

## **OOD: ADVICE ON COURSE SETTING**

### **Summary of main points**

- **OODs are recommended to use the committee boat whenever possible. Training in its use is available.**
- **Course setting is the most important part of the OOD task. OODs should go out on the water to set the course. Setting from the shore rarely works.**
- **There is a book of suggested courses in the hut and on the committee boat. Please use them at least as a guide.**
- **All OODs can benefit from advice from fellow experienced members. OODs should discuss and agree their proposed course with at least one and preferably two designated course advisors. If course advisors or OODs cannot agree, the Sailing Secretary and/or Rear Commodore Sailing will adjudicate.**
- **Please use W and V as windward marks which increases flexibility and quick reorientation of the beat where that becomes necessary.**

### **Course Guide**

There is a book in the Starting Hut and another one on the committee boat with suggested courses for every wind direction - this is a good starting point. However, this should be reviewed in conjunction with the wind speed and consistency of direction. Good questions to ask yourself are:

- Can I set a first beat long enough to avoid a pile-up at the first mark?
- Can I set a good start line?
- Is there a lot of crossing with boats on different legs?
- On rounding a mark, are boats almost doubling back on where they have come from?
- Is there safe room to gybe in strong winds?
- Are reaching angles conducive to all boats including asymmetrics?

It is essential for good course setting for OODs to drive round the course to assess buoy placement, marks used and the angle of reaches (as a rule of thumb, a good reach is set between 100-120° off the wind).

Use a burgee or the flag set on a Committee Boat and make sure you are stationary when assessing the wind direction. There are wind bends around the Clubhouse so you will usually get a false perspective from the Race Hut or Jetty.

### **Committee Boat.**

Using the Committee Boat gives you the option of a long first beat and flexibility in positioning on the lake. The Committee Boat has a simple operating guide, all the rigging, an electric horn system and electric windlass installed. It also has its own set of flags and course boards, and training in its use is available.

## **First Beat**

**Orientation.** The first beat should be set up directly into the prevailing wind from the mark you want to use as the last mark rounded before crossing the finish/start line. Go to that buoy and then work out where the Windward Mark will be laid. If the wind is swinging about set it at what you assess as the mid-point. There should not be a bias that means boats can make the beat on one tack or just a short tack.

**Distance.** The first beat must be long enough for fleets to start to spread out from the start line and ideally be forced to make a number of tacks. You are actively encouraged to make use of the Committee Boat; it should be anchored no more than one third of the distance from leeward to windward mark, i.e., within the bottom third of the beat. However, the hut is still available and can be used for south-west and south-east directions.

## **Start Lines**

**Orientation.** The start line must be set square to the first beat and is between the defined Outer Distance Mark (ODM, please use the S mark) and the Committee Boat mast (or the Start Hut mast). The line bias should not be more than  $\pm 5^\circ$ . If there is a too much bias, it will encourage boats to mass at one end and there will be more racing incidents leading to potential boat damage.

