

TEAM RACE CHECKLIST

General

Tactics
Strategies
Breakthroughs
Twenty Second Rule

Race Scenarios
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Stable
Unstable
Myth-"Winning two of three pairs"

Play One
Play Two
Play Thirty-Four
Play Forty-Five
Play Forty-Two

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Scoring

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Tailing
Pull/ Push
Dialing Up

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"2 of Us"
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Double Tacks
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Layline Pin
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Aiming the Jib
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Leeward
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Play One

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Play Forty-Two

Dropping to the 2-3-4

Play Forty-Five

1-4-5 Gap
Gap Don't Matter
5th covers 6th
Twosomes & Threesomes
Sucker Drill
The Wall
Peel the Banana

Downwind

Exiting the Mark
Hi-Low
Luff Up
Slow Down
Hooking
Starboard Trap
Balancing

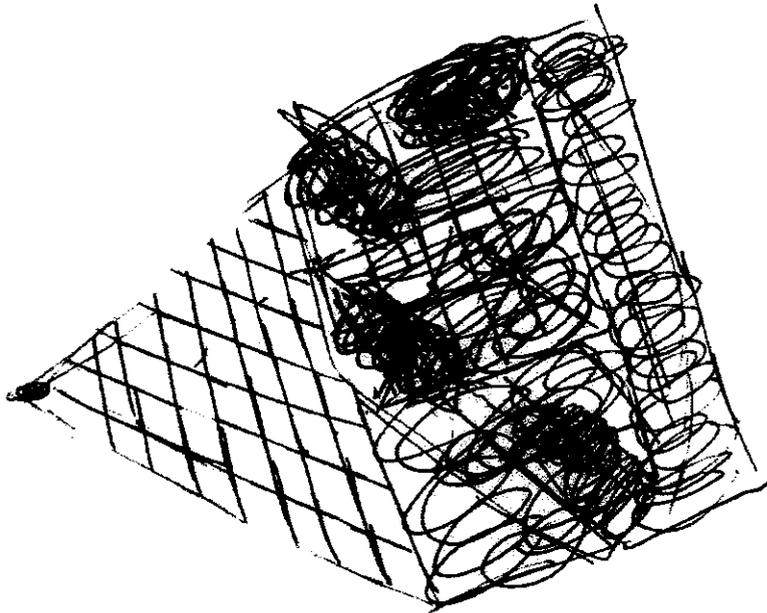
3:37:33

Yale vs Georgetown - my idea 2, 3, 4 conversion set mark 3
cheap, protect inside

- path would make 4 1st part needed to go

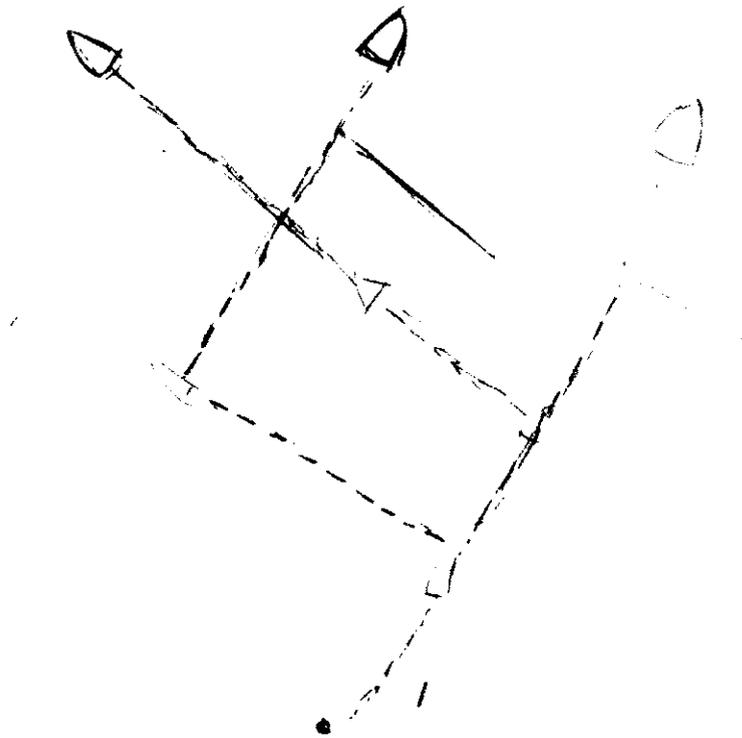
- 2, 3, 4 folded up because it was not executed successfully

HWS vs Yale 4:33:19 - ~~1, 3~~, but went 1, 4, 5



1

3 BOAT WEAVE

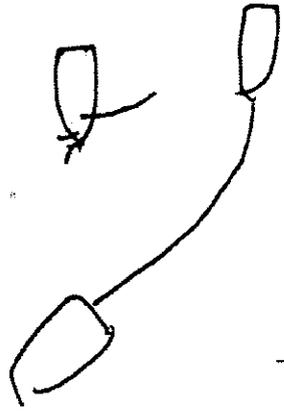


- Yale vs Boston - 4:30:17 - []
 - 4:30:17 - []
 - []
 - []
 - []

- Yale vs Boston city - 1:48:24 BC - 23-1
 - []
 - []

- AWS vs BC - 2:20:10
 - []
 - []
 - []
 - []

In 2...
 []
 []
 []



- []
- []
- []
- []
- []

- GW vs Georgetown - Convert to 1,34 they try to do the pass...
 - []

- Stanford vs AC 3:01:25 - need to convert 1,3 right around mark 1
 - []
 - []

3:05:12 - ~~3:05~~ 3 Beat Wave
 needed to switch to red floor marks

CofC + Georgetown 4 has big... at 4, just need to call []

- AWS vs GW - 3:17:57
 - []
 - []
 - []

2, 3, 4
 []
 []

RULES of THUMB

In General

- **Twenty Second Rule-** give it a little time- 20 seconds- before reacting.
- Slow two boats when you can.
- Never pass a mark 2/4/6.
- Golden Rule.

Passbacks

- Always do the dominant passback. Only engage an opponent if we are TOTO
- Do not go back if third boat back is an opponent- T-O-O-T, consider a bump
- Reset early when you are the most leeward boat in a passback, with a teammate losing the lock, bear away and head up so the teammate can get an opponent's air by sailing fast.

Upwind

- Do not tack off lifts.
- Never sail in a teammate's bad air.
- Know your zone of coverage.

Start and First Beat

- Be on the line, at full speed at the start.
- **Win the Sides-** Control the sides and the middle boat may be used to balance the race.
- Only cover if ahead of two opponents or ahead of the other team's first place boat.
- Move into a 1/2 from a 1/3 on the first beat on the first shift. Do not slow the race down to do a 1/3 passback on the first beat.

Reaches

- First reach when ahead; avoid losing the inside overlap and do not perform a passback on the reach when winning.
- Second reach protect or win the high road. Control the inside overlap at the leeward mark.

Downwind

- Never sail in a teammate's wind shadow.
- When two teammates are exiting the offset mark together, first teammate soaks low, second goes high.
- When on port, sail close to an opponent to lock them so they cannot gybe. When on starboard, open the distance between boats, so you can go high to break an overlap or you have the ability to dive low to leeward of an opponent.
- If an opponent is locking ahead, lock behind.
- Always gap 4/5 when in the 1-4-5.

From Leeward Mark

- Always luff around the leeward mark.
- When in a 1-3, the 3 always tacks out immediately at the leeward mark for the passback.
- First of the pairs always at leeward mark, mark traps (clears out), and covering.
- Pair ahead always balances and starts earlier than you think.
- Flatten the point and take a leap of faith when losing to a 3 boat weave.
- Don't cross behind when in a stable combination or performing the 3 Boat weave.
- 5th keeps 6th in last when in 1-2-5, 1-3-5, 1-4-5.

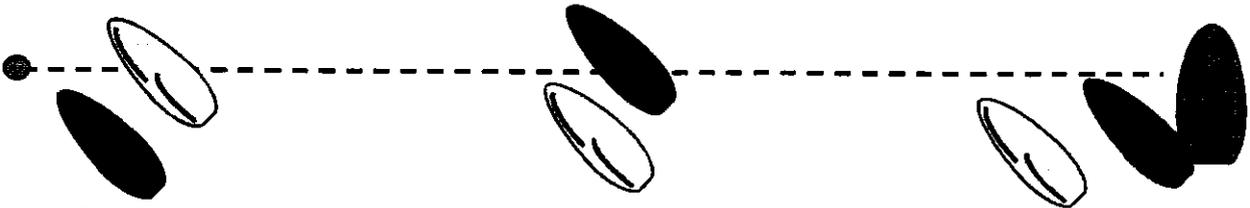
Teams are quick to drop to a play right at the start. The start/ First beat dilemma, whether to team race or fleet race may be best solved by answering the following questions:

- **Who is first?** Just that-
 - o Do we call a Play One, Thirty Four, or Five?
 - o Do we drop a Play Two or Chase?
- **2 of us?**
 - o Any 2 of us ahead of any 2 of them, we are not losing to a stable combination and can be at worst be 2/3/5.
- **Who's last?** -Just that.
 - o Are we chasing with a 4-5-6 or calling for a play Two?

