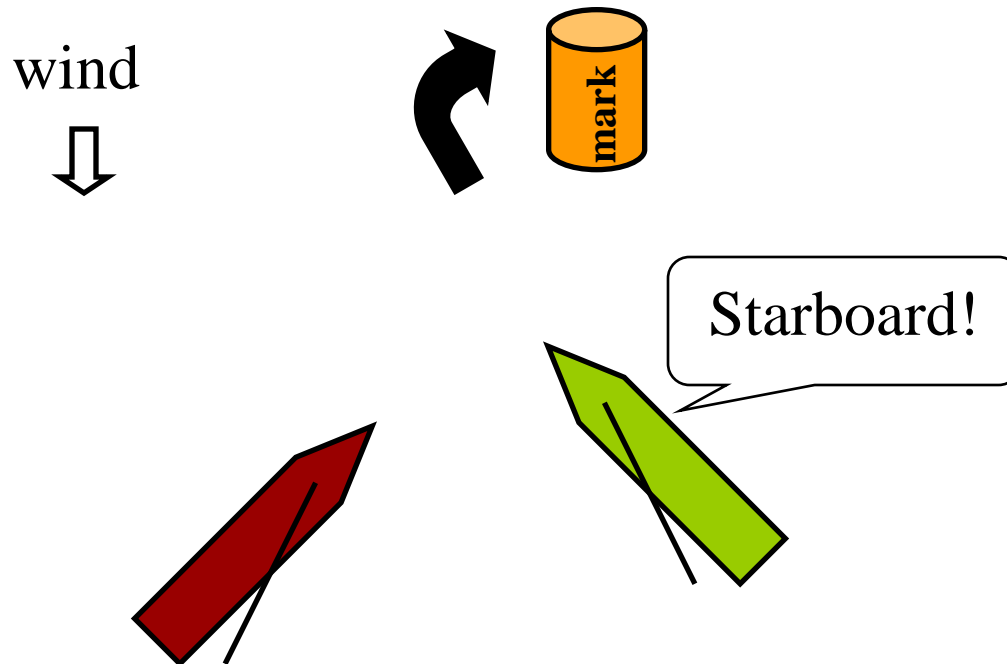


Meeting Situations 3

- A right-of-way boat must give a keep-clear boat room to keep clear. This applies when overlapped. Port tack boats will almost always have the ability to avoid a starboard tack boat.
- A starboard tack boat must not change course if as a result the port tack boat must immediately change course to keep clear (i.e. no hunting) This applies when the port boat is going below the starboard boat.

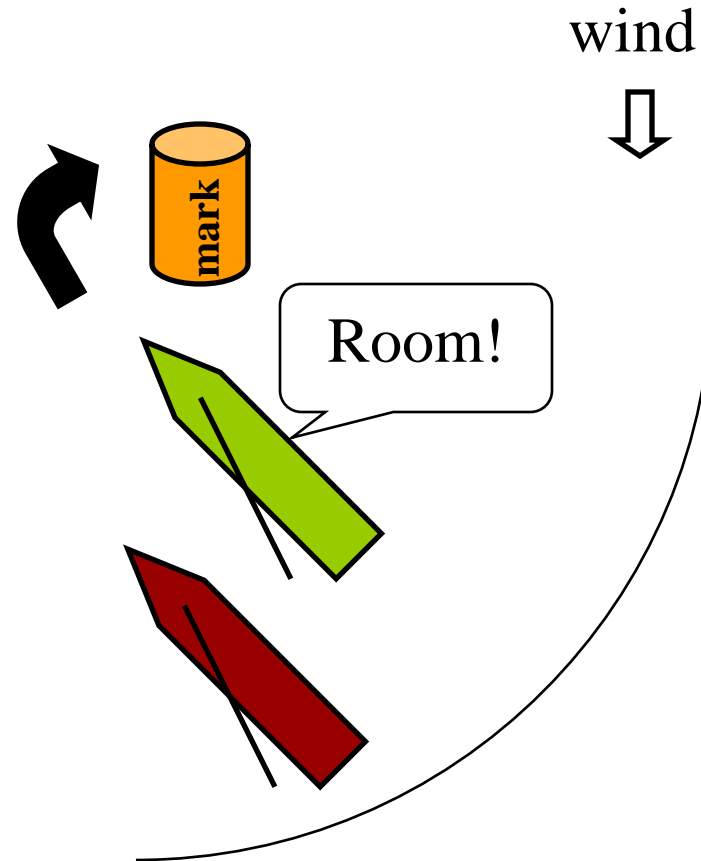
Mark Roundings 1

- At a windward mark, a boat on starboard tack has right of way over a port tack boat. You lose these rights when tacking.



