

### 11.3 Tool Bag - the 11 tactical positions on the regatta field

The following figures show 11 positions for tactical decision-making situations on the regatta field applying to the courses Upwind and Downwind.

In the "Top Tactics" section, these tactical decision situations are simulated, which should be learned and applied to sail successfully. We recommend that these positions 1-11 should be discussed with a Coach/sparring partner to evaluate the theoretical decision making clearly, according to the principle "either/or", together with practical compromises.

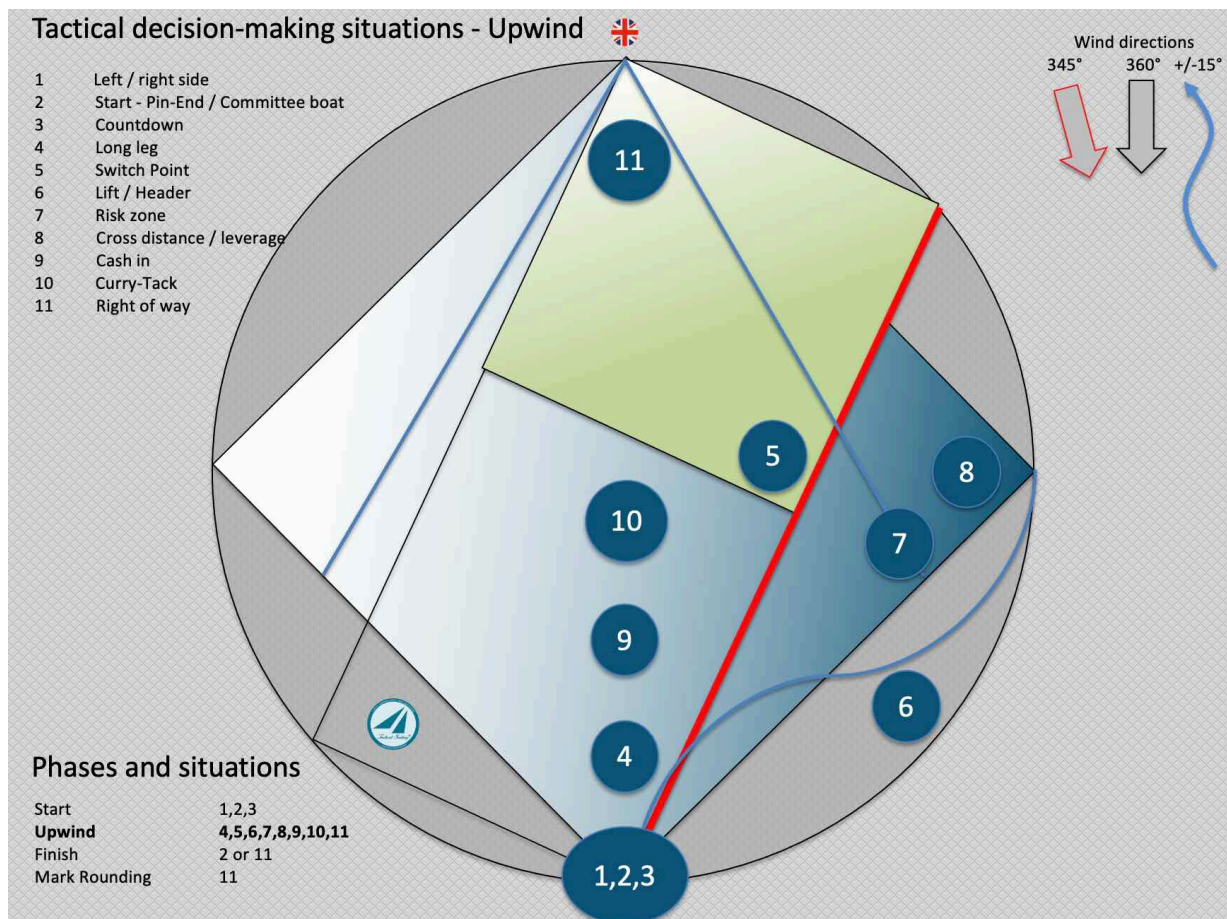


Figure Upwind

#### 11.3.1 Upwind Course

Tilo Schneckeburger has described on his website <http://www.schnekenburger.click> interesting explanations using the example of the illustration "Upwind", which are quoted here.

