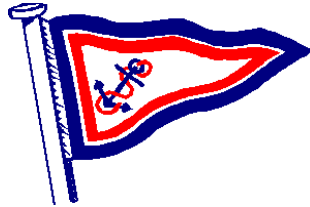


# CIVIL SERVICE SAILING ASSOCIATION

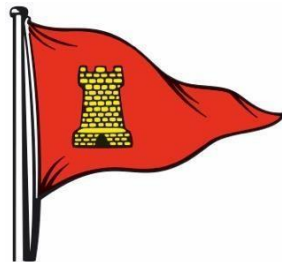
## Inter Departmental Offshore Regatta



Hosted by the Island Sailing Club

Cowes

21<sup>st</sup> - 25<sup>th</sup> June 2021



## SAILING INSTRUCTIONS

Competitors must comply with any current Covid-19 rules/guidance in force at the time of each race during the event.

## 1 RULES

- 1.1** The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2021 – 2024, and the Fairview Oceanis 37 class rules.
- 1.2** In case of conflict, the Sailing Instructions (SI) shall prevail. This changes RRS63.7.

## 2 NOTICES TO COMPETITORS

- 2.1** 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](http://www.islandsc.org.uk/racingdocuments.aspx)

## 3 CHANGES TO SAILING INSTRUCTIONS

- 3.1** Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 3.2** 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. Races will retain their published number if conducted out of published order.
- 3.3** 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 8, orally at the briefing, on VHF Radio, or by mobile text message. It is the competitors’ responsibility to obtain this information.

## 4 SCHEDULE OF RACES

Date	Details	Warning Signal	Target Time	HW*	LW*
<b>Sunday 20 June</b>	Skippers and one crew member may arrive	-	-	0754 2030	1326
<b>Monday 21 June</b>	Fairview handover (0800 hrs) Skippers initial event briefing Port Hamble Marina Office (1000 hrs) City of Plymouth Series - Race 1 ISC Club Line Start and Finish.	1355hrs	3 hrs	0853 2125	0200 1426
	ISC. Skippers race briefing at 1800 hrs. ISC. Hatch Supper from 1830 hrs.	-	-		
	<b>Tuesday 22 June</b>	Rutherford Appleton Series Race1 (Christchurch Bay)ISC Club Line Start and Finish.	0855hrs	8 hrs	0949 2217
	Social event at the Anchor Inn, Cowes	TBC	-		
<b>Wednesday 23 June</b>	Rutherford Appleton Series Race 2 (Provisionally Round The Island) ISC Club Line Start and Finish.	0755hrs	10hrs	1042 2307	0350 1613
<b>Thursday 24 June</b>	City of Plymouth Series – Race2 ISC Committee Boat Start and Finish	0955hrs	2 hrs		
	City of Plymouth Series - Race 3 ISC Committee Boat Start and Finish	ASAP After race 3	2 hrs	1135 2356	0441 1704
	City of Plymouth Series - Race 4 ISC Committee Boat Start and Finish	ASAP After race 4	2 hrs		
	Regatta Dinner at 1900 hrs (RORC Cowes)	-	-		
<b>Friday 25 June</b>	Passage Race (Self finishing) ISC Club Line Start and self-finish	0855hrs	-	1228	0531 1754

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

## **5 SIGNALS**

**5.1** Competitors are reminded of the Fairview charter requirement that life jackets are required to be worn at all times whilst afloat, Flag Yankee will be displayed for every race.

**5.2** The sail plan may be limited (SI [5.3](#)), at the discretion of the Race Officer, for the following races:

- All City of Plymouth Series Races;
- Passage Race.

**5.3** The sail plan flags are as follows:

- If no sail plan flags are flown - full main, headsail and spinnaker are allowed.
- If international code flag D (Delta) 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.

**5.4** Flags may be used in combination.

**5.5** If flags are used they will be flown prior to the warning signal and may be relayed by VHF (SI 8).

**5.6** The penalty for not complying with one of the above rules will be disqualification from all races sailed in which the rule is broken.

## **6 SIGNALS MADE ASHORE**

Signals will be displayed on the ISC roof top flagstaff.

## **7 SIGNALS MADE AFLOAT**

**7.1** Signals will be displayed on the ISC Committee Boat flagstaff.

## **8 VHF COMMUNICATIONS**

**8.1** VHF communications will be made to competitors on VHF Channel 37A (M1) when using the ISC Club Line and on VHF Channel 72 when using the ISC Committee Boat. The ISC call sign is “Island Race Control”.

**8.2** Failure to receive information by VHF radio will not be grounds for redress as per RRS 90.2(c).

## **9 RACING AREA**

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

## **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 11).

**10.2** Refer to SI Appendix A6, for windward leeward courses.

**10.3** The course to be sailed will be communicated on the applicable VHF channel (SI 8.1) beforehand / or after the warning signal.

