

# Chichester YC Dinghy Section

**2012-13**

Guidance Notes for Race Officers running  
Open Meetings at CYC

It is recommended that the nominated RO for the CYC open has a briefing with the AODs, and other personnel to agree course and options at **least 1.5 hours** before the start.

## General recommendations

- 1) Please review wind and MET data from the web, including general synopsis. Wind Guru is good with hourly wind strength & direction. [www.cycdinghies.co.uk](http://www.cycdinghies.co.uk) has 48 hour forecast for our area.
- 2) Please note the time of sunset if applicable.
- 3) Note tide time and height. Current barometric pressure can affect the height of the water.
- 4) Make sure everyone's radios and boats are working OK, or you know which ones are not. Make sure OOD knows what RIBs have what buoys in them and your most experienced &



- b) Aim for a simple course with good geometry, avoid wind shadows, avoid 'tide funnels' in light airs. e.g. area between Bowling & Copperas Nav. mark.
- c) Each leg of the course does not need to be as long as possible.
- d) Try to use only the large inflatable marks (spreader mark may be an exception at windward mark) this makes it simpler for SB crews and competitors at CYC, and easier to shift marks between races. Use only marks that are clearly marked and can be ID
- e) If extra marks needed the permanent club marks are easily visible, clearly marked and shown on charts.
- f) Avoid the Bowling area when the wind is from the West to North west.

- g) Avoid Lake, Westlands, and Copperas East areas, when the wind is from the East to North East.
- h) Avoid Birdham racing area when the wind is from the West.
- i) The first and last leg (see also below for an optional reach finish) of each race should be to windward.
- j) Make the windward mark a PORT rounding. Why?: When port and starboard tack boats are nearing the windward mark at the same time, the rounding is less controversial and the rules easier to apply if the mark is rounded to port as the right of way boat does not need to tack on the approach. Approaching a starboard mark rounding, the right-of-way boat (starboard) must tack in order to get around the mark. When she starts to tack, she retains right-of-way only until she reaches head-to-wind and then has to give way to any other boat on the course, port or starboard.
- k) Make sure that the distance from the lee mark to the finish line is sufficient and not too biased. You may need to move the committee boat to achieve this after the start.
- l) There are a number of 'standard courses' in the CYC RO cupboard if you wish use them as a guide.
- m) For Opens running when DQSC are also racing, try to avoid Bowling, Copperas East, DQ1 or further round towards Dell Quay, to avoid fleets crossing or trying to round marks in opposite directions. Please try to contact DQSC. DQSC have a mobile phone. The number is **07757 663329** and liaise with their respective DQSC Duty Race Officer with regards mark rounding directions.



*Possibly consider finishing on a reach - see below diagram. This makes reading sail numbers and recording times easier and taking photos on the line for very close finishes.  
**You will need to move the committee boat for this type of finish***

## Course types

Recommended course shapes

### Simple trapezoid

### Windward/leeward course

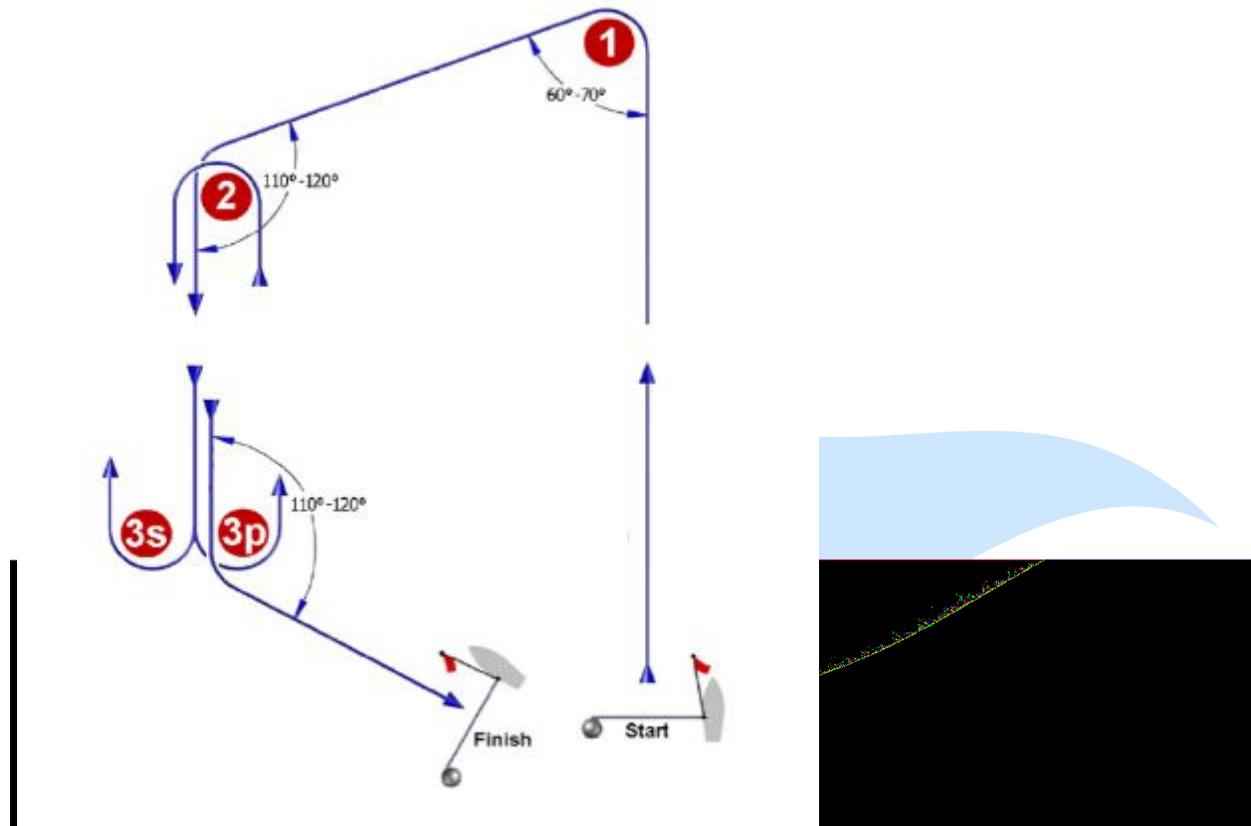
### Triangles

**Triangles and Sausages.** - Be careful with this one, you need to keep an eye on the fleet. Suggest used **only for class racing**, not handicap.

**Reverse P course** - This is popular and a favorite.

**Windward and then inverted Z course.**

**Trapezoid with finish on a reach.** See below. For CYC we could just have mark 3 as a PORT rounding only (i.e no 3S in the diagram as an option)



**Course: Outer Trapezoid**

Signal	Mark Rounding Order
O2	Start - 1 - 2 - 3s/3p - 2 - 3p - Finish
O3	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2
	- 3p - Finish
O4	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3s/3p
	- 2 - 3p - Finish