##### "Area of strategic-tactical decisions in the regatta field – playing field"

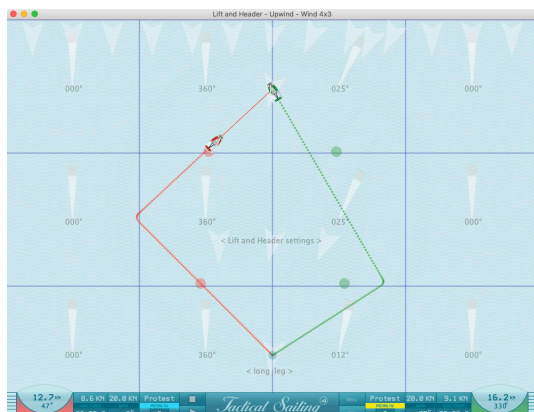
The diagram shows a regatta track with 2 different wind directions (wind 360° or wind 345° from the left) with their respective regatta fields. The regatta fields are limited by their Lee or Luv lay lines. The "long leg" of the skewed course is highlighted in red.

Eleven points within the playing fields are given, which are explained in more detail below.

Run the Tactical Sailing(TS) Program Coach's Toolbox and select your boat type at the beginning, e.g. OPTIMIST, and then the desired scenes. You see exercises either in standard settings for wind, boats and racing area, or you adjust all settings as you desire. We give instructions to start the scene in the programme menu.

Run scenes in Menue TIPS TACTIC, RACING SAILOR or EXPERTS

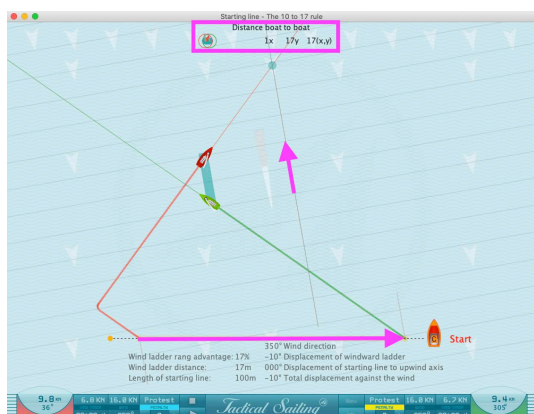
## Position 1: Pre-start and start



Strategically, the better regatta area side must be determined in terms of wind strength, wind direction, waves, current and obstacles. This results in the choice of the basic strategic concept (center, left or right side, Z-course, lay line). In addition, the long leg must be determined in case of a skewed course. In order to take a leading position tactically in the field at an early stage, the 1st tack should be planned after the start.

- 1 Run scene in Menu: RACING SAILOR/Lift and Header/Upwind 4x3

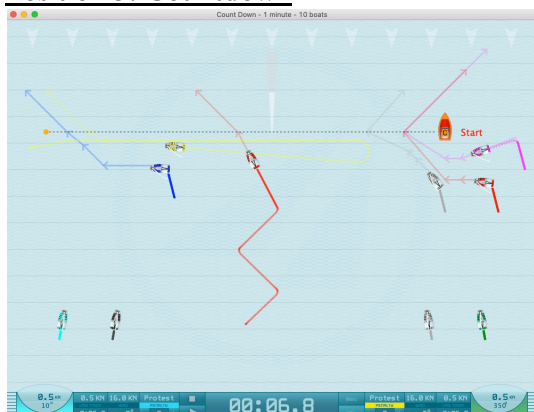
## Position 2: Pin-End and Committee Boat



Strategically, the preferred side of the starting line (line bias) is determined here. From a tactical point of view, it is important to keep an eye on certain opponents from the start and to start near them. (Example 10:17 Rule). The wind displacement of 10° causes a height loss (y) of 17 m (17%) for a lateral distance (x) of 100 m.

- 2 Run scene in Menu: EXPERTS/Gain or loss/Use the '10 to 17' rule

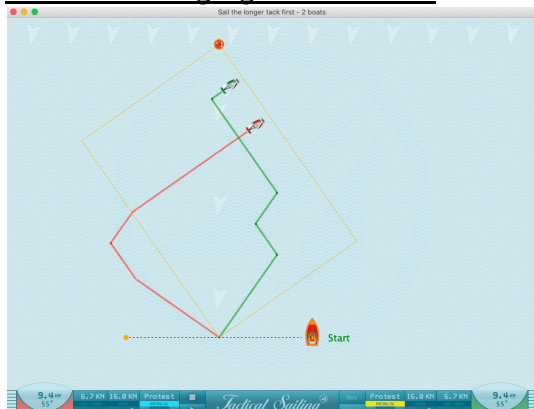
## Position 3: Countdown



Strategically, they will try to achieve a “head start”. For this purpose, the time must be taken exactly and by means of a bearing over the starting mast and pin-end to a landmark, the distance to the line must be precisely determined. Tactically, the main focus is on creating a gap to Lee at the start in order to be able to accelerate quickly and unhindered.

