

Sheet No.	<h1 style="margin: 0;">1</h1> <h2 style="margin: 0;">Easy figure eights</h2>	Log Ref. D1, D9, L2, L3
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Particularly suitable for.....
Less experienced sailors in strong winds. An exercise that avoids gybes; concentrating on bearing away, tacking, and mark rounding.

Raise dagger board half a boat length before mark, sheet out and lean back, move aft to keep the bow up.

Sheet out before using your rudder, get your weight aft, lean back.

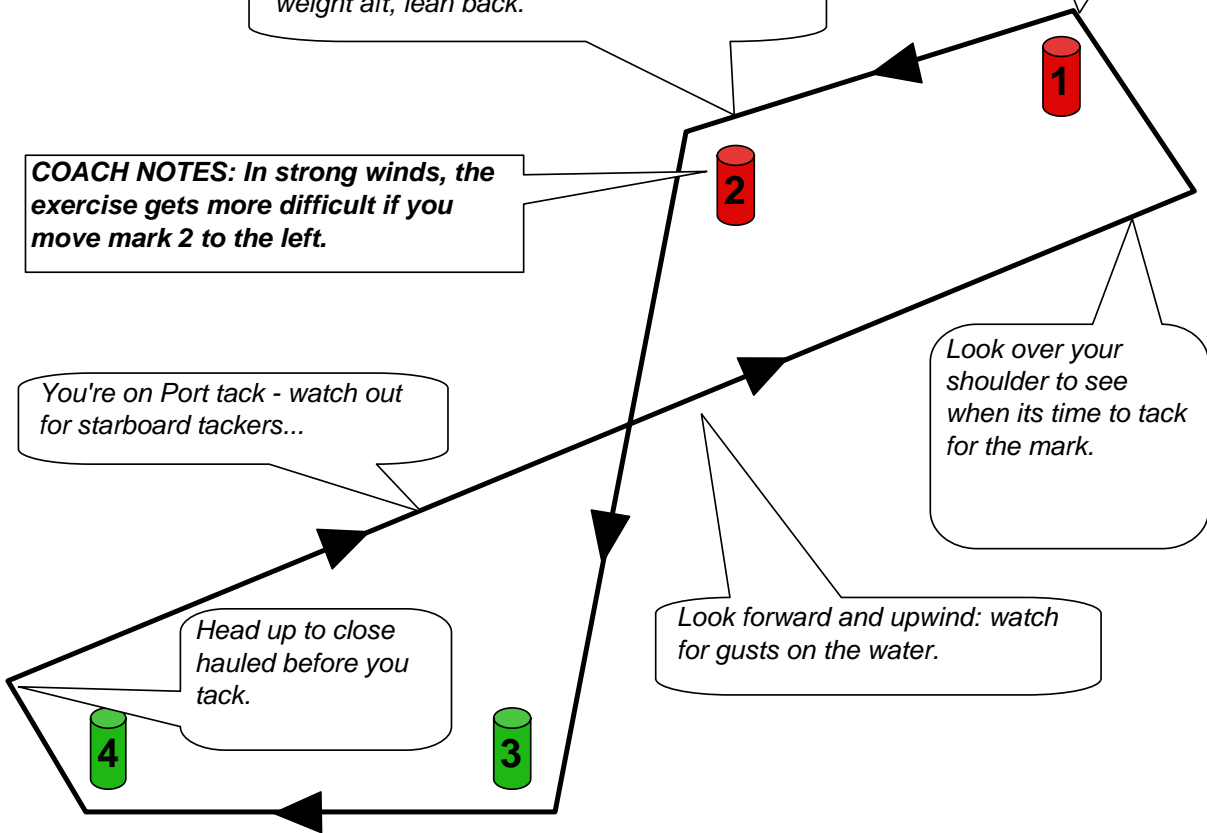
COACH NOTES: *In strong winds, the exercise gets more difficult if you move mark 2 to the left.*

You're on Port tack - watch out for starboard tackers...

Look over your shoulder to see when its time to tack for the mark.

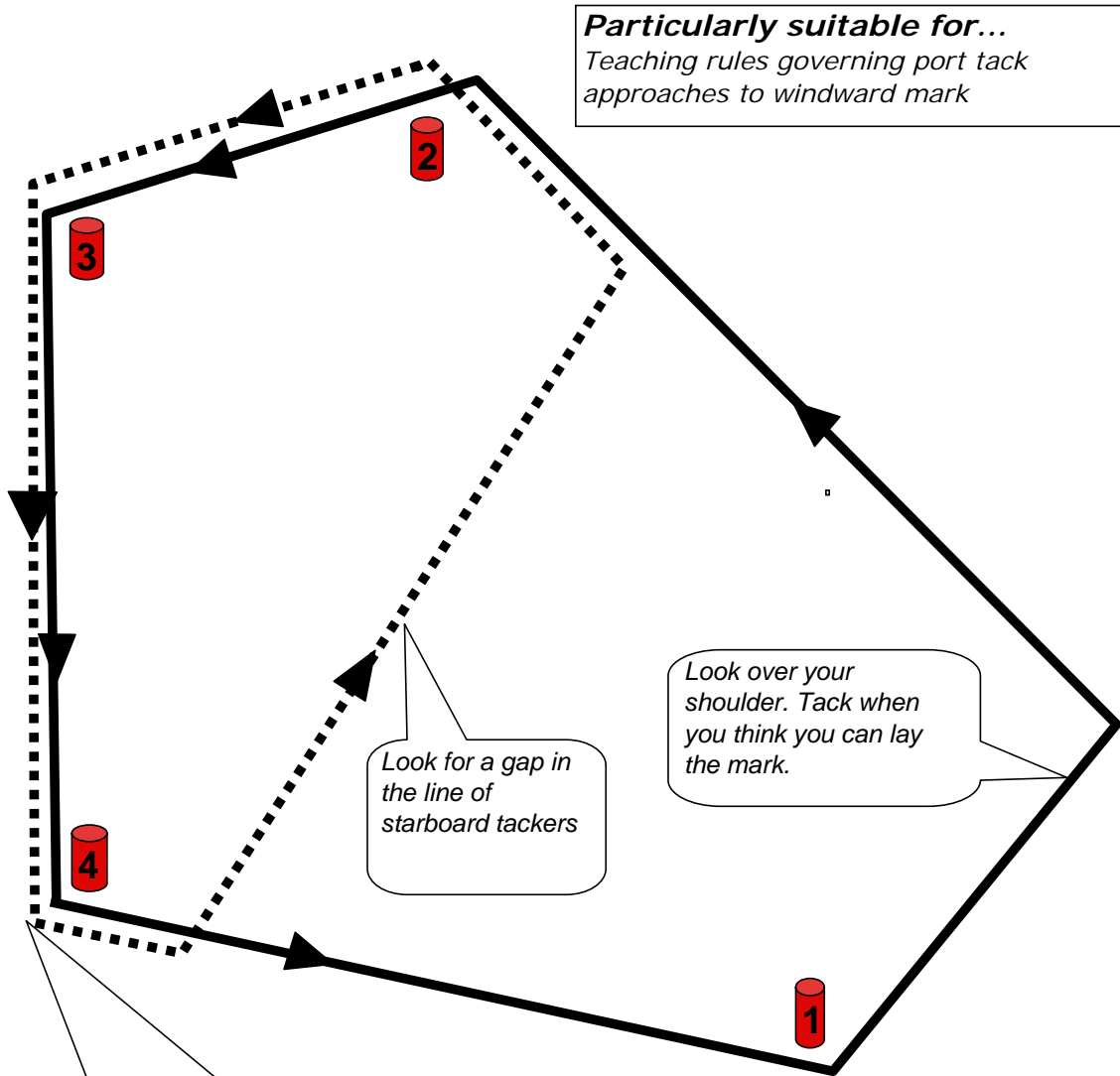
Look forward and upwind: watch for gusts on the water.

