

CHRISTCHURCH SAILING CLUB COURSE SHEET 2017

COURSE MARKS DISTANCE (approx)

All buoys are rounding marks except ODM which is a passing mark

NOTE: Starts, as in Sailing Instr. All finishes East to West.

NW to N Wind direction

8	MB(S)	FM(S)	ODM(P)	FM(P)	Courses may be sailed x 2 or more			3.0
9	FM(P)	MB(P)	CG(P)	FM(P)	In light winds these may be sailed twice round with times taken at each crossing of the finishing line.			4.0
10	FM(S)	CG(S)	FM(P)					2.0
11	FM(S)	CG(S)	ODM(S)	FM(P)	The start line is not to be crossed for second round			2.0

Any other of the courses can be used in these wind directions by a prefix of FM(S) or FM(P) when displaying the course on the Course Board

E to NE Wind direction

12	CG(P)	FM(P)	In light winds these may be sailed twice round with times taken at each crossing of the finish line			2.0			
13	CG(P)	ODM(S)	FM(P)	The start line is not to be crossed for second round			2.0		
14	CG(S)	MB(S)	ODM(P)	FM(P)			3.0		
14A	CG(S)	MB(S)	ODM(P)	FM(P)	CG(P)	FM(P)	5.6		
15	CG(S)	MB(S)	CG(P)	FM(P)			4.0		
16	CG(S)	LB(S)	ODM(P)	FM(P)			5.8		
16A	CG(S)	LB(S)	ODM(P)	FM(P)	CG(P)	FM(P)	8.4		
17	CG(S)	MB(P)	LB(S)	ODM(P)	FM(P)		5.8		
17A	CG(S)	MB(P)	LB(S)	ODM(P)	FM(P)	CG(P)	FM(P)	8.4	
18	RB(P)	ODM(P)	FM(P)				4.6		
18A	RB(P)	ODM(P)	FM(P)	CG(P)	FM(P)		7.2		
19	CG(S)	MB(S)	HH(S)	ODM(P)	FM(P)		5.7		
19A	CG(S)	MB(S)	HH(S)	ODM(P)	FM(P)	CG(P)	FM(P)	8.3	
20	CG(S)	LB(S)	HH(S)	ODM(P)	FM(P)		7.4		
20A	CG(S)	LB(S)	HH(S)	ODM(P)	FM(P)	CG(P)	FM(P)	10.0	
21	RB(S)	MB(S)	ODM(P)	FM(P)			4.9		
21A	RB(S)	MB(S)	ODM(P)	FM(P)	CG(P)	FM(P)	7.5		
22	CG(S)	RB(S)	MB(S)	ODM(P)	FM(P)		5.2		
22A	CG(S)	RB(S)	MB(S)	ODM(P)	FM(P)	CG(P)	FM(P)	7.8	
23	CG(S)	HH(S)	6(S)	HH(P)	ODM(P)	FM(P)	7.8		
24	CG(S)	MB(P)	LB(S)	HH(S)	ODM(P)	FM(P)	7.4		
24A	CG(S)	MB(S)	LB(S)	HH(S)	ODM(P)	FM(P)	CG(P)	FM(P)	10.4
25	RB(S)	MB(S)	CG(P)	FM(P)			7.7		
25A	RB(S)	MB(S)	CG(P)	FM(P)	CG(P)	FM(P)	10.6		
26	RB(S)	LB(S)	ODM(P)	FM(P)			8.8		
26A	RB(S)	LB(S)	ODM(P)	FM(P)	CG(P)	FM(P)	11.6		
27	CG(S)	MB(S)	HH(S)	CG(P)	FM(P)		8.3		
28	RB(S)	LB(S)	HH(S)	ODM(P)	FM(P)		10.1		
28A	RB(S)	LB(S)	HH(S)	ODM(P)	FM(P)	CG(S)	FM(P)	12.9	
29	RB(S)	MB(P)	LB(S)	ODM(P)	FM(P)		9.2		
30	RB(S)	MB(P)	LB(S)	HH(S)	ODM(P)	FM(P)	10.5		
31	NH(S)	LB(S)	ODM(P)	FM(P)			11.6		
32	MB(S)	LB(S)	6(S)	HH(P)	ODM(P)	FM(P)	9.2		
33	RB(S)	LB(S)	RB(P)	ODM(P)	FM(P)		12.8		
34	RB(S)	FW(S)	ODM(P)	FM(P)			14.4		
35	NH(S)	LB(S)	6(S)	HH(P)	ODM(P)	FM(P)	15.3		
36	NH(S)	NE(S)	SW(S)	ODM(P)	FM(P)		16.0		

