

The following notes are intended as informal guidelines and tips for club-level team racing. They were compiled by Dave Perry as the interest and enthusiasm for team racing grew at the Pequot Yacht Club in Southport, CT. They make no pretense of being complete; but the sailors at Pequot YC are pleased to share them in the event others may find them helpful.

TEAM PEQUOT

Do unto others before they do unto you!

2-21-16

START

Get best start possible (decide whether to spread out 'geographically' or to match up)

Avoid interfering with a teammate's start

Keep an eye out for being "match raced"...call for help if needed

Keep an eye out for teammates that may need help

RIGHT AFTER START

Look to hurt an opponent as much as possible while sailing fast yourself

Pinch off a nearby windward boat, and when it tacks, call "incoming"

Maximize your bad air on a trailing opponent

Tack on a port tacker when possible (be sure you are clear to do so!)...listen for the call of "incoming" and defend the right if not sure what to do.

Pin or stay to windward of a boat to a layline and then tack on them when they tack on the layline

Bottom line – right after start, find the nearby boat that you are ahead of and hurt them the most, and above all beat them to the mark, i.e. WIN YOUR PAIR! If your team is winning two of the three pairs, you are winning!

Tactical reminder: Be aware that your opponent is trying to do all these same things to you...

NEAR FIRST MARK (Mark 1)

Ask yourself...is there an opportunity to let a teammate by?

- by slowing an opponent as you both come in on the layline

- by pinning an opponent past the mark, either on port tack or starboard

- by entering the 2-length zone clear ahead on starboard tack, and setting a trap, i.e. slowing down and trying to get the opponent astern to overlap you to windward.

RULE reminder: if a boat owes you mark-room under rule 18.2, then while you are changing course to round the mark, you are "protected" under rule 21, Exoneration, if you break other r-o-w rules or rules 15 or 16, until you are aiming on the course needed to sail to the next mark. In other words, if the boat clear astern sticks its bow in between you and the mark, you can continue turning towards the mark (until you are aiming on the course needed to sail to the next mark), and if you could hit them (or do hit them), they have broken rule 18.2.

HOWEVER...remember that rule 14, Avoiding Contact, ALWAYS APPLIES – and team racing is the best when the boats never collide!

DOWN THE FIRST REACH

(A = us; B = them)

Immediately look for opportunity to improve your team's combination

If BAA...work the "high-low". The first A goes high of the rhumb line, trying to draw B up to defend...never get locked to windward of B while doing this! The second A stays low, tries to pass B and turn the combo into ABA. If upwind, the first A tries to engage B in a tacking duel, or covering them on the unfavored tack, letting the second A pass B.

If ABA...work the "pass back"

A slows, B gets locked to windward, A luffs and holds B

or

A slows, B locks to leeward (beware rule 11 windward/leeward! And remember that rule 17 prohibits B from sailing above HER proper course), A overtrims and lets teammate pass to windward

Tactical reminder: Be aware your opponent is trying to do the same things to you!

ALWAYS look back and "do unto them before they can do unto you".

Big separations between you and the opponent behind are not always advantageous in team racing. Be aware of your spacing. If the opponent ahead starts to slow and set up to attack you, consider slowing and setting up to attack the opponent astern.

Bottom line when being attacked...NEVER overlap to windward, and unless near the gybe mark, never overlap to leeward.

GYBE MARK or Mark 2

Watch for traps! A right-of-way boat can choose to slow or stop and force an opponent to overlap her on the outside, and then hold her away from the mark.

When setting a trap, control your speed and angle. Try to enter the 2-length zone with the opponent within feet behind you (i.e., start slowing early on!). Try to be low in the zone so that you don't sail past the mark before the trap is set.

RULE reminder: if you enter the 2-length zone clear ahead, you can round the mark without worrying about breaking rule 16.1, Changing Course, as long as you are sailing within the mark-room you are entitled to. In other words, if the boat clear astern sticks its bow in between you and the mark, you can now continue turning towards the mark and if you could hit them (or do hit them), they have broken rule 18.2(b) and you will be exonerated for breaking rule 16.1 (see rule 21, Exoneration).