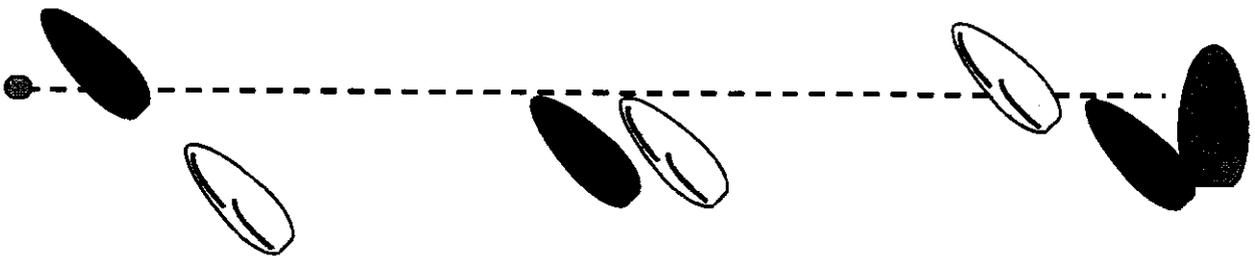
Armed with the answers from the questions above, you can then use the following strategies on the first beat, or right from the start to drop into the appropriate strategy or play: There are only four possible scenarios.



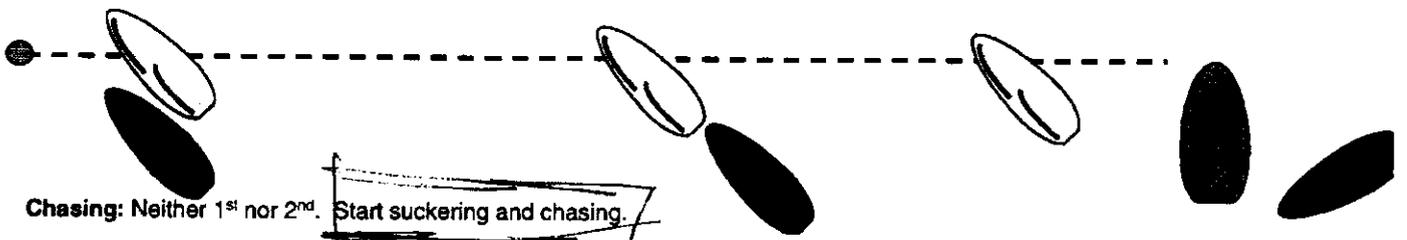
Play One: Even off the start line, with a 1st, have boatspeed **Break Ties** (tacking on an opponent in a tied pair without slowing so your teammate can win the pair). Run the shifts.



Play Two: Not 1st, where are the other two opponents? Got a 2nd and a 4th? Who is last?



Play One or Forty-Five: 1st and last. Play One or Play Five, where is the middle teammate?



Chasing: Neither 1st nor 2nd. Start suckering and chasing.

FIRST BEAT

There are many options for how to sail the first beat. The **70- 30 rule** states that 70 percent of the time a team race is won with pure boat speed. With weaker teams, or when the team controls off the line, it is perhaps a good idea to sail the first $\frac{3}{4}$ of a beat just like a fleet race if the beat is square. Then assess. If winning with a 1-2 combination go for the break away. If even, sail fast and smart and look to break ties using your team race tools. If behind, **Condense or Compress**, use a maneuver to slow down the race so your teammates can catch up. Or begin **Chasing** when in a losing combo 3-4-X, sail as fast as possible to catch the opponents ahead. It is very important that the team decides on an **Overall Strategy** on how to sail a first beat, when to fleet race and when to team race. It is advisable that teammates develop **Rules of Thumb**, "givens" of how teammates will react to situations that repeat. Below is a sample list of rules of thumb used by the team.

Rules Of thumb

- Golden Rule
- **Twenty Second Rule-** give it a little time- 20 seconds- before reacting.
- Do not tack off lifts
- Never pass a mark 2/4/6
- Always do the dominant pass back
- Do not go back if third boat back is an opponent- (us-them-them-us)
- Don't engage an opponent unless you have a teammate behind you
- Slow two boats when you can
- Never sail in a teammate's bad air
- When you are the most leeward boat in a passback, with a teammate losing the lock, bear away and head up so the teammate can get an opponent's air by sailing fast.
- Know your zone of coverage
- First reach when ahead; avoid losing the inside overlap
- Always luff around the leeward mark
- When in a 1-3, the 3 always tacks out immediately at the leeward mark for the passback
- First of the pairs always at leeward mark, mark traps, and covering
- Pair ahead always balances and starts earlier than you think
- Flatten the point and take a leap of faith when losing to a 3 boat weave
- Don't cross behind when in a stable combination
- Always gap 4/5 when in the 1-4-5
- 5th keeps 6th in last when in 1-2-5, 1-3-5, 1-4-5

Overall Strategies to adhere to on the on the first beat:

- Always adhere to good fleet race tactics and strategies. Sail fast and smart.
- **-Winning the Sides:** a key to having a winning combo at the windward mark is to win both sides.
- Control the sides and the middle boat may be used to balance the race.
- Winning the boat side is important for the first crossing. Keep the starboard advantage.
- Always execute faster than the other team.
- Only cover an opponent if ahead of two opponents or ahead of the other team's first place boat
- Move into a 1/ 2 from a 1/ 3 on the first beat on the first shift. If wrong on the shift the team will be a 2-4-6 at worst. Do not slow the race down to do a 1/ 3 passback on the first beat.

Team Race Notes

Runs

Downwind Strategies

The Downwind leg on the Digital N course is typically the most active leg in a tight team race. It is typical for the race order to change on this leg that is somewhere between a very broad deep reach and a run because it is possible to make gains and losses by deviating from the rhumb line course to the leeward mark. Furthermore the complexity of the strategies increase since the boats behind are able to slow the boats ahead using their windows to compress the race as they approach one of the most difficult mark roundings in team racing, the leeward mark. This leads us to the first two rules of thumb while sailing downwind:

1. When ahead it is very important to keep your wind clear just like in a fleet race. It is also important to respond first to shifts and gusts before your opponents.
2. When behind it is very important to use your wind shadow to slow opponents and compress the race as you approach the leeward mark.

In either case it is important to:

- React faster to shifts and gusts.
- Identify the favored side of the course.
- Always use sound fleet race tactics to stay ahead.
- Never sail in a teammate's wind shadow.
- Know whether you will lose speed or gain when gybing.
- When ahead going onto the run try to break low only if you have equal speed.
- When two teammates are exiting the weather mark together, first teammate soaks low, second goes high.
- Sailing down the run you want to protect the left downwind and attack the boats by sailing them to the right.

When sailing close to an opponent downwind:

- When on port, sail close to an opponent to lock them so they cannot gybe.
- When on starboard, open the distance between boats, so you can go high to break an overlap or you have the ability to dive low to leeward of an opponent.
- Always keep in mind who has the starboard advantage.
- Coming into the traffic you want to be the starboard boat or the boat to leeward on the same tack.
- Beware of going to windward of an opponent since a luff can compress and slow the race. Use a long luff to compress a race.
- Gap on the run by using the starboard advantage. Slow them down by hooking them, and luffing to windward. If they dive low to leeward, gybe and lock.
- If an opponent is locking ahead, lock behind.
- Know how to create a new overlap to leeward.

PLAY 1

It is important to understand the concept of the **Ace** and how to properly implement the **Gap** to effectively run Play 1 downwind. When a team is in a 1-2-3 or (1-2-4) at the first windward mark, the 3rd boat or the last boat on the starboard lay line should consider bumping. This allows for his two teammates to round the windward mark while he stalls the opponents at the 2 boat zone, preventing any opponent from attacking his teammates on starboard. Once boat 3's teammates have rounded the weather mark it is his responsibility to consider putting in a Gap. Implementing a Gap is very situational and gapping at the windward mark is not the best spot to gap, because it can be fairly easy for your opponents to catch you in a foul during your tack around the windward mark. If you do end up fouling, you have most likely gone from 3rd to 6th and this could ultimately lose the race for your team.

This is where the concept of the Ace becomes extremely important to understand when in the 1-2-X. It is X's responsibility to stay ahead of at least one boat, if not two boats. This prevents your opponents from breaking up the 1-2-X. After rounding the weather mark clean, X can start to bump or gap to open the distance from the lead boats in the 1-2 once on the offset leg. Every effort should be taken not to lose an opponent on the off-set leg. When bumping or gapping you do not need to take out an opponent completely from the race. All you need to do is scallop your way to the offset mark which will force your opponents to slow down. Do not consider a mark trap because with two opponents behind together, a failed trap could lead to either a foul or a successful passback for the opposing team. If successful in bumping there will be a significant gap. Once on the downwind leg maintain starboard advantage while sailing fast toward towards the leeward mark. If it becomes necessary to continue gapping you still have the opportunity to take several shots at your opponents, further slowing them on the run. If you still need to increase the gap, consider a trap at the leeward mark.

In a 1-2-5, the situation changes slightly. It is important for 5 to start gapping as soon as he sees that his teammates have the 1-2 at the windward mark. This allows for an easier downwind balancing by 1-2, with the insurance of going Play 45 if need be. Again it is important to understand that 5 does not need to take his opponent completely out of the race. All he needs to do is slow him down, which can be accomplished by simply scalloping or making jibing S turns at your opponent on the downwind leg. Boat 5 however must remember to maintain starboard advantage. If 5 were to lose his starboard advantage, his opponent would gain a significant advantage and most likely be able pass 5.

