



Sailing to Win  *Sailing for Life*
La voile pour la victoire *La voile pour la vie*

Team Racing



Mark Searle





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What is team-racing?

Team-racing is defined by ISAF in this way:

"Team-racing is a discipline of sailing. Team-racing and Team Sailing have the same meaning. A team-race consists of two or more boats sailing as a team in a match against the same number of boats from an opposing team. One match is sailed per race. The boats used by the competitors are of the same class and should be equalised to the highest possible standard."





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- The races are short and the legs of the course are short; races can be as short as 7 minutes.
- They will be “Class Appropriate” length
- For example, the Optimist Dinghies have a Team Racing Component at major regattas and their guideline is 7 minutes





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What are responsibilities of Race Officer?

They are much the same as any other
Regatta

- Write Sailing Instructions
- Run Races
- Finalize Race Results





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NOTICE OF RACE:

- Quite often, the Race Officer will be involved with the Notice of Race. (Chief Judge too)
- Who is actually responsible for the Notice of Race?





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- The Organizing Authority
- However, Race Officers are frequently involved in writing and/or review of NOR
- Good to be familiar with NOR





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TEAM RACING SAILING INSTRUCTIONS:

- *Team races shall be sailed under The Racing Rules of Sailing as changed by Appendix D. (See handout) If umpires will be used the sailing instructions shall so state. (Should also be in NOR)*
- Sailing Instructions can still be written using RRS Appendix L plus Appendix D
- SI's numbering may change but mandatory content remains the same





Usual Team Racing SI Differences

- The Start

SIGNAL	Min before Starting Signal	Sound Signal	Visual Signal
WARNING	3	ONE	CLASS FLAG
PREPARATORY	2	ONE	"P" FLAG ↑
PREP DOWN	1	ONE	"P" FLAG ↓
Starting	0	ONE	CLASS FLAG ↓

- Note that only Prep used...no Penalty System



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- OCS - Only call Individual Recalls

There should be no way that a the Race Officer can't call overs.

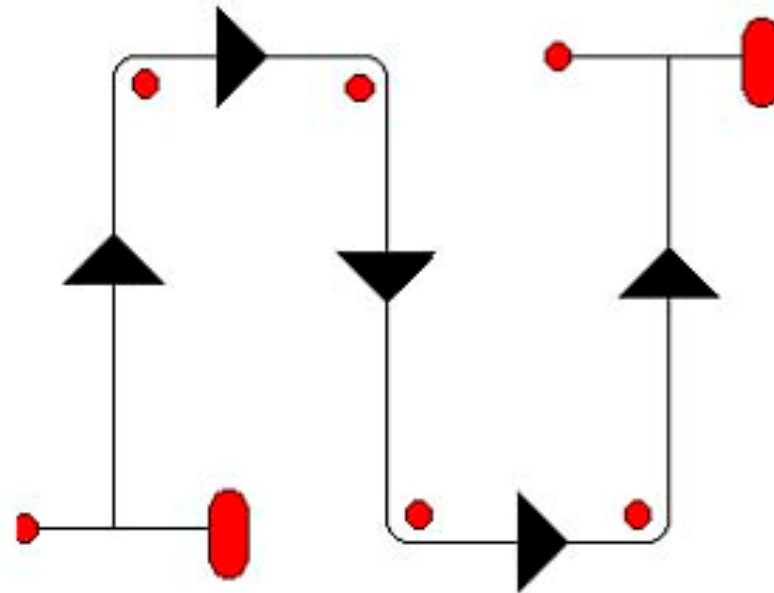
Individual Recall (Flag X) is usually changed to posted for 2 minutes changing Rule 29.1