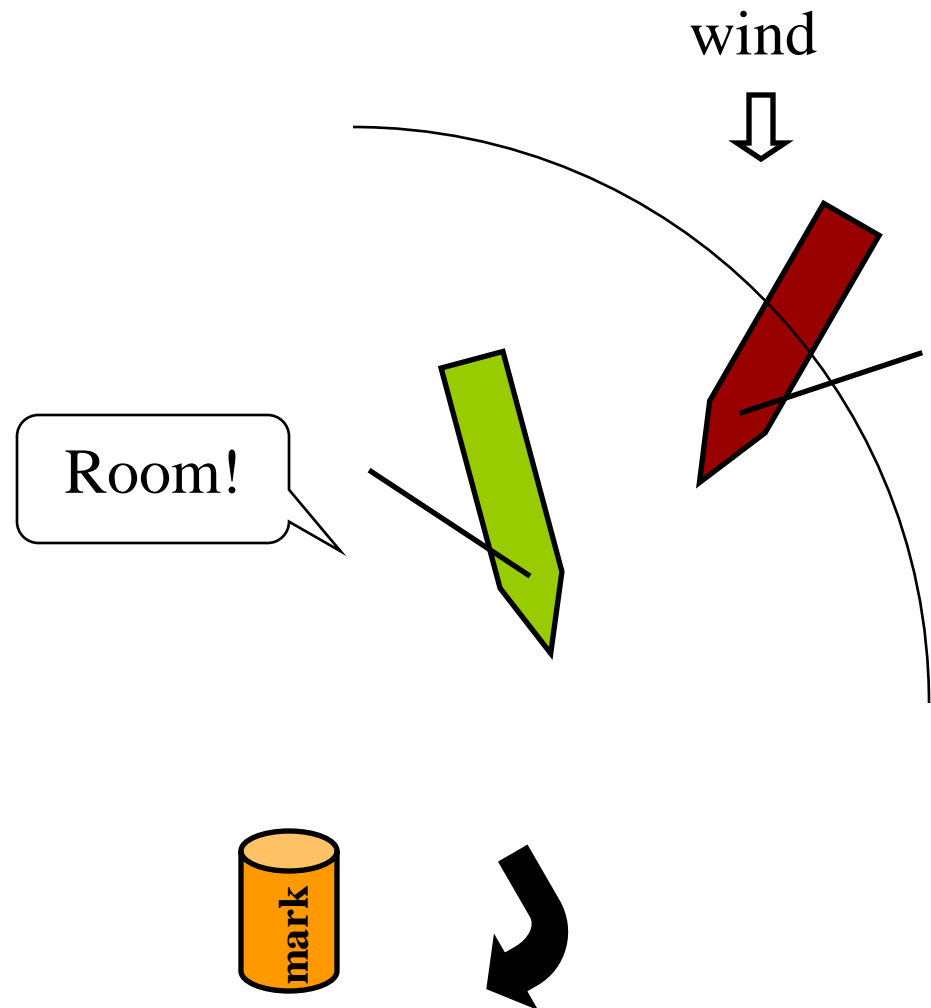
Mark Roundings 2

- When rounding a windward mark, an inside boat on the same tack must be given room if overlapped within **three** boat lengths of the mark



