



# COWES CORINTHIAN YACHT CLUB



## Lockdown Shakedown Series

*Saturday afternoon racing 2020*

### SAILING INSTRUCTIONS

#### Rules

- 1.1 The Regatta will be governed by the rules as defined in "The Racing Rules of Sailing" (RRS).
- 1.2 Classes racing as one design must conform to their class rules.
- 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 NOR and SI, the Sailing Instructions shall take precedence. This changes RRS 63.7.

#### 2. Notice to Competitors

- 2.1 Notices to competitors will be posted by email from [racing@ccyc.org.uk](mailto:racing@ccyc.org.uk).

#### 3. Changes to Sailing Instructions

- 3.1 Any changes 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.

#### 4. Signals made Ashore

- 4.1 Signals will be displayed from the main flagstaff at the CCYC Clubhouse.
- 4.2 When flag AP over AP is displayed with two sound signals, racing is postponed, the warning signal will be made not less than 45 minutes after this is replaced by a single AP.

#### 5. Schedule of Races

Date		First Warning Signal
Saturday 4th July, weekly until...		14:25 BST
Further notice		14:25 BST

#### 6. Flags

- 6.1 Class Flags and Flag signals will not be used whilst afloat. All communication will be by VHF ch37A (M1).

#### 7. Racing Area

- 7.1 Racing will be in the Central Solent.

#### 8. The Course

- 8.1 The Course will be announced over the VHF channel 37A (M1).
- 8.2 The delay or failure of any VHF transmission will not be grounds for redress. This changes RRS 62.1(a).

#### 9. Marks

- 9.1 Marks will be selected from the fixed navigation buoys and racing marks in the CCA Sailing Instructions 2019.

#### 10. Areas that are obstructions

- 10.1 Boats shall comply with ABP 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.
- 10.2 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.

10.3 Boats shall keep a good lookout for ferries and commercial traffic.

10.4 Boats shall not pass to the south of the Cowes Breakwater when racing.

10.5 The race committee may set courses that do not permit boats to sail rhumb line courses between marks. This shall not be grounds for redress. This changes RRS 62.1(a).

## **11. The Start**

11.1 The start is between the flagstaff on the committee vessel and CCYC buoy. The committee vessel may not be anchored.

11.2 Sail numbers of boats OCS may be broadcast on VHF. Delay or failure to broadcast an OCS sail number shall not be grounds for redress. This changes rule 62.1(a).

## **12. The Finish**

12.1 The Finishing line is between the CCYC buoy and the committee vessel.

## **13. Time Limit**

13.1 The time limit is 1 hour after the first boat finishes.

## **14. Retirements**

14.1 Boats that have retired shall notify the race committee, on VHF Channel 37A (M1) at the earliest opportunity.

## **15. Protest and Request for Redress**

15.1 Protest forms are available at the race office, located at Cowes Corinthian Yacht Club. Protests and requests for redress or reopening shall be delivered there or by email within the protest time limit.

17.2 The protest time limit is 18:00 the following day.

## **16. Scoring**

16.1 Scoring will use the Low Points system, based on corrected elapsed time.

16.2 There will be 1 discard for every 4 races completed.

## **17. Radio communication**

17.1 The Race Committee will communicate with competitors on VHF channel 37a (M1).

17.2 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats.

## **18. Risk Assessment**

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 along."

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:

18.1 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;