**10.4** Course boards will not be used.

**10.5** Courses will also be sent by mobile text message (to the number provided on the entry form and indicated as being “on board”) before the race start signal. Delay in receiving, or non-receipt of a mobile text message or VHF broadcast shall not be grounds for redress.

- 10.6** Courses will use race marks as identified on the 2021 Solent Marks list. Course broadcasts (radio and text message) will use the 2 digit designations. Full details can be downloaded from the ISC website: <http://www.islandsc.org.uk/racing/racedocuments>

The text message will only use the 2 digit system

To **Round to Starboard** the mark called “Salt Mead” the code 3D(RS) would be sent.

To **Round to Port** the mark called “Salt Mead” the code 3D(RP) would be sent.

If the course requires Snowden to be a passing mark, then 39(LP) (Snowden **Leave to Port**) or 39(LS) (Snowden **Leave to Starboard**) will be in the course.

## **11 MARKS**

- 11.1** Marks used will be fixed navigation buoys and racing marks chosen from the “Course Marks of the Solent” listed Alphabetically and by Zone which is available to download from [www.islandsc.org.uk/racing/racedocuments](http://www.islandsc.org.uk/racing/racedocuments)
- 11.2** City of Plymouth Series races 2, 3 and 4 may also use inflatable marks. Their magnetic bearing and distance from the committee boat may be given on VHF and by text message before and/or after the warning signal.
- 11.3** Boats racing shall use all reasonable endeavours to avoid contact with navigation buoys, whether marks of the course or not. In the case of contact, whether or not leading to damage to the buoy, the circumstances of the incident and details of any damage shall 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 may protest the boat. If a boat is forced by the actions of another boat to collide with a navigation buoy her only remedy is to protest.

## **12 PROHIBITIONS**

- 12.1** All boats shall pass to the north of the new Cowes breakwater whilst racing.
- 12.2** 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 ([www.islandsc.org.uk/racing/racedocuments](http://www.islandsc.org.uk/racing/racedocuments)). Gas and water pipes, telephone cables and very high tension electricity cables (135kV) lie on the surface of the seabed.
- 12.3** 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
- 12.4** The ‘Moving Prohibited Zone’ referred to in Associated British Ports Byelaw 11 ([www.islandsc.org.uk/racing/racedocuments](http://www.islandsc.org.uk/racing/racedocuments)) shall rank as an obstruction to boats racing. Boat may listen to VTS Southampton on VHF Channel 12 for large vessel movement announcements. 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. This changes RRS 18 and 19.

### **13 THE START**

**13.1** The start lines are described in SI Appendix A.

**13.2** 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:

Minutes before starting signal	Visual Signal	Sound Signal	Means
5	Class flag (International Code Flag T)	One	Warning signal
4	P, I, Z, Z with I, U or black flag	One	Preparatory signal
1	Preparatory flag removed	One long	One minute
0	Class flag removed	One	Starting signal

A boat starting later than 30 minutes after her start shall be scored DNS.

### **14 INDIVIDUAL RECALLS**

**14.1** The sail number of recalled boats may be broadcast on the appropriate VHF channel. Failure to receive such broadcast shall not be ground for redress.

### **15 GENERAL RECALL**

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

### **16 THE FINISH**

**16.1** The finish lines are described in SI Appendix A.

**16.2** Boats shall keep well clear of the finishing line after finishing.

### **17 PENALTY SYSTEM**

**17.1** A boat that is On Course Side (OCS) in any of the Rutherford Appleton Series 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.

### **18 TARGET TIME**

**18.1** The target time for each race is shown in the table in SI 4.

**18.2** For City of Plymouth Series, boats must finish within 30 minutes after the second boat to finish, all later finishing boats will be scored DNF. This changes RRS 35.

**18.3** For Rutherford Appleton Series, boats must finish within 60 minutes after the second boat to finish, all later finishing boats will be scored DNF. This changes RRS 35. (with the exception of races 2 and 3 if shortened - see SI 4).

### **19 SHORTENING AFTER THE START RUTHERFORD APPLETON SERIES RACES 1, AND 2**

**19.1** For RAS races 1 and 2, all boats are required to record their 'race time', and (if possible) the sail number of the boat ahead and astern, when the course rounding mark that is furthest East bears 270° Magnetic, furthest South bears 0° Magnetic, furthest West bears 90° Magnetic, and furthest North bears 180° Magnetic. Depending on the course set, a rounding mark may have multiple race times recorded.