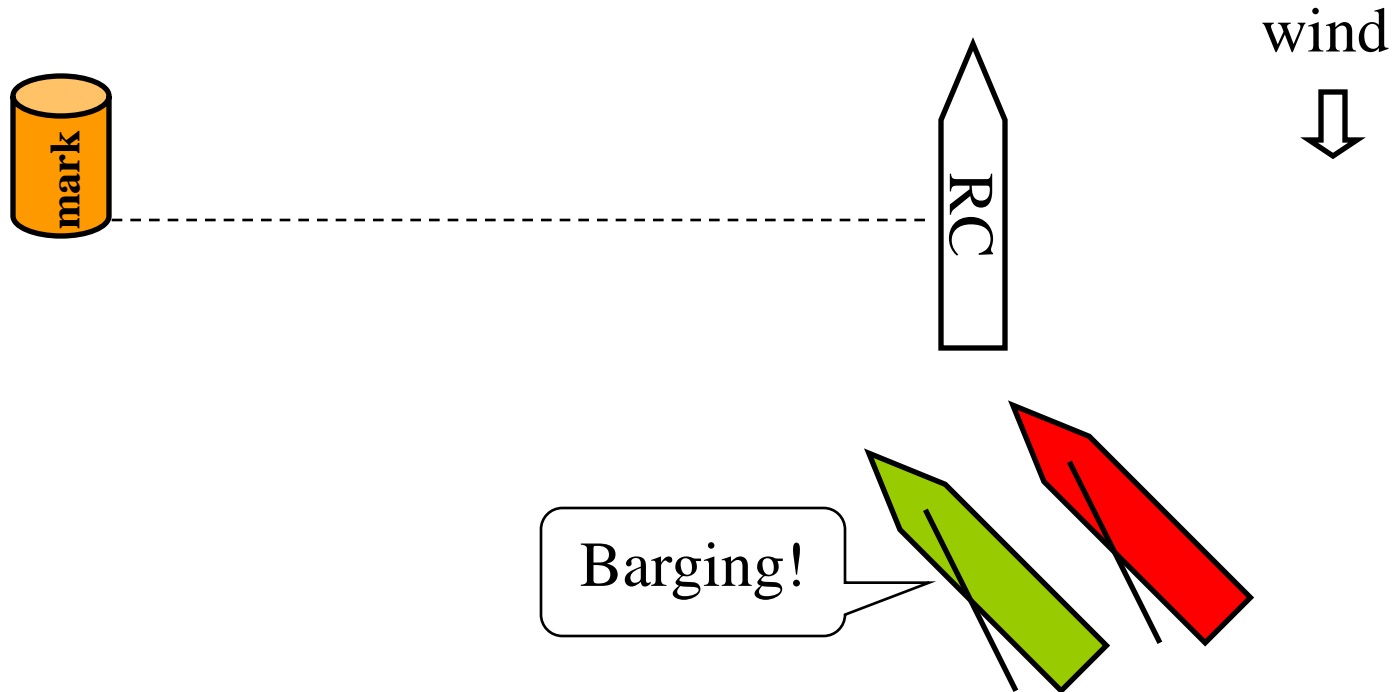
Mark Roundings 3

- When rounding a leeward mark, an inside boat (if overlapped within **three** boat lengths of the mark) must always be given room



