

## Match Racing Quiz – Black Diamond

Dave Perry

December 2010

- 1) You are Yellow. The Pin End is favored. It is Light Air (4-7). What opening move do you expect Blue to try; and what will you be doing, beginning with your Entry, in anticipation of Blue's possible opening move?
- 2) You are Blue. The starting line is pretty square. It is Medium Air (8-10). What are your best opening move options going into the initial Dial-Up? What will you be looking for about Yellow that will influence your decision on which opening move to use?
- 3) You are Yellow. After the initial Dial-Up, both boats begin sailing backwards. What are some of the factors in your mind that will influence what you do next? What are the critical pieces of information the driver needs to be hearing from the Middle and Forward crew?
- 4) Both boats are broad reaching on port tack past the Race Committee Boat with 2:30 minutes left to start. It is Medium Air (8-10). You are between a quarter and a half a length behind the other boat. It is close whether they can get their gybe in. What are your opponent's possible next moves, and what will you do in response to each one?
- 5) Both boats are headed back towards the starting line on their Final Approach. It is Heavy Air (above 10). You are leading, you have about 20 seconds to kill, and you want to start to the Right of your opponent. How will you accomplish this? What are the critical pieces of information the driver needs to be hearing from the Middle and Forward crew? Which of the four starting positions (Close to Leeward, Windward with a Gap, Split Start, Crush) would be your likely best outcome?
- 6) It is Light Air (4-7) and shifty, with the breeze moving down the course from the edges in waves of pressure. It is not an obvious "one sided" beat; in other words, you could win from either side if you played the beat well. At the start you are the leeward boat in a Close to Leeward start. Your opponent tacks away shortly after the start. What are the factors going through your mind in deciding whether to extend on starboard tack, or to tack with, or shortly after your opponent? What are the critical pieces of information the team needs to be hearing from the Middle and Forward crew? Who on your boat will make the actual decision to extend or tack?
- 7) You are on starboard tack, converging with your opponent about halfway up the beat. You are pretty much in the center of the leg. It is Medium Air (8-10). You will cross your opponent by about two lengths. You want to defend the right. Where is the best place to tack relative to your opponent?
- 8) You are on starboard tack, converging with your opponent near the top of the beat. You are about four lengths down from the starboard layline (in "No Man's Land"), and about ten lengths from the port layline. It is Heavy Air (over 10), and you don't anticipate any shift before the mark. You will cross your opponent by less than one length, but they will not have to duck you. What are your options in this situation? What are their likely responses to your possible moves? What are your responses to their responses to your move? How will you play this to be sure you round ahead of them?

- 9) You round the windward mark about a length behind your opponent. It is Light Air (4-7). The run is pretty square, and there is not an obvious “one side favored”. What are your likely moves and tactics if they:
- a) stay on port tack initially?
  - b) gybe almost immediately?
- 10) You are about a length ahead of your opponent going down the first run on port tack. It is Medium Air (8-10). It is about 40:60 from where you are (40% of the leg is port tack; 60% starboard). What are your six options/moves (one being to continue on port, defending your left side but soaking as much as possible to get your opponent above your centerline)? For each of the five remaining moves, what are the factors that will lead you to try each one? Who on your boat will make the actual decision about which move to try, and when?
- 11) Both boats are on starboard tack, sailing pretty much directly downwind, and overlapped. You are nearing the port layline to the mark, which is about 10 lengths away. It is Medium Air (8-10). You are the leeward boat, and you came from astern such that rule 17 applies (i.e., you have no luffing rights). What are the three things you can do that can lead to rule 17 turning off and giving you luffing rights?
- 12) You are the windward boat in Quiz Question 11. How do you play this situation? What are the factors you are looking for to decide what to do next?
- 13) Both boats are approaching the leeward mark overlapped on port tack on a beam reach, with you to windward of the other boat. When four lengths from the mark, the boats are overlapped. When three lengths from the mark, you are pretty sure you break the overlap and pull clear ahead. When 1-2 lengths from the mark, your opponent becomes overlapped on the inside and calls for room. How do you play this, and how do you handle your rounding?
- 14) Halfway up the second beat, you have a penalty and are about two lengths ahead of the other boat. What are three possible options for dealing with your penalty? For each, what will you do to set yourself up for the best chance of being successful?
- 15) You are the other boat in Quiz Question 14. For each of the three options described in QQ14, what will you do in response? In general, what are you trying to accomplish in each?