When in the 1-2-X, 1-2 must maintain their lead downwind. Boats 1-2 should always round the offset and sail the rhumb line toward the leeward mark. Once the first opponent rounds, it becomes important for 2 in the 1-2-x or 3 in the 1-2-3, to control the starboard advantage on the first opponent. Then once the second opponent rounds the off-set mark, it becomes 1's responsibility to balance the second opponent to make sure he doesn't pass his teammate downwind (2). The most effective way to achieve this is if you separate and isolate the two pairs- one low and one high. When separated the opponents cannot work together to double the lead team.

If the opposing team does decide to double team the 2 boat downwind, it is extremely important to maintain starboard at all costs. At some point one of the opponents will be forced to jibes to the inside in hopes of passing and or gain an overlap on the 2 boat. At this point the

1 boat needs to make sure he balances the low opponent in order to allow his teammate to sail to a reaching lay line for the leeward mark. At this point they should jibe towards the mark, ensuring that they have room on his opponent or even better, they are clear ahead without the chance of their opponent getting room at the mark. Balancing downwind is crucial between pairs, make sure that the 1-2 race order is maintained while you approach the downwind mark while the back teammate keeps the Gap.

Running Play 2 downwind is similar to maintaining a 1-2-3 combination where this team must effectively isolate boat 1 while maintaining two opponents behind.

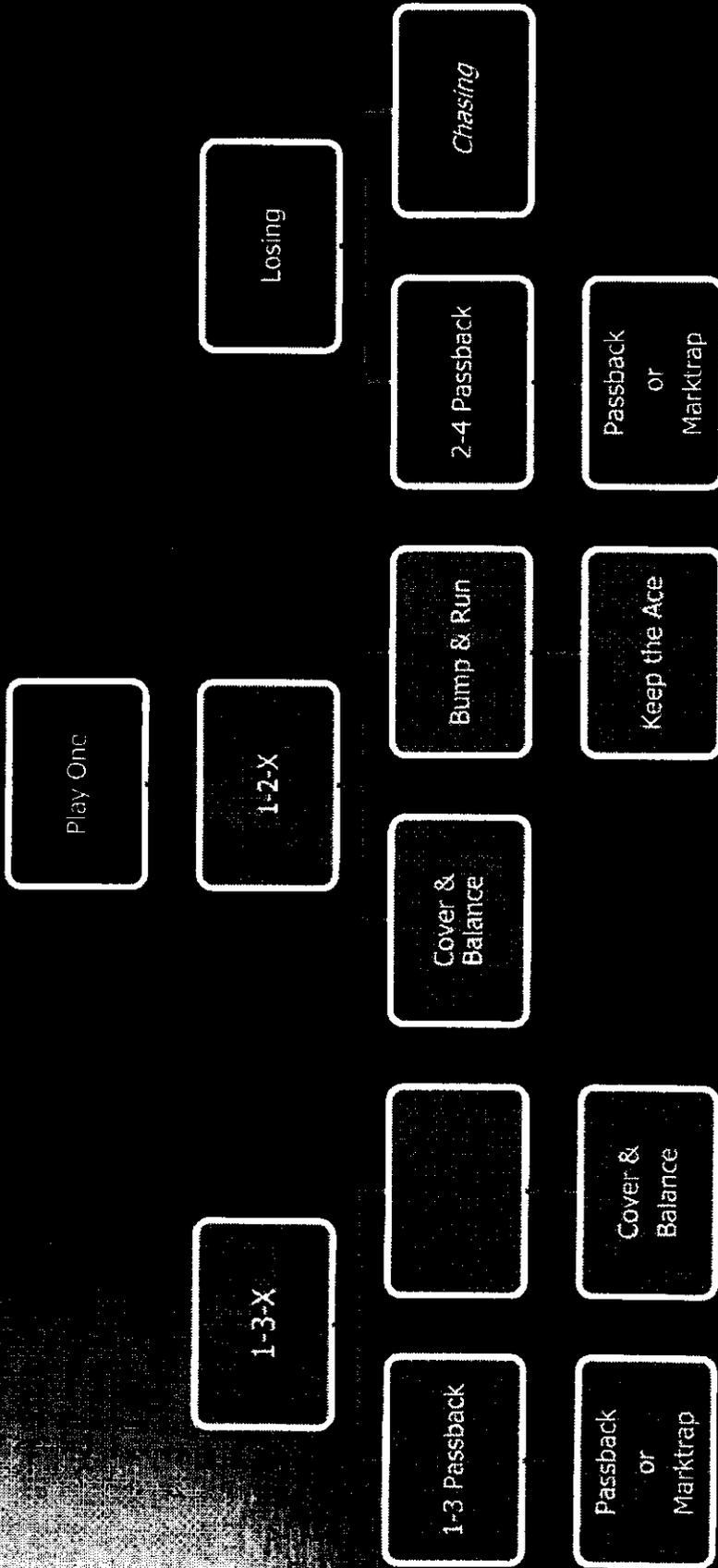
Breaking up the 1-2 Downwind

- The 2 and 3 boats need to be fairly close together in order that boat 3 is able to affect boat 2's breeze.
- 3 draws boat 2 as high and far away from the rhumb line as possible while slowing him with his dirty air.
- If possible 3-4 can double team 2 to close the gap even faster.
- Once boats 2, 3 and 4 on the same later run, one teammate dives low, while the other teammate continues to slow the opponent.
- Once past boat 2, make a simple pass back to change the race order to a 2-3-X.
- Sail hard against boat 2, forcing them make a mistake either allowing you to gain starboard advantage, an inside overlap or passback.

Breaking up a 2-3-4 Downwind

- 5-6 Double team the closest opponent downwind.
- Boat 1 must condense the race at the leeward mark.
- Attempt to get one teammate overlap with the opposing team in order to unbalance the race.
- Remember it's a long race and you can afford to be patient for the opportunity to strike at the leeward mark zone. If attempting to strike too early, and the opposing team gains control before the mark and rounds in a 2-3-4, it may be hard to break up the stable combination on the last beat.

Play One: *The Options*



Team Race Notes

Play One

1-2 anything. When a team controls the 1 and 2, it is very hard for an opposing team to break through. The strategy for the winning team is to cover their respective pairs, using the appropriate methods of **Covering** and **Balancing Pairs**, to ensure that they finish 1-2 across the line. Balancing is the technique where two teammates each covering an opponent on opposite side of a course adjusts their speed and the progress of the race so that the two teammates arrive at a crossing or finish simultaneously with both opponents behind, thereby not changing the race order. For example a 1-2 could become a 1-3 if not balanced correctly. Balancing is a key skill for managing any potential gain made from the separation of boats and their leverage. You need to balance early in shifts. The boat in the lift, gust, or ahead should slow their opponent in order to maintain the race order. Remember the pair ahead is always changing. You do not have to balance perfectly, but if you drop a winning combination you then need to execute a passback to change back to a winning combination. Do not let the opponents make a passback.

1-2-X .



In executing Play One, you also must understand the **3rd of 1/3**: when in a 1/3/X you always do the 1/3 **Dominant Passback** first except in a 1/3/4. For example you would always consider doing the following 1-3 passback at the leeward mark. When boats 1 and 2 are close, use your boathandling to slow opponent 2, forcing them to round wide, and thereby trapping them. Once trapped, then **pin** (preventing someone from tacking) and rag on them to control. If the 1 has a lead, 1 double tacks at the leeward mark to pin 2. The teammate in boat 3 tacks off at the leeward mark and sails fast to get the 1-2.

1-3-5 vs. 2-4-6



1-3-6 vs. 2-4-5



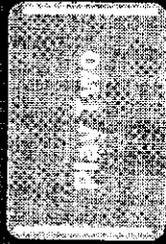
Play Thirty Four: 1-3-4. When in a 1-3-4 remember the **3rd of the 1-3**; there is no need to force the 1-3 passback. The opponent 2 boat may attack our teams 3 boat. Only at that time

do we attempt a 1-3 passback, or we try to have 4 sail around the passback traffic. Otherwise play Thirty four is similar to Play One in that we cover respective pairs and balances to maintain the 1-3-4 combination.

1-3-4 vs. 2-5-6.



Play Two: *The Options*



2-3-4
Or
2-3-5

Losing

3-5 Passback

Double First
of the Pairs

4-6 Passback

Condense

Passback
Or Mark Trap

Three Boat
Weave

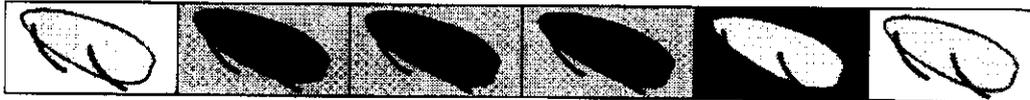
Passback
Or
Mark Trap

Chase

Team Race Notes

Play Two

2-3-4 vs. 1-5-6



2-3-5 vs. 1-4-6



2-3-4 In this combination the strategy is for the team's three boats 2-3-4 to keep two boats behind them in 5-6. The winning team must cover and control the opposing team, not letting any opponents through the zone of coverage created by the **Three Boat Weave**. The three boat weave is a variation of the first of a pairs rule, **Double First of the Pairs**. In the three boat weave, picture a triangle moving up the beat where two or three boats connect their individual zones of coverage in a larger combined **Zone Coverage**.