S to SE Wind Directions

37	MB(S)	ODM(P)	FM(P)	In light winds these may be sailed twice round with times taken at each crossing of the finish line. The start line is not to be crossed for second round			3.4		
38	MB(P)	CG(P)	FM(P)				4.1		
39	LB(P)	ODM(P)	FM(P)				5.1		
40	LB(P)	MB(P)	ODM(P)	FM(P)			5.7		
41	MB(S)	HH(S)	ODM(P)	FM(P)			5.8		
41A	MB(S)	HH(S)	ODM(P)	FM(P)	MB(P)	ODM(P)	FM(P)	9.6	
42	LB(S)	HH(S)	ODM(P)	FM(P)			6.3		
42A	LB(S)	HH(S)	ODM(P)	FM(P)	MB(P)	ODM(P)	FM(P)	10.1	
43	MB(P)	CG(P)	MB(S)	ODM(P)	FM(P)		5.3		
43A	MB(P)	CG(P)	MB(S)	ODM(P)	FM(P)	MB(P)	ODM(P)	FM(P)	9.6
44	LB(P)	CG(P)	FM(P)				6.1		
44A	LB(P)	CG(P)	FM(P)	MB(P)	ODM(P)	FM(P)	9.9		
45	MB(P)	RB(P)	FM(P)				7.0		
45A	MB(P)	RB(P)	FM(P)	MB(P)	ODM(P)	FM(P)	10.8		
46	MB(P)	RB(P)	CG(P)	FM(P)			7.2		
46A	MB(P)	RB(P)	CG(P)	FM(P)	MB(P)	ODM(P)	FM(P)	11.0	
47	MB(P)	RB(P)	MB(S)	ODM(P)	FM(P)		7.2		
47A	MB(P)	RB(P)	MB(S)	ODM(P)	FM(P)	MB(P)	ODM(P)	FM(P)	11.0
48	LB(S)	6(S)	HH(P)	ODM(P)	FM(P)		8.6		
49	LB(P)	RB(P)	FM(P)				8.7		

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50	MB(P)	RB(S)	LB(S)	ODM(P)	FM(P)				8.9
51	MB(S)	LB(P)	RB(P)	FM(P)					9.2
51A	MB(S)	LB(P)	RB(P)	ODM(P)	FM(P)	MB(P)	ODM(P)	FM(P)	9.1
52	LB(P)	RB(S)	LB(S)	ODM(P)	FM(P)				8.8
53	LB(S)	6(S)	LB(P)	ODM(P)	FM(P)				11.0
54	LB(P)	NH(P)	ODM(P)	FM(P)					11.3
55	LB(P)	NH(S)	LB(S)	ODM(P)	FM(P)				12.8
56	FW(P)	SW(P)	ODM(P)	FM(P)					13.3
57	SW(S)	FW(S)	ODM(P)	FM(P)					13.3
58	LB(P)	RB(P)	MB(P)	LB(P)	RB(P)	ODM(P)	FM(P)		11.7
59	FW(S)	LB(S)	RB(P)	ODM(P)	FM(P)				16.0
60	FW(S)	LB(S)	MB(S)	RB(P)	ODM(P)	FM(P)			16.4