NOTE: Rule 16.1 DOES apply when the r-o-w boat is changing course AWAY from the mark, or is sailing higher than she needs to to round the mark onto the next leg; in those cases, the r-o-w boat must give the keep clear boat the space and time ("room") she needs to keep clear!

NOTE: Tactical reminder: the best defense against being trapped is to TRAP the boat astern.

RULE reminder: if A gets to the mark clear ahead, and then B overlaps A to windward, A does not have to gybe and sail her proper course unless B pulls clear ahead and THEN the boats become overlapped again (B can

bear away to cause the overlap to occur but must beware of rule 11, windward/leeward). This is because Ap D1.1(c) deletes rule 18.4 (the rule about gybing at marks) in team racing.

DOWN THE RUN

Watch for boats gybing to starboard, especially near the mark...DO NOT get forced to gybe to starboard to avoid an opponent on starboard! Pass them astern if possible, and note that rule 16.2 says that if P is sailing to pass astern of S and S changes her course so near to P that P has to immediately change course to avoid S, S has broken rule 16.2. This makes it easier for P to pass astern of S.

Rule reminder: if W overlaps L to windward, L can luff up to head-to-wind, even if overlapped by only 6"! However, L must be sure that W can keep clear as L luffs, i.e. no quick and sudden luffs that result in contact (rule 16.1).

LEEWARD MARK or Mark 3

A boat that enters the 2-zone clear ahead on starboard tack and clear ahead or to leeward of opponents is very strong. A boat that enters on starboard (S), overlapped inside an opponent who is on port (P) or to leeward of an opponent (W), does NOT have to gybe around the mark. This is because Ap D1.1(c) deletes rule 18.4 (the rule about gybing at marks) in team racing.

The only way to break the trap when on starboard tack and to windward of the trapping boat is to break the overlap (become clear ahead by heading up significantly) and then forcing the trapping boat to become overlapped to leeward of you (by bearing away significantly). That turns on rule 17 (proper course) and requires the leeward boat to gybe to sail her proper course.

RULE reminders:

Rule 16.1, Changing Course, applies when the r-o-w boat is changing course AWAY from the mark (so the r-o-w boat must give the keep clear boat the room and time she needs to keep clear); but, in effect, rule 16.1 does NOT apply when the r-o-w boat is changing course TOWARD the mark (so that any keep clear boat in between her and the mark is in trouble!)

If the boats are on port tack and the boat astern (B) sails in to leeward of the boat ahead (A), B has to continue giving A mark-room but she is the right-of-way boat as the leeward boat. One tactic here is for A to throw in a gybe (if possible without breaking rule 15; i.e., if A can give B room to respond and gybe as well). Now A is on starboard and B will have to gybe to keep clear, and A can let her teammate pass by. A will still come out ahead by gybing twice, i.e., once onto starboard to let a teammate through, then again back onto port to round the mark.

Tactical thought on TRAPS: The goal of a trap is to improve your team's combo by holding up (trapping) the opponent astern of you and letting one or more teammates sail by you both. The bottom line to trapping is BE SURE YOU DO NOT LOSE THE BOAT YOU ARE TRAPPING. Preferably you should not lose any opponents in the trapping maneuver. WHEN IN DOUBT, BAG THE TRAP AND LOOK FOR THE NEXT OPPORTUNITY!

DOWN THE SECOND REACH

Same as the first reach, except things are more exaggerated with the inside (windward side) of the rhumb line being more STRONG (inside at mark and starboard advantage if needed). Therefore, DEFEND THE INSIDE!

