

# J24 Fleet 43 Local Knowledge Presentation Notes by Carter White

## **Race Areas:**

We have three typical race areas we can and do use for Wednesday Night Racing.

**Circle A** is the largest area and is great when there is either a Southerly wind (seabreeze) or easterly wind

**Circle C** which overlaps circle A is just to the north and east and is good to use in a Northern wind and sometimes a light easterly.

**Circle B** is west of Clapboard Island and just east of the Brothers and is best used in a Westerly as there is a long fetch from Portland that provides the most wind in late evenings of a dying thermal.

Known and Proven Tips and Tricks for each Circle:

Note: there are many more "rules" for these areas that may be discussed but might have too many caveats to write down with certainty.

## **Circle A:**

### **Upwind Southerly:**

If wind direction is southerly and is 180° or more the wind will typically be stronger on the right side (westerly) of the course looking south. If the weather mark is near or past G11 you will also get a right hand shift when reaching Cow Island Ledge.

If the wind direction is southerly but is 175° or less then you will typically get a stronger breeze on the left hand side of the course and also left hand wind shifts.

So 180°+ go right & 175°- go left This is regardless of incoming and outgoing current.

### **Downwind Southerly:**

However, Downwind when you round the weather mark you will want to know the current. If it is a right play (180°+) you would think you would want to set and jibe immediately around the windward mark. However, if the current is coming in the Hussey sound (Tide Rising) then you may want to stay dead downwind which will put you in better/faster current. If the current is going out there are two plays – go straight to get down current and actually stay in less current or jibe but not immediately to make sure you get behind Cow Island Ledge current break. If the wind is dying and the only pressure is coming from Portland you may need to jibe immediately but this will depend on the skew of the course.

## **Circle C:**

### **Upwind Northerly:**

If the wind is 330° or less, then most likely this is a warm northwesterly land breeze – not very typical but can happen. If this is the case you will want to protect the left side of the course upwind toward Clapboard island – regardless of current. Don't go too close to Clapboard as there is usually a lighter area of wind near the tip. Push left and lead out of the left corner.

If the wind is 330° or more then the wind is most likely a northerly front and a bit colder – this is more typical in the early and late seasons. In this case you will want to protect the right side of the course upwind toward basket island. Again you will want to lead out of the corner.

Due to shifty conditions of land breezes leading toward the center of the course always gives you options to go further to layline. Don't get to layline first – you will regret it and have to follow your competitors to the mark and sail a longer distance.

### **Downwind Northerly:**

If wind is 330° or less set and go straight which will typically point you toward the Hussey sound. Only current relief is near Clapboard Island and it doesn't pay off to get under that area since the wind will be lighter.

If wind is 330° or more and the current is going out then try to jibe immediately (this of course depends on the course skew) but this usually gets you on the favored jibe and toward more puffs and in more current. However, if the current is coming in you may be able to set straight and get a bit of current relief from Clapboard and then jibe into a header and be on layline to the leeward mark or finish (this is a bit more risky)

### **Circle B:**

#### **Upwind Southwesterly:**

If wind is 230° or more then this is more of a dying thermal or westerly dry land breeze. You will want to protect the right side of the course. If current is coming in the further you go right the less current you will have but will want to pick the correct spot to cross to the mark. Best is to hit layline with the current factor and lead out to it. If you miss it make sure to tack back when there is space to do so. Lots of boats near you do it earlier than later. Only 1 boat or so then wait until the mark more. This strategy will bring you near Prices Point and Waites landing. If current is going out you will not need to go as hard right but you will want to protect that side for puffs and shifts.

