

**SSA THURSDAY NIGHT RACING**  
**ADVICE FOR RACE COMMITTEES**  
Rev. 1/17/23

Typical RC Assets

Committee boat:               Edgar D (Parker 23)  
Mark-set boat:               Hugh E ( Parker 21)

Flags – J/24, J/22, and Lightning flags should be on board the committee boat, in addition to the normal RC flags. Additionally, the committee boat usually carries the leeward mark; the Mark-Set boat carries the starting mark, weather mark, offset & finish marks.

NOR & SI's – make sure you have a copy of, and have read both of these documents beforehand.

Goals & Decision To Race

The goal is to run 2-3 races early & late in the season, and 3-4 races when the days are longest in June & July.

If weather conditions are questionable, the SSA Pro will consult with J World, and each fleet captain before making a decision to postpone on land, or cancel racing for the evening.

J/24 Fleet Contact: Pat FitzGerald               # 443-838-4095  
J/22 Fleet Contact: Max Vinocur               # 631-903-7181  
Lightning Fleet Contact: Jonathan Lange               # 443-745-3402

Course Location

The SSA symmetrical course is roughly between the Horn Point Shoal, Greenbury Point & Bembe Beach. If the wind direction is N or NE we typically try to set the weather mark so boats don't cross the Annapolis channel on the first beat to windward. The J/World asymmetrical course is farther out the river toward Tolly Point.

Setting the Course

- The fleets on the SSA course strongly prefer using Course #1, and do not want to use Course #2.
- Goal is to have the course set with marks in the water no later than 6:15pm.
- Committee Boat: The committee boat typically sets the leeward mark. After passing the Shoal Pole stop the committee boat & take a wind reading. Proceed downwind & prepare to set the leeward mark. Note: If the wind is blowing in the river from the Bay (i.e., E, SE, or S wind direction) plan on dropping the leeward mark shortly after passing the Shoal Pole.

After dropping the leeward mark proceed directly upwind roughly 200 yards, stop & evaluate the wind direction, velocity and estimate the approximate position of the weather mark. The committee boat should be approx. 1/3 of the way up the course from the leeward mark.

Make sure the proposed position of the weather mark is not too close to the leeward mark for the J World course. Anchor the committee boat. **Put out lots of anchor rode so you can adjust the start line by adjusting how much scope you have out.**

**Depending on wind velocity set the windward mark to result in an 8 min. weather leg and about a 20-25 min. overall race length for the first boat.**

- Mark-Set Boat: Mark-set boat should proceed directly upwind from the committee boat with haste & drop the weather mark & offset mark. The offset mark should be roughly at a right angle from the upwind course and roughly 30 yards from the weather mark.

Proceed quickly back to the starting area to set the starting line mark (considering the number of boats in the largest fleet).

The starting & finish pins are marks of the course, so depending on the time of day the finish mark can be set before the first starting sequence, or after one or two starts. Set the finish pin relatively close to the committee boat. The finish pin **must** be in position before the first fleet rounds the offset mark.

### Starting

- Radio the fleet the starting order for the evening. (Typically, the order is J/22, J/24, Lighting for the first series; J/24, J/22 for the second series). The fleets prefer as much communication as possible, such as when the RC has all marks in the water, who's start is coming ups, etc. as this helps eliminate confusion & get the races started quickly.
- Plan on starting the second fleet sequence as soon as the last boat in the first fleet is clear of the starting line. It can be challenging but with the *open* starting line, the goal is to avoid the first fleet going through the starting line while another fleet is starting. Ditto if there is a third fleet present, *unless the first fleet is approaching the starting area on their downwind leg.*
- The Mark-Set boat should be in position outside the pin-end to help call OCS boats.

### After the Start(s)

- Have the mark-set boat stand-by, ready to either adjust the starting mark , or sprint to the weather mark in the case of a significant shift.
- Evaluate the elapsed time for the first boat to sail the course & be prepared to have the mark-set boat either shorten or lengthen the weather leg appropriately.