From the leeward mark with boats rounding 2-3-4, the 2 boat should tack onto starboard within a couple of boats lengths from the leeward mark after considering all normal fleet racing factors. You do not have round and tack. The 3 boat also fulfills the first of a pair rule by tacking to starboard after crossing the wake of his teammate into a clean lane on 2 boats hip. The 3 boat should tack back onto starboard before the opponent's 5 boat rounds the leeward mark. It is the 2 boat's responsibility to check that this condition has been met. The 2 boat should tack back onto port just after the 3 boat tacks to starboard. The 4 boat should round the leeward mark and continue on port without tacking. Ideally the 2 boat would have split the difference on the 5 boat and he will be able to blanket him from directly to windward, while 4 boat gasses their lane. If the 5 boat tacks, he tacks into the dirty air of the 3 boat, and if he remains on port he is not only gassed from the 4 boat, he gasses his teammate in 6 as well.

Once the three boat weave is set up from the leeward mark, it continues as a defensive covering scheme up the final beat. The 3 and 4 boats become the **Wing Men**. The 3 boat on starboard has the responsibility to guard the left side. He should not let any opponents astern get to the left of him, but he may let them go back towards the middle. The 3 boat should not engage in any close one-on-one coverage. The 3 boat should hit any boats attempting to go the left. The 4 boat is responsible for guarding the right, and he should attempt to **Herd** (turn an opponents into the coverage) back towards the middle. The wing boats cover the **Left/ Right** (when on that side cover that side) edges and should hit any opponent who attempts to break out to a side. The wing boats also do not cross the middle, and they should never cross behind an opponent or the point man. This could lead to a potential passback from the opposing team. With this coverage the opponents should not be able to gain any leverage in subsequent wind shifts.

The 2 boat is the **Point Man**. It is the point man's responsibility to keep an eye both in opponents 5- 6, and slow any opponent which threatens to break the zone. The point man floats to help a teammate that is struggling to maintain control of an opponent. The point man should also hit any opponents coming back to the middle. The point man is also responsible for the 1 boat and should allow them to be covered and move towards whichever side the 1 boat is moving, so that there are always two teammates directly between first and either the 5 or 6 boat. If a shift happens on a side this will enable the teammates to gang up and balance the pair coming out of a side. At the mid point of the leg the point man needs to evaluate whether his side is coming back ahead or behind any opponents from the opposite side of the beat. Or the 2 boat may try to pass the opponents 1 boat, and move into a Play 34, only from a mistake made by the 1 boat. The three boat weave is also the coverage scheme used when in the 1-2-3 combination.

The losing team is probably planning on running the **Sucker Drill** (multiple tacks to slow an opponent). The assumption is that either the 4 boat in a 2-3-4 or the 3 boat in a 1-2-3 will cover blindly. In the three boat weave boats ahead do not tack blindly to cover boats behind. The last teammate, either the 3 of the 1-2-3 or 4 of the 2-3-4, is the most vulnerable to being passed. The three boat alleviates this vulnerability by allowing the last teammate to sail a clean lane from the leeward mark. They do not have to directly cover an opponent astern. Her teammates can slow opponents to keep her ahead; and when she comes back from the right, she will have the starboard advantage in crossings.

The best way to counter the 2-3-4 is to **Flatten the Point**. In this scenario the losing team is willing to accept that they are being covered in a zone. By sailing to leeward of the opponent's wing man, they are looking to break the zone by flattening it out and using the leverage gained from small shifts in order to pass the opponent on the other side of the race course. By taking a **Leap of Faith**, the assumption is made that wind shifts happen and a team will capitalize on these shifts by unbalancing the 3 boat weave. When being covered by a 3 boat weave, it is a myth to **"Go to the Middle"** to pass boats. When this is done, the losing team always is in zone of coverage.

Three Boat Weave.

The three boat weave is a variation of the first of a pairs rule from the leeward mark, **Double First of the Pairs**. In the three boat weave, picture a triangle moving up the beat where three boats connect their individual cover zones into a larger combined **Zone Coverage**.

From the leeward mark with boats rounding 2-3-4, the 2 boat should tack onto starboard within a couple of boats lengths from the leeward mark after considering all normal fleet racing factors. You do not have round and tack. The 3 boat also fulfills the first of a pair rule by tacking to starboard after crossing the wake of his teammate into a clean lane on 2 boats hip. The 3 boat should tack back onto starboard before the opponent's 5 boat rounds the leeward mark. It is the 2 boat's responsibility to check that this condition has been met. The 2 boat should tack back onto port just after the 3 boat tacks to starboard. The 4 boat should round the leeward mark and continue on port without tacking. Ideally the 2 boat would have split the difference on the 5 boat and he will be able to blanket him from directly to windward, while 4 boat gasses their lane. If the 5 boat tacks, he tacks into the dirty air of the 3 boat, and if he remains on port he is not only gassed from the 4 boat, he gasses his teammate in 6 as well.

Once the three boat weave is set up from the leeward mark, it continues as a defensive covering scheme up the final beat. The 3 and 4 boats become the **Wing Men**. The 3 boat on starboard has the responsibility to guard the left side. He should not let any opponents astern get to the left of him, but he may let them go back towards the middle. The 3 boat should not engage in any close one-on-one coverage. The 3 boat should hit any boats attempting to go the left. The 4 boat is responsible for guarding the right, and he should attempt to **Herd** (turn an opponents into the coverage) back towards the middle. The wing boats cover the **Left/ Right** (when on that side cover that side) edges and should hit any opponent who attempts to break out to a side. The wing boats also do not cross the middle, and they should never cross behind an opponent or the point man. This could lead to a potential passback from the opposing team. With this coverage the opponents should not be able to gain any leverage in subsequent wind shifts.

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Play Forty-Five: *The Options*

Play
Forty-Five

1-4-5

Play One

Drop to
Play Two

Losing

Hammer
& Gap

2-3
Dropping?

At a Mark

Condense

Convert to
Play One

Which
Pair?

The Wall

Peel the
Banana

Team Race Notes

PLAY FORTY-FIVE



Play 45 is designed to achieve or maintain a 1-4-5 combination. The 1-4-5 vs. the 2-3-6 is the race that all team racers love to talk about. In Play 45 a team has three choices: stay Play 45; convert to Play One; or drop to Play Two. The decision as to which play to run depends on the **Gap**, and this is where the debate begins.

Play 45

If a team stays Play 45, a team must accomplish the following:

- **5th keeps 6th in last**, with a tight hammering cover.
- **Gap** boats 4 and 5, opening the distance between teammates. (Gaps do matter in a 1-4-5 vs. 2-3-6 situation. In any other situation gaps do not matter.)
- The teammate in boat 1 must keep the 1 if being chased.

The goal of this scenario is for the 4 and 5 teammate's boat to cover the opponent in 6 by the appropriate covering methods so that the opponent remains in last, while boat 1 sails to win the race. In this race scenario, expect the losing team to attack boats 4-5 hard, leading to one of the most exciting race scenarios: the 1-4-5 vs. 2-3-6. In many cases Play 45 turns into either Play One or Play Two as there are four boats attacking each other. Expect opponents in 2-3 to attack opponents in the 4-5 and close the Gap in this scenario. When this happens there can be many position changes and team members should be prepared to change plays quickly when this happens.

When the opponents in 2 and 3 drop back on teammates in 4 and 5, the first place boat must drop onto a pair to convert to Play One: The order of preference for the teammate in boat 1 is to:

1. Go to the **Closer Pair**.
2. Go to the **Twosome**.
3. Go to the **Threesome**.

Converting Play 45 to Play One

- When a team effectively opens the Gap between 4 and 5, if an opponent drops back to help their teammate in the 6 boat, convert from a 1-4-5 to a 1-3-5, to a 1-2-5.

- If the 1 boat spots the opposing 2 and 3 boats dropping back on his teammates in 4 and 5 boats often on the last beat, the 1 boat must quickly decide what to do. The 1 boat must drop onto a pair to perform a passback to convert the combination into Play One.
- When the 2-3 drops, it sets up simultaneous passbacks on the race course.
- The first team to successfully execute a passback will change the race order and possibly gain the winning combinations.

The choice of options for the 1 boat in the 1-4-5 when dropping back to perform a passback in the order of preference when the 2 and 3 boats drop back on 4 and 5 boats are the following:

- Go to the furthest upwind pair of the fleet to perform a passback to convert to a 1-2-5. This also allows you to maintain the first position during the passback
- Go to the twosome behind where the passback will easily be accomplished, the passback where your leeward man has good position on his opponent, i.e. he is bow out, so a passback can be executed quickly.
- If both pairs are equally upwind and there is no advantage in either pair, sail to the threesome.
- The goal of this scenario of the 1 boat dropping back is to work with the 4 boat to convert to 1-3-x and then a 1-2-X by the using the appropriate passback methods while the opponent remains in last from the tight cover of the 5 boat.
- In order for this to happen, the 4 boat needs to push forward and sail fast through the passback quickly. If the passback takes too long, it creates an opportunity for the losing team to convert the combination into a winner.

If the team decides to **Drop to Play Two**, this must happen right at a mark. This should only happen in a race where there is no gap or the gap has been closed at mark. This strategy must also be considered if you are racing against a top opponent. If the 1 boat waits for the opponents in 2 and 3 to sail back on the beat in order to decide which pair to passback, the race could be over. The 1 boat must take control of the race before the opponents do.