W to SW Wind Direction

61	HH(P)	FM(P)	In light winds these may be sailed twice round with times taken at each crossing of the finish line						2.6
62	HH(P)	ODM(P)	FM(P)	The start line is not to be crossed for the second round					4.0
63	HH(P)	CG(P)	FM(P)						5.3
63A	HH(P)	CG(P)	FM(P)	HH(P)	ODM(P)	FM(P)			8.6
64	HH(S)	6(P)	HH(P)	ODM(P)	FM(P)				6.4
65	HH(P)	LB(P)	ODM(P)	FM(P)					6.4
65A	HH(P)	LB(P)	ODM(P)	FM(P)	HH(P)	ODM(P)	FM(P)		10.0
66	HH(P)	MB(P)	ODM(P)	FM(P)					4.7
66A	HH(P)	MB(P)	ODM(P)	FM(P)	HH(P)	ODM(P)	FM(P)		8.3
67	HH(P)	MB(P)	CG(P)	FM(P)					5.7
67A	HH(P)	MB(P)	CG(P)	FM(P)	HH(P)	ODM(P)	FM(P)		9.3
68	HH(P)	LB(P)	MB(P)	ODM(P)	FM(P)				6.3
68A	HH(P)	LB(P)	MB(P)	ODM(P)	FM(P)	HH(P)	ODM(P)	FM(P)	9.9
69	HH(P)	LB(P)	CG(P)	FM(P)					7.4
69A	HH(P)	LB(P)	CG(P)	FM(P)	HH(P)	ODM(P)	FM(P)		11.0
70	HH(P)	LB(P)	MB(S)	CG(P)	FM(P)				7.4
70A	HH(P)	LB(P)	MB(S)	CG(P)	FM(P)	HH(P)	ODM(P)	FM(P)	11.0
71	HH(S)	6(S)	HH(P)	CG(P)	FM(P)				7.8
72	HH(P)	MB(S)	LB(S)	ODM(P)	FM(P)				7.5
72A	HH(P)	MB(S)	LB(S)	ODM(P)	FM(P)	HH(P)	ODM(P)	FM(P)	11.1
73	HH(P)	CG(P)	HH(S)	CG(P)	FM(P)				10.2
73A	HH(P)	CG(P)	HH(S)	CG(P)	FM(P)	HH(P)	ODM(P)	FM(P)	13.8
74	HH(P)	RB(P)	ODM(P)	FM(P)					7.4
74A	HH(P)	RB(P)	ODM(P)	FM(P)	HH(P)	ODM(P)	FM(P)		10.0
75	HH(S)	6(P)	LB(P)	ODM(P)	FM(P)				8.7
76	HH(P)	LB(P)	RB(P)	ODM(P)	FM(P)				8.3
76A	HH(P)	LB(P)	RB(P)	ODM(P)	FM(P)	HH(P)	ODM(P)	FM(P)	11.9
77	HH(P)	MB(S)	RB(P)	ODM(P)	FM(P)				7.6
77A	HH(P)	MB(S)	RB(P)	ODM(P)	FM(P)	HH(P)	ODM(P)	FM(P)	11.2
78	HH(P)	MB(S)	LB(S)	HH(S)	ODM(P)	FM(P)			9.1
79	HH(P)	LB(P)	RB(P)	MB(S)	ODM(P)	FM(P)			8.6
80	HH(P)	RB(S)	LB(S)	ODM(P)	FM(P)				9.5
81	HH(S)	6(P)	HH(P)	MB(S)	RB(P)	ODM(P)	FM(P)		10.0
82	HH(S)	6(P)	LB(P)	RB(P)	ODM(P)	FM(P)			10.6
83	HH(S)	6(P)	LB(P)	MB(S)	RB(P)	ODM(P)	FM(P)		11.6

101 To be set by race officer

LONG COURSES

A	HH(S)	BR(P)	JM(P)	LB(P)	ODM(P)	FM(P)			19.1
B	HH(S)	BR(P)	JM(P)	2(S)	JM(P)	LB(P)	ODM(P)	FM(P)	21.9
C	HH(S)	BR(P)	JM(S)	PL(P)	LB(P)	ODM(P)	FM(P)		28.0
X	HH(S)	PL(S)	FP(P)	2(S)	LB(P)	ODM(P)	FM(P)		26.0
Y	HH(S)	2(P)	JM(S)	BR(P)	Poole	Finish			10.9
Z	HH(S)	2(P)	JM(S)	PB(S)	JM(P)	BR(P)	Poole	Finish	16.0

Mark positions are the charted positions. They should be confirmed before being used for navigation

FM	Finish Mark	50.43.55N	01.43.55W	FP WF	Wytch Farm	50.40.30N	01.52.46W
ODM	Outer Distance Mark	50.43.60N	01.42.50W	BR	Branksome Outfall	50.42.25N	01.54.31W
LB	Ledge Buoy	50.41.50N	01.41.60W	FW	Fairway	50.58.24N	01.38.98W
HH	Hengistbury Head	50.42.35N	01.44.52W	JM	Jenkins Marine	50.41.24N	01.52.67W
RB	Rig Buoy	50.43.00N	01.39.50W	NE	North East Shingles	50.41.96N	01.33.41W
MB	Mid Bay	50.43.00N	01.42.00W	NH	North Head	50.42.69N	01.35.52W
CG	Chewton Glen	50.43.90N	01.41.50W	PB	Poole Bar	50.39.29N	01.55.14W
PL	Peveil Ledge	50.36.41N	01.56.10W	SW	South West Shingles	50.39.29N	01.37.52W
2	Bournemouth Outfall Buoy	50.42.58N	01.52.23W	6	No 6 Outfall Buoy	50.42.73N	01.46.17W