- 3 Run scene in Menu: TIPS TACTIC/Start line/Count Down 1 minute - 10 boats

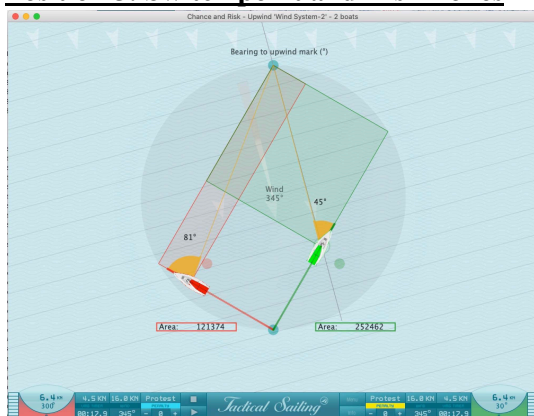
#### Position 4: Long leg and wind axle



Strategically, it is now important to sail the long leg with precisely bearing to the wind axis. In this first third of the upwind course, it is a matter of implementing the planned strategy in order to be able to take advantage of all the benefits that are available.

- 4 Run scene in Menu: RACING SAILORS/Long tack first/Longer tack first

#### Position 5: Switch point and Risk Zones

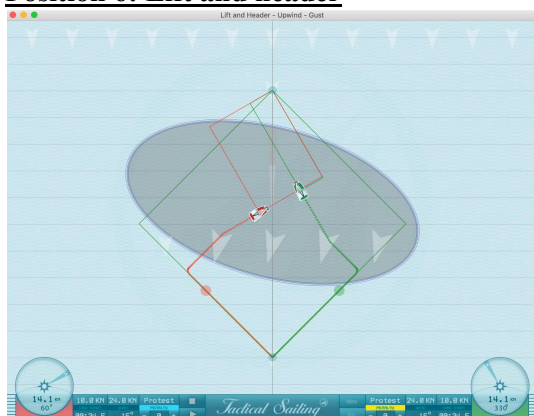


From a strategic point of view, the location of the switch point is of particular importance, behind which the zones start with increased risk. Almost every header beyond the switchpoint should be answered for strategic reasons with a tack to the new long leg. Lifts beyond the switchpoint may lead to the “long leg trap” or “outer banana”.

Tactically, one should closely observe and react to the risk behavior of the important competitors in this – strategic - area around the Switch point.

- 5 Run scene in Menu: RACING SAILORS/Switch Point/Upwind

#### Position 6: Lift and header

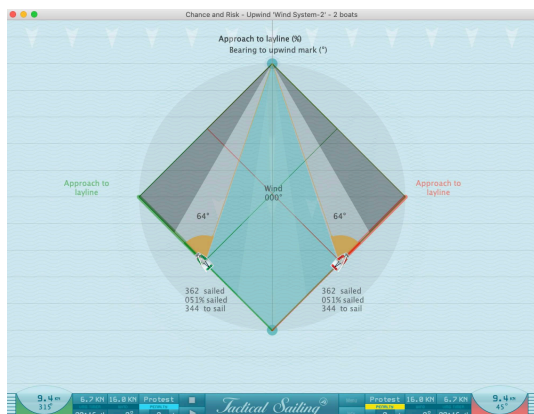


Strategically, the lift and header offer the best chances to shorten the course to sail. The dangers of the long leg trap or the offside trap must be taken into account. From a tactical point of view, a wedged in position is the greatest danger when you can no longer react to nearby opponents, lifts or headers.

- 6 Run scene in Menu: RACING SAILORS/Lift and Header/Upwind - Gust



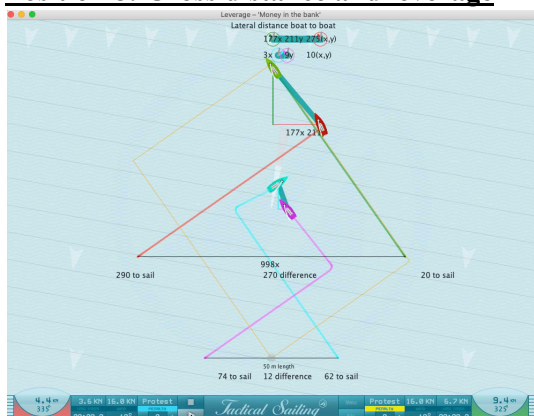
## Position 7: Playing field (risk zone)



Observing the development of the shape of one's own playing field is particularly important from a strategic point of view, as a narrow, elongated playing field offers hardly any possibilities for reaction to react profitably to wind rotations.