**19.2** If practical, the Race Officer may announce the decision to shorten the course on VHF Channel 37A (M1) In addition a text message may be sent. This changes RRS 32.1 and RRS 32.2. Alternatively, the Race Officer may retrospectively shorten the course if no boat finishes within the stated target time (SI 4). This changes RRS 32.2 and RRS 35.

**19.3** The shortened course finish line will be at one of the rounding marks. Boats must finish within 60 minutes after the second boat to finish, all later boats will be scored DNF. This changes RRS 35. Boats must submit their 'race times' to the race committee (by VHF or by phoning 01983 249436) by 1900 on that day. Boats that fail to send in times will be scored DNF

## **20 PROTESTS AND REQUESTS FOR REDRESS**

**20.1** Protests shall be lodged at the Race Office at the ISC. The Protest time limit is 60 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.

**20.2** 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.

**20.3** Where possible Protest hearings will normally take place on the day of the race.

## **21 SCORING**

**21.1** Scoring will follow the Low Points System as described in RRS 2021 – 2024 and RRS A4 will be used.

**21.2** This system is amended for Rutherford Appleton Series races which carry double points.

**21.3** Discards relate to specific trophies and are described in the NoR (section 11). This changes RRS A2.

**21.4** Ties will be broken by the procedures laid out at RRS A8.1 and RRS A8.2.

## **22 PRIZES**

**22.1** All trophies and prizes will be presented at the regatta dinner except for the Eric Seal Trophy and Amaranthe Salver which will be awarded at the Civil Service Sailing Association Annual General Meeting.

**22.2** Trophies are listed in the NoR.

## **23 SAFETY REGULATIONS**

**23.1** Yachts retiring shall report retirement to the ISC Race Control at the earliest opportunity, either by VHF Radio on the relevant channel (SI 8.1) or by telephone to 01983 249436 (Race Box) or 01983 249431 (ISC Office) 0900 – 1700hrs

**23.2** 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.

## **24 ADDITIONAL INFORMATION**

**24.1** The following additional information is available for download from the ISC website, [www.islandsc.org.uk/racing/racedocuments](http://www.islandsc.org.uk/racing/racedocuments)

- Racing Charts ('Central Solent' and 'East and West')
- Marks of the Solent (listed alphabetically and by zones)
- Cowes Harbour Commissioners: Local Notices to Mariners (LNTM)
- Southampton Harbour: Local Notices to Mariners (LNTM)

- Southampton Harbour: Moving Prohibited Zone
- QHM Portsmouth Local Notices to Mariners (LNTM)

**24.2** The following additional information is available for download from the IDOR website\_ [www.idor.org.uk/downloads/](http://www.idor.org.uk/downloads/)

- IDOR Notice of Race
- IDOR Entry Form
- IDOR Social Form (and Regatta Dinner Menu)
- IDOR Risk Assessment
- Fairview Oceanis 37 Class Rules

## **25 RISK STATEMENT**

**25.1** 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”. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in this series, 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 series;
- 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 series 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 (the competitors’) 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.
- 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.
- h. They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew 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.

Their boat is adequately insured, with cover of at least £3,000,000 sterling against third party claims.

### **RYA CHARTER**

Competitors should note that the Island Sailing Club has implemented the RYA Racing Charter and that, when entering, competitors will be required to undertake to sail in compliance with the Charter, which can be found at the front of the RYA rule book (Racing Rules of Sailing 2021-2024) or at [www.rya.org.uk/racing/charter](http://www.rya.org.uk/racing/charter)

# Appendix A

## **A1. ISC CLUB LINE START**

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

The Outer Distance Mark (ODM) is the yellow Trinity House mooring buoy (which may not lie on the transit).

The Inner Distance Mark (IDM) is the North Cardinal Mark at the Western end of the Cowes Breakwater. Boats should be aware of the shallow water and rocky bottom to the South of this mark.

## **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 the first race of the day on Thursday) will be sent by mobile phone text message. Radio broadcasts will also be made at intervals on VHF 72.

The text message may also contain the distance and bearing to the windward mark.

The starting line will be between a staff or halyard displaying an orange flag on the starting committee boat at the starboard end and the course side of the port-end starting mark the Outer Distance Mark (ODM) which is the nearby navigation, racing or inflated mark.

Should weather conditions dictate racing may revert to the ISC Club line.

## **A4. ISC COMMITTEE VESSEL FINISH LINE**

The finish line will be between a staff or halyard displaying an orange flag on the finishing committee boat at the starboard end and the course side of the port-end finishing mark the Outer Distance Mark (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 4C (Fumesy) bears 90° Magnetic.

## **A6. WINDWARD LEEWARD & TRIANGULAR COURSES**

The IDOR Laid Courses document provides graphical descriptions of the laid courses which may be used. It will also be shown at the skippers briefing, and is available online here: <https://www.islandsc.org.uk/event/idor>