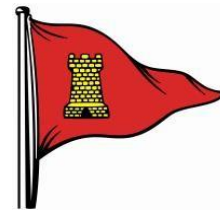
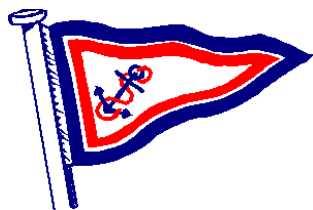


CIVIL SERVICE SAILING
ASSOCIATION
Inter Departmental Offshore Regatta

I D O R



Hosted by the Island Sailing Club
Cowes
5th – 9th June 2023

SAILING INSTRUCTIONS

1. RULES

- a. 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.
- b. In the event of conflict, the Sailing Instructions (SI) shall prevail. This changes RRS63.7.

2. NOTICES TO COMPETITORS

- a. Notices to competitors will be posted on the Official Notice Board located in the entrance foyer at the Island Sailing Club (ISC) and, where possible, on the IDOR Website at www.idor.org.uk/downloads

3. CHANGES TO SAILING INSTRUCTIONS

- a. 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.
- b. The organisers reserve the right to reschedule races and start times should weather or tidal conditions dictate. Races will retain their published number if conducted out of published order.
- c. 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 BST	LW BST
Sun 4 June	Yachts available from Fairview, Port Hamble	1855	-		
Mon 5 June	Fairview handover (0800 hrs)	-	-	1302	0603
	City of Plymouth (CoP) Series - Race 1 ISC Club Line Start and Finish.	1255	2hr		
	City of Plymouth (CoP) Series - Race 2 ISC Line Start and Finish.	ASAP after Race 1	2hr		
	Debriefing with Race Officer at ISC	1855	-		
Tues 6 June	Rutherford Appleton Series (RaS)- Race 1 (Provisionally Eastern and Western Solent ISC Line Start Royal Solent Club Line Finish.	0900hrs	8 hrs	1351	0646
	Hog Roast at RSYC Yarmouth	1855	-		
Wed 7 June	Rutherford Appleton Series (RaS)- Race 2 (Provisionally Round the Island) Royal Solent Club Line Start ISC Club Line Finish.	0700hrs	10hrs	0203 1446	0733
Thurs 8 June	City of Plymouth (CoP) Series - Race 3 ISC Line Start and Finish	0955hrs	2 hrs	0254 1548	0822
	CoP Series - Race 4 ISC Line Start and Finish	ASAP after race 3	2 hrs		
	CoP Series - Race 5 ISC Line Start and Finish	ASAP after race 4	2 hrs		
	Regatta Prize Giving Dinner at ISC	1925	-		
Fri 9 June	Passage Race (Self finishing) ISC Line Start and self-finish	0900hrs	-	0353	0917

5. SIGNALS

- a. 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.
- b. The sail plan may be limited at the discretion of the Race Officer, for the following races:
 - i. All City of Plymouth Series Races;
 - ii. Passage Race.
- c. The sail plan flags are as follows:
 - i. If no sail plan flags are flown - full main, headsail and spinnaker are allowed.
 - ii. If international code flag D (Delta) is flown - no spinnakers.
 - iii. If international numeral pennant 1 is flown – at least 1 reef in mainsail.
 - iv. If international numeral pennant 2 is flown – at least 2 reefs in mainsail.
 - v. If international numeral pennant 3 is flown – at least 3 reefs in mainsail.
- d. Flags may be used in combination.
- e. If flags are used they will be flown prior to the warning signal and may be relayed by VHF (SI 8).
- f. 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 and the Royal Solent flagstaff.

7. VHF COMMUNICATIONS

- a. VHF communications will be made to competitors on VHF Channel 37A (M1) when using the ISC Club Line and the Royal Solent Line. The ISC call sign is "Island Race Control".
- b. Failure to receive information by VHF radio will not be grounds for redress as per RRS 90.2(c).

8. RACING AREA

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

9. THE COURSES

- a. A course will consist of a series of marks to include fixed navigation marks and fixed racing marks
- b. The course to be sailed will be communicated on the applicable VHF channel (SI 8.1) before and / or after the warning signal.
- c. Course boards will not be used.
- d. 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.

e. Courses will use race marks as identified on the 2023 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/sailing/idorregatta>

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.

