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# SMART Classes



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# SMART *Classes*

5th June  
19th June  
3rd July  
17th July





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# Sailing Mentorship And Race Training



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## Introduction:

# Paul Pascoe

Past Commodore

International Judge since 1994

National Race Officer

Coach, British Olympic Team 1993 - 1996



# About the Rules

- Rules are published by World Sailing
- Download PDF from the website [sailing.org.au](http://sailing.org.au)
- The rule book is made up of:
  - Definitions
  - Signal flags
  - Parts 1 through 7
  - Appendices A through T



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# About the rules

- What I need to know before going racing:
  - Rules 10, 11, 12, 13, 14, 18 (three pages in Part 2!)
  - Some of the definitions (the once referenced in rules 10 - 18)
  - Some of the signal flags (start sequence flags and sounds)



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# Rules that everyone should know

- Definitions
- Port / Starboard
- Clear ahead / Clear astern
- Windward/Leeward
- Tacking
- Mark Rounding
- Avoiding Contact



# Definitions

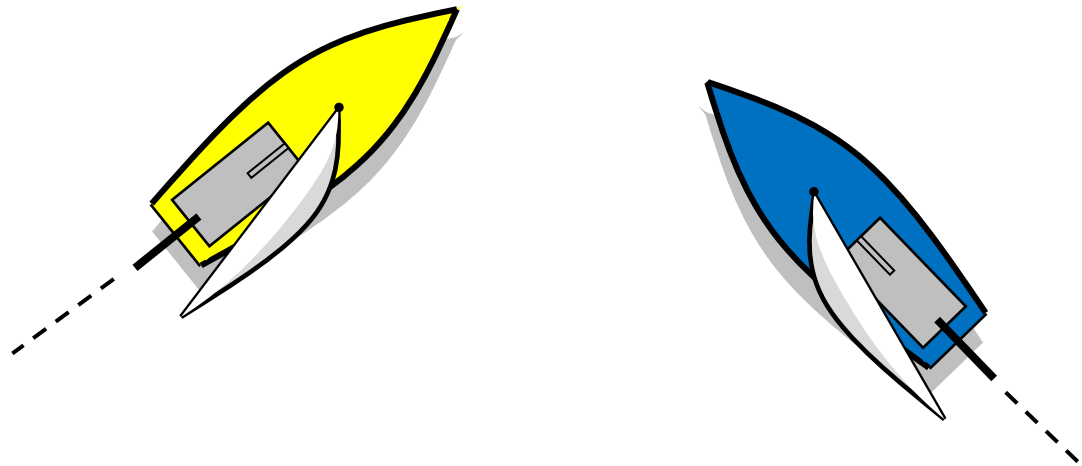
- Like any legal document, before you can get into the meat of the document, you need to define certain words and their meaning throughout the remainder of the document
- For each of the rules that we are going to look at there are generally some relevant definitions





