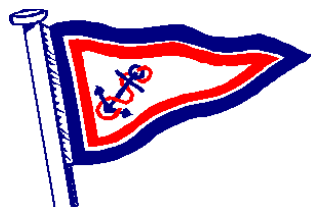


CIVIL SERVICE SAILING ASSOCIATION Inter Departmental Offshore Regatta



Hosted by the Island Sailing Club, Cowes
8th to 13th June 2014



SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by The Racing Rules of Sailing (RRS) 2013 – 2016, the Fairview Oceanis 37 class rules, and the Cowes Harbour Commissioner’s Local Notices to Mariners (LNTM) (SI 20).
- 1.2 In case of conflict, the Sailing Instructions (SI) shall prevail. This changes RRS 63.7.

2 ENTRIES

- 2.1 Entries must use Beneteau Oceanis 37 yachts supplied through Fairview Sailing Ltd.
- 2.2 Entry is reserved for teams representing Civil Service Sports Council (CSSC) eligible employers (Departmental Entries) and bona fide sailing clubs (Club Entries).
- 2.3 All crew must be members of the CSSC and the Civil Service Sailing Association (CSSA). Membership of the CSSA is free for members of the CSSC.
- 2.4 The maximum number of crew including skipper onboard each boat is 8. A majority of the crew competing in any race must be employees of the department or members of the club represented.
- 2.5 IDOR entry binds competitors to the terms of the Fairview damage waiver (SI 23.4).

3 NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the official Notice Board located in the Lower Marquee at the Island Sailing Club (ISC) and, where possible, on the ISC Website at www.islandsc.org.uk/racingdocuments.aspx

4 CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any change to the Sailing Instructions will be posted on the official Notice Board at the ISC by 08:30 each day.
- 4.2 The organisers reserve the right to reschedule races, start times, and to revert from a published Committee Boat start to a Club Line start should weather or tidal conditions dictate.
- 4.3 If the predicted weather forecast suggests that the racing programme is better taken out of order, then races will retain their published numbers and be rescheduled for different days.
- 4.4 Changes to races will be indicated by displaying code flag “L” together with the numeral pennant denoting the latest amendment, and may be announced by the Race Officer over VHF as described in SI 5. It is the responsibility of all competitors to obtain this information.

5 VHF COMMUNICATIONS

- 5.1 VHF communications may be made to competitors on VHF Channel 37A (M) from the ISC Club Line and on VHF Channel 72 from the ISC Committee Boat. The ISC call sign is “**Island Race Control**”.
- 5.2 Failure to receive information by VHF radio will not be grounds for redress as per RRS 90.2(c).

6 RACING AREA

- 6.1 The Solent, Isle of Wight (including south of the IOW), Hayling Bay & Christchurch Bay.

7 SIGNALS

7.1 When code flag 'Y' is flown lifejackets must be worn. Safety equipment and adequate personal flotation devices for crewmembers shall be carried in the yacht at all times.

7.2 The sail plan may be limited at the discretion of the Race Officer (SI 9).

7.3 SIGNALS MADE ASHORE

7.3.1 Signals will be displayed on the ISC roof top flagstaff.

7.3.2 The course will be displayed in the frame on the ISC Clubhouse roof next to the Race Box (SI Appendix A1).

7.3.3 The course may be announced on VHF Channel 37A (M) before and/or after the warning signal.

7.4 SIGNALS MADE AFLOAT

7.4.1 Signals will be displayed on the ISC Committee Boat flagstaff.

7.4.2 The course will be displayed in the frame on the ISC Committee Boat (SI Appendix A3).

7.4.3 The course may be announced on VHF Channel 72 before and/or after the warning signal.

8 SCHEDULE OF RACES

Date	Details	Warning Signal	Time Limit	HW*	LW*
Sun 8th June	Banana Wharf, Port Hamble, for briefing (1700 hrs) and Fairview handover (1900 hrs).	-	-	0754 2032	1326
Mon 9th June	Rutherford Appleton Trophy - Race 1 ISC Club Line Start and Finish.	1420	3 hrs	0905 2132	0157 1423
	ISC Skippers Briefing at 2000 hrs. ISC will be serving an optional hot buffet supper from 1830 hrs.	-	-		
Tues 10th June	Rutherford Appleton Trophy - Race 2 ISC Club Line Start and Finish.	0800	12 hrs	0959 2219	0250 1513
Wed 11th June	Rutherford Appleton Trophy - Race 3 ISC Club Line Start and Finish.	0900	8 hrs	1045 2303	0340 1602
	City of Plymouth Trophy - Race 1 ISC Club Line Start and Finish	ASAP after RA race 3	2 hrs		
	Pairs Pontoon Party, Cowes Yacht Haven	-	-		
Thurs 12th June	City of Plymouth Trophy - Race 2 ISC Committee Boat Start and Finish	1000	2 hrs	1129 2347	0427 1650
	City of Plymouth Trophy - Race 3 ISC Committee Boat Start and Finish	ASAP after CoP race 3	2 hrs		
	City of Plymouth Trophy - Race 4 ISC Committee Boat Start and Finish	ASAP after CoP race 4	2 hrs		
	RCYC for Regatta Dinner at 1900 hrs	-	-		
Fri 13th June	Passage Race (Self finishing) ISC Club Line Start and self finish	1000	-	1214	0514 1736