UP THE LAST BEAT

- * This is where things can get crazy...keep your head out of the boat! Watch the wind and laylines to the finish, etc., as well as the other boats.
- * Tactical thought...Always win your Pair!
- * The crews should watch and constantly report the combos.
- * Watch for needless fouls...and when in doubt SPIN (one circle) unless that would give them an unbreakable stable combo.
- * The magic number is 10; if your team has 10 or fewer points, it wins.

Tactical Thoughts (for 3v3 team racing)

Play 1 – objective is 1-2-x

Play 2 – objective is 2-3-4

Play 4 – objective is 1-4-5

If 1-2-x...

1 tacks first around the leeward mark (or 1 foots and 2 pinches, and when 3 tacks, 1 tacks and foots into a controlling position on 3)

zone cover up beat

1 keeps an eye on 2

if x is not 6, then x keeps one of them behind her

Anytime a team has the 1 and the other team has the 6, the team with the 1 wins.

If 1-3-x...

Convert to 1-2-x

1 slows and is two lengths in front of 2 as she rounds leeward mark;

when 2 tacks, 1 tacks and drops down quickly and max hurts 2

If 1-4-6...

Same idea as 1-3-x - this converts to 1-4-5

If 2-3-4...

Zone coverage out of mark

2 tacks first, goes 3 lengths or so, and tacks back

3 tacks and extends on starboard

4 extends on port

If 1-4-5...

Get ready for a rumble (see If 2-3-6)

5 pushes the 6 way back

1 keeps the 1, but watches for the 2-3 pairs to get unbalanced; then 1 goes to the lead pair and converts the 1-2.

OR 1 picks up 6 as she comes through

OR 1 grabs 2 and puts them in 5 (to convert the 2-3-4) or 6 (to go to 2-3-5 which converts to 2-3-4)

If 2-3-6...

2-3 compress race by leeward mark, working together near each other!

If 1 rounds leeward mark, 2-3 can jump 4-5 on second reach

2-3 decide which of 4-5 they will each attack (usually 2 takes 4, etc)
once they are paired off on the beat, 2 and 3 must BALANCE the pairs, i.e. remain even with each other in the race.

Object is to get 6 up into 2 – OR to force 1 to come back with the hopes of jumbling the race order up.

Tactical Thoughts (for 4v4 team racing where first place gets 1.25 points)

The magic number is 18; i.e. if your team has 18 or fewer points, you win!

STABLE COMBINATIONS = 1-2-3-X , 1-2-4-5, 2-3-4-5.

Throughout the race, your team is trying to attain one of these STABLE COMBINATIONS. When you all are trying to upgrade your combinations, it can be called “Code Red”.

Tactical thought: Always win your PAIR

If you are winning your pair and your opponent turns and heads back, turn back with them (unless you have a STABLE combination).

Critical Reminder: any time 2 of you are ahead of 2 of them; you can win the race...i.e., 1-2-7-8 LOSES !

For instance, if your team is 3-5-7-8, you can still easily win, because your 3 and 5 are each ahead of one of the opponents!

When it becomes apparent that your team will not be able to attain one of the STABLE COMBINATIONS, or attain 18 or less points, your strategy switches to trying to make them finish with the 7-8. This can be called “Code Blue.”

To put them in 7-8, your team has to “balance” 7-8 perfectly. The best way to do this is to double-team 7 and 8. In other words, two of your team takes 7 and the other two take 8. The goal is to make 7 and 8 even in the race, which will put them behind all four of your team.

The best way to set up a double team on the beat is to have one of your team one boat length directly in front of the opponent, and the other team mate be one boat length directly to windward of the opponent or even slightly forward to be on their wind. When the opponent tacks, the windward teammate tacks instantly and takes his position directly ahead of the opponent, and the other teammate tacks into the windward position.

Once this begins, (and it can even begin on the second reach or sooner), the other team’s top two boats will come back to help. Suddenly things can become very switched around, and your team can see the opportunity to switch back to “Code Red.”

The crews should watch and report the combo’s constantly!

Watch for needless fouls...and when in doubt SPIN (one circle) unless that would give them a STABLE combo.