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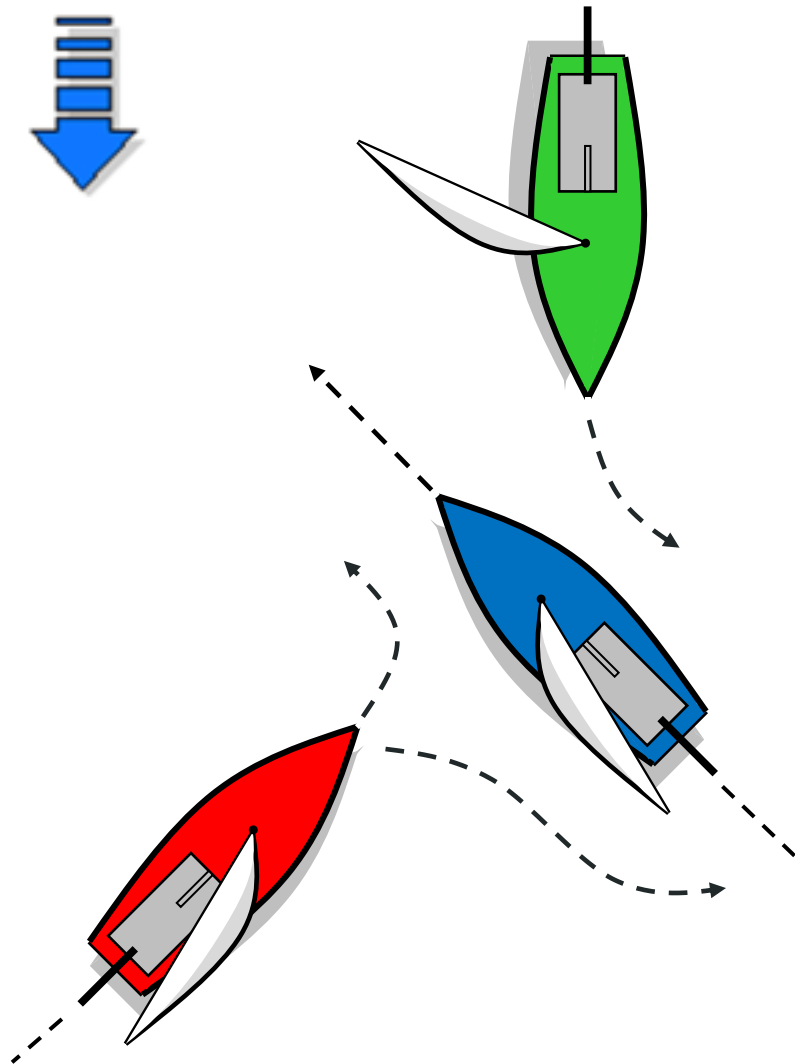
# Port / Starboard



- Definition: "*Starboard or Port* : A boat is on the *tack, starboard or port*, corresponding to her *windward side*."
- The rule: "When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat."
- As the two boats get closer, it is the responsibility of the port boat to recognise that there is a problem and take avoiding action
- As they get closer the starboard boat has the responsibility to not alter course so as to prevent the port boat from avoiding her
- Tip: Strongly suggest that if it is a last second change, always tack, don't try to duck the other boat



# Port / Starboard



It doesn't matter if one boat is going upwind and the other is going downwind, the port boat must avoid the starboard boat

The blue boat is on starboard tack and both the red and green boats are on port tack and therefore must keep clear of the blue boat.

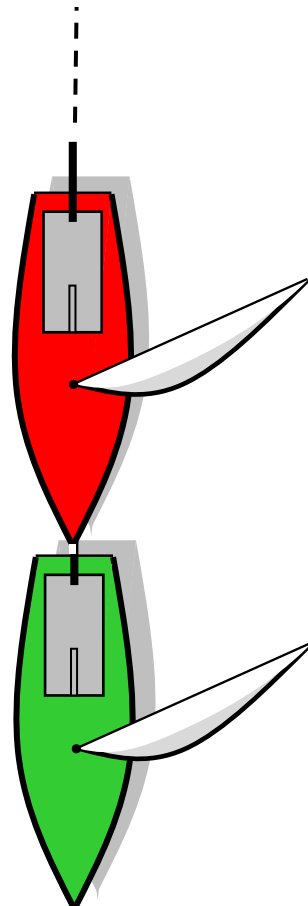
A hail of "starboard" from the blue boat to the port boat is not required, but a good idea especially if you think that the port boat hasn't seen you.

Tip: To help you make split second decisions, put a piece of red tape on the left side of the boom and green tape on the right side. If you are looking at the green tape, you have right of way.



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# Clear Ahead / Clear Astern



Definition: "One boat is *clear astern* of another when her hull are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*."

