RACE MANAGEMENT

Apart from general duties, the Officer of the Day is the Race Manager
He should be familiar with The Club's Sailing Instructions with local Club Rules, and the Racing Rules, (in a book on the desk) in order to supervise and control the race fairly and effectively.
Apart from safety considerations and starting and finishing the race, his most influential role is in setting a good course:- one that gives experience in different wind directions and practice in various manoeuvres, and therefore more enjoyment and experience in racing

COURSE SETTING

General Introduction to a good start and course

We race in a river but before getting into local conditions it will be useful to describe the ideal course as used in open water at Open meetings and Championships. This comprises a start line perpendicular to the wind, then a triangular course, sometimes with a sausage for another round. The triangle is a beat with the upwind mark left to Port (so you approach on Starboard tack), then a reach to a wing mark with a gybe then a run to the downwind mark. The 'sausage' is simply a beat then a run back to the downwind mark.
In the river we try to match these legs so far as we can. This means trying to arrange a beat or two, a reach and a run. Depending on wind direction this can be more or less difficult -e.g. with a south wind there's a beat to Chantry, a run to Kastle, a reach to Short gull and/or Raydon. A NW or SE wind is more taxing as no reach of the river accommodates a proper beat - see suggestions below.

SETTING THE COURSE   - Key considerations

a. **Weather conditions and forecast**, - Wind strength and direction (generally over 20knots [22 mph] will require special consideration of the tide, and the classes of boats racing and experience of Helms. You may give instructions to reef and or order 2 crew where one might go. eg Toppers

b. **Tide direction and strength -** especially important in light winds and if beats are against the tide boats may not be able to make progress. The tide can run from 1- 3 kts Neaps to Springs and depending on meteorological conditions.

c. **Experience of helms and types of boat**

d. **Time and Distance** Aim to finish the first boat **in about 55–60 minutes**; 4-5 miles in reasonable breeze - it may be longer if it's a class race of faster boats. In light winds 2 miles may be sufficient. **There is a chart on the wall with a string marked in miles for measuring distance. And a table of distances follow.**

e. **If there are 2 races** – 30- 40 mins each; If 3 races 20-25 mins each, Wait for all boats to finish (unless very late stragglers) then restart starting procedure

f. **Starts should be as near a beat as you can get.** Consider which line is to be used, **usually 'E'line for winds S-SW** (downstream start) **and N-NE** (upstream start). These are the prevailing winds.

g. **Start and finish should be as near upwind as possible and always finish in the same direction. T**his evens out the uptide (fleet stretched) and downtide (fleet condensed) mark.

h. **The course should have at least one beat,** Beating is where places can change more easily, running or reaching gives less opportunity for going past. Try to even out upwind, downwind and reaching legs.

i. **Shorter legs give more turning marks and manoeuvring**, so again more chances for people to change places, -and more practice for juniors.

j. **If wind is likely to strengthen or lighten considerably**, consider setting a **course of two or more 'laps'** which can be shortened or an initial long 'lap' followed by shorter legs. **Eg ..KF or ...FK**

k. **Use the Club line to Finish.**

1. **Upwind marks are best left to Port if possible.**

2. **Avoid setting too many gybe marks,** especially in strong wind conditions, or if beginners are involved.

3. **If wind is likely to strengthen or lighten considerably**, consider setting either course of **two or more 'laps'** which can be shortened or an initial long leg followed by shorter laps, Eg ....KF or ....FK

4. **Locations of marks** are illustrated on the chart on the Bridge and in the Clubhouse

5. **Temporary Buoys:** There are 2 inflatable buoys .You may wish to start upriver and require a turning mark ('Q') out of the worst tide off the 'Guinivere' (make sure it's not being used!) or start downriver with Q placed 100m downriver before the Quay (Do not get too near a line across from the Quay as there is and old Bailey Bridge on the bottom which will trap the anchor)
Other temporary marks may be laid using training buoys eg if a short triangular course is required Tell the competitors where they are and instruct the safety boat accordingly

   USE OF COURSE BOARDS

6. **Boards have the letters for the Mark** and are painted red and green either side. Show the colour that the Mark is to be left to when rounding. Eg Red background indicates mark to be left to port. **'D' is used** to indicate a course **round Havergate Island and Dove Poin**t

7. * **If the East line is to be used,** the course boards should be preceded with the board **'E'**
                              (yellow with black letter)

8. **A numeral** after the course may be used to **indicate a number of rounds**

STARTING LINES which to use?

There are 2 starting lines. The normal club line runs across the river just East of South. The East line runs approx. South East.
The lines are the transit of the black and white poles on the balcony of the Clubhouse Bridge, on the sleeper wall, and 2 on the far shore with orange opposing triangles. The East line is similar just upstream of the slipway on the opposite bank.

Normally we use the club line, **BUT.use the EAST Line if** –
A. The wind is between N and NE. Start upriver
B. The wind is between S and SW. Start downriver
Don't forget to POST the 'E' board in front of the course and write on the Entry form

The reason for this that **it is fairer to use the East Line with these winds** as this makes the line squarer to the wind. (This may seem counterintuitive when the next mark is along the river but if you consider 2 boats beating from either end of the line they will both have to pass though the same point in the river arriving, if at the same speed, at the same time)