Head up to close hauled before you tack.



Log Ref	<i>Teaching points:</i>
D1 Tacking: not too much tiller - sit down and get sailing before changing hands D9 Position in boat: boat trim - tiller grip - Hiking position L2 Sail Trim: use tell tales L2 Sail Trim: sheet out early when bearing away at marks 1 and 2 to avoid nosedive L3 Raise dagger board when its too windy and before bearing away	
<i>Complimentary exercise:</i>	

Sheet No.	2	Exercise Windward mark: Port tack	Log Ref. RR, L4
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*Particularly suitable for...
Teaching rules governing port tack approaches to windward mark*

Look for a gap in the line of starboard tackers

Look over your shoulder. Tack when you think you can lay the mark.

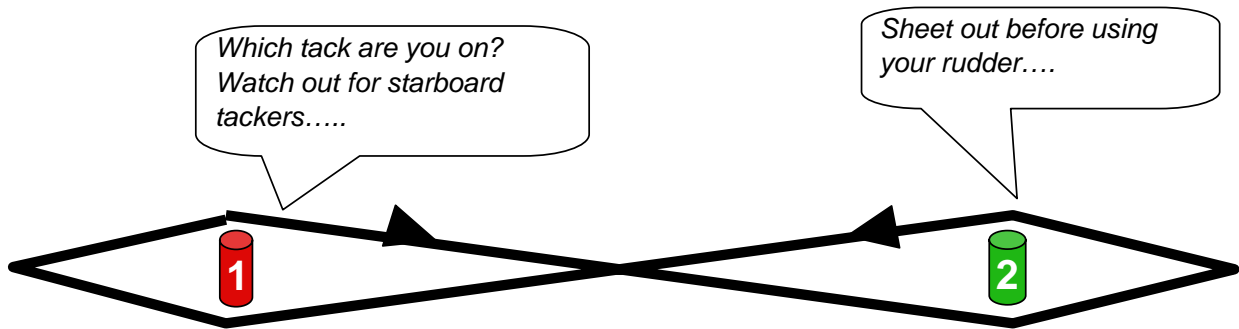
COACH NOTES: Sailors are to go round all 4 marks; the coach assistant (located at mark 4) directs every 4th boat to miss mark 1. Alternatively sailors can be told to miss out mark 1 on every 3rd lap. You need most boats approaching on starboard, and 1 in 4 approaching on port. The exercise works with a minimum 5 boats.

Log Ref	<i>Teaching points:</i>
	RR Rule 18.3a Risks and obligations of port tack windward mark approach
	L4 Judging the starboard layline
	<i>Complimentary exercise:</i>

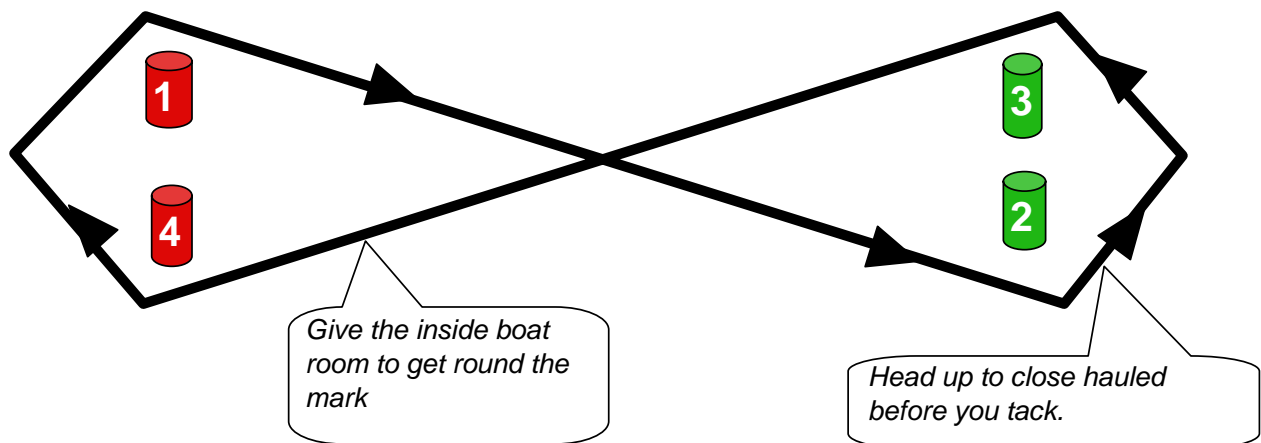
Sheet No.	3	Exercise Eights	Log Ref. D1, D4, D5, I1, L2, L3
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Particularly suitable for..... encouraging constant sail trim and awareness of right of way boats. Good for intensive tacking and gybing practice.