Play 42- (Converting to Play Two)

- It now has become common place for teams to consider dropping into Play two at a mark rounding when the race is condensing.
- Drop to a Play 42 at either the weather or leeward mark when there is either no gap or the gap has been closed as the fleet approaches the mark.

- If this happens, the 1 boat can select to attack the 2 boat in such a way that 2 cannot affect either of your teammates by, for example, throwing a wind shadow on their lane or pinning them out or trapping them at a mark.
- The classic example is for the 1 boat to attack the 2 boat that tacks away at the leeward mark and gain an upwind covering position.
- The second part of successfully dropping to a 2-3-4 is for the 5 boat to realize that the team is going to Play 42 and switch from hammering the 6 boat to pushing forward while still maintaining a cover.
- What then happens is the old one boat drives 2 back to 5th place, while the 4 and 5 sail into positions 2-3, so the new race order becomes 2-3-4 for the team.
- However, if 4 and 5 realize too late that the first boat is dropping or they lose their man, the race turns from a winner to a loser for this team.

The Wall

When losing to a 1-4-5 with a gap, use the **Wall** to break the 1-4-5. Boats 2 and 3 slow down to form a wall out of the leeward mark, trapping opponent in 4. Boat 6 rounds the leeward mark and drives 5 into the coverage of the wall. 6 must not tack off too early. Once the race slows down and becomes unbalanced, there is opportunity for 6 to pass, then tack off.

- Use the Wall to break the 1-4-5 with a Gap.
- Boats 2 and 3 slow down to form a wall out of the leeward mark, trapping opponent in 4.
- Boat 6 rounds the leeward mark and drives 5 hard into the coverage of the wall.
- 6 must not tack off too early. 6 has to get 5 into the wall traffic for this to be effective. Once the race becomes unbalanced, there is opportunity for 6 to pass, and then it is time to tack off.

Peeling the Banana

When losing with no gap at the leeward mark, attempt "Peeling the Banana" to break up the 1-4-5.

- When losing with no gap, a team should consider "Peeling the Banana" at the leeward mark.
- 2 and 3 split at the leeward mark, following first of the pairs rule.

- Then 2 and 3 sail towards the sides attempting to flatten the point and take a leap of faith. 2 and 3 must leverage early into the sides from the leeward mark for the leap of faith to be effective.
- 6 races up the middle of the course running the shifts.

Team Race Starting Strategies

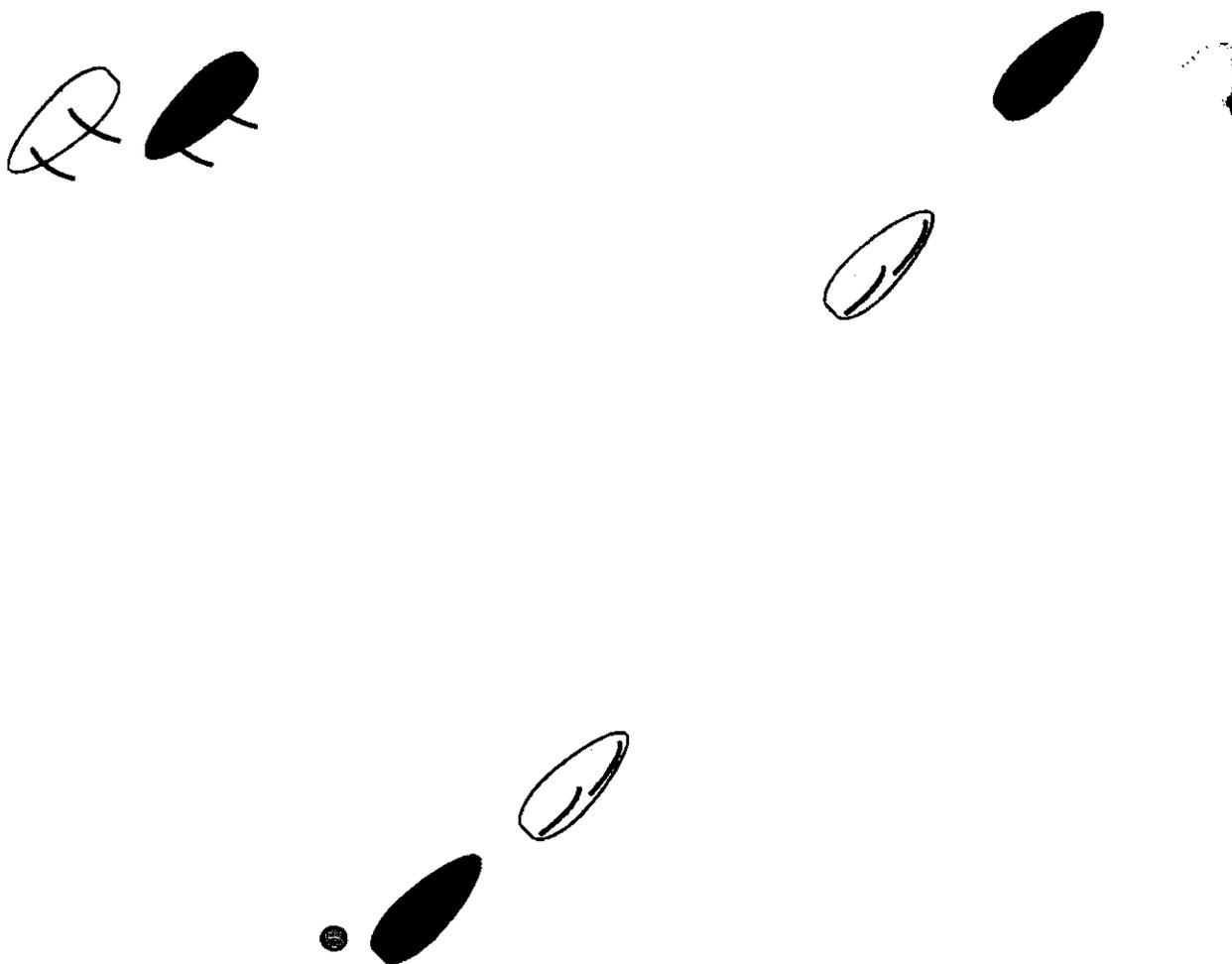


Basic Plan

1. Full Speed on the line at zero seconds.
2. Attempt Breakaway with a 1-2 for a "blowout."
3. Gain control of two pairs quickly and zone cover opponents behind.
4. Only start to cover when ahead of the opposing team's first boat or two opponents.
5. This could mean switching to a different opponent than the one that started next to you.

Leeward End Duties		Mid-Line Duties		Windward End Duties	
Leeward of opponent	Windward of opponent	Leeward of opponent	Windward of opponent	Leeward of opponent	Windward of opponent
<p>-Pinch off whenever possible and make "incoming" call to teammate up the line if yellow tacks to clear.</p> <p>-If behind , tack out early to take advantage of a windward teammate in a position to ride another opponent.</p> <p>-When clearing out, look to pick up an opponent that might have been slow off the line or forced to clear out as well.</p>	<p>-If ahead of Blue, roll that opponent. Or ride and control them out towards the left side of the course.</p> <p>-If controlling Blue and winning one or more pairs, keep opponent out left and balance back towards the middle for a 1-2 or 2-3-4.</p> <p>-If behind Blue, tack out early to take advantage of a windward teammate in a position to ride another opponent.</p>	<p>-Good start alone; look to break any ties for your teammates. Foot over an opponent to leeward, or ride a leeward opponent to allow teammate to tack out. Maybe even consider two tacks to get to windward of an opponent.</p> <p>-Pinch off whenever possible and make "incoming" call to teammate up the line if yellow tacks to clear.</p> <p>-If behind , tack out early to take advantage of a windward teammate in a position to ride another opponent.</p>	<p>-Good start alone; look to break any ties for your teammates. Foot over an opponent to leeward, or ride a leeward opponent to allow teammate to tack out. Maybe even consider two tacks to get to windward of an opponent.</p> <p>-If ahead of Blue, roll them. Or ride and hold them to allow a leeward teammate to clear out right from a bad start if needed.</p> <p>-If behind Blue, look to be a right side "gatekeeper" for a leeward opponent that tacks to clear right. Take advantage of windward teammate's position if they can ride and hold an opponent.</p>	<p>-Pinch off Blue whenever possible and control them out towards the right side.</p> <p>-If behind Blue, look to be a right side "gatekeeper" for a leeward opponent that tacks to clear right.</p>	<p>-If ahead of , roll them and tack away to control out towards the right side. Or ride and hold them to allow a leeward teammate to clear out right from a bad start.</p> <p>-If behind , look to be a right side "gatekeeper" for a leeward opponent that tacks to clear right.</p>

Running Play Forty Five



- Have the 5 boat hammer or keep 6th in last with a tight slowing cover.
- At the same time the team must gap- open the distance between teammates in boats 4 and 5.
- If a team opts to run Play Forty Five it is best to open the gap on the downwind leg if possible before rounding the leeward mark.

