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Guidance for Race Officers and Course Advisors

The object is to provide two good quality races, with the minimum possible delay between them to avoid spoiling the overall experience for the sailors. The Course Advisor should assist the Race Officer in preparing a course for both races before going afloat if possible. If there is a significant wind change during the first race, a revised course for the second race must be set to give the best windward/leeward course.

The Race Officer must set a course for the first race which does not include Boadicea for either finishing or for use as a gate. Fynn Lass is fitted out as a finishing boat, and should be detailed to finish the competitors at one of the turning marks. The race may also be finished at the Club line if that is passed through and the Crow's Nest is sufficiently manned.

The RO should note the length of time taken to cover a lap or a loop of the course, and advise Fynn Lass of appropriate positioning and timing for finishing. The RO may inform any boats left a large distance behind that they will be accorded a finishing position without completing the course, so that they can quickly return to the starting area for the second race.

When Fynn Lass is finishing, the line should ideally be perpendicular to a leg of the course. A hook finish must be avoided by mooring on the same side as the mark is to be rounded.

The length of the first race should be around 30 minutes, as the longer this race, the more spread the boats will become, and the greater the potential delay in starting the second race. The second race can be about 40 to 45 minutes in length.

If possible the courses should include a shorter one of about two thirds distance of the faster boats for Cadets and Toppers, aiming for them to circulate at about the same lap or loop time as the faster boats. This would help to keep the second starts near the sequence for the first race. The K Class is likely to be spread further in time, so separate class starts for them may be needed. The Toppers may be combined with the Cadets for the second start.

If course adjustments are needed for the second race, they should be implemented as rapidly as possible after completing all the first race starts, and while the first race is in progress. The aim is to complete them so as to minimise delay to the second starts. While marks cannot be moved while in use, some unused marks should be kept available to be laid in case of a course change and, if necessary, Boadicea moved and a new start line set in that time. The new course should be displayed as soon as practicable and support boats informed of the new course.

The second starts should be forewarned by an AP dropped one minute in advance of the first new start, and any new start unless they are sequential. The second race starts should be made at the earliest opportunity, even if some classes are still racing.

Finishing of the second race can be done by Boadicea, Fynn Lass, or at the Club Line if it is appropriately manned.