COACH NOTES..... This exercise is only good for 5 of 10 minutes. But it is easy to transform it into another exercise. You can reverse the direction to change from tacking to gybing, or change to Ex13

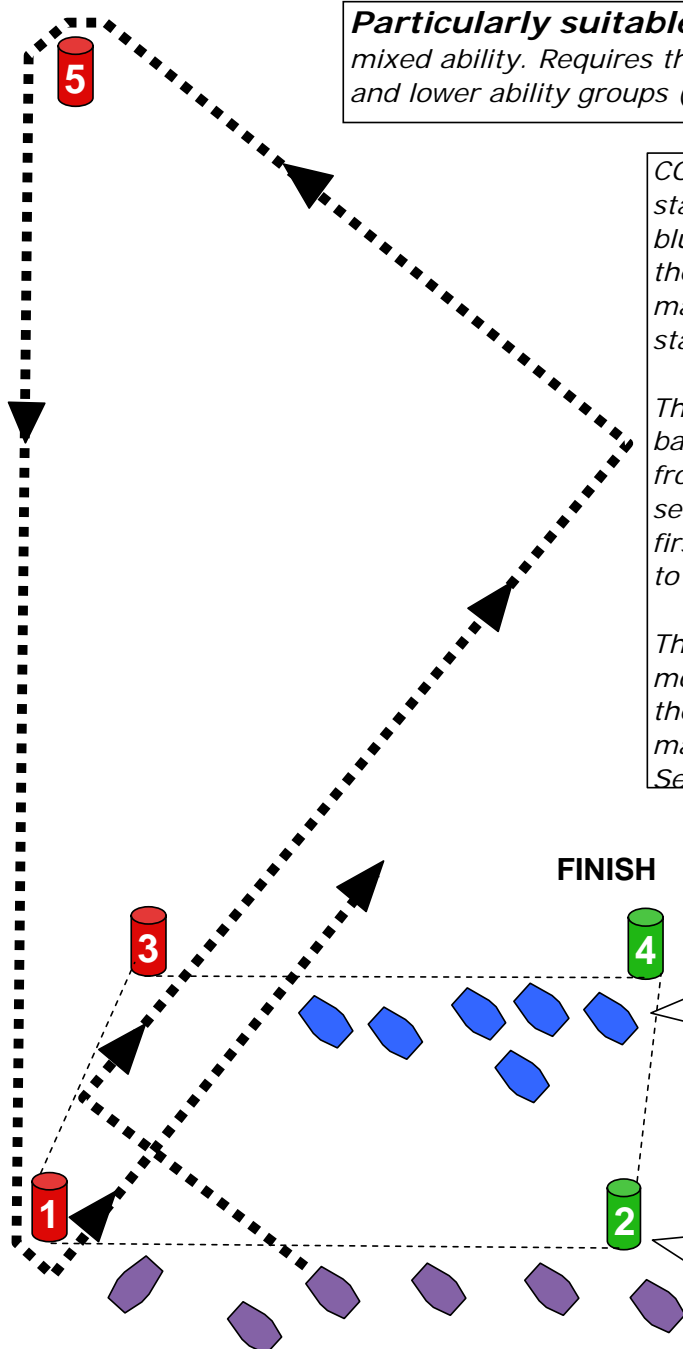


COACH NOTES..... Put in buoys 3 and 4 to force sailors to head up to close-hauled before tacking. Concentrate on tacking technique. If the sailors are not getting to close-hauled position before tacking, increase the distance between marks 1 and 4, and between 2 and 3.



Log Ref	Teaching points:
	<p>D1 Tacking: not too much tiller - sit down and sail before changing hands</p> <p>D4 Figure of 8 with tacks</p> <p>D5 Figure of 8 with gybes</p> <p>I1 Recognising which tack boat is on, and knowing to take avoiding action when required</p> <p>L2 Adjusting sail trim from broad reach to close-hauled</p> <p>L3 Dagger board up as you bear away</p>
	Complimentary exercise: Can be transformed into Exercise 13.

Sheet No.	<h1>4</h1>	Exercise
	<h2>Double start and box</h2>	
Log Ref.	D3, D11, I2, RR	



Particularly suitable for... Coaching a group of mixed ability. Requires that sailors are assigned to higher and lower ability groups (blue/pink) at briefing.

COACH NOTES: This exercise is a box start for the less experienced. The blue group must be in the box from the warning signal, forcing them to manoeuvre close to the line in the pre-start.

The top group have to start on the back start line and go through the front start line as well. Setv the second start line shorter then the first, to oblige most of the pink group to tack through the line.

They have two challenges: firstly, most will have to tack to port early in the race, so they must manoeuvre to maintain that option in pre-start. Secondly they have to work their way

BLUE GROUP: stay in the box from 4 minutes. Don't reach up and down at top speed. Slow down, let your sail flap, sit back and control your speed, approach the line slowly.

