

City Sailing Regatta

Incorporating the Finn Trophy, Crossley Cup, Crossley Cruiser Cup and the Dick Chapman Navigator Cups

18th – 19th September 2021

NOTICE OF RACE

1. Organising Authority

1.1 Organised by the Portcullis Sailing Club and the Island Sailing Club.

2. Rules

- 2.1 Racing is governed by the rules as defined in *The Racing Rules of Sailing* (RRS) including class rules, This notice of race and the sailing instructions (SIs).
- 2.2 In the event of conflict between the sailing instructions, the class rules and the Notice of Race, the Sailing Instructions will prevail. This changes rule 63.7.
- 2.3 All boats intending to race, from the time they leave their moorings/berths until their return after racing or retiring, shall:
- 2.3.1 Give way to all ferries and commercial vessels within the Cowes harbour and its approaches.
 - 2.3.2 Observe the Southampton harbour byelaws (www.southamptonvts.co.uk/port_information/regulations/byelaws) and avoid close quarters situations with any commercial vessel and comply with Byelaw 11.(1). The Moving Prohibited Zone shall be deemed to be an obstruction for the purpose of RRS 19 & 20.
 - 2.3.3 Observe the QHM Portsmouth harbour byelaws relating to the 'area of concern' bounded by West Ryde Middle, Norris, Peel Bank, SE Ryde Middle and South Ryde Middle which is restricted area for commercial traffic as shown on the central Solent racing chart published by the SCRA.
 - 2.3.4 Carry no anchor forward of the stem or with any part of its outboard, except when anchoring.
 - 2.3.5 All boats shall have a fixed keel with a minimum of two fixed berths and in living mode.
- 2.4 Boat safety equipment shall comply with the following:
- General.** All safety equipment shall be of a suitable size and type for the boat and all equipment and fittings (including outboard engines if carried) shall be securely fastened.
- Buoyancy.** Each boat shall either be self-draining or be equipped with a suitable means for bailing or pumping.
- Personal buoyancy.** Adequate personal buoyancy shall be carried for each member of the crew (wetsuits do not count as personal buoyancy).
- Radio.** Each boat shall carry a suitable marine band VHF transceiver.
- Flares.** Each boat shall carry visual means of attracting attention when in distress.
- Anchor.** Each boat shall carry a suitable anchor and sufficient chain/warp to hold the boat in 15m depth of water in the expected racing conditions.
- Compass.** Each boat shall carry a marine compass.
- First aid.** Each boat shall carry a waterproof first aid pack with instructions.
- Knife.** It is strongly recommended that all boats carry at least one readily accessible safety knife in a sheath.
- 2.5 When Rule 20 applies, a boat may indicate her need for room to tack or her response by hailing or by VHF radio.
- 2.6 Boats are permitted to carry one or more mobile phones solely for receiving text messages with courses and other race information provided by the Race Committee. In accordance with RRS 87, this changes class rules where applicable.
- 2.7 Chartered or hired boats shall not be able to seek redress in the event of gear or equipment failure.
- 2.8 All boats shall comply with any current legislation, government advice and RYA directives relating to Covid-19, including RYA guidance on sailing and racing with participants from different households during Covid-19 in England.

3. Conditions of Entry

- 3.1 **Finn Trophy:** A qualifying boat must have at least a significant majority of the crew, as members of the club under which the boat is entered, namely: Baltic Exchange Sailing Association, Stock Exchange Sailing Association or Lloyds of London Yacht Club and other invited clubs. Only yachts entering under the Baltic Exchange Sailing Association, Stock Exchange Sailing Association or Lloyds of London Yacht Club flags are eligible for the Finn Trophy.
- 3.2 All boats shall be entered in the Crossley Cup and the Crossley Cruiser Cup.
- 3.3 Boats not holding a current IRC Certificate will be allocated a cruiser handicap based on the information provided on the entry form.
- 3.4 The Owner/Skipper of each boat shall sign the Declaration and risk assessment at the bottom of the online Entry Form, that they have read and understood this notice of race, and that they agree to be bound by the contents.
- 3.5 Outboard Engines and anchors must be stored in board whilst racing.

4. Fees

- 4.1 The entry fee for the event is £50.00 per boat. Entries shall be online by Friday 3rd September, on <https://www.balticexchangesailing.org/events>. Late entries will be accepted up to Friday 17th September with an additional £5.00.

5. Class Flags

- 5.1 The class flags to be flown from the backstay for the IRC Class will be IC Flag 3.
- 5.2 The class flag to be flown from the backstay for the Cruiser Class will be IC Flag 5.

6. Sailing Instructions, Flag Signals made Ashore and Start Line

- 6.1 Sailing Instructions will be emailed to each competitor on or after 6th September 2021.
- 6.2 Flag Signals will be displayed on the ISC rooftop flagstaff.

