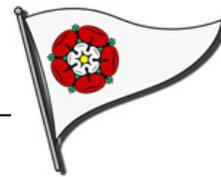


A Guide to Racing at Tudor

Tudor Sailing Club, Langstone Harbour



Many of us who race at Tudor regularly take these steps for granted, but to the uninitiated, these guidelines should help you on your way to becoming a better sailor. I dare say that even the seasoned sailors may learn a trick or two from these points.

Some of these ideas are published in the sailing instructions – but many are unwritten rules, typically passed on by more experienced sailors. Whilst not mandatory, they are regarded as best practice.

Pre-Race

Assess the conditions – It is your responsibility to decide if the weather conditions are manageable and if you have the appropriate clothing. Different wind directions can create a rough sea state down the bottom of the harbour; if in any doubt, ask another sailor.

Signing On – once you have retrieved your boat out of the compound and decided to take part in the race, you should fill in your details on the signing on sheet. This is normally found in the garage, on the left hand side under the notice board. This tells the race officer of your intention to race. If you do not sign on, you will not receive a finish position.

Course – The course is set by the race officer, normally 45 minutes before the scheduled start. Make sure you write down the order of the marks used in the course, along with the direction you are to sail round them.

Head to Wind – This may sound obvious, but you would be surprised by how many people struggle against the wind. Always position your boat 'head to wind' (with the bow facing the direction the wind is coming from) while rigging.

Rig your boat ashore - Try to rig as much as possible on-shore, rigging afloat can cause congestion on the slip.

Patrol Boat – Please help the volunteers who man the patrol boats to launch the RIB and/or dory if possible. They are there to help you on the water – so please help them whenever possible off the water.

Slipway Etiquette (launching)

Single Handed? - If you sail a single hander, try to pair up with someone when launching – one of you can hold the two boats, while the other deals with both trolleys.

'The Trolley Dolly' - There is normally a friendly non-sailor who collects trolleys and parks them for competitors; this is a great way of minimising congestion on the slipway.

No Trolleys left on the Slipway - In the absence of a 'trolley dolly', please ensure you park your trolley above the high water tide line and off the side of the slipway, or on the grass, but without blocking the public footpath. Leaving your trolley on the slipway restricts access for other users, please be considerate to other club members.

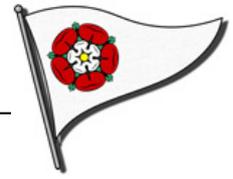
Start Sequence

Launch early – have you ever wondered why the more experienced sailors get onto the water 10-15 minutes before the start sequence? Well it's no secret! By getting afloat early they have time to...

- a) understand the conditions; wind speed, direction, maximum gusts and sea state
- b) adjust their control lines on their boat, setting the sails up for maximum performance
- c) they have time to sail down the harbour, gauging the conditions out of the shadow of the buildings and trees
- d) perform several practice starts to see which end of the start line will give them the best position to reach the first mark in the shortest distance

All these things help achieve the 'perfect start', as races can be won or lost on the start line.

Keep Clear - If there are multiple starts (e.g. fast, medium and slow handicap fleets), please ensure you do not sail near the start line during the start sequence of another fleet, remaining clear of the boats who are about to start.



Racing

Rules – The racing rules of sailing can seem daunting to many, and often deter sailors from competing. At TSC we try to place the emphasis on participation and fun rather than rule books. However, it is worth understanding a few simple rules before going afloat to avoid incidents; the Port / Starboard rule is a good starting point as it is probably the most used. That aside if you initially aim to avoid contact with other boats and marks then you should be fine.

Regulation – In the absence of umpires and judges on the race course, we rely on the honesty of competitors to take self imposed penalties when rules are infringed upon. If you are in any doubt about an infringement, perform a penalty turn anyway; better this, than face arbitration or protest from a fellow competitor after the race.

Conduct – Due to the competitive nature of our sport there maybe the odd occasion where tempers flair and disagreements occur. These incidents are always best resolved with a simple bar talk – sailing is a sport of gentlemanly conduct; what goes on the water – stays on the water.

Finishing

Wave - It is good practice to acknowledge the race officer when he sounds the horn as you pass over the finish line. This is not only a nice gesture to thank him for his time, but also clarifies that you believe you have finished the race. A wave, thumbs up or other such movement is best.

Keep Clear - Keep clear of finish line when other boats are finishing; otherwise you risk blocking the view of the race officer and creating confusion.

Slipway Etiquette (coming ashore)

Await your turn - If multiple boats have finished the race within short succession of each other, the bottom of the slipway can become congested. Landing when there is little space can lead to unnecessary damage to boats. Boats become difficult to control when centre/dagger boards and rudders are lifted as you approach the slip, and it is advised not to land until there is sufficient room to do so.

Don't barge in - If there are boats sailing around waiting for a suitable space to come ashore – please wait your turn and do not barge in.

Post Race

Patrol Boat Recovery – Please help to recover the patrol boat when it returns to the slipway – usually the race officer will give several short blasts of the horn to signal its arrival.

Results – After the last boat has crossed the finish line, the race officer will start to calculate the results. Please avoid interrupting him while performing this task, its tricky at the best of times. Results are typically published in the window of the race control box following the race, but also on the web site.

Gratitude – Our Race Officers and Patrol Boat Crews volunteer their time to help keep our racing running smoothly. Please take the time to thank them for their efforts after the race.

Security – Last one in the changing rooms, up the slipway or in either of the compounds? Please ensure that all gates are securely locked at all times to minimise opportunistic crime. Compounds must be locked; even if there are plenty of other members around.