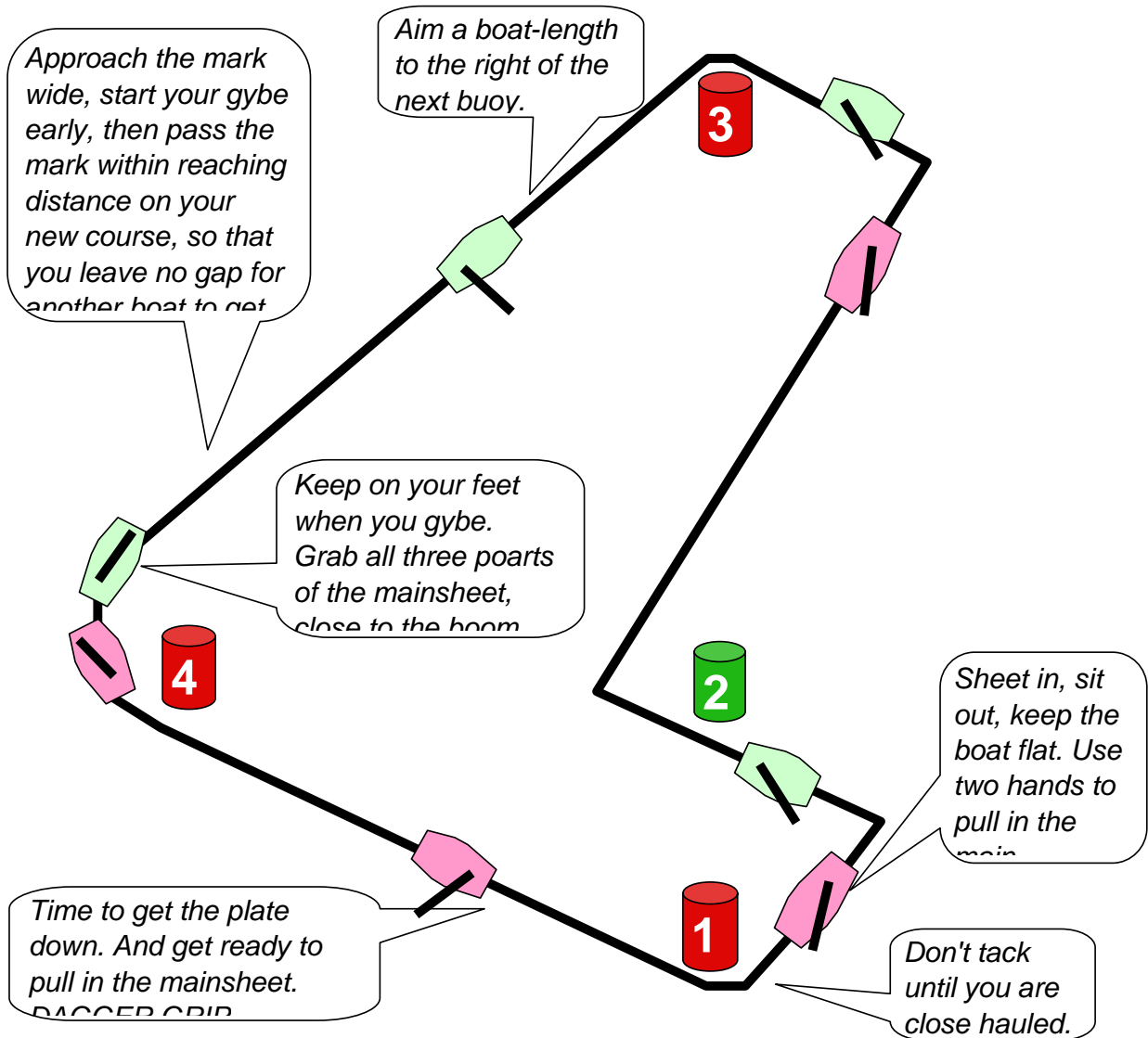
PINK GROUP: you have to go through both start lines. Most of you will have to tack to port - so you need as well as getting a good start, you need to be free to tack as well.

Log Ref	<h3>Teaching points:</h3>
D3	Speed control at the startline
D11	Running and Kiteing technique
I2	Confidence and control on a crowded startline
RR	PINK: Controlling the space around you in the pre-start period
Complimentary exercise:	

Sheet No.	5	Exercise	Mark Rounding	Log Ref.	A1, C3, C2
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*Particularly suitable for...
Leeward mark roundings,
reach to reach gybing.*

COACH NOTES: Marks 1 and 2 need to be about 2 boatlengths apart; this can be difficult in deep water. You can change this exercise into a simple windward leeward course very easily and without stopping the activity. Move mark 3 to windward and mark 1 to leeward.