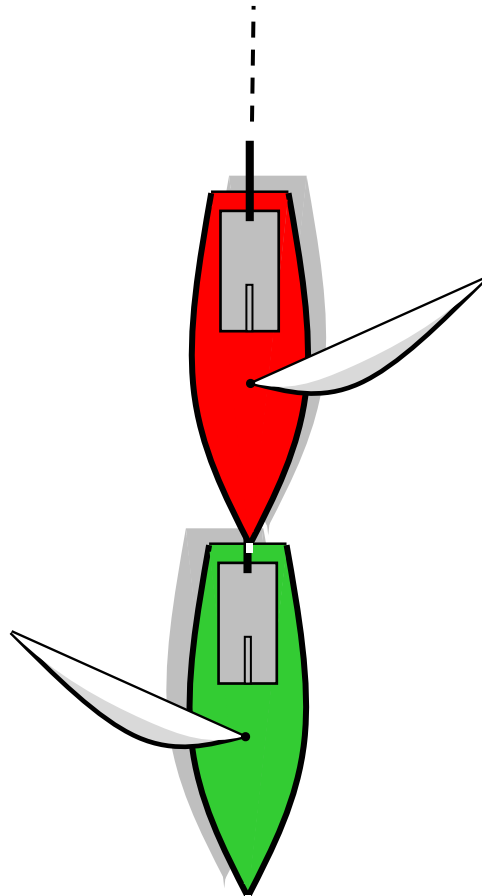
The rule: "When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*."

No different to the rules of the road, except the part "... on the same tack ....".



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# Clear Ahead / Clear Astern



Which boat is the right of way boat?  
Red or Green?

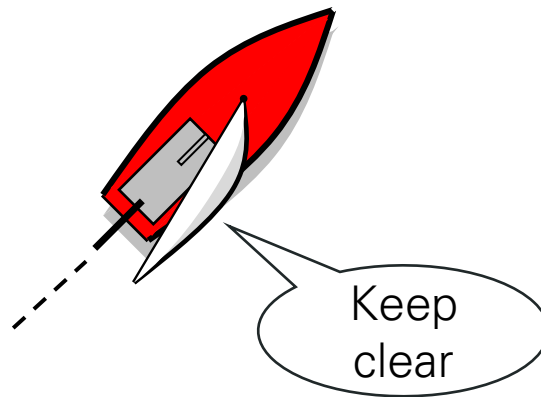
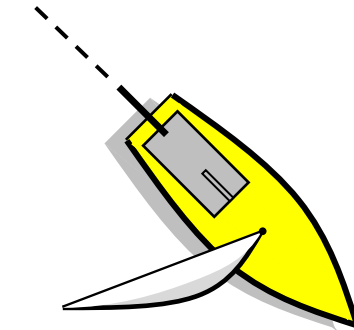
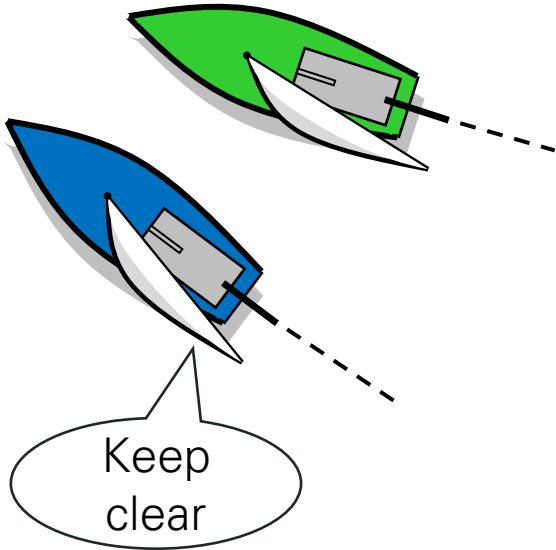
The Red boat as she is on starboard  
tack and the green boat is on port tack

The red boat has right of way



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# Windward/ Leeward



Definition: "A boat's *leeward* side is the side that is away from the wind. The other is the *windward* boat."

