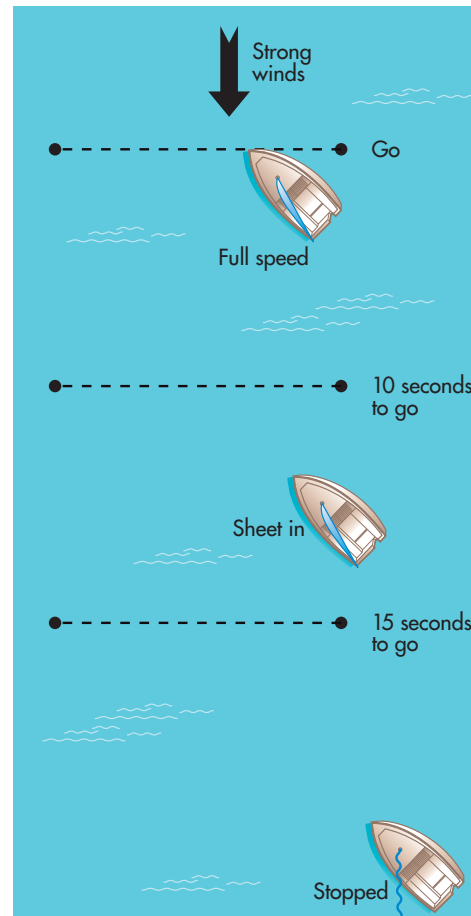
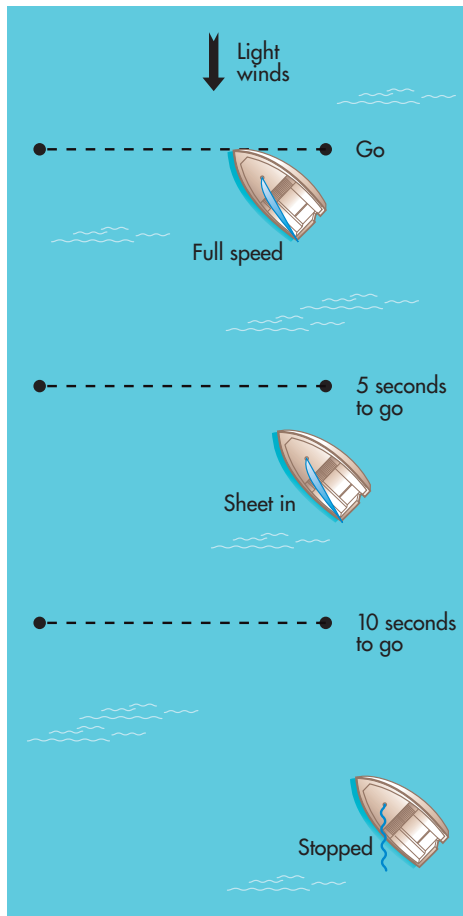


### Exercise 3: Distance

In an ideal world you will hit the line at full speed. You need to know how much space this will take. The class of boat will make a big difference, but so will the conditions. However, remember both the wind and the water are likely to be confused around the starting area, so it may well take more distance than you think to get up to full speed. On your own, start next to a buoy, and from stationary see how long it takes you to get up to full speed. Now go back to the line and start the same distance back. See if you have the distance about correct.



5.1d Timed run.

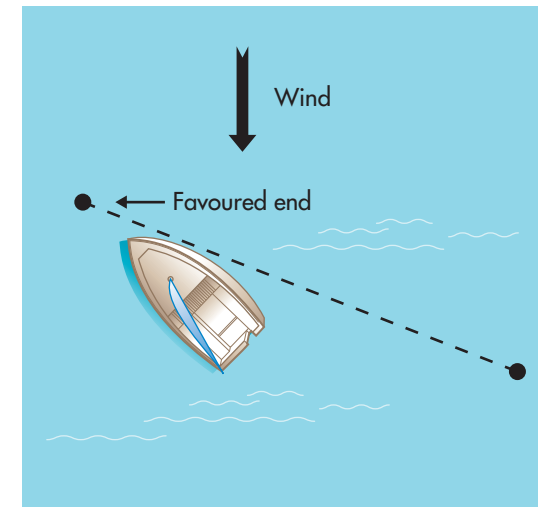
### Top Tip:

Monitor the difference in distances when the wind lulls/gusts, so that near start time you never get too far from the start line. The boat will accelerate best when starting on a close reach.

When considering your start, remember that the closer you are to the favoured end, the greater your advantage (regardless of what is causing that advantage), but also the more crowded this part of the line is likely to be. If you are over, it is easy to go round the ends. However, in a black flag situation you need to be especially careful, as you are going to be more likely to have your numbers recorded. It is also possible that the favoured end of the line may not be the favoured side of the beat (for example, you may start at the port end and wish to go right, or start at the starboard end and go left). If you are not confident of getting a good start and going the best way up the beat, you need to consider which is the more important factor.

### 5.2 Considering Wind and Tide

Assuming that the wind remains constant in strength and direction, and there is no current or difference in the waves, the favoured end of the line is the part which is most upwind.



5.2a Favoured end of the line due to wind angle.