



COWES CORINTHIAN YACHT CLUB



FORTS RACE PART OF CCYC WEEKEND SERIES 2024

SATURDAY 21ST SEPTEMBER 2024

SAILING INSTRUCTIONS ***Amendment #1 of 19 September*** supplementary to RRS Appendix S

1. Rules

- 1.1 The race will be governed by the rules as defined in the Racing Rules of Sailing 2021-2024 (RRS) save as noted below.
- 1.2 Classes racing as one-designs must conform to their class rules save as regards radio communication.
- 1.3 All entries will be allocated a handicap using the CCYC rating system from the information provided.
- 1.4 If there is conflict between the Weekend Series Notice of Race and the Sailing Instructions the Sailing Instructions shall take precedence. This changes RRS 63.7.

2. Notices to Competitors

- 2.1 Notices to competitors will be posted on the official notice board located at the entrance to the Cowes Corinthian Yacht Club.

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.

4. Signals Made Ashore

- 4.1 All signals including postponement or abandonment will be broadcast by VHF Channel 77. No flag signals will be used. This changes RRS 26.

5. Schedule of Races

- 5.1 Saturday 21 September 2024:

High Water Portsmouth 14:27 BST 4.97m

Warning Signal 10:25 BST (was 10:55)

6. Class Flags

- 6.1 No Class Flags will be used.

7. Courses

- 7.1 Course 1. – The Course will be crossing the start line to the east, round Spit Bank Fort to starboard, round Horse Sand Fort to starboard, round No Man's Land Fort to starboard, crossing the finishing line from east to west.
- 7.2 Course 2. – The course will be crossing the start line to the east, round No Mans Land Fort to port, round Horse Sand Fort to port, round Spit Bank Fort to port, crossing the finishing line from east to west.
- 7.3 On both courses 1 & 2 all boats must follow either the marked inner or outer (main) passage between Horse Sand Fort and the north shore. An extract from the Navionics Chartlets is shown in Appendix 1 & 2 to show the approximate locations of the Forts and Main Passage described in Course 1 & 2.
- 7.4 If conditions so dictate the course may be changed by the Race Committee prior to the start. This alternative course and buoys will be selected from the Cowes Clubs and Classes Sailing Instructions, and will be announced over VHF Channel 77 before the Warning Signal and again after the Preparatory Signal. Failure to broadcast shall not be grounds for redress.

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 comply with Portsmouth King's Harbour Master regulations south of Portsmouth Entrance.
- 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 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 Committee Vessel (TinTin) and buoy #34 Cowes Corinthian Yacht Club.

10. Individual Recalls

- 10.1 Sail Numbers of individually recalled boats may be broadcast on VHF 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 Committee Vessel (TinTin) and buoy #34 Cowes Corinthian Yacht Club.
- 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. No flag signals will be used. This changes RRS 26.
- 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).
- 12.3 Boats are expected to monitor VHF Channel 77 while racing.

13. Retirements

- 13.1 Boats that have retired shall notify the race committee, on VHF Channel 77 and receive an acknowledgement at the earliest opportunity.

14. Protests and Requests for Redress

- 14.1 Boats are expected to compete in the corinthian spirit and protests are not encouraged. Protest forms are available from the Cowes Corinthian YC behind the bar. 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 first yacht has finished the race.
- 14.3 Protests will be heard at the Cowes Corinthian Yacht Club as soon as practicable after racing.

15. Scoring/Results

- 15.1 The results will be calculated based on handicaps allocated in SI 1.3.

16. Prizes

- 16.1 The Cowes Corinthian Forts Trophy will be awarded to the first boat overall on corrected time.
- 16.2 Keeper prizes will be awarded for the first three boats overall and the first keelboat and first cruiser/racer, all on corrected time.
- 16.3 Keeper prizes will be awarded to the first three places overall in any one design class that has more than five entries.

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.'

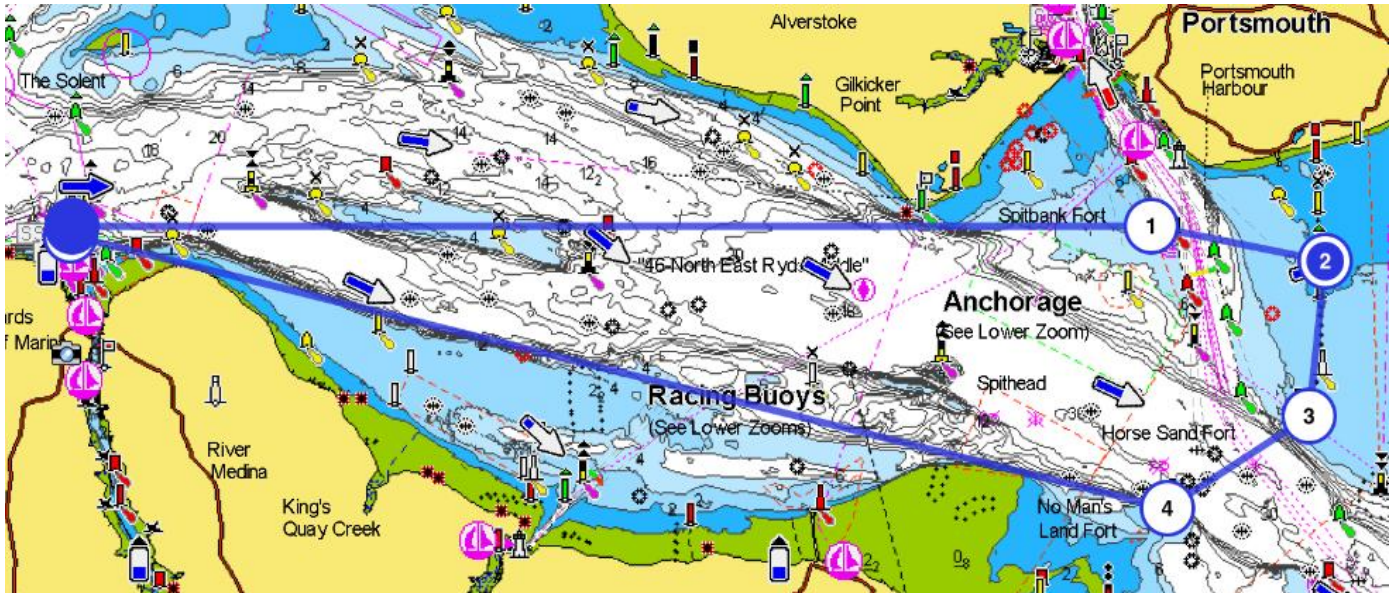
Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- 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 all crew 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;
- 17.7 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;
- 17.8 Each boat must carry a suitable lifejacket fo each person on board.; failure to do so may result in disqualification without a hearing;