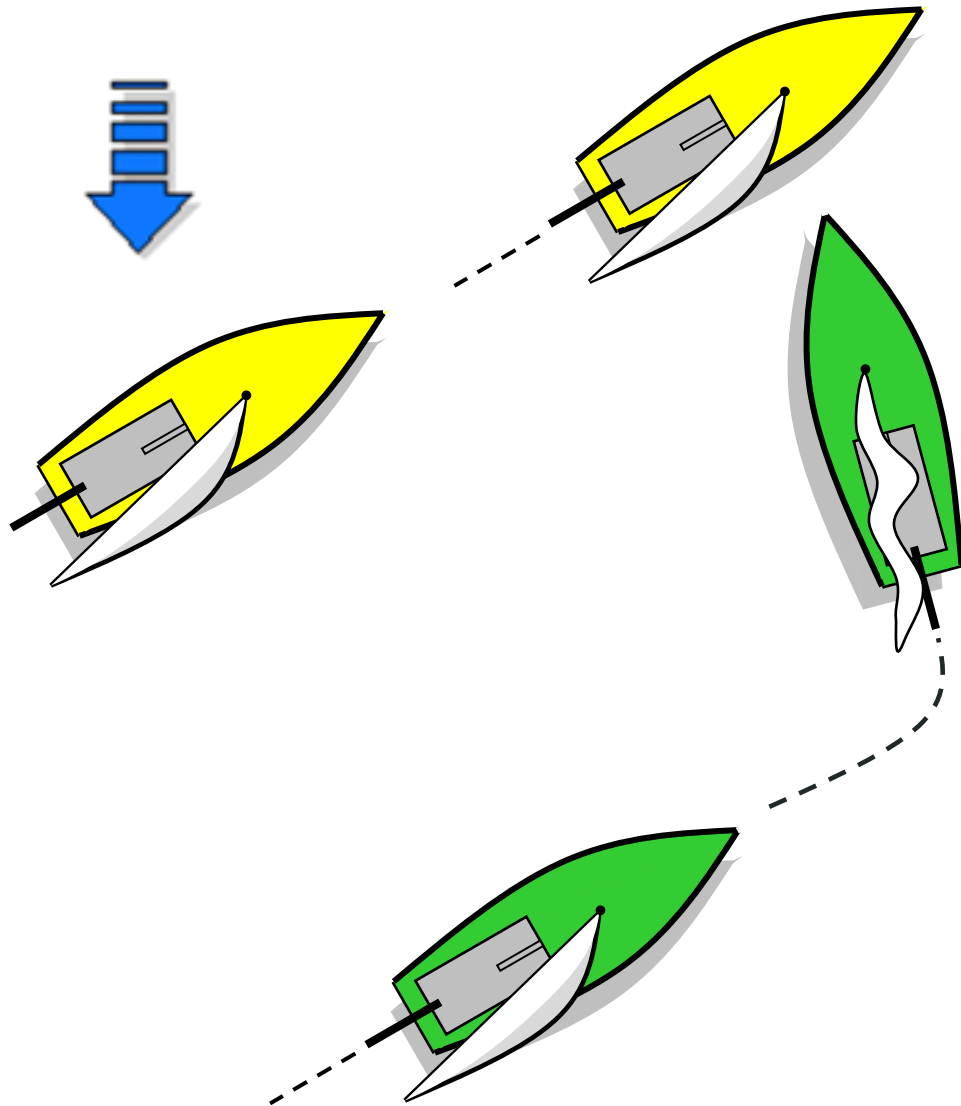
Rule: "When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat."

Tip: If you don't think that the windward boat has seen you, call "Windward Boat"



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# Tacking



Rule: "After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course."

During the first part of a tack, the green boat is altering course to windward and is still the right of way boat. As soon as she passes head to wind, she must keep clear of the yellow boat until the "hull" is in the close hauled position, i.e. tack is "complete".