* Tide times are for Portsmouth and are given as BST.

9 SAIL PLAN

- 9.1 The sail plan may be limited, at the discretion of the Race Officer, for the following races:
- Rutherford Appleton Trophy Race 1;
 - All City of Plymouth Trophy Races;
 - Passage Race.
- 9.2 A sail plan flag will be flown from either the ISC committee boat flagstaff or the ISC clubhouse flagstaff as follows.
- If no sail plan flags are flown - full main, headsail and spinnaker are allowed.
 - If international code flag U (uniform) is flown - no spinnakers.
 - If international numeral pennant 1 is flown – at least 1 reef in mainsail.
 - If international numeral pennant 2 is flown – at least 2 reefs in mainsail.
 - If international numeral pennant 3 is flown – at least 3 reefs in mainsail.
- 9.3 Flags may be used in any combination.
- 9.4 If flags are used they will be flown prior to the warning signal and may be relayed by VHF (SI 5).
- 9.5 The penalty for not complying with one of the above rules will be disqualification from all races sailed in which the rule is broken.

10 THE COURSES

- 10.1 A course will consist of a series of marks to include fixed navigation marks, fixed racing marks and moveable inflatable marks (SI 13).
- 10.2 See SI 7.3 and 7.4 for course display information. In the event of a discrepancy between the course displayed and that given over the radio, the course displayed will prevail.

11 THE START

- 11.1 The start lines are described in SI Appendix A.
- 11.2 Races will be started in accordance with RRS 26 with the warning signal made 5 minutes before the starting signal. The starting procedure will be:
- 5 Minute warning flag (International Code Flag ‘T’)
 - 4 minute (International Code Flag ‘P’ - The Preparatory Signal)
 - 1 minute
 - Go
- 11.3 A boat starting later than 10 minutes after her start shall be scored DNS.

11.4 INDIVIDUAL RECALLS

- 11.5 The sail number of recalled boats may be broadcast on VHF (SI 5). Failure to receive such broadcast shall not be ground for redress.

11.6 GENERAL RECALL

- 11.7 As per RRS 29.2, a new warning signal will be made one minute after the First Substitute Flag is lowered.

12 THE FINISH

- 12.1 The finish lines are described in SI Appendix A.
- 12.2 Boats shall keep well clear of the finishing line after finishing.

13 MARKS

- 13.1 Marks used will be fixed navigation buoys and racing marks chosen from the list which is available for download from www.islandsc.org.uk/racingdocuments.aspx
- 13.2 City of Plymouth Trophy races 2, 3 and 4 may also use inflatable marks. Their position will be described on VHF before and/or after the warning signal (SI 5).

14 PENALTY SYSTEM

- 14.1 A boat that is On Course Side (OCS) in any of the Rutherford Appleton Trophy races will be scored with a time penalty of 5% of the boat's elapsed time, rounded to the nearest second, unless the Race Committee decides that she has gained a significant advantage, in which case she shall be scored as OCS. This changes RRS A4.2.

15 TIME LIMITS

- 15.1 The time limits for each race are shown in the table in SI 8.
- 15.2 For all City of Plymouth Trophy races, boats finishing after the stated time limit or 30 minutes after the first boat to finish, whichever is longest, will be scored DNF. This changes RRS 35.
- 15.3 For all Rutherford Appleton Trophy Races, boats finishing after the stated time limit or 60 minutes after the first boat to finish, whichever is longest, will be scored DNF. This changes RRS 35.
- 15.4 Should it be apparent that Rutherford Appleton Trophy races 2 and 3 cannot be completed within the time limit then the Race Officer has authority to prematurely end that race under RRS 32.1 and reschedule replacement Rutherford Appleton Trophy scoring races.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protests shall be lodged at the Race Office at the ISC. The Protest time limit is 120 minutes after the last boat has finished the last race of the day. Boats intending to protest must inform the race committee by VHF or, for shoreline race days only, by phone 01983 249436.
- 16.2 The time and place of any hearing will be displayed on the official notice board. It is the responsibility of both the protestor and protestee to establish the time and place of the hearing in conjunction with the ISC.
- 16.3 Where possible Protest hearings will normally take place on the day of the race.