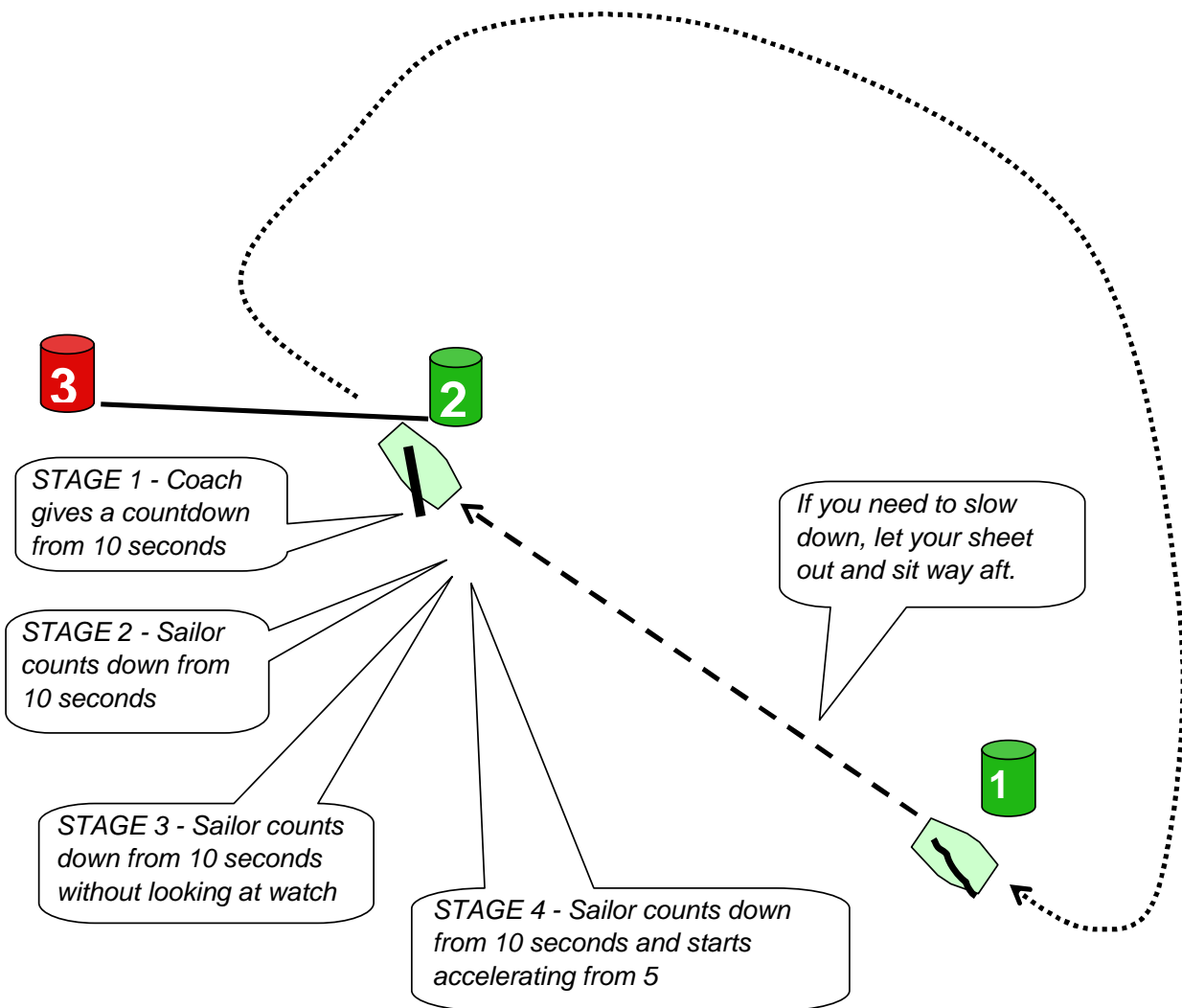


Log Ref	Teaching points:
D14	A dagger grip on tiller extension allows you to trim the main with both hands and to steer at the same time.
L2	Adjust your sail so that the tell tales work the whole way round the course
RR	Prepare for mark roundings: dagger board and sheet to be in new position as you round each mark
Complimentary exercise:	

Sheet No.	6	Exercise	Slow line approach	Log Ref.	D3
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Particularly suitable for..... Sailors working towards grade 2 or 3

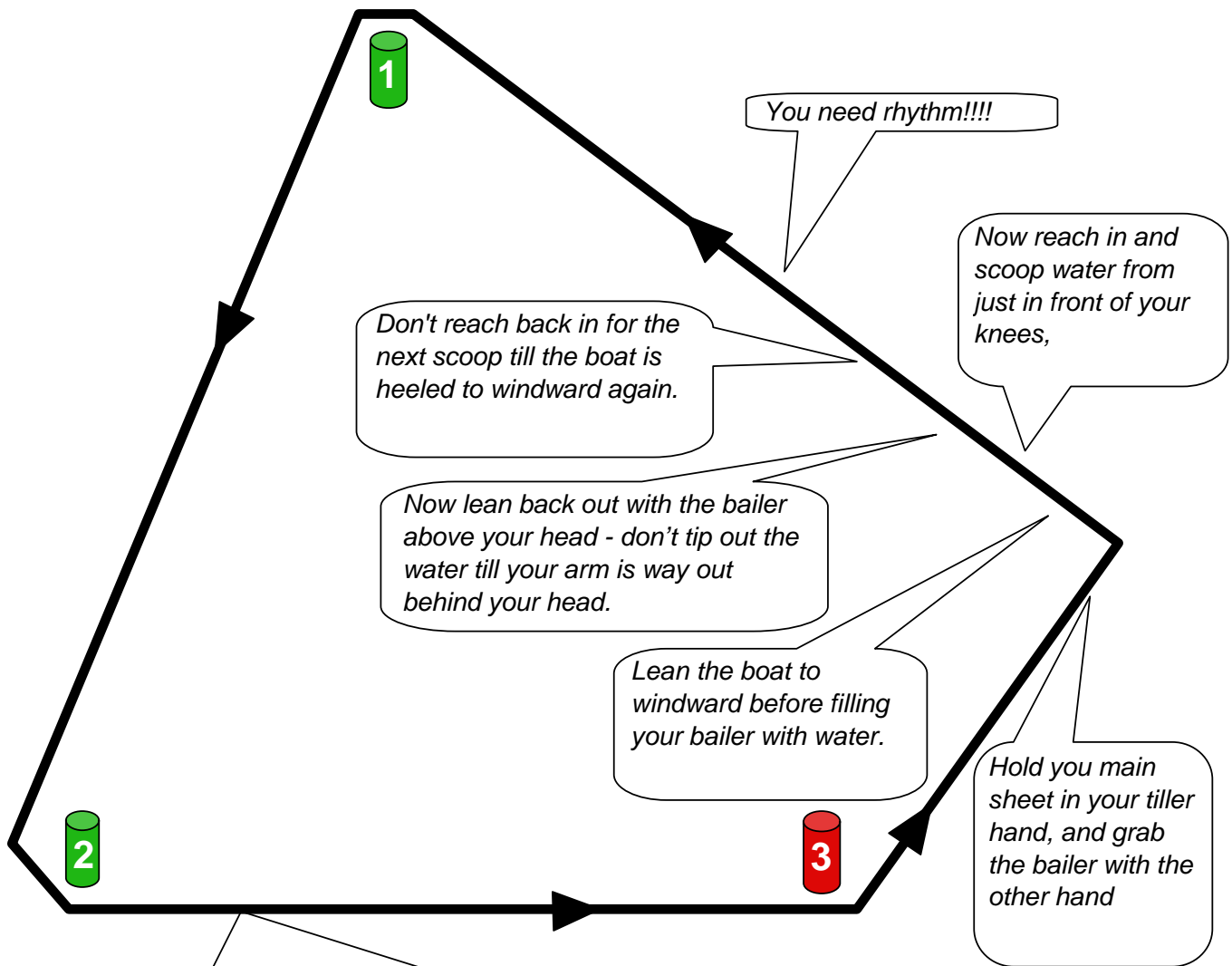
COACH NOTES: Sailors have to sail from a RIB at mark 1 to the start line in exactly 20 seconds. You need RIBs at Mark 1 and 2. The RIB at mark 1 holds the next boat alongside, setting a boat off every 20 seconds, and holding the next boat alongside to control the start of the approach. The RIB at mark 2 acts as committee boat timing each 'start', counting boats down as they approach the line and giving feedback to the sailors. Stage 1 and 2 is to control speed so that you reach the start line exactly on time. Stage 3 is to do the same without looking at your watch (ask sailors to count down from 5 or 10 seconds). Stage 4 is to judge your approach so that you accelerate with 5 seconds to go and hit the line at full speed, without a countdown from the start RIB.