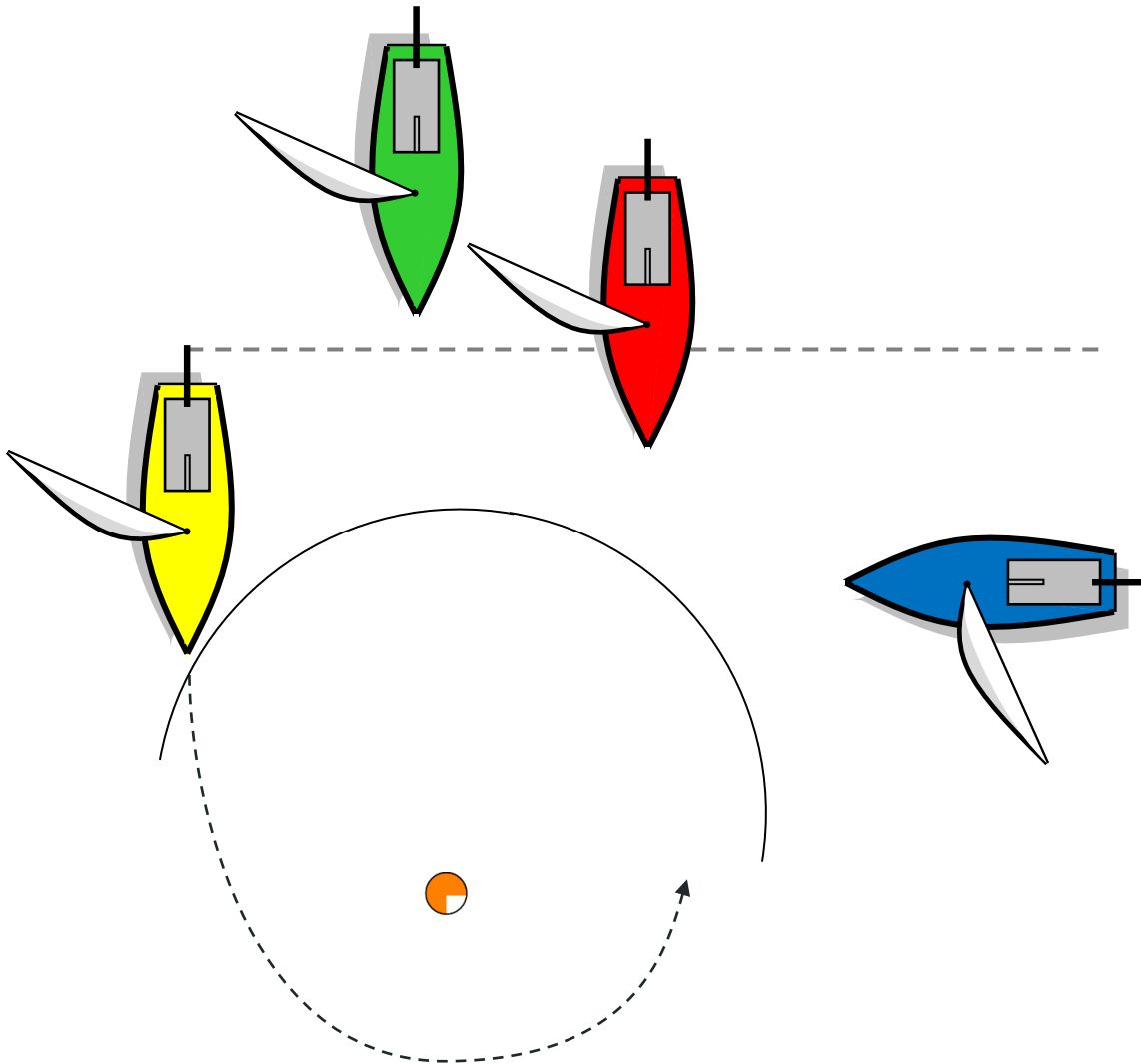
Note that the sails have nothing to do with when you tack is "complete".

The yellow boat does not have to anticipate what you are going to do, she does not have to take any avoiding action until you are on that close hauled position.

Once you are on your close-hauled course, you then have to give the yellow boat room to keep clear. You do not "instantly" become the right of way boat again.



# Leeward Mark Rounding



Definition: "**Zone**: 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*."