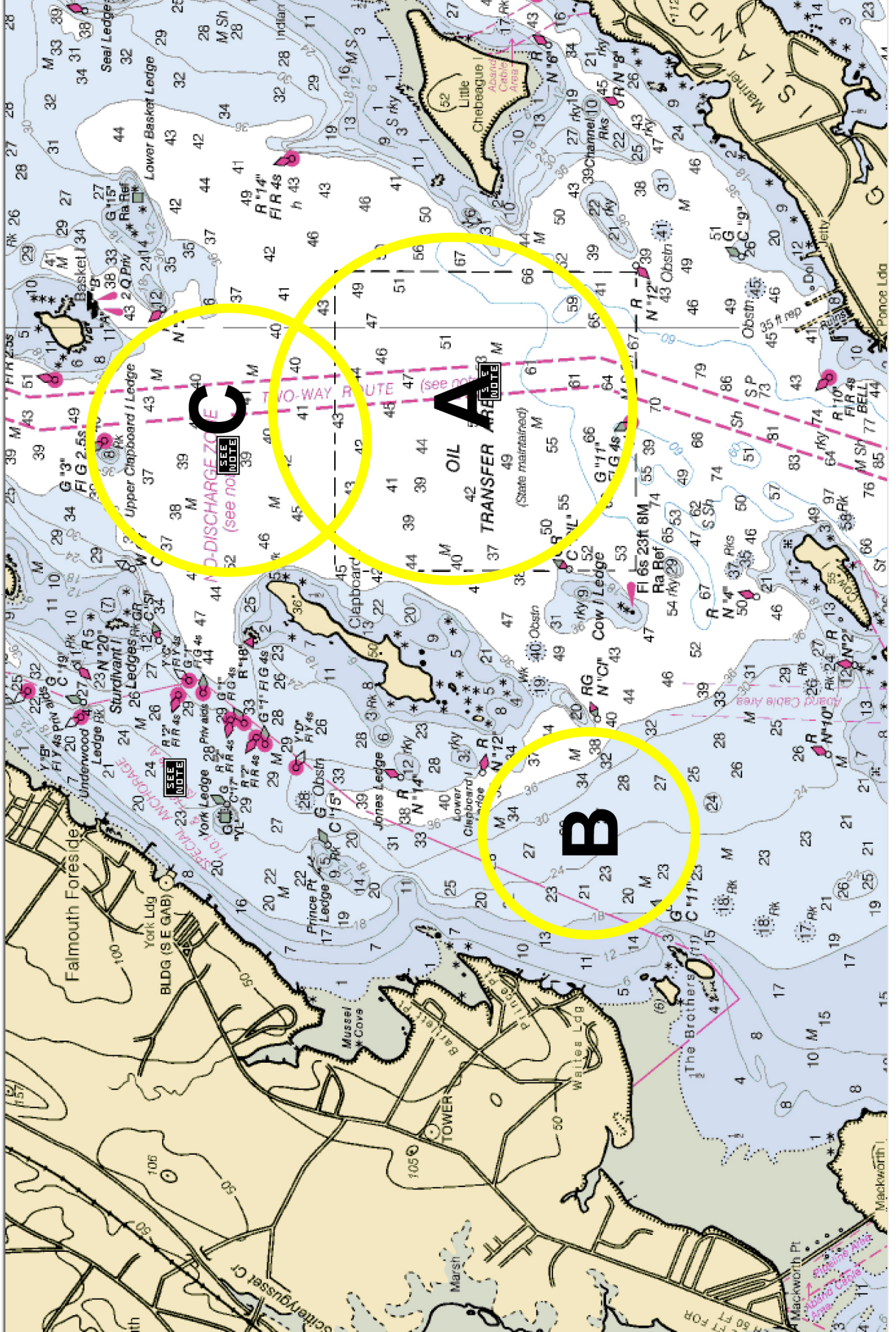
If the wind is 230° or less then the left side will pay with an outgoing current but be careful not to go over layline and the current can bring you over easily. If the current is incoming you will want to hedge right for current relief. Also be very wary of dark patches of water (puffs) coming from Portland. If the mark is past the Brothers green can these can come into play more and current becomes a little less of a factor since the course is more out in the bay.

#### **Downwind Southwesterly:**

Wind is 230° or more and current is incoming then set and go straight for awhile to get into better current. If current is outgoing you will want to jibe soon for current relief and protect the left side (looking downwind) of the course.

If the wind is 230° or less and current is incoming then go straight and use headers, puffs and current to sail as low as possible and as close to the mark as possible.

Wind is 230° or less with outgoing current and the windward mark was the brother can or near there. They you will most likely want to sail straight and fast to cross the current towards clapboard or you will want to jibe and get out of the current. This is dependent on course skew and the pattern of shift you are in at the time of the set. If you are on a header around the mark then go straight towards clapboard. If you are on a lift then jibe first.



**C**

**A**

**B**

DISCHARGE ZONE (see note)

OIL TRANSFER AREA (State maintained)

SEE NOTE

SPECIAL ANCHORAGE

110' SPECIAL ANCHORAGE

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TWO-WAY ROUTE (see note)

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