

7. Courses

- 7.1 Courses will be set in the Central Solent Area using so far as possible fixed racing and navigation marks, and announced over VHF Ch 77. The attached list shows the names, positions and 2-character designators of all fixed marks which may be used (*this is the list as published on the SCRA website*).

8. Areas that are Obstructions

- 8.1 Boats shall comply with Associated British Ports Notice to Mariners No 3 of 2016 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.
- 8.2 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 on the racing chart in these sailing instructions and on Admiralty Chart 2040. Gas and water pipes, telephone and electricity cables carrying 133,000 volts lie on the sea bed.
- 8.3 Boats shall keep a good look out for ferries and commercial traffic.
- 8.4 Boats shall pass to the north of No 2 (82) Cowes Harbour Buoy and the Cowes Breakwater when racing.
- 8.5 The race committee may set courses that do not permit boats to sail rhumb line courses between marks, particularly over the Central Solent Bramble Bank. This shall not be grounds for redress. This changes RRS 62.

9. The Starting Line

- 9.1 *The starting line is between the orange flag on the Committee Vessel and a mark to be advised.*

10. Individual Recalls

- 10.1 Sail Numbers of individually recalled boats may be broadcast on VHF Ch 77 as soon as practical. Failure to broadcast the sail numbers will not be grounds for redress. This changes RRS 62.1(a).

11. The Finish

- 11.1 *The finishing line is between the orange flag on the Committee Vessel and a mark to be advised.*
- 11.2 Boats shall ensure that their sail numbers are clearly visible to the Committee Vessel when finishing.

12. Radio Communications

- 12.1 The Race Committee will communicate with competitors on VHF channel 77.
- 12.2 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communications that is not available to all boats. This restriction also applies to mobile telephones. The Race Committee may broadcast information to competitors on VHF both before and during a race. Failure to receive shall not be grounds for redress. This changes RRS 62.1(a).

13. Retirements and Time Limit

- 13.1 Boats that have retired shall notify the Race Committee on VHF Channel 77 at the earliest opportunity.
- 13.2 *A boat finishing more than 45 minutes after the first boat in that class shall be scored DNF.*

14. Protests and Requests for Redress

- 14.1 Protest forms will be available from the Cowes Corinthian Yacht Club and at the Sugar Store. Protests and requests for redress or reopening shall be delivered to the Race Officer within the protest time limit. Contact mobile phone numbers must be included on the protest form.
- 14.2 The Protest time limit is 90 minutes after the last race of the day has finished.
- 14.3 Protests will be heard at the Cowes Corinthian Yacht Club as soon as practicable after racing.

15. Scoring/Results

- 15.1 The Low point scoring system of Appendix A will be used after rating calculations have been done.
- 15.2 One race will constitute a series.
- 15.3 Finishing places in all races will be determined using the handicapping system appropriate to each class. Prizes will be awarded to first and second overall in each class. Prizes may also be awarded for top scoring boat in the Vintage Bermudan, Classic Bermudan and Old Gaffer Classes.
- 15.4 The overall prize for the regatta will be awarded to the yacht with the lowest resultant score when the following formula is applied: (a yacht's series score divided by (number of scored races minus 1)) divided by (Number of entries in class plus 2).

16. Prizes

- 16.1 Prizes will be awarded as soon as possible after the end of racing on Sunday.

17. Risk Statement

RRS 4 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:

- 17.1 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;
- 17.2 they are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;
- 17.3 they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- 17.4 their boat is in good order, equipped to sail in the event and they are fit to participate;
- 17.5 The provision of a race management team, committee boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities.
- 17.6 the provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
It is their responsibility to familiarize themselves with any risks specific to this venue or this event drawn to their attention in attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.
- 17.7 they will comply with such regulation and official guidance, including that issued by the RYA, in respect of COVID-19 as shall be in effect at the time.

--- End of Sailing Instructions ---

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