10. MARKS

- a. Marks used will be fixed navigation buoys and racing marks chosen from the "Course Marks of the Solent" listed by Zone.
- b. All races will also use fixed navigation buoys and racing marks chosen from the "Course Marks of the Solent" listed by Zone.
- c. 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.

11. PROHIBITIONS

- a. All boats shall pass to the north of the Cowes breakwater whilst racing.
- b. 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/sailing/idorregatta2022). Gas and water pipes, telephone cables and very high tension electricity cables (135kV) lie on the surface of the seabed.
- c. Boats, in whatever direction they are racing, shall not pass to the north of:
 - i. Horse Sand Fort
 - ii. The obstructions on the row of iron piles off Durns Point, east of Lymington
- d. The 'Moving Prohibited Zone' referred to in Associated British Ports Byelaw 11 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.

12. THE START

- a. The start lines are described in SI Appendix A.
- b. 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.

13. INDIVIDUAL RECALLS

- a. 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.

14. GENERAL RECALL

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

15. THE FINISH

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

16. PENALTY SYSTEM

- a. 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 A4.2.

17. TIME LIMITS

- a. The target time for each race is shown in the table in SI [4](#).
- b. 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.
- c. 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.

18. SHORTENING AFTER THE START OF RUTHERFORD APPLETON SERIES RACES 1 AND 2

- a. 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.

- b. 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.
- c. The shortened course finish line will be at one of the rounding marks (see SI [19](#)). 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) within the stated target time (SI [4](#)) or they will be scored DNF. This changes RRS 35.

19. PROTESTS AND REQUESTS FOR REDRESS

- a. 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.
- b. 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.
- c. Where possible Protest hearings will normally take place on the day of the race.

20. SCORING

- a. Scoring will follow the Low Points System as described in RRS 2021 – 2024.
- b. This system is amended for Rutherford Appleton Series races which carry double points.
- c. Discards relate to specific trophies and are described in the NoR (section 11). This changes RRS A2.
- d. Ties will be broken by the procedures laid out at RRS A8.1 and RRS A8.2.

21. PRIZES

- a. 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.
- b. Trophies are listed in the NoR.

22. SAFETY REGULATIONS

- a. 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
- b. 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.

23. ADDITIONAL INFORMATION

- a. The following additional information is available for download from the ISC website www.islandsc.org.uk/sailing/
 - i. Racing Charts ('Central Solent' and 'East and West')
 - ii. Marks of the Solent (listed alphabetically and byzones)
 - iii. Cowes Harbour Commissioners: Local Notices to Mariners (LNTM)
 - iv. Southampton Harbour: Local Notices to Mariners (LNTM)

- v. Southampton Harbour: Moving Prohibited Zone
- vi. QHM Portsmouth Local Notices to Mariners (LNTM)
- b. The following additional information is available for download from the IDOR website www.idor.org.uk/downloads/
 - i. IDOR Notice of Race
 - ii. IDOR Entry Form
 - iii. IDOR Social Form (and Regatta Dinner Menu)
 - iv. IDOR Risk Assessment
 - v. Fairview Oceanis 37 Class Rules

24. RISK STATEMENT

RRS 3 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.

25. INSURANCE

Each boat shall ensure that their boat their boat is adequately insured, with cover of at least £3,000,000 sterling against third party claims.

FURTHER INFORMATION

All participants and guests in the Regatta are permitted temporary use of the facilities of the Island Sailing Club, Cowes for the duration of the Regatta.

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. ROYAL SOLENT LINE START

(Club Balcony)

The Starting Line will be an imaginary line between a staff displaying a blue flag on the eastern end of the club balcony and the outer distance mark (No 9)

A4. ROYAL SOLENT FINISH LINE

The finish line on Tuesday will be an imaginary line from the Royal Solent Flagstaff and the outer distance mark (No 9) Boats are asked to note their own finish times and, if possible, the sail number of the boats ahead and astern.

Skippers are asked to stay outside Trots B & C of the Royal Solent Yacht Club during the regatta.

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 bears 90° Magnetic.