7. Racing Area, Courses and Communications

- 7.1 The racing area is The Solent.
- 7.2 The course will consist of fixed Solent marks which have been allocated code letters and numbers as listed in the sailing instructions and on the SCRA website: <https://www.scra.org.uk/solent-marks/solent-marks2>.
- 7.3 Boats are required to carry a marine VHF handheld set on board and to keep a radio watch whilst racing. RRS 27.1 is changed in that the course to be sailed will be communicated by VHF Radio Channel 37A (M1) for shoreline starts and when practical before the warning signal or immediately after the preparatory signal for the class. Safety and race information will also be broadcast on VHF.
- 7.4 Courses will also be texted and it is intended to text each course from approximately 30 minutes before each class warning signal. Entrants are asked to submit on the entry form all the mobile telephone numbers that might be used on the boat during the season.
- 7.5 Changing RRS 60.1(b) and 62.1(a) delay or failure to receive or hear VHF transmissions or to receive texted courses shall not be grounds for redress. From the first warning signal until the of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

8. Rating System

- 8.1 The boats in the IRC will use their latest IRC Handicap.
- 8.2 The cruiser class will use recognised handicap rating systems. A boat's TCF (to three decimal places). Changing RRS 62 an adjustment in rating is not grounds for redress.

9. Warning Signals Times

- 9.1

| | Saturday 18 th September 2021 | Sunday 19 th September 2021 |
|----------------------|--|--|
| Races | Finn Trophy and Crossley Cup and Crossley Cruiser Cup | Dick Chapman Navigator Cups |
| HW Portsmouth | 1042 4.4m | 1131 4.6m |
| First Warning Signal | 1050 | 1050 |

- 9.2 Followed by a further race in both classes on Saturday.

10. Course Restrictions and Obstructions

- 10.1 Boats shall comply with Associated British Ports Notice to Mariners No 9 of 2021. The Moving Prohibited Zone in the Precautionary Area which shall rank as an obstruction for the purposes of RRS 19 and 20. Boats shall avoid close quarters with any commercial vessel noting SIs 1.4 and 1.5.
- 10.2 Boats, in whatever direction they are racing, shall not pass:
 - (i) South of the Cowes harbour breakwater
 - (ii) north of the barrier off Durns Point, east of Lymington
 - (iii) north of Horse Sand Fort.
- 10.3 Boats shall not anchor or kedge in the Cowes harbour fairway and in the area between Stone Point and Gurnard Bay as indicated on the racing chart in these sailing instructions and on the Admiralty Chart 2040. Gas and water pipes, telephone cables and electricity cables lie on the seabed.
- 10.4 The race committee may set courses that do not permit boats to sail rhumb lines courses between marks, particularly over the central Solent Bramble Bank. This shall not be grounds for redress. This changes RRS 62.

11. Penalty System

Changing RRS 44.1, a boat may take a One-Turn Penalty when she may have broken a rule of Part 2 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark, other than a starting mark, her penalty shall be a Two-Turns Penalty.

12. Haul Out Restrictions

Boats shall be afloat by 0830 on Saturday 18th September and not hauled out during the event except with and according to the terms of prior written permission of the race committee.

13. Marks

- 13.1 Marks will either be selected from the fixed navigation buoys and yellow racing marks listed in the sailing instructions.
- 13.2 Boats racing shall use all reasonable endeavours to avoid contact with navigation buoys, whether marks of the course or not. In case of contact, whether or not leading to damage to the buoy, the circumstances of the incident and details of any damage must be reported to the race committee within the protest time limit. RRS 31 and 44 shall remain in force. If the navigation buoy has been damaged the race committee will advise the Chairman of the SCRA. The race committee may also protest the boat.

14. Time Limits

- 14.1 Changing RRS 35, the race committee may award a finishing position or DNF to any boat not finishing within 30 minutes (on corrected time if applicable) after the second boat finishes to enable further race(s) to be sailed or racing to be concluded. Changing RRS 35, should no boat finish by the time limit, the result of the race may be determined from the previous time the start/finish line was crossed or the order of boats at a rounding mark or their position at the time limit.

15. Scoring

- 15.1 Finn Trophy will be awarded up to the leading five boats in both the IRC Class and Cruiser Division representing the following the following: the Baltic exchange SA, Stock Exchange SA or Lloyds of London YC, in accordance to separate scoring guidelines.
- 15.2 Both races on Saturday will count towards the Crossley and Crossley Cruiser Trophies.
- 15.3 RRS A5.3 will apply.

16. RYA Arbitration, Protests and Requests for Redress

- 16.1 Arbitration is described on the RYA website (www.rya.org.uk) under Rules Disputes. The exoneration penalty will be a 30% scoring penalty in accordance with RRS 44.3 (c). Arbitration, protests and requests for redress shall be delivered within 90 minutes (60 minutes on the last day of a regatta) of the time of the last boat to finish the last race of the day in her class.
- 16.2 Breaches of NoR 2.8 or sailing instructions 4.3, 7.2, 7.4 and 10 shall not be grounds for protest by a boat. This changes RRS 60.1(a). Penalties for these breaches and a breach of RRS 55 and RRS 40 while **not** racing, may be less than disqualification if the protest committee so decides. Any such penalties will be scored DPI.

17. Insurance

17.1 Each participating boat shall be insured with valid third party liability insurance with a minimum cover of £3 million per incident or the equivalent.

18. Risk Statement

Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats, and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance as is available in Cowes, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

19. Further Information

19.1 For further information, please contact:

Jo Chugg 07940 434612 email@jchugg@btinternet.com