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- Course

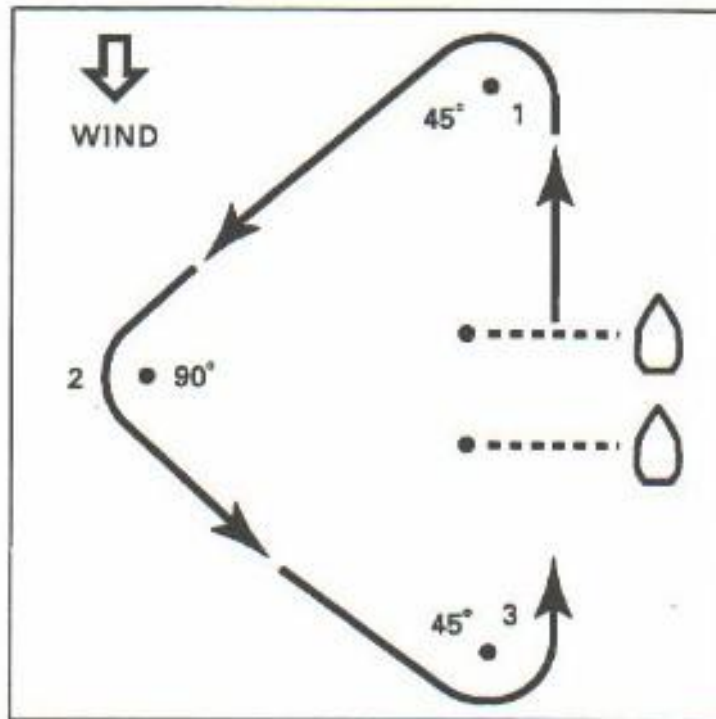


This is a preferred Course for
Regional and Above Events



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Alternate Course





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Change of Course

This changes Rule 33

Race Officer is encouraged to alter marks as necessary without delaying any races & without signals

AND, without prejudicing ANY competitor

This requires an advanced skill set and sometimes special mark gear





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Running the Race

Crew:

- Race Officer - is ultimately in charge
- Timer – should be experienced and practiced with 3 minute drill. He/She should also be ready for rolling starts if called for in SI's
- Signaller – experienced & rehearsed with Timer





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- Recorder – responsible for usual recording duties PLUS needs to monitor Racing Format (Tiers/Starters) Also needs to display which two teams race next. This is usually done of chalk board although other sophisticated signal systems may be available such as displaying colours, #'s, Country Codes ???



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- Line Judge – will call line with tape recorder in hand. This individual must be experienced and decisive – no room for hesitation. Race Officer may perform this task.
- Mark Setters – there should be marksetters at top and bottom marks as a minimum – good communication is imperative but actions should be intuitive.





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Finish Boat

This is a very important part of the crew.

- Must set a square finish line
- Must sight line and record finishers
- Must communicate with Judges re: penalties etc.
- Must thoroughly understand scoring system
- Must communicate flight winners to R.O.





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Typical Race Officer Concerns (from experience)

- Be sure that Race Crew is ready and rehearsed
- Set precise, square course that will achieve target times
- Run races as quickly as possible – this will sometimes be done with running starts
- Be aware of racer's starting tactics including pushing opposition OCS along with themselves then peeling back





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- Be prepared for possibility of calling 5 of 6, 7 of 8 or whomever OCS. Don't be concerned.
- Be mindful that Judges are not running the races. They should communicate through the Chief Umpire to the Race Officer
- It's sometimes frustrating but you must wait for Umpire crew to be ready at Starting Area for next flight.



