

Winning Regattas

- **Strategy** - our race in the absence of all other boats
- **Tactics** - what to do to apply strategy
- Racing the clock of racing competitors ?
- Consistency to win regattas
- Set individual race goals
- Win by other's mistakes
- * Races are never won, only lost by competitors
- Read wind shifts, puffs
- All legs divided into 1/3's
- Reaches are setting up roundings
Roundings are for pickings up boats
- All marks - tactical roundings!
- Stay between competitor and wind!
- Steer with sails
- **EOOB**

Pre-race Preparation

- Review weather forecast
- Read sailing instructions
- Get sailing early (minimum 45 minutes)
- Check wind direction
set watch at 5 minutes, head to weather
(Compass numbers port and starboard)
- Set individual race goal (offense/defense)
- Locate marks
- Get crew wet - ready to race
- Check puff directions
- Wind shear? Check clouds

Speed

- 75% of boat speed comes from crew and skipper teamwork
Teamwork comes from practice of the right techniques
- Shift gears by “feel”, not by “thinking” Practice
- 4 Balances
- Good sails and rig tuning
- Properly prepared boat
- Confidence

Starting

- Check for favored end of line - HTW reading
- Sight for line extensions
Mid-line on your boat
- Winds? Puffy or Steady?
- Shifts - persistent or oscillating? Be able to tack!
- Don't win start - be close - **Let boatspeed win for you**

- Port tack start.....always have a plan B - bailout
- Starboard tack luff and go
- Dip start
- Carving a hole
- Defending a hole
- Mid line sag
- Final approach
 - A. Kill time, not speed
 - B. Defend your space
 - C. Accelerate to "Faster than full speed"

First Leg

- Good start? Clear air – rely on boat speed – be smart!
- Bad start? Bail out early to the favored side
- Puffy Conditions – position for lifts and headers
- Light air – sail velocity
- Heavy air – sail to next shift
- Oscillation shifts – “never let them cross you” - they will make mistakes
- Persistent shifts – just further than the fleet to the favored side
- Longest tack first
- Avoid laylines
- Approach weather mark on port two boat lengths down, then tack to layline. In the tank? Consider over standing when on starboard
- Watch key competitors
- What are the compass numbers – port? Starboard? You’ll need them for the next beat

Reaches

- Straight line if possible
 - Only go high when:
 - * Forced to defend
 - * Need to attack
 - * Puffs coming down: up in lulls, down in puffs
 - When to attack.....Early in leg when there are lots of points directly in front and few behind
 - When boats are close ahead - stay on his leeward quarter to keep him low and fast to mark. Make your move when you're ready
- Bear off to inside mark rounding
- Once you're high or low,... stay there... win the war, not the battle

Second Weather Leg

- Remember ... first leg port compass numbers – starboard?
- Remember which reach was tighter!
- Be slightly more aggressive - boats are further apart
- Review your pre-race goal – attack or defend?
- If you're faster than the competition ahead, stick with them!

Long Run

- What was the last shift? What about puffs? LOOK! **EOOB**
- Go left or right?
- Lateral distance for angles
- Straight line is the shortest course
- Clean air
- Wind shadow - 10x mast height
 - * Look at competitor's windex
- Approach the mark 1 ½ boat lengths out on starboard, then jibe.
Get inside (Tactical rounding)

Last Leg - Weather Leg

- Review goal - attack or defend ?
- If defending:
 - * Drive competitors towards the unfavored side, then they're further in the hole
 - * Try to keep all boats together
 - * Get competition on layline early
- If attacking:
 - * Be more aggressive
 - * Stay away from layline at all costs!
 - * Experiencing a close cover? Drive leaders into headers longer
- If you're slower, be conservative (attacking)

Finishing

- Has the race committee boat moved since start?
- Finish at favored end
- Sailing parallel to the lines takes you to the unfavored end!
- Never finish in the middle of the line
 - * Overstanding
 - * Optical illusion
- Congratulate your crew - they will probably need it!