Log Ref	Teaching points:
D3	Speed control
Complimentary exercise:	

Sheet No.	<h1>7</h1>	Exercise	<h2>The Pirate RIB</h2>	Log Ref.	F1
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Particularly suitable for... Sailors working towards grade 3, in moderate weather: force 3 to 4 and choppy water. Sailors sail round a triangle whilst a pirate RIB tries to fill their boats up with water. Good bailing practice, and can be a good game.



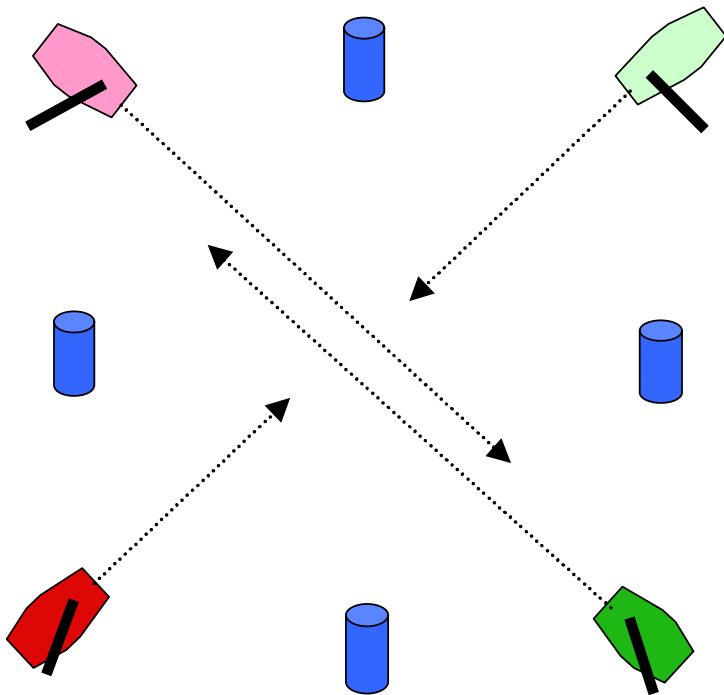
COACH NOTES: Sailors go round a triangular course, whilst a RIB is detailed to half fill boats up with water on the reaching leg between marks 2 and 3. Do this by having 2 crew in the Pirate RIB as well as the driver. The crew can fill an optimist by pushing the aft corner down into the water!! The smart sailors will try to hide behind another boat - and you should let them escape at least every other time. **WARNING:** The Pirate RIB normally ends up in a water fight, as sailors gang up to get revenge. Wear foul weather gear - and pick a warm sunny day. In the meantime a second RIB is coaching on bailing technique on the beat to mark 1.

Log Ref	<h3>Teaching points:</h3>
F1 Bailing and Sailing after a capsize or when the boat is filling up with water.	
Complimentary exercise:	

Sheet No.	<h1 style="margin: 0;">8</h1> <h2 style="margin: 0;">Exercise Four-by-Four</h2>	Log Ref. D3, I1
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Particularly suitable for... Grade 2 sailors in light winds, and grade 3 sailors in medium winds. This exercise allows sailors to practice taking avoiding action and to practice

Coach Notes... 4 marks set in a diamond and 4 boats briefed to approach from different sides. The task for each sailor is to sail from one side of the diamond to the other whilst complying with the rules. Brief 4 boats at a time to hover just outside the diamond - one on each side; start the exercise by blowing a whistle when all boats are ready. After the first run the 4 boats prepare to do the return run: so the pink boat would do the first run from top left to bottom right and the second run from bottom right to top left. After the second run ask all boats to move round the diamond clockwise to the next side and so on. Do the exercise 8 times, each boat approaching the diamond from each side twice.



TOP RIGHT:-
 Starboard tack - windward boat. The other starboard boat is to leeward and has right-of-way; you must keep clear by either crossing ahead or slowing down to allow him to cross ahead of you, without causing him to change course. The two boats on port must keep clear of you, BUT if you are changing course you must give them room to keep clear.

BOTTOM RIGHT:-
 Starboard tack - leeward boat. You have right-of-way over all the other boats, but must not alter course in such a way as to prevent them from keeping clear.

BOTTOM LEFT:-
 Port tack - leeward boat. When you meet a starboard tacker you must keep clear, but you have right-of-way over the other port tacker.

