

Multihull fleet had RC duty - we had a good turnout, so we took 3 chase boats. Because the wind was from the west (270-290), I had a choice of going to main basin using 5 as weather mark, or going down to Starnes, using B as weather mark.

I sent one chase boat to B, and one to LCRA5 to take wind readings.

When I took RC boat between 6 & 7, I was having trouble hearing radio from chase boat @ 5.

I chose to use the "B" courses. Later in the season, this will be a poor choice, due to excessive traffic on that part of the lake, but it worked yesterday.

First start sequence went off on time, line was pin favored, and port tack to the weather mark was obviously preferred.

Courses called : MH/A : B4 (B-4-B-4-f)

PHRF B&C : manual course B-6-B-6-B-6-f. There is a similar course B5, but B5 uses LCRA7 at one point, and I did not want the fleet rounding LCRA 7 during a start sequence for other fleets. B-6 turned out to be just a reach on port, then 6-B was downwind on starboard. I don't think that fleet did any tacking or jibing, sorry. Maybe I should have sent them to 8 instead of B. (e.g. 8-6-8-6-f).

Ensign/Cat22/SC21 : W2 for both races, this seemed fine for them.

J22/J24 : W2, then W3. Several J22 dropped out, I think W3 was too long. J24s seemed OK with it.

A fleet : W2, then W3.

For 2nd RTB race, the wind had shifted even more to the left, so we moved the windward mark left, closer to shore. We had several comments that it was a bit too close to shore, boats needed to jibe pretty quickly.

If RC boat had been 100 yards north of where we were, the course alignment might have been even better for the 2nd race. It wasn't really practical to move the RC boat, we were in 150ft deep, with all the anchor line out, and we still drifted a bit.

Someone asked about shallows over in the upper part of the RTB course - at MSL 680, there is plenty of water where we sailed yesterday, but at MSL 670, there are some shallow areas along the Hudson Bend shoreline. One homeowner still has a formation of 4 buoys marking his low-water dock anchor locations, this confused a few racers. If we set a course over there again, at different lake level, we should either stay away from shore, or have knowledgeable (about the lake there) drive a chase boat with depth finder, and verify depths.

Other notes

1. It was great to have 3 chase boats.
2. We used the the course cards which say "W2" or "W3" on a single card. The writing is too small, we need to take them off the boat for series races.
3. Many racers do not read the SIs, especially 10.2 (poison line).
4. For the first race, the boats all finished pretty close together, there were some very close finishes. Now I know what the discussions earlier in the week were all about.
5. I kind of forgot there was a dinner afterwards, or I might have called only W2 for 2nd races.
6. the start line was not as square as it should have been, for either race. John Parker - I promise to better next time.

Overall, I think it was a great day for sailing, wish I could have done some.

A big thanks to my RC Crew for yesterday : Bo Kersey, Robbin Kersey, Gillian, John Howard, JK & Teresa, Doug Casey, Russ Shermer, Kelly, Rick Nelson & Robert Meyers

Jim Casto