17 SCORING

- 17.1 Scoring will follow the Low Points System as described in RRS 2013 – 2016 and RRS A4.2 will be used.
- 17.2 This system is amended in the Sailing Instructions for Rutherford Appleton Trophy races 2 and 3 which carry double points. For any trophies that allow a race discard only half of the points awarded for Rutherford Appleton Trophy races 2 and 3 are eligible to be discarded.
- 17.3 Discards relate to specific trophies and are described in SI 18. This changes RRS A2.
- 17.4 Ties will be broken by the procedures laid out at RRS A8.1 and RRS A8.2.

18 PRIZES

- 18.1 All trophies and prizes will be presented at the regatta dinner except for the Eric Seal Trophy which will be awarded at the Civil Service Sailing Association AGM (time and place to be announced).
- 18.2 Eric Seal Memorial Trophy (IDOR overall winner)**
Awarded to the boat scoring least points in all races up to Thursday. One race is to be discarded. Trophy keepsakes will be awarded to the crew placed 1st, 2nd and 3rd overall.
- 18.3 CSORC Shield (CSSA Club winner)**
Awarded to the CSSA Club entry scoring least points in all races up to Thursday evening. There are no discards.
- 18.4 The Amaranthe Salver (Departmental winner)**
Awarded to the Departmental entry scoring least points in all races up to Thursday evening. There are no discards.
- 18.5 The City of Plymouth Trophy (Inshore winner)**
Awarded to the winner of the combined City of Plymouth Trophy series of races. There are no discards.
- 18.6 The Rutherford Appleton Trophy (Offshore winner)**
Awarded to the winner of the combined Rutherford Appleton Trophy series of races. There are no discards.
- 18.7 The Silver Jubilee Trophy (First time IDOR skipper)**
Awarded to the 'first time IDOR skipper' scoring least points in all races up to Thursday evening. One race to be discarded.
- 18.8 The Elite Cup (Most improved)**
Awarded to the most improved boat. To be determined by a linear regression fit to all finishing places up to Thursday evening. All races to carry single place points. There are no discards. Winners of other 2014 trophies will not be eligible for this cup.
- 18.9 Class A Shield and Cariad Cup (Pairs Competition)**
Awarded to the paired boats with the lowest average score for all races up to Thursday evening. There are no discards. Fleet racing rules apply.
- 18.10 Round The Island Trophy**
To be awarded to the winner of the island circumnavigation race. In the event that this is cancelled, the trophy will be awarded to the winner of the race which has the longest time limit up to Thursday evening.
- 18.11 CSSA Charity Cup**
Awarded to the crew who have raised most money in sponsorship for charitable organisations, based on sponsor forms brought to the regatta.
- 18.12 CSSA Cowes Rally Passage Trophy**
Awarded to the first boat to finish the final (Friday) race.

19 SAFETY REGULATIONS

- 19.1 Yachts retiring shall report retirement to the ISC Race Control at the earliest opportunity, either by VHF Radio on the relevant channel (SI 5.1) or by telephone to 01983 249436 (Race Box) or 01983 249 431 (ISC Office) 0900 – 1700hrs
- 19.2 In accordance with RRS 42.3(i) yachts may use their engine to keep clear of ships provided they don't gain a significant advantage in the race. The decision to use the engine should be announced as soon as possible over VHF and may be acknowledged by the ISC Race Control.

20 HARBOUR BYLAWS AND REGULATIONS

20.1 Obstructions

- 20.1.1 Boats, whether racing, preparing to race, or those that have finished racing, and in whatever direction they are sailing, shall always remain outside the Cowes Harbour Breakwater Exclusion Zone, and always pass to the north of the red No 2 Fairway Buoy and the IALA buoys bounding its northern side when racing. The Cowes Harbour Breakwater Exclusion Zone will rank as an obstruction for the purposes of RRS 19 and 20. This zone is shown diagrammatically in Appendix A at the end of these Sailing Instructions, and in the Cowes Harbour Commission Local Notice to Mariners (LNTM) available via the ISC webpage: <http://www.islandsc.org.uk/racingdocuments.aspx>
- 20.1.2 Boats must not anchor or kedge within the area between Stone Point and Gurnard Bay as indicated on Admiralty Small Craft Chart 5600.2 and the Central Solent Chart available on ISC website (<http://www.islandsc.org.uk/racingdocuments.aspx>). Gas and water pipes, telephone cables and very high tension electricity cables (135kV) lie on the surface of the seabed.
- 20.1.3 Boats, in whatever direction they are racing, shall not pass to the north of:
- Horse Sand Fort
 - The obstructions on the row of iron piles off Durns Point, east of Lymington
- 20.1.4 The 'Moving Prohibited Zone' referred to in Associated British Ports Byelaw 11 shall rank as an obstruction to boats racing. RRS rules 18 and 19 are varied in that the ISC Race Committee may disqualify without hearing a yacht that infringes this instruction except that the offending yacht shall be entitled to a hearing on request. (<http://www.islandsc.org.uk/racingdocuments.aspx>)
- 20.1.5 Boat may listen to VTS Southampton on VHF Channel 12 for large vessel movement announcements.