18.2 They are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;

18.3 They accept responsibility for any injury, damage or loss to the extent caused by their own action or omission;

18.4 Their boat is in good order, equipped to sail in the event and they are fit to participate;

18.5 The provision of a race management team, and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;

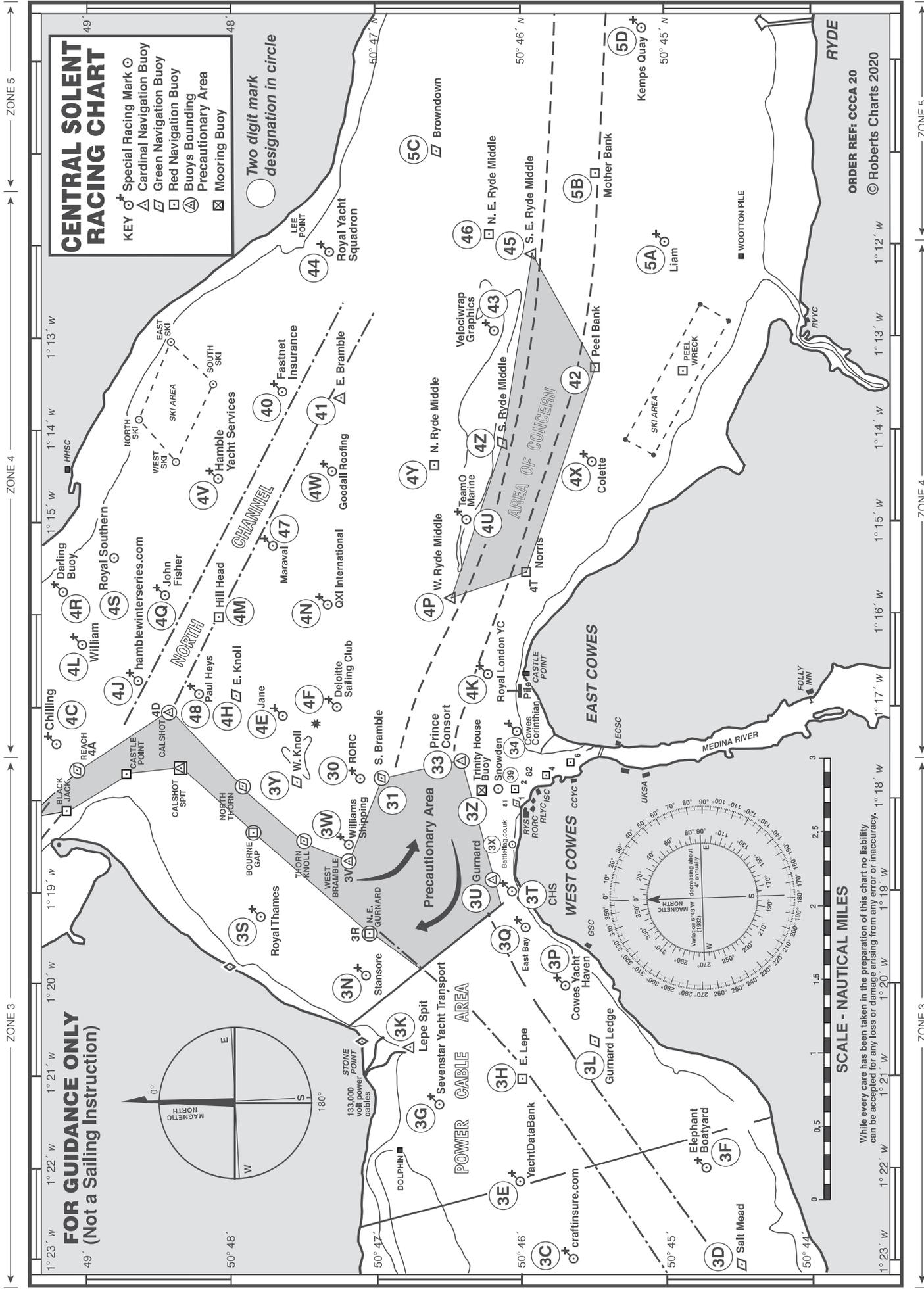
18.6 It is their responsibility to familiarise with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

## **19. Insurance**

19.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per event.

## **20. CoViD19**

20.1 All competitors are required to comply with the guidance issued by HM Government as shall be applicable at the time of racing.



**CENTRAL SOLENT RACING CHART**

**KEY**

- ♣ Special Racing Mark
- ⊙ Cardinal Navigation Buoy
- △ Green Navigation Buoy
- ▣ Red Navigation Buoy
- ⊠ Buoy Bounding
- ⊡ Precautionary Area
- ⊞ Mooring Buoy

**Two digit mark designation in circle**

**FOR GUIDANCE ONLY (Not a Sailing Instruction)**

**SCALE - NAUTICAL MILES**

While every care has been taken in the preparation of this chart no liability can be accepted for any loss or damage arising from any error or inaccuracy.

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