**Length.** The line is meant to be 1.5 times the length of all the boats in the start.

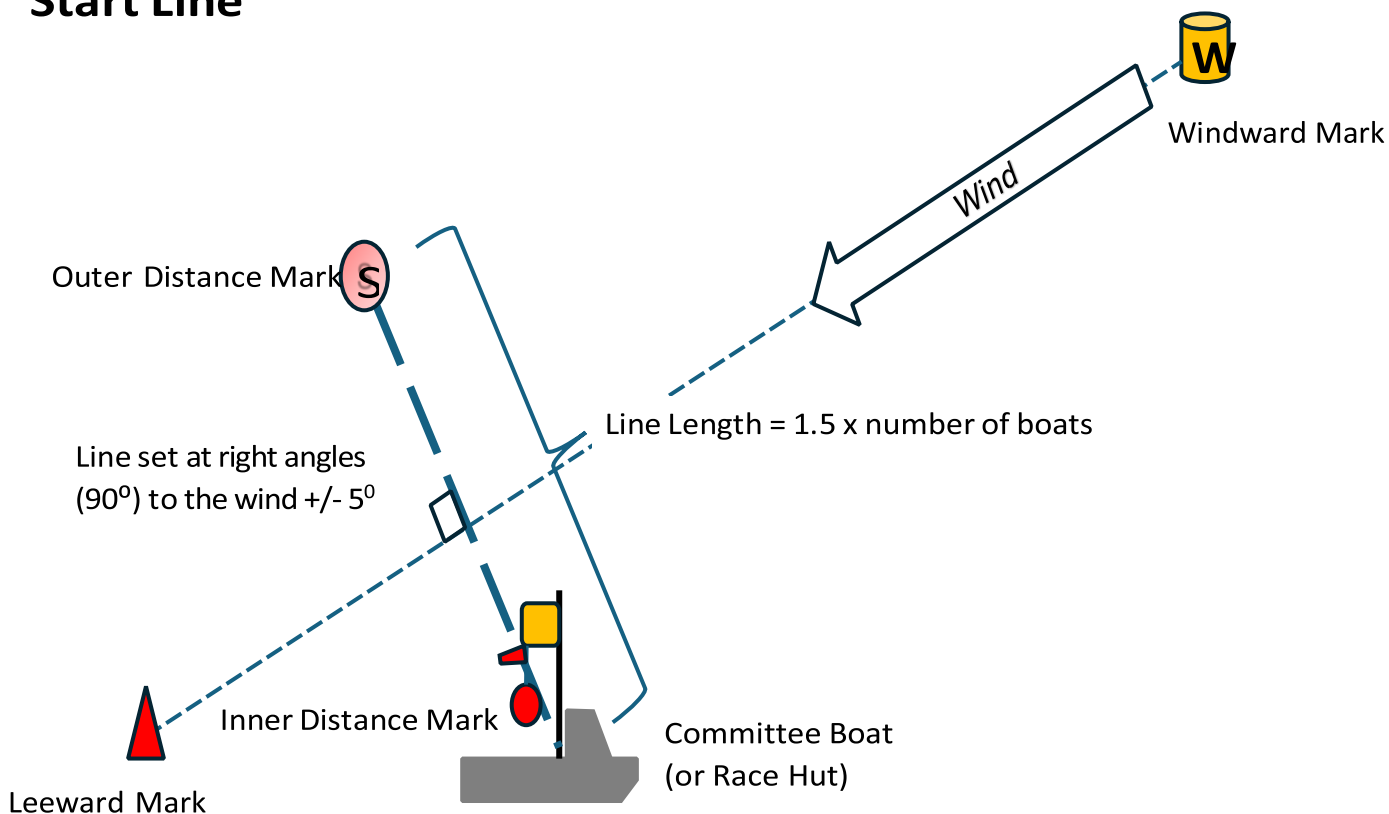
**Inner Distance Mark.** Inner Distance Mark (IDM) is not part of the start line, but boats must pass between it and the ODM as it defines the length of the line. An IDM can be used for committee boat starts, to keep boats a bit further away from the committee boat, but it is not essential. When used for shore-based starts, the IDM must be far enough out to allow a safe escape, if a boat is 'pinned' out, and a viable approach to the IDM on the preferred tack. Remember some boats have long foils and should not ground out when trying to approach the line; if they do, then it is an unfair course.

## **Windward Marks**

The Course Book does take some account of wind shadowing; however, you should try to avoid setting marks too close to the windward shore or under the wind shadow of blocks of tall trees. This will either mean little or highly variable winds around the windward marks. There are plenty of temporary marks to be able to avoid using set buoys that are in poor positions. Please use Orange-W as the first windward mark and Blue-V for a second windward mark wherever possible.

Consider using a spreader mark to avoid the lay-line approaches to windward marks if sending boats immediately downwind.

# Setting the First Beat and Start Line



## Course Advisors

You are encouraged to seek advice from experienced race officers who run the Open Meetings and Club events and are regular sailors at the club. The sailing committee want you to consult with one or more of those listed below before you set a course; or listen to any advice given from any of them subsequent to setting a course. You will find that all of them will check their own courses with others as well when acting as OOD. In the event of a dispute the Sailing Secretary (Neil Crosby) or the Rear Commodore Sailing (Tom Whittingham) should be called upon to adjudicate. The course advisors are:

- David Lynall
- Mike Tustin
- John Banbrook
- Charlie Sansom
- David Nunn
- Matt Banbrook
- David Fewings
- Lizzie Fewings
- Mike Hing
- Sarah Pickard
- Geoff Silcock