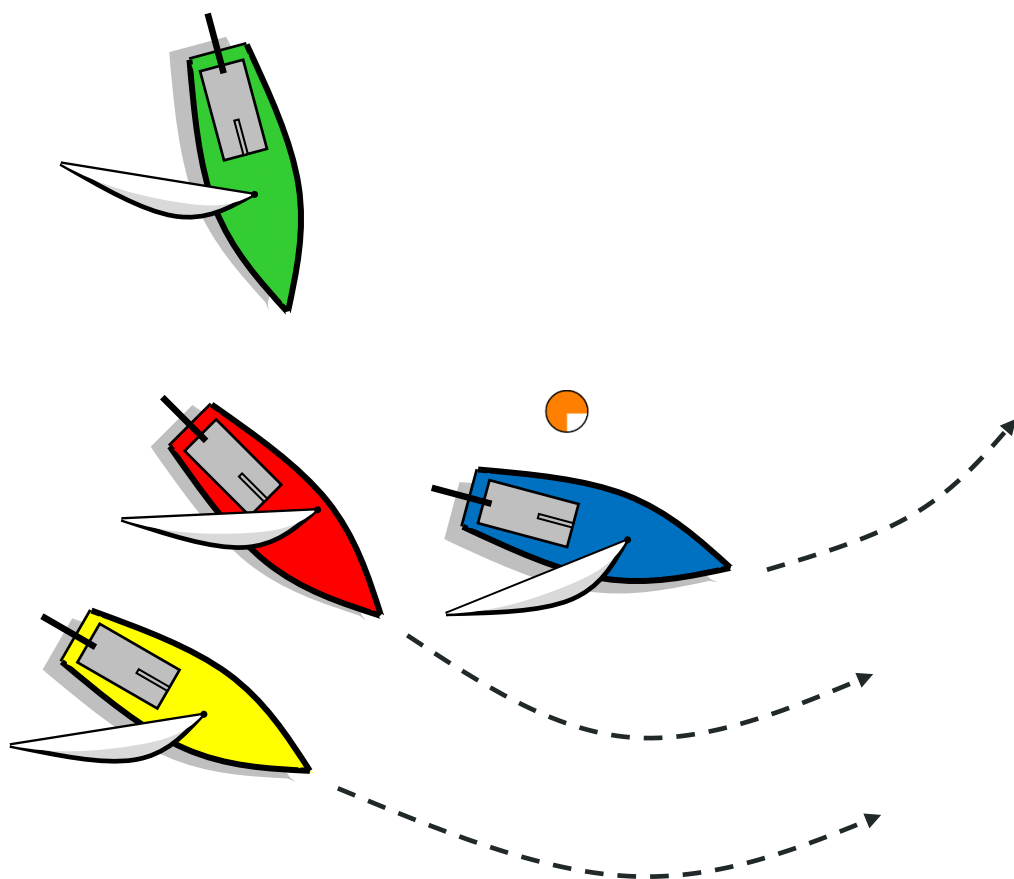
The Rule: "When boats are *overlapped* (at the zone) the outside boat shall give the inside boat *mark-room*"

Port/starboard and Windward/Leeward rules do not apply



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# Leeward Mark Rounding



Probably the trickiest rule as there are no lines on the "court"

One of the few rules where it is highly recommended to call "no room" if you think a boat is not entitled to room, or "need some room" if you think you are entitled.

Ensures that everyone knows who is getting room and who is not.

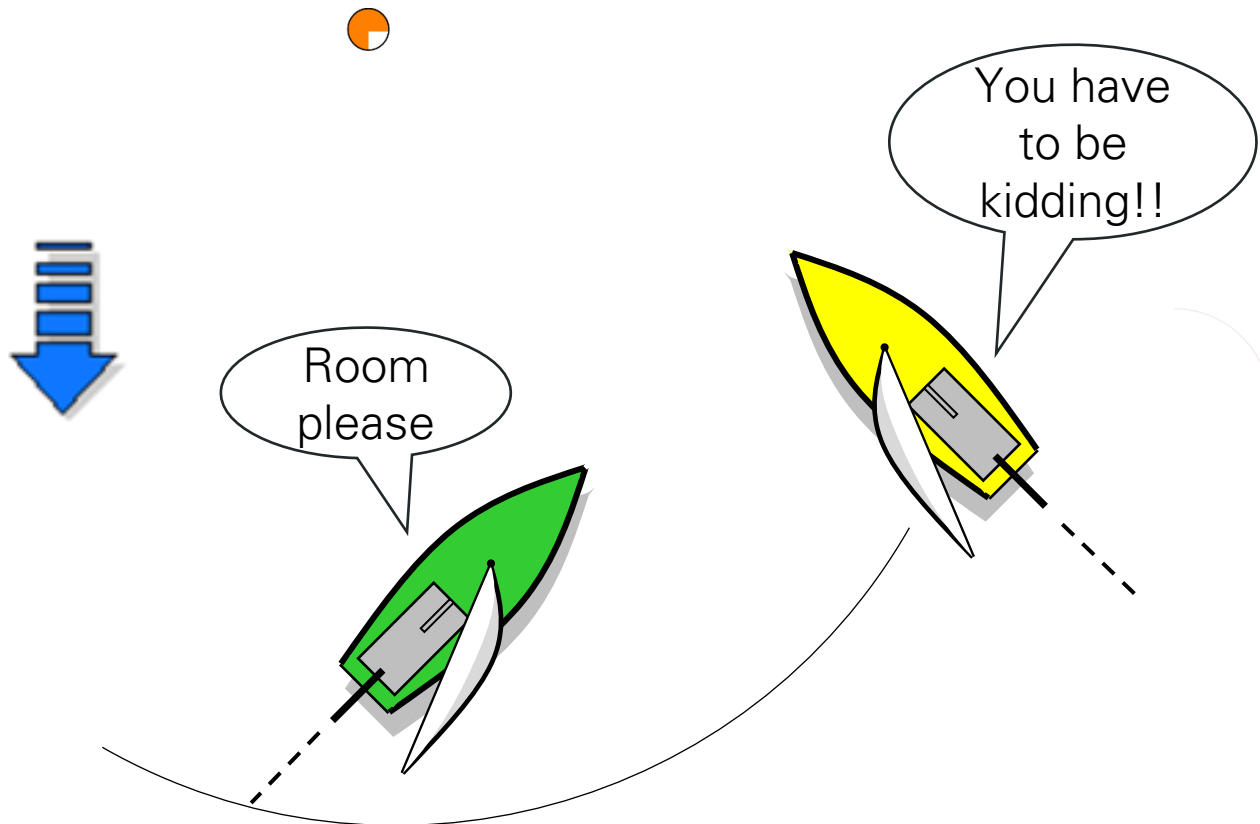
Do not take risks on mark roundings. If someone calls "room" on you, give them room and discuss it later in the bar