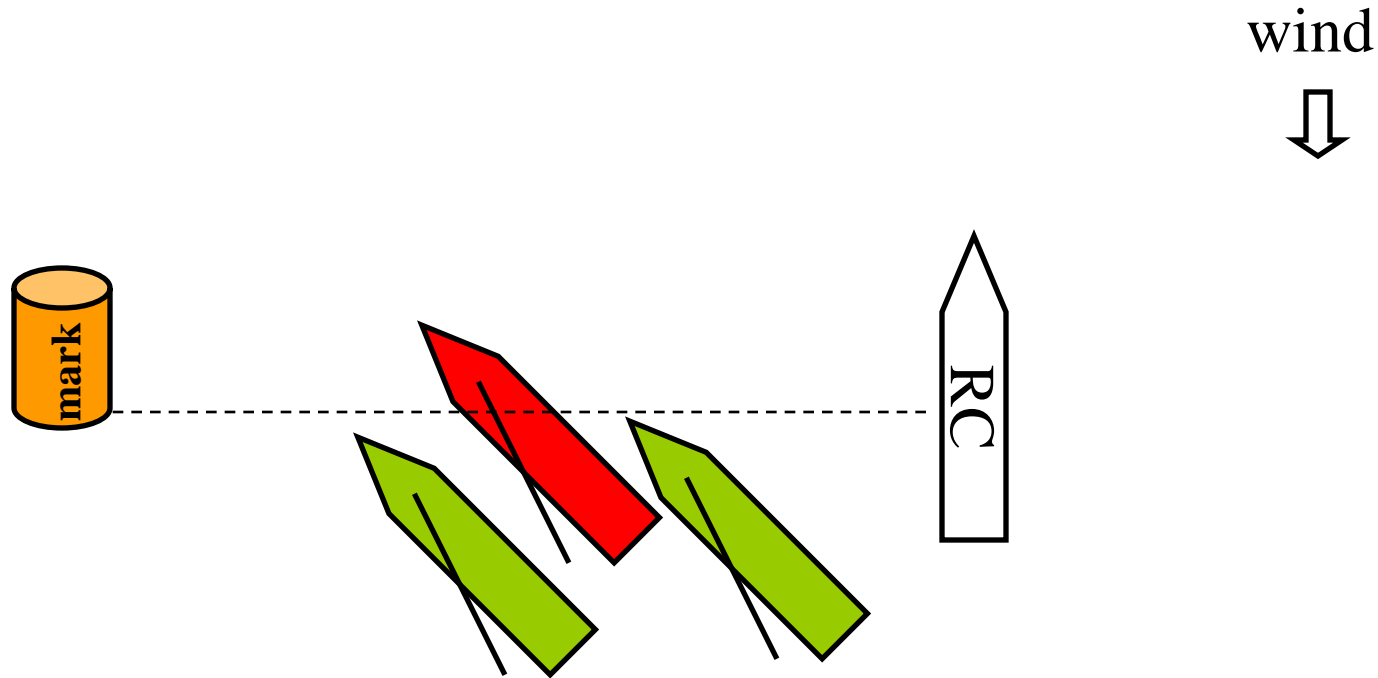
Mark Roundings 4

- An inside boat is not entitled to room at a start mark



Mark Roundings 5 (Over Early)

- A boat that is over early loses all rights to the boats that started properly. In this situation, the red boat should ease the sails to slow down until clear to turn.



Big Things to Remember

- Starboard has right of way over port—this rule takes care of 90% of problems
- When in doubt, keep clear of other boats (you are never in the right if there is a major collision!)
- We all have to take a penalty ever now and then.
- HAVE FUN!!!

Common Sailing Instructions (Handouts)

- Governing Rules
- Radio
- Schedule of Races
- Division Identifiers
- Courses
 - Know them before you go out
 - Find out how they are announced

Common Sailing Instructions (Handouts)

- Start and Finish Signals
 - Start order
 - Timing the flags
 - Keep clear until it is your start
- Postponement Rules (Two horns, go home)
- Recall (hear your boat, start again)
- Shorten Course
- Time Limit

Common Sailing Instructions (Handouts)

- Abandonment
- Protests and Penalties
 - Know the penalties before you need to take one
 - When in doubt, protest. You can always withdraw it later
- Scoring

Tips for Beginners

- Take it easy at the start
- Know the course selections
 - Study the race area before heading out
 - Ask another boat if you are confused (stay off radio)
 - Cruise around the buoys for practice
- Expect to finish far behind, racing takes time to learn
- Keep a log and write down ways to improve
- Read my Blog: <http://thomasconway.net>
- You can always crew if not ready to race yourself

Items to have onboard

- Working VHF radio that can be heard from the cockpit
- Safety Equipment – Life jackets, horns, flares, etc.
- Navigation charts, GPS
- Race Instructions with course listing
- Rule book
- Binoculars

Time to get out and Race

Race Preparation

- **Get out on the course early**
- **An hour early is not too much, many of us have to struggle to get out there just 30 mins before the starting gun**
 - **Where's the race committee boat?**
 - **Get out there, check in, and get ready!**
 - **Where's the wind coming from?**
 - **What is the current doing?**
 - **What course do you think will be set?**
 - **Are the legs to the first mark even?**
- **Is there a favored side of the course? In general sail the longest leg first**
 - **Time the line**
- **Run down the line and time how long it takes**
 - **Race to the Finish**