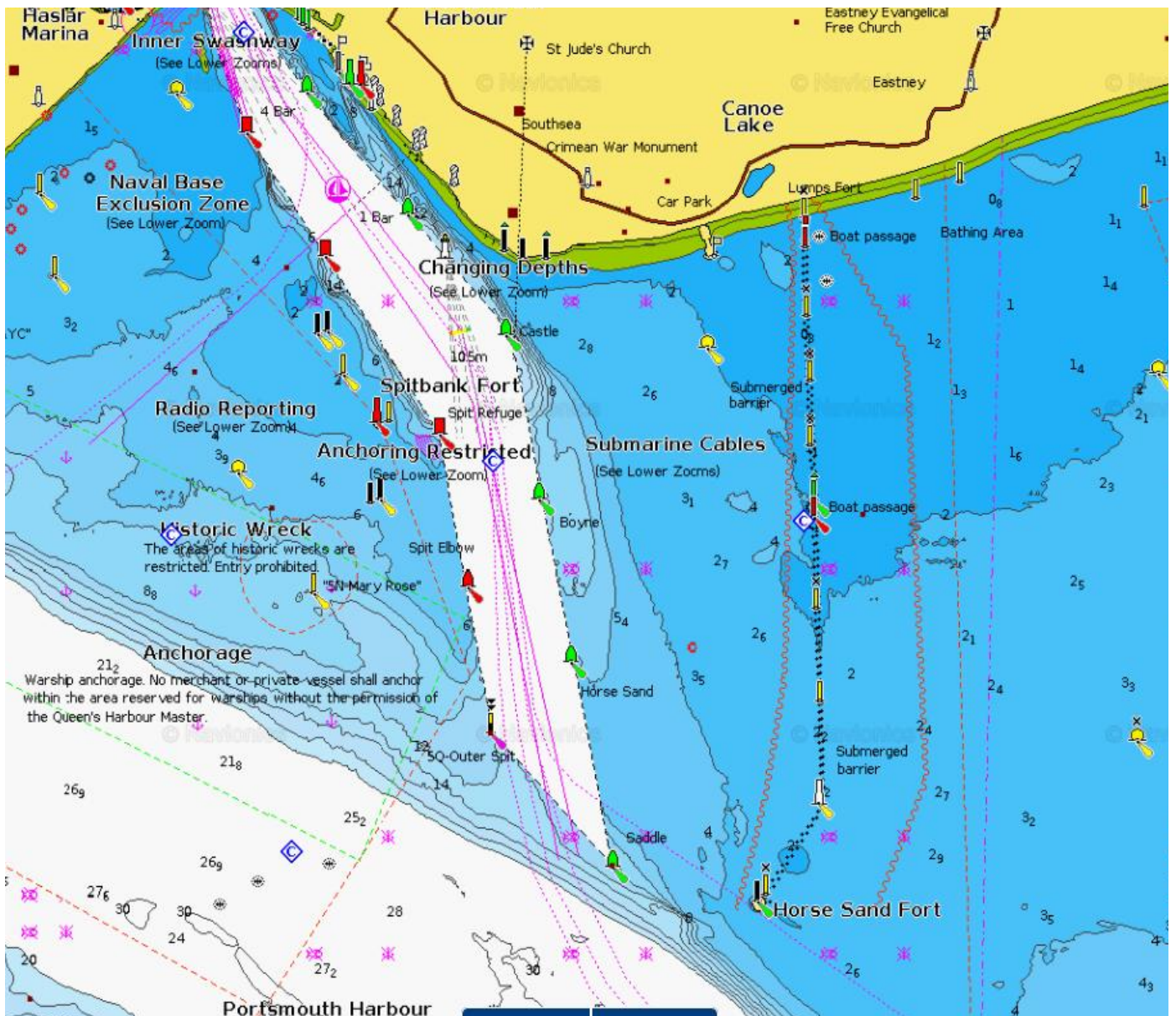
End of Sailing Instructions

See Appendices 1 & 2 below.

Appendix 1 Course of CCYC Forts Race Course 1; reverse direction for Course 2) **NOT FOR NAVIGATION**



Appendix 2 Location of Boat Passages in Submarine Barrier **NOT FOR NAVIGATION**



chartlets courtesy of Navionics