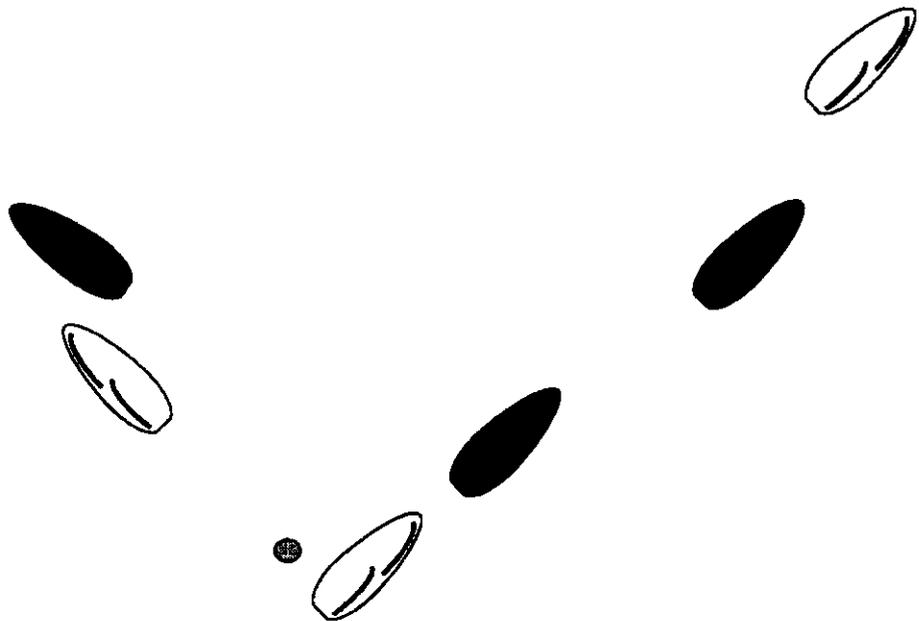
Converting to Play One

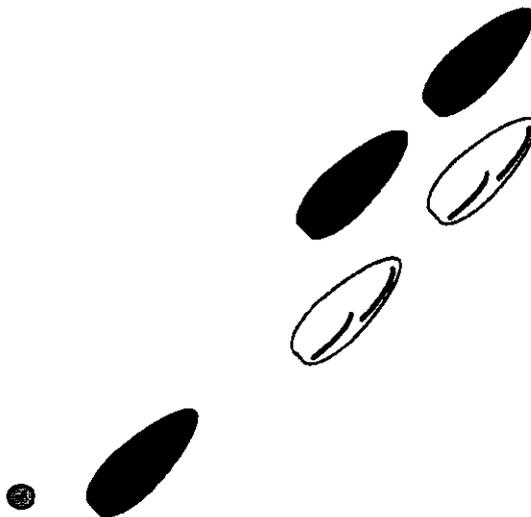
- When a team effectively opens the gap between 4 and 5, if an opponent drops back to help their teammate in the 6 boat, convert from a 1-4-5 to a 1-3-5.
- If the 1 boat spots the opposing 2 and 3 boats dropping back on his teammates in 4 and 5 boats often on the last beat, the 1 boat must quickly decide what to do. The 1 boat must drop onto a pair to perform a passback to convert the combination into Play One.
- When the 2-3 drop, it sets up simultaneous passbacks on the race course.
- When either team has successful executes a passback, not only do we have a new race order but maybe a new winning team.
- The choice of options for the 1 boat in the 1-4-5 when dropping back to perform a passback in the order of preference when the 2 and 3 boats drop back on 4 and 5 boats are the following:
 - **Go the furthest upwind pair of the fleet to perform a passback to convert to a 1-2-5. This also allows you to maintain the first position during the passback**
 - **Go to the twosome behind where the passback will easily be accomplished.**
 - **If both pairs are equally upwind, and there is no advantage in either pair, sail to the threesome.**
- The goal of this scenario of the 1 boat dropping back is to work with the 4 boat to convert to 1-3/x and then a 1-2/X by the using the appropriate passback methods while the opponent remains in last from the tight cover of the 5 boat.
- In order for this to happen, the 4 boat needs to push forward and sail fast through the passback quickly. If the passback takes to long, it creates an opportunity for the losing team to convert the combination into a winner.



Dropping to Play Two Converting to Play One

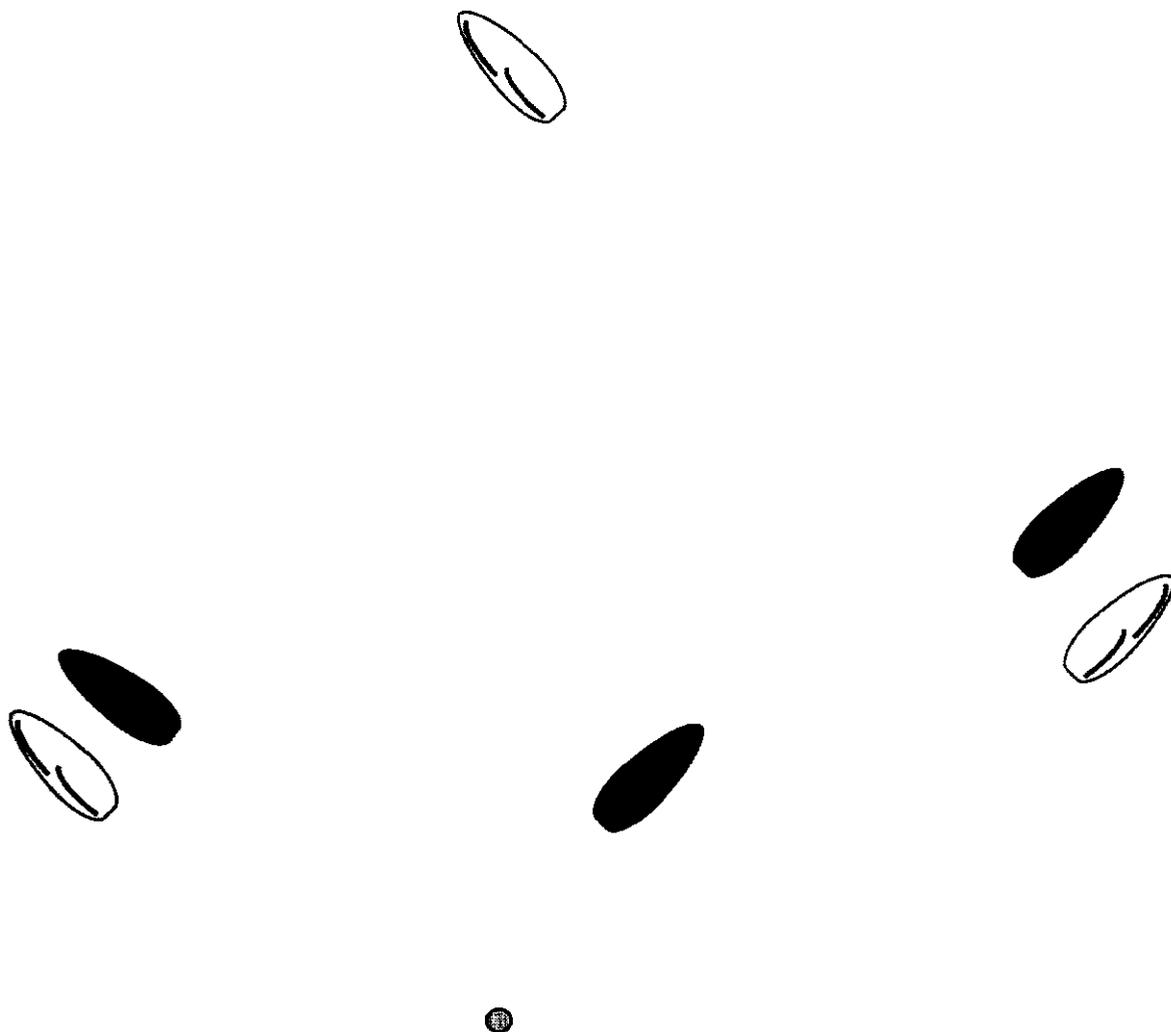
- It now has become common place for teams to consider dropping into Play two.
- Drop to a Play two at either the weather or leeward mark when there is either no gap or the gap has been closed as the fleet approaches the mark.
- If this happens the 1 boat can select to attack the 2 boat in such a way that 2 cannot affect either of your teammates by for example throwing a wind shadow on their lane.
- The classic example is for the 1 boat to attack the 2 boat that tacks away at the leeward mark.
- The second part of successfully dropping to a 2-3-4 is for the 5 boat to realize that the team is going Play Two and switch from hammering the 6 boat to pushing forward while still maintain their cover.
- What then happens is the old one boat drives 2 back to 5th place, while the 4 sails into 2 position so the new race order becomes 2-3-4 for the team.
- However if 4 and 5 realizes too late that the first boat is dropping or they lose their man, the race turns from a winner to a loser for this team.





The Wall

- Use the Wall to break the 1-4-5 with a Gap.
- Boats 2 and 3 slow down to form a wall out of the leeward mark, trapping opponent in 4.
- Boat 6 rounds the leeward mark and drives 5 hard into the coverage of the wall.
- 6 must not tack off too early.
- 6 has to get 5 into the wall traffic for this to be affective. Once the race becomes unbalanced there is opportunity for 6 to pass, and then it is time to tack off.



Peeling the Banana

- When losing with no gap, a team should consider “Peeling the Banana” at the leeward mark.
- 2 and 3 split at the leeward mark, following first of the pairs rule.
- Then 2 and 3 sail the sides while 6 races up the middle of the course running the shifts.