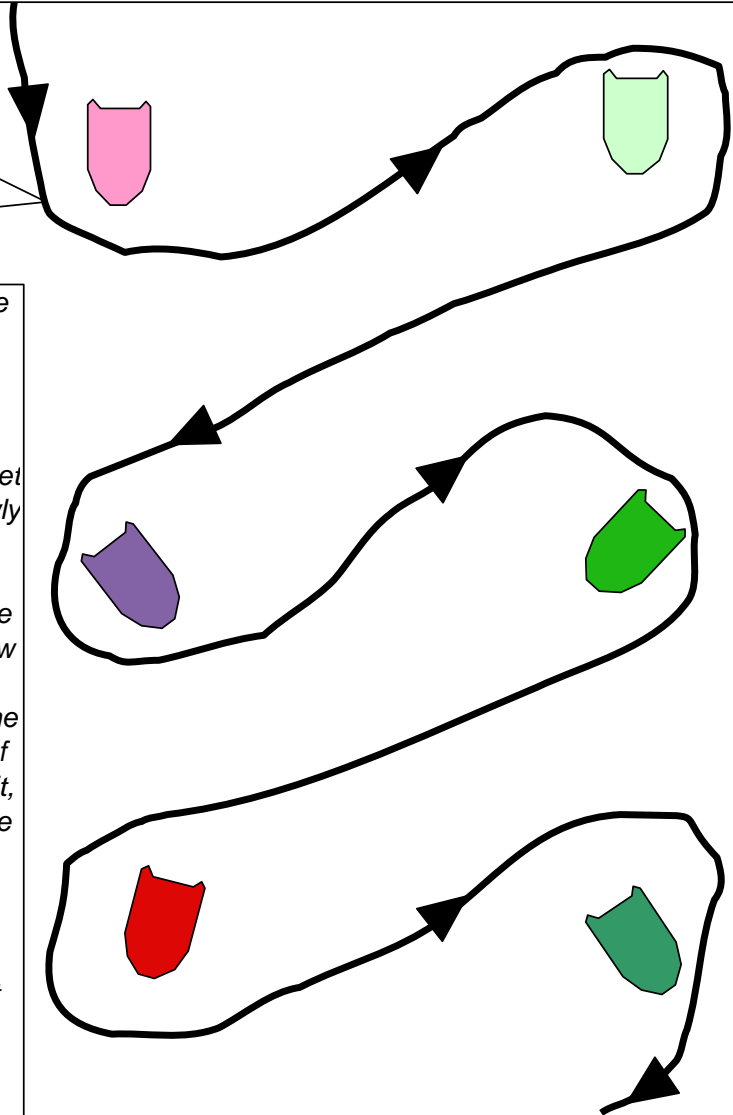
TOP LEFT:-
 Port tack - windward boat. Your task is to get to the opposite diagonal whilst keeping clear of the other 3 boats in the diamond.

Log Ref.	<h3>Teaching points:</h3>
	D3 Speed control
	I1 Right-of-way rules, plus rule 15 and 16 AND MOST IMPORTANTLY, RULE 14
	Complimentary exercise:

Sheet No.	10	Exercise	RIB Zig-Zag	Log Ref.	D2, D3 D10, L2
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Particularly suitable for... An offwind boathandling exercise for keeping sailors busy between exercises or when on the way out to the race area. This is an exercise without marks and using two RIBs. It works best with between 4 and 8 Optimists. If you have 9 or 10, the RIBs have to be a long way apart to make the exercise work.

Leave the first RIB to port and the second to starboard. No overtaking allowed.



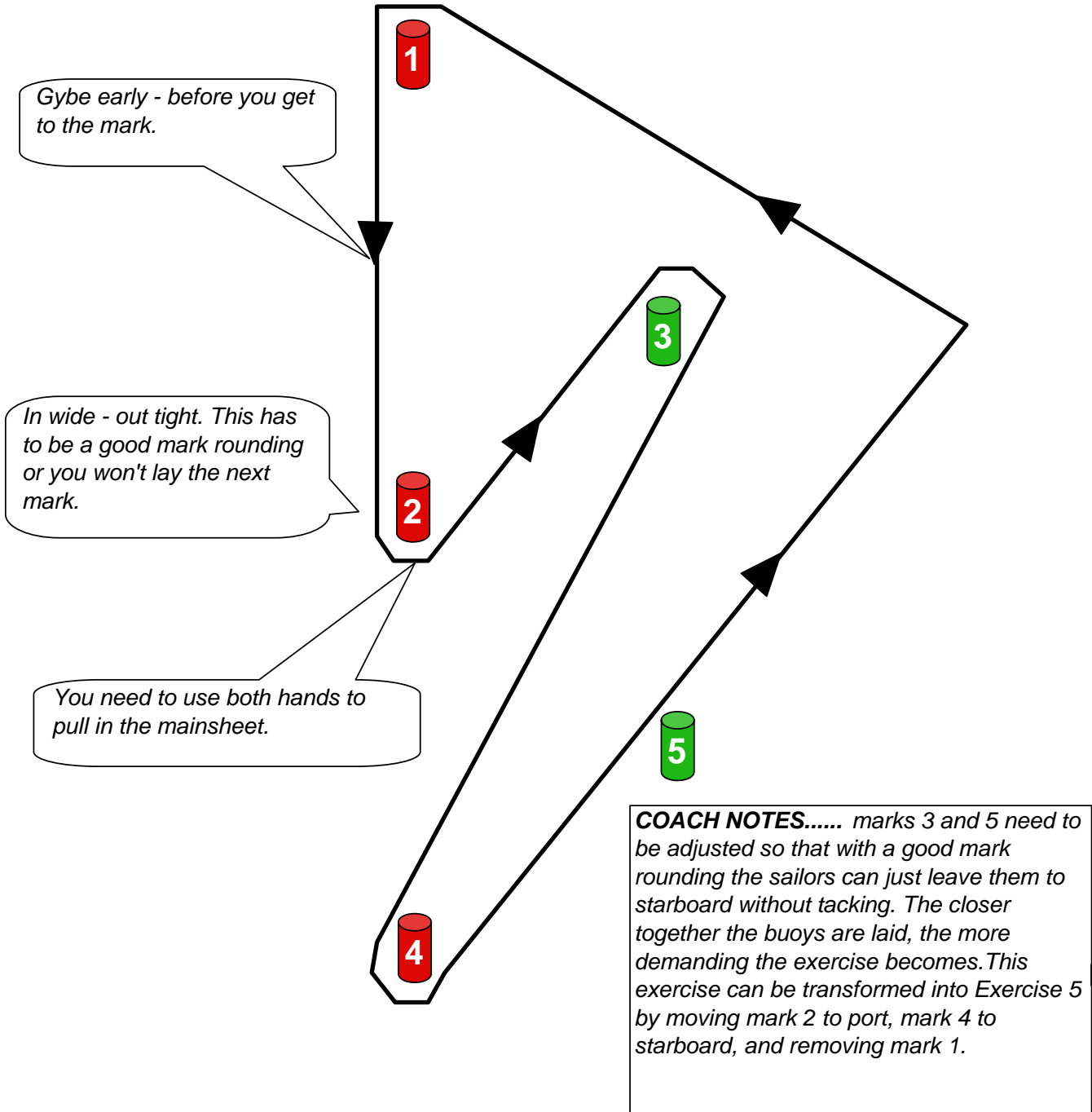
COACH NOTES: The idea is to keep the optimists in close formation - a crocodile of boats doing a zig-zag route around both boats in succession. To keep them close together it is necessary to adjust the distance between the RIB. To close the fleet up, the RIB being rounded must drive slowly towards the other RIB. As soon as the last boat is round the RIB, the driver must take up a new position; if the RIBs have become close together the driver will have just a few seconds to turn round and head for a position further away. It is important that the whole fleet rounds RIB 1 before the front of the fleet reaches RIB2. If the fleet gets split, with half the fleet rounding RIB 2 before the last boat rounds RIB 1: Stop the exercise - Ask everyone to do a 720 - Get RIB 1 in a position further away - Then re-start the exercise. Optimist are not allowed to overtake - you don't want either the fastest boat or the slowest at the front.