21 ADDITIONAL INFORMATION

- 21.1 The following additional information is available for download from the ISC website <http://www.islandsc.org.uk/racingdocuments.aspx>
- Central Solent Chart
 - West and East Solent Chart
 - Course Marks and Symbols
 - RYA Protest Form
 - Marks of the Solent 2014 - Alphabetical
 - Marks of the Solent 2014 - Zones
 - Cowes Harbour Commissioners – Local Notices to Mariners (LNTM)
 - ABP Southampton Harbour Local Notices to Mariners (LNTM)
 - Moving Prohibited Zone LNTM

- 21.2 The following additional information is available for download from the IDOR website <http://www.idor.org.uk/downloads/>
- Fairview Oceanis 37 Class Rules
 - IDOR Entry Form
 - IDOR Risk Assessment
 - IDOR Regatta Dinner Menu

22 INSURANCE

- 22.1 Each participating boat shall be insured with valid third-party liability insurance with minimum cover of £3,000,000 sterling (included in the Fairview yacht charter fee).

23 RISK STATEMENT

- 23.1 Rule 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".
- 23.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in this 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 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, particularly in extreme weather conditions, as can be practically provided in the circumstances; and
 - g) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather and there is a crew number sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.
- 23.3 Nothing done by the organisers will reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the regatta including The Island Sailing Club, Civil Service Sailing Association (CSSA), IDOR Committee and Fairview Sailing Ltd and its representatives.
- 23.4 Each boat, and therefore the skipper, is solely responsible for the payment to Fairview Sailing Ltd. of up to £3,000, being the maximum Security Deposit / Excess, in the event of an incident. Payment must be made within 10 days of any incident occurring.
- 23.5 The skippers of participating yachts must ensure that their crew are made aware of the above clauses.

Appendix A

A1. ISC CLUB LINE START

The Starting Line will be the extension of a line through the two Club Flagstuffs, each bearing an orange panel with a black cross.

The Outer Distance Mark (ODM) is the yellow Trinity House mooring buoy.

Inner Distance Mark (IDM) is a specially laid black inflatable cylindrical buoy. If laid, boats shall pass between it and the ODM when approaching to start. If not laid the IDM will be the race mark Snowden

The course is indicated by letters, numbers or symbols that read from left to right, top to bottom.

- ORANGE or RED letters, numbers or symbols indicate the mark shall be left to PORT;
- YELLOW or GREEN letters, numbers or symbols indicate the mark shall be left to STARBOARD;
- 2 or 3 Diamond symbols indicate 2 or 3 repeat circuits respectively.

A2. ISC CLUB LINE FINISH

The ISC Club finishing line is a line between the rear ISC Club Flagstaff and “Trinity House mooring buoy”. This is not the same as the ISC Club starting line.

A3. ISC COMMITTEE VESSEL STARTING LINE

The initial position of the ISC Committee Boat for Race 5 (first race of the day) will be indicated on the ISC clubhouse course board (nearest mark).

The starting line is between a staff or halyard bearing an orange flag on the committee boat and an Outer Distance Mark (ODM) which is the nearby navigation, racing or inflated mark.

The course will be displayed in the frame on the ISC committee boat using letters, numbers and symbols that read from left to right, top to bottom.

- ORANGE or RED letters, numbers or symbols indicate the mark shall be left to PORT.
- YELLOW or GREEN letters, numbers or symbols indicate the mark shall be left to STARBOARD.
- 2 or 3 Diamond symbols indicate 2 or 3 repeat circuits respectively

A4. ISC COMMITTEE VESSEL FINISH LINE

The finishing line is between the staff or halyard displaying an orange flag on the main committee boat and the ODM which is the nearby navigation, racing or inflated mark.

A5. PASSAGE RACE FINISH LINE

For the (Friday) Passage Race, boats are asked to note their own finish times and, if possible, the sail number of the boats ahead and astern when Stormforce Coaching (4C) bears 90° Magnetic.

A6. COWES HARBOUR BREAKWATER EXCLUSION ZONE

