

Competitive 420 Boathandling

Chalk Talk Notes:

The Windward Mark

Fundamentals

Weight and sails are responsible for the turn of the boat

- The rule “Jib follows Main” helps describe the relationship of the sails in the turn

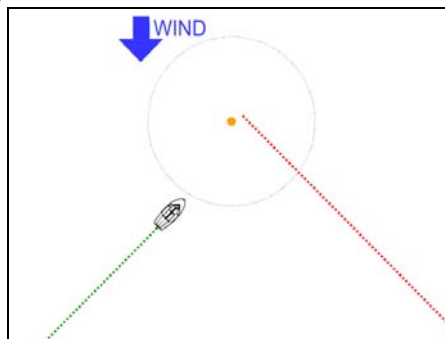
Terms

Layline

- The point at which a boat can fetch the mark on the same tack

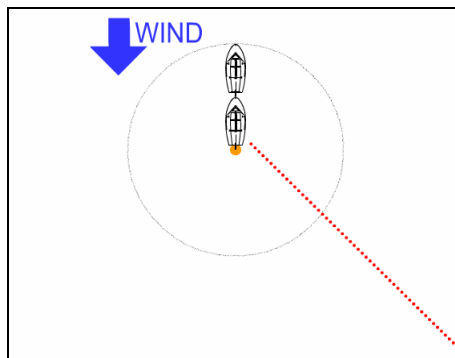
1. Starboard tack Layline

2. Port tack Layline



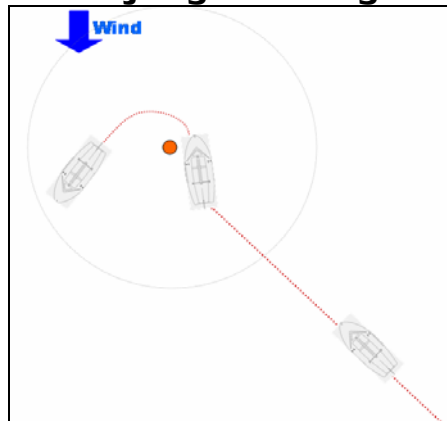
Two boat-length zone

- Marks a transition from right-of-way rules (ROW) to mark rounding rules



“Shoot the mark”

- Just short of the starboard-tack layline, coasting into the wind the last bit to get around
 1. Trades distance to competitors
 2. Requires lots of speed
 3. Generally performed as a last resort or when skillfully judged that 2-tacks would be slower
 4. Leaves a team vulnerable to fouling the mark or a competitor or both if judged wrong



Key components

1. Stay patient
2. Maintain speed
3. Avoid traffic

A quick note:

There are several judgments the crew and driver have to make at the windward mark. It's important to remember that judgment becomes better with experience, but most importantly those judgments become better as the driver and crew can focus on the judgment of the layline or boatspeed only rather than worrying about things in the boat. Lots of positions can be gained in these moments as other teams misjudge laylines, become confused in heavy traffic or even cause fouls. Some teams consistently perform well by spotting these moments of traffic and avoiding the pack altogether.