HEALTH WARNING... This exercise can be very tiring. Use it in short bursts. It also takes some co-ordination between RIB drivers, and that can take a little practice. Keeps everyone warm though.....

Log Ref	Teaching points:
D3	Speed control
D2	Gybing: watch for technique and for ability to gybe at will
L2	Sail Trim: Insist that sails are trimmed - make sailors go upwind as well as down
D10	Sail while standing - in lightish weather only for this exercise.
Complimentary exercise: Follow my leader	

Sheet No. 11	Exercise Leeward Mark Roundings	Log Ref. D2, L4
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Particularly suitable for... gybing practice and practice at positioning your boat in relation to others at mark roundings

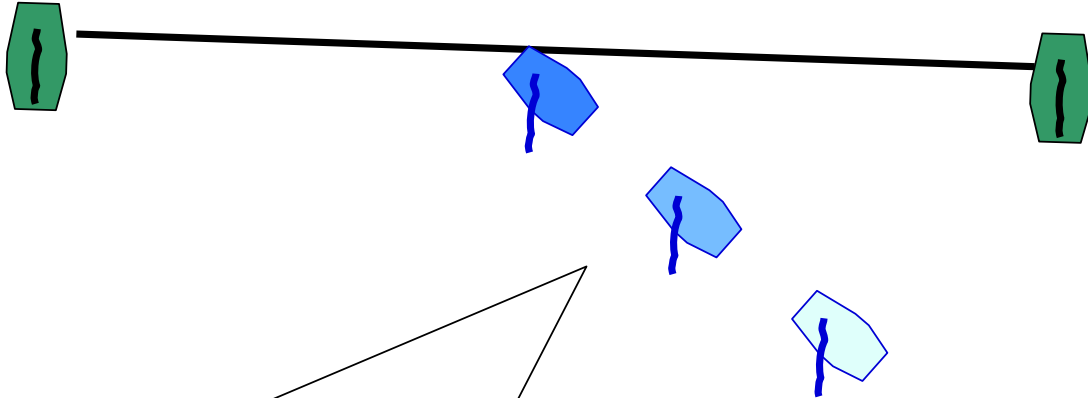


Log Ref.	Teaching points:
D2	Gybing technique
L4	Judging the layline
RR	
Complimentary exercise: 5	

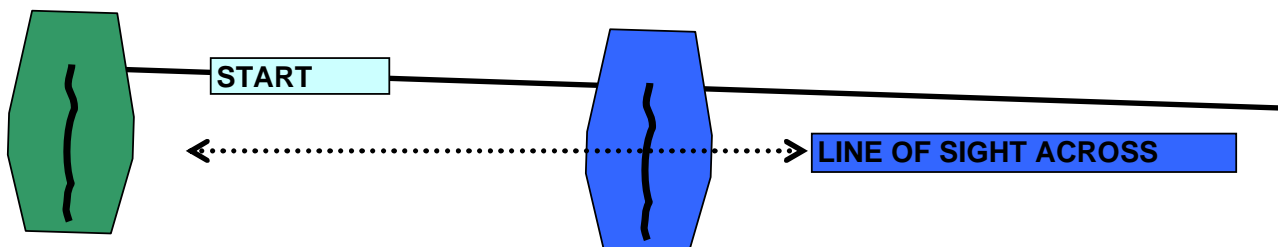
Sheet No.	<h1>12</h1>	Exercise <h2>Transit Trackers</h2>	Log Ref. RR
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Particularly suitable for... days when there is no wind, and for sailors who habitually start races in the second and third rank, and for sailors about to go to one of their first major championships.

ONSHORE



COACH NOTES: Line up two boats in the dinghy park. The masts are the two ends of an imaginary starting line. Have two sailors set the line at 5 degrees port bias. Sailors then take turns to push their boats on trolleys up to and through the line. They push their boats from the transom and have to judge the exact time that their bow cuts the line. If possible video the results. Do this once without giving an opportunity to get a transit - then give sailors a few minutes to get a transit and repeat the exercise. Then do the same thing afloat.....



COACH NOTES: With the same setup, you can also demonstrate a method for determining the favourable end of the startline. Approach the line then go head to wind. Then compare the angle of the startline to a direct line of sight at 90 degrees across the boat. Which end of the line is

Log Ref.	<h3>Teaching points:</h3>
I2	Sailor knows the basic organisation of a race
RR	Race starts
RR	Line bias
<i>Complimentary exercise:</i>	