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# Windward Mark Rounding

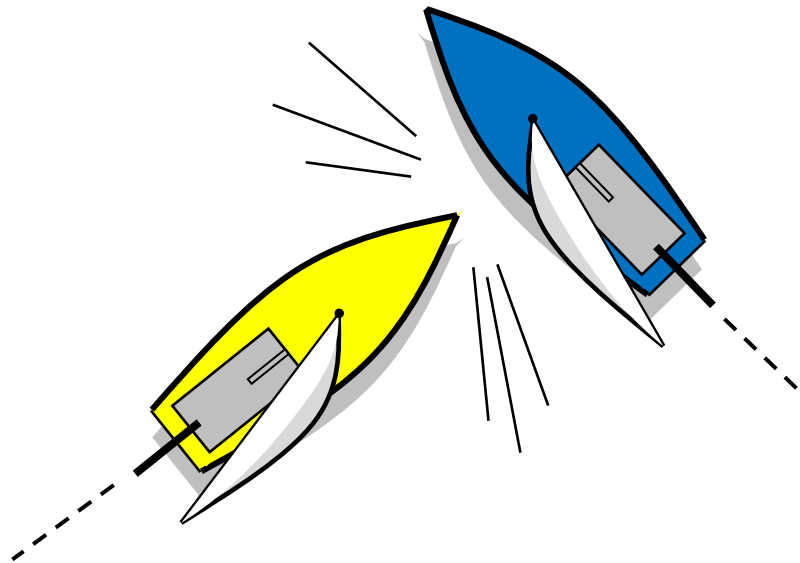


- Rule 18: Mark room “... does not apply between boats on opposite *tacks* on a beat to windward”



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# Avoiding Contact



The Rule: "A boat shall avoid contact with another boat if reasonably possible."

Even if you are the right of way boat, if it becomes obvious that the give way boat is not going to give you room, you need to do everything you can to avoid contact

In this situation, both boats would most likely be disqualified. The port boat for failing to give way to a starboard boat, and both boats for failing to avoid a collision

Extremely important to always have a "lookout", especially if you are unsighted because of a headsail



# What next?

- Download a copy of the rules from the Australian Sailing website, [sailing.org.au](http://sailing.org.au)
- Print off:
  - Definitions
  - Race Signals (the flags)
  - Part 2
- Avoid contact at all costs
- If you have some disagreement on the water, discuss it in the bar with the other boat or an RBYC race official



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# Thank you & Good luck

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