7 Run scene in Menu: EXPERTS/Reward and Risk/Chance and Risk - Upwind

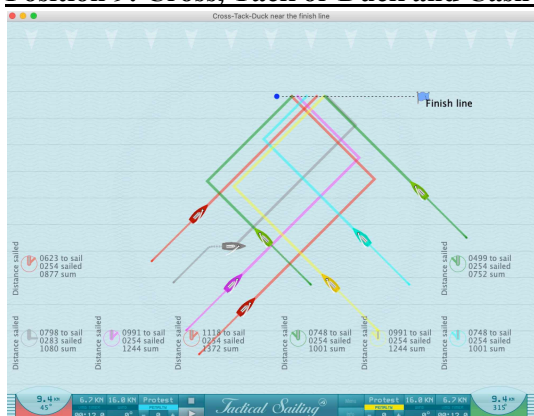
## Position 8: Cross distance and leverage



Cross distance and leverage are the typical tactical weapons of attack as used by pursuers. The leader, on the other hand, should keep the cross distances and gains from a wind shift of his pursuers as small as possible in order to defend his position.

8 Run scene in Menu: EXPERTS/Gain or loss/Leverage – 'Money in the bank'

## Position 9: Cross, Tack or Duck and Cash in



Again and again on the cross "Cross, Tack or Duck" decisions come to the sailor. Strategically, it is important not to give up one's own strategy recklessly because of such a situation.

Tactically, after a successful leverage situation, it can make sense to realize the profit by means of a cross maneuver and to "achieve" this advantage.

Example:

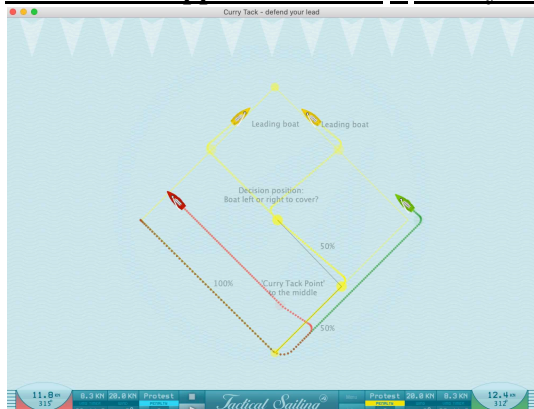
Red crosses all,

Pink tacks in front of yellow,

Grey ducks away from the green.

9 Run scene in Menu: RACING SAILORS/Cross – Tack – Duck/ Near the finish

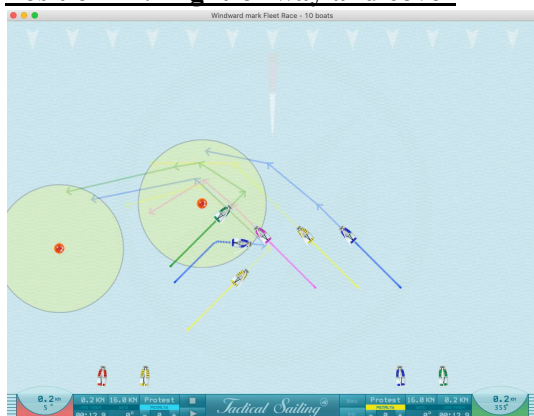
## **Position 10: Opponent control - Curry tack**



A typical tactical means of a leading boat is, after the rounding of the Lee mark, to make an early tack between the later rounding opponents and the next mark, thus to make a so-called "Curry tack".

10 Run scene in Menu: RACING SAILORS/Curry Tack/Defend your lead

## **Position 11: Right-of-way and cover**



In the last third of a cross, the approach to the Luv mark must be planned primarily tactically. As the boats get closer again, covered race areas must be avoided, and the lay line must not be sailed too early, for both strategic and tactical reasons. The last wind shift in front of the Luvmark must be sailed like a permanent shift."

11 Run scene in Menu: EXPERTS/Start to finish – 10 boats/Windward mark Fleet Race