RULES of THUMB

In General

- **Twenty Second Rule-** give it a little time- 20 seconds- before reacting.
- Slow two boats when you can.
- Never pass a mark 2/4/6.
- Golden Rule.

Passbacks

- Always do the dominant passback. Only engage an opponent if we are TOTO
- Do not go back if third boat back is an opponent- T-O-O-T, consider a bump
- When you are the most leeward boat in a passback, with a teammate losing the lock, bear away and head up so the teammate can get an opponent's air by sailing fast.

Upwind

- Do not tack off lifts.
- Never sail in a teammate's bad air.
- Know your zone of coverage.

Start and First Beat

- Be on the line, at full speed at the start.
- **Win the Sides-** Control the sides and the middle boat may be used to balance the race.
- Only cover if ahead of two opponents or ahead of the other team's first place boat.
- Move into a 1/ 2 from a 1/ 3 on the first beat on the first shift. Do not slow the race down to do a 1/ 3 passback on the first beat.

Reaches

- First reach when ahead; avoid losing the inside overlap and do not perform a passback on the reach when winning.
- Second reach protect or win the high road. Control the inside overlap at the leeward mark.

Downwind

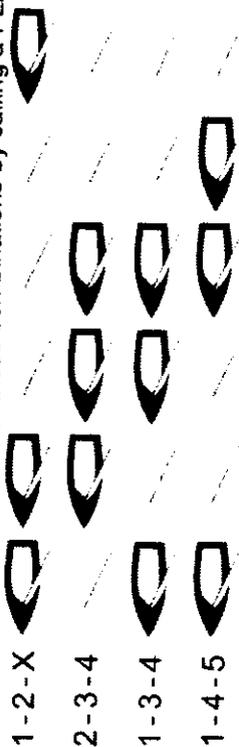
- Never sail in a teammate's wind shadow.
- When two teammates are exiting the offset mark together, first teammate soaks low, second goes high.
- When on port, sail close to an opponent to lock them so they cannot gybe. When on starboard, open the distance between boats, so you can go high to break an overlap or you have the ability to dive low to leeward of an opponent.
- If an opponent is locking ahead, lock behind.
- Always gap 4/5 when in the 1-4-5.

From Leeward Mark

- Always luff around the leeward mark.
- When in a 1-3, the 3 always tacks out immediately at the leeward mark for the passback.
- First of the pairs always at leeward mark, mark traps, and covering.
- Pair ahead always balances and starts earlier than you think.
- Flatten the point and take a leap of faith when losing to a 3 boat weave.
- Don't cross behind when in a stable combination or performing the 3 Boat weave.
- 5th keeps 6th in last when in 1-2-5, 1-3-5, 1-4-5.

The PLAYS

In order to achieve a stable combination, the dominant passback must be performed when a team has multiple passback opportunities. It may be also referred to as the race focus since many times a team that can convert the dominant passback will take control of the race. The dominant passback is a key component in converting the combination to a stable one and may involve trapping, slowing or extending maneuvers by teammates working together in their boat battles to achieve a stable combination. Since in a stable combination a team's lead cannot be broken easily, it should be the goal of every team to achieve and defend one of these combinations by calling a **PLAY**.



PLAY 1

Play 1 is designed to achieve or maintain a 1-2-X stable combination. Once in the 1-2-X combination, covering and balancing strategies are used to ensure a win.

PLAY 2

Play 2 is the play to call when a team does not control the first position and is either just starting to lose the race or are already losing. The goal is to turn any race in to a winner, by preventing an opposing team from achieving a Play 1 scenario. Play 2 is the other side of the 1-3 vs. 2-4 match up. In this combination the strategy is for a team's three boats 2-3-4 to keep two boats behind them in 5-6. The winning team must cover and control the opposing team, not letting any opponents through the zone of coverage created by the Three Boat Weave. In the three boat weave, picture a triangle moving up the beat where two or three boats connect their individual zones of coverage in a larger combined Zone Coverage.

PLAY 34

Play 34 is designed to maintain a 1-3-4 combination. Play 34 is a very powerful stable combination. Not only does a team control the first position in the race, they have isolated one opponent in position two, and have two opponents chasing from behind in position five and six. In this combination there is no need to force the 1-3 passback, and understanding this point maybe the key to understanding when to do a passback in any race, as compared to a condensing move such as a bump and run.

PLAY 45

Play 45 is designed to achieve or maintain a 1-4-5 combination. **The 1-4-5 vs. the 2-3-6 is the race that all team racers love to talk about. In Play 45 a team has two choices; keep the 1-4-5, or dropping to 2-3-4. But that all depends on the Gap, and this is where the debate begins. In many cases Play 45 turns into either Play 1 or Play 2 as there are four boats attacking each other, the 2-3 of the opponents attack the 4-5 of the team in Play 45. When this happens there can be many position changes and likely a play change and team members should be prepared to change plays when this happens.**

Knowledge of each of these plays, by all team members, is critical to the success of each individual play and ultimately the race. Without this knowledge all the boats of a team will not be able to work together toward the goal of achieving one of the four stable winning combinations.

Team Race Notes: Control Focus of the Race

1-2-3 v. 4-5-6 Use a three Boat weave to maintain the 1-2-3.



1-2-4 vs. 3-5-6 Cover and balance to maintain a 1-2. 4 Bumps.



1-2-5 vs. 3-4-6 Cover and balance to maintain 1-2. Keep the Ace.



1-2-6 vs. 3-4-5 Cover and balance to maintain a 1-2.



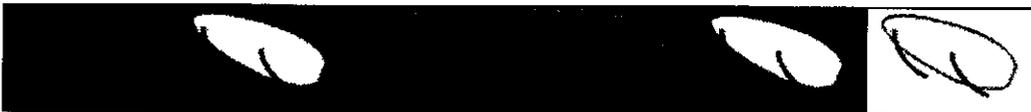
1-3-5 vs. 2-4-6 1-3 Passback to go stable then cover and balance to maintain a 1-2.



1-3-6 vs. 2-4-5 1-3 Passback to go stable then cover and balance to maintain a 1-2.



1-3-4 vs. 2-5-6 Do not attempt the 1-3 Passback sail fast, wait for 2 to drop, cover to 1-2, then cover and balance to maintain a 1-2.



PLAY TWO 2-3-4 vs. 1-5-6 Use three Boat weave to maintain the 2-3-4.



PLAY TWO 2-3-5 vs. 1-4-6 3-5 Passback convert to 2-3-4 then Use three Boat weave to maintain the 2-3-4.



1-4-5 vs. 2-3-6 Play Forty-Five is designed to achieve or maintain a 1-4-5 combination. The 1-4-5 vs. the 2-3-6 is the race that all team racers love to talk about. In Play Forty-Five a team has two choices; keep the 1-4-5, or dropping to 2-3-4, Play Forty-Two. But that all depends on the Gap, and this is where the debate begins. In many cases Play Forty-Five turns into either Play One or Play Two as there are four boats attacking each other, the 2-3 of the opponents attack the 4-5 of the team in Play Forty-Five. When this happens there can be many position changes and likely a play change and team members should be prepared to change plays when this happens.



When Losing

- ❖ Chase to break-up the 1-2.
- ❖ After breaking up the 1-2, go for the 2-4 Passback.
- ❖ After achieving the 2-3-X, go Play Two.

Play One

1-2 anything. When a team controls the 1 and 2, it is very hard for an opposing team to break through. The strategy for the winning team is to cover their respective pairs, using the appropriate methods of **Covering** and **Balancing Pairs**, to ensure that they finish 1-2 across the line. Balancing is the technique where two teammates each covering an opponent on opposite side of a course adjusts their speed and the progress of the race so that the two teammates arrive at a crossing or finish simultaneously with both opponents behind, thereby not changing the race order. For example a 1-2 could become a 1-3 if not balanced correctly. Balancing is a key skill for managing any potential gain made from the separation of boats and their leverage. You need to balance early in shifts. The boat in the lift, gust, or ahead should slow their opponent in order to maintain the race order. Remember the pair ahead is always changing. You do not have to balance perfectly, but if you drop a winning combination you then need to execute a passback to change back to a winning combination. Do not let the opponents make a passback

1-2-X .



In executing Play One, you also must understand the 3rd of 1/3: when in a 1/3/X you always do the 1/3 **Dominant Passback** first except in a 1/3/4. For example you would always consider doing the following 1-3 passback at the leeward mark. When boats 1 and 2 are close, use your boathandling to slow opponent 2, forcing them to round wide, and thereby trapping them. Once trapped, then **pin** (preventing someone from tacking) and rag on them to control. If the 1 has a lead, 1 double tacks at the leeward mark to pin 2. The teammate in boat 3 tacks off at the leeward mark and sails fast to get the 1-2.

1-3-5 vs. 2-4-6



1-3-6 vs. 2-4-5



Play Thirty Four: 1-3-4. When in a 1-3-4 remember the 3rd of the 1-3; there is no need to force the 1-3 passback. The opponent 2 boat may attack our teams 3 boat. Only at that time do we attempt a 1-3 passback, or we try to have 4 sail around the passback traffic. Otherwise play Thirty four is similar to Play One in that we cover respective pairs and balances to maintain the 1-3-4 combination.

1-3-4 vs. 2-5-6.