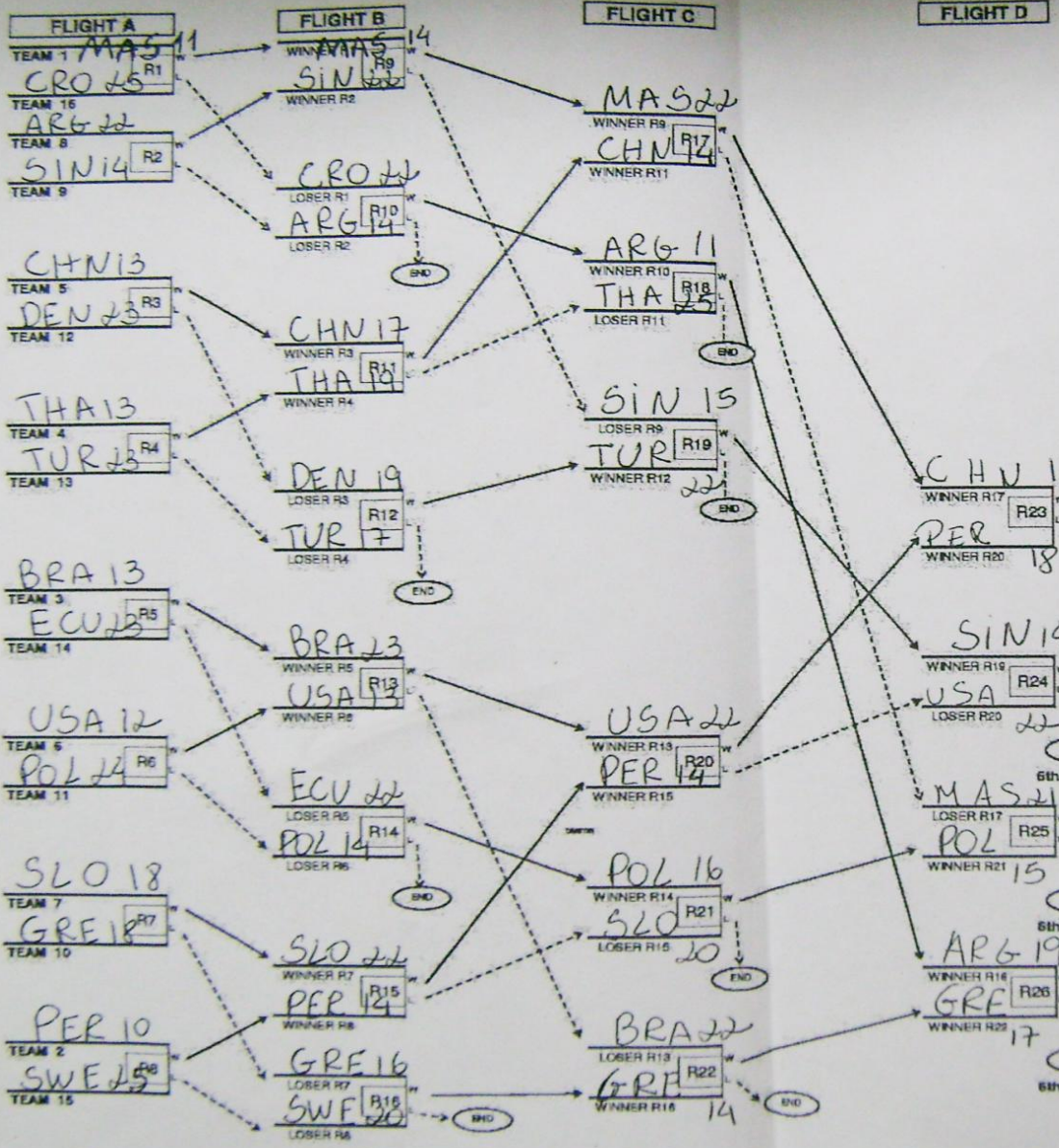


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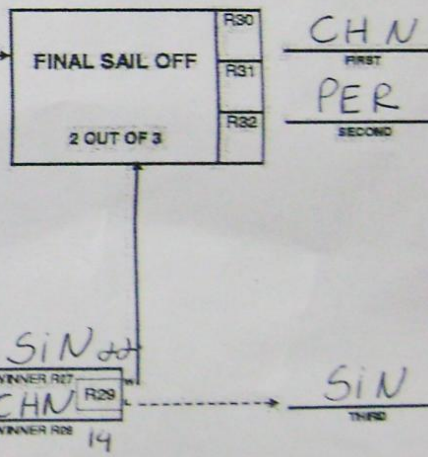
- Finally
 - The Race Officer, as usual, is ultimately responsible for the Final Results
-with a lot of help from the Finish Line Crew

PER 22
X
CHN 14

X
CHN 12



FINAL STAGE



- POOL
- Loser R34a
- Loser R35a
- Loser R36a
- Loser R37a
- Loser R38ab
- Loser R34b
- Loser R35b
- Loser R36b
- Loser R37b

The 16th race final stage which accounts for points in flight tie it will be points in flight then in A. teams will seeding points

