

FOR CS&YC WEDNESDAY NIGHT RACE COMMITTEES
A GENERAL GUIDE TO SETTING A RACE COURSE

1. It's a good idea to set your anchor somewhere near the middle of the lake. The depth is good and this location offers options as the wind, (inevitably), shifts during the preparation period.
2. Try to set the Start/Finish line square to the wind, but don't be too concerned if a last minute shift throws this into a cocked hat. Time is more important on an evening race and it could take hours for the wind to provide a perfect start. It's unusual for the wind to shift 180 degrees, but a downwind start is better than chasing the wind around til darkness settles in.
3. The pin should be set around 150', (for ten boat starts), off the port side of the committee boat. Make sure its anchor is holding. Use a landmark ashore to confirm it is staying where you set it.
4. The First Start boats usually prefer a windward-leeward course. It also gives them more to enjoy if the legs are relatively short, more spinnaker raises and drops.
5. The Second Start boats like reaching legs after the initial windward leg. This is also useful for separating the fleets after the first rounding. The spinnaker fleet goes down the center of the lake while the non-spinnakers reach off on a dogleg.
6. All courses should be clockwise with port roundings.
6. A sample course might be;
 - a. With a decent north wind; 2-5-2-5 for the first start, 2-4-5 for the second start.
 - b. If the breeze fades, move the committee boat to 5 to finish both fleets, etc.
 - c. With a fair wind out of the east; 6-3-6-3 for the spin. fleet, 6-2-3 for the non-spin. fleet., etc.
7. It is easy to shorten a course if the wind dies, impossible to lengthen it if the wind hold or builds. Be optimistic! Moving the committee boat to shorten a course in a dying breeze will make you a hero, showing up at the BBQ after a twenty minute race will not bring cheers.
7. Remember the Committee boat must be in place to shorten course before the first boat reaches the new finish line. If the finish is moved to a mark called for in the original course, no special signal flags are needed. The racers will expect the committee boat to be on their starboard side as they finish, so position accordingly. This would mean they simply approach the last mark as expected and cross the finish line before rounding.
8. The finishing horn is usually for the first boat across the line in each fleet. A blast for each finisher is a courtesy, but could lead to confusion. Finishers should hail the committee boat with a "thank you". If they do not, don't take it personally, they may simply be dealing badly with their failure to win .
9. If a storm develops, remember, your first duty is to your boat and crew. Do not delay for the sake of the racing fleet if you feel you should haul anchor and head for safety. You might also find it easier to stay put, if wind is the issue and lightning is not.
10. Regardless of your performance, all the racers appreciate your effort and prefer that you will have enjoyed the experience and shall return to do it again!