Play Two

2-3-4 vs. 1-5-6



2-3-5 vs. 1-4-6



2-3-4 In this combination the strategy is for the team's three boats 2-3-4 to keep two boats behind them in 5-6. The winning team must cover and control the opposing team, not letting any opponents through the zone of coverage created by the **Three Boat Weave**. The three boat weave is a variation of the first of a pairs rule, **Double First of the Pairs**. In the three boat weave, picture a triangle moving up the beat where two or three boats connect their individual zones of coverage in a larger combined **Zone Coverage**.

From the leeward mark with boats rounding 2-3-4, the 2 boat should tack onto starboard within a couple of boats lengths from the leeward mark after considering all normal fleet racing factors. You do not have round and tack. The 3 boat also fulfills the first of a pair rule by tacking to starboard after crossing the wake of his teammate into a clean lane on 2 boats hip. The 3 boat should tack back onto starboard before the opponent's 5 boat rounds the leeward mark. It is the 2 boat's responsibility to check that this condition has been met. The 2 boat should tack back onto port just after the 3 boat tacks to starboard. The 4 boat should round the leeward mark and continue on port without tacking. Ideally the 2 boat would have split the difference on the 5 boat and he will be able to blanket him from directly to windward, while 4 boat gasses their lane. If the 5 boat tacks, he tacks into the dirty air of the 3 boat, and if he remains on port he is not only gassed from the 4 boat, he gasses his teammate in 6 as well.

Once the three boat weave is set up from the leeward mark, it continues as a defensive covering scheme up the final beat. The 3 and 4 boats become the **Wing Men**. The 3 boat on starboard has the responsibility to guard the left side. He should not let any opponents astern get to the left

of him, but he may let them go back towards the middle. The 3 boat should not engage in any close one-on-one coverage. The 3 boat should hit any boats attempting to go the left. The 4 boat is responsible for guarding the right, and he should attempt to **Herd** (turn an opponents into the coverage) back towards the middle. The wing boats cover the **Left/ Right** (when on that side cover that side) edges and should hit any opponent who attempts to break out to a side. The wing boats also do not cross the middle, and they should never cross behind an opponent or the point man. This could lead to a potential passback from the opposing team. With this coverage the opponents should not be able to gain any leverage in subsequent wind shifts.

The 2 boat is the **Point Man**. It is the point man's responsibility to keep an eye both in opponents 5- 6, and slow any opponent which threatens to break the zone. The point man floats to help a teammate that is struggling to maintain control of an opponent. The point man should also hit any opponents coming back to the middle. The point man is also responsible for the 1 boat and should allow them to be covered and move towards whichever side the 1 boat is moving, so that there are always two teammates directly between first and either the 5 or 6 boat. If a shift happens on a side this will enable the teammates to gang up and balance the pair coming out of a side. At the mid point of the leg the point man needs to evaluate whether his side is coming back ahead or behind any opponents from the opposite side of the beat. Or the 2 boat may try to pass the opponents 1 boat, and move into a Play 34, only from a mistake made by the 1 boat. The three boat weave is also the coverage scheme used when in the 1-2-3 combination.

The losing team is probably planning on running the **Sucker Drill** (multiple tacks to slow an opponent). The assumption is that either the 4 boat in a 2-3-4 or the 3 boat in a 1-2-3 will cover blindly. In the three boat weave boats ahead do not tack blindly to cover boats behind. The last teammate, either the 3 of the 1-2-3 or 4 of the 2-3-4, is the most vulnerable to being passed. The three boat alleviates this vulnerability by allowing the last teammate to sail a clean lane from the leeward mark. They do not have to directly cover an opponent astern. Her teammates can slow opponents to keep her ahead; and when she comes back from the right, she will have the starboard advantage in crossings.

The best way to counter the 2-3-4 is to **Flatten the Point**. In this scenario the losing team is willing to accept that they are being covered in a zone. By sailing to leeward of the opponent's wing man, they are looking to break the zone by flattening it out and using the leverage gained from small shifts in order to pass the opponent on the other side of the race course. By taking a **Leap of Faith**, the assumption is made that wind shifts happen and a team will capitalizes on these shifts by unbalancing the 3 boat weave. When being covered by a 3 boat weave, it is a myth to "**Go to the Middle**" to pass boats. When this is done, the losing team always is in zone of coverage.

PLAY FORTY-FIVE



If a team stays Play Forty-Five, a team must accomplish the following:

- **5th keeps 6th in last**, with a tight hammering cover.
- **Gap** boats 4 and 5, opening the distance between teammates. (Gaps do matter in a 1-4-5 vs. 2-3-6 situation. In any other situation gaps do not matter.)
- The teammate in boat 1 must keep the 1 if being chased.

The goal of this scenario is for the 4 and 5 teammate's boat to cover the opponent in 6 by the appropriate covering methods so that the opponent remains in last, while boat 1 sails to win the race. In this race scenario, expect the losing team to attack boats 4-5 hard, leading to one of the most exciting race scenarios: the 1-4-5 vs. 2-3-6. In many cases Play 45 turns into either Play One or Play Two as there are four boats attacking each other. Expect opponents in 2-3 to attack opponents in the 4-5 and close the Gap in this scenario. When this happens there can be many position changes and team members should be prepared to change plays quickly when this happens.

When the opponents in 2 and 3 drop back on teammates in 4 and 5, the first place boat must drop onto a pair to convert to Play One: The order of preference for the teammate in boat 1 is to:

1. Go to the **Closer Pair**.
2. Go to the **Twosome**.
3. Go to the **Threesome**.

Converting Play Forty-Five to Play One

- When a team effectively opens the Gap between 4 and 5, if an opponent drops back to help their teammate in the 6 boat, convert from a 1-4-5 to a 1-3-5, to a 1-2-5.
- If the 1 boat spots the opposing 2 and 3 boats dropping back on his teammates in 4 and 5 boats often on the last beat, the 1 boat must quickly decide what to do. The 1 boat must drop onto a pair to perform a passback to convert the combination into Play One.
- When the 2-3 drops, it sets up simultaneous passbacks on the race course.
- The first team to successfully execute a passback will change the race order and possibly gain the winning combinations.

The choice of options for the 1 boat in the 1-4-5 when dropping back to perform a passback in the order of preference when the 2 and 3 boats drop back on 4 and 5 boats are the following:

- Go to the furthest upwind pair of the fleet to perform a passback to convert to a 1-2-5. This also allows you to maintain the first position during the passback
- Go to the twosome behind where the passback will easily be accomplished, the passback where your leeward man has good position on his opponent, i.e. he is bow out, so a passback can be executed quickly.
- If both pairs are equally upwind and there is no advantage in either pair, sail to the threesome.
- The goal of this scenario of the 1 boat dropping back is to work with the 4 boat to convert to 1-3-x and then a 1-2-X by the using the appropriate passback methods while the opponent remains in last from the tight cover of the 5 boat.
- In order for this to happen, the 4 boat needs to push forward and sail fast through the passback quickly. If the passback takes too long, it creates an opportunity for the losing team to convert the combination into a winner.

If the team decides to **Drop to Play Two**, this must happen right at a mark. This should only happen in a race where there is no gap or the gap has been closed at mark. This strategy must also be considered if you are racing against a top opponent. If the 1 boat waits for the opponents in 2 and 3 to sail back on the beat in order to decide which pair to passback, the race could be over. The 1 boat must take control of the race before the opponents do.

Play Forty-Two (Converting to Play Two)

- It now has become common place for teams to consider dropping into Play two at a mark rounding when the race is condensing.
- Drop to a Play 42 at either the weather or leeward mark when there is either no gap or the gap has been closed as the fleet approaches the mark.
- If this happens, the 1 boat can select to attack the 2 boat in such a way that 2 cannot affect either of your teammates by, for example, throwing a wind shadow on their lane or pinning them out or trapping them at a mark.
- The classic example is for the 1 boat to attack the 2 boat that tacks away at the leeward mark and gain an upwind covering position.
- The second part of successfully dropping to a 2-3-4 is for the 5 boat to realize that the team is going to Play 42 and switch from hammering the 6 boat to pushing forward while still maintaining a cover.

- What then happens is the old one boat drives 2 back to 5th place, while the 4 and 5 sail into positions 2-3, so the new race order becomes 2-3-4 for the team.
- However, if 4 and 5 realize too late that the first boat is dropping or they lose their man, the race turns from a winner to a loser for this team.

The Wall

When losing to a 1-4-5 with a gap, use the **Wall** to break the 1-4-5. Boats 2 and 3 slow down to form a wall out of the leeward mark, trapping opponent in 4. Boat 6 rounds the leeward mark and drives 5 into the coverage of the wall. 6 must not tack off too early. Once the race slows down and becomes unbalanced, there is opportunity for 6 to pass, then tack off.

- Use the Wall to break the 1-4-5 with a Gap.
- Boats 2 and 3 slow down to form a wall out of the leeward mark, trapping opponent in 4.
- Boat 6 rounds the leeward mark and drives 5 hard into the coverage of the wall.
- 6 must not tack off too early. 6 has to get 5 into the wall traffic for this to be effective. Once the race becomes unbalanced, there is opportunity for 6 to pass, and then it is time to tack off.

Peeling the Banana

When losing with no gap at the leeward mark, attempt "Peeling the Banana" to break up the 1-4-5.

- When losing with no gap, a team should consider "Peeling the Banana" at the leeward mark.
- 2 and 3 split at the leeward mark, following first of the pairs rule.