



## Portcullis Sailing Club Regatta

### For the Trade Wind Trophy, Leigh Pemberton Trophy and Secretary's Salver

27<sup>th</sup> & 28<sup>th</sup> April 2024

## NOTICE OF RACE

### 1. Organising Authority

1.1 Organised by the Portcullis Sailing Club with the assistance of the Island Sailing Club.

### 2. Rules

- 2.1 Racing is governed by the rules as defined in *The Racing Rules of Sailing* (RRS) including class rules, this notice of race and the sailing instructions (SIs).
- 2.2 In the event of conflict between the sailing instructions, the class rules and the Notice of Race, the Sailing Instructions will prevail. This changes rule 63.7.
- 2.3 All boats intending to race, from the time they leave their moorings/berths until their return after racing or retiring, shall:
- 2.3.1 Give way to all ferries and commercial vessels within the Cowes harbour and its approaches.
  - 2.3.2 Observe the Southampton harbour byelaws ([www.southamptonvts.co.uk/port\\_information/regulations/byelaws](http://www.southamptonvts.co.uk/port_information/regulations/byelaws)) and avoid close quarters situations with any commercial vessel and comply with Byelaw 11.(1). The Moving Prohibited Zone shall be deemed to be an obstruction for the purpose of RRS 19 & 20.
  - 2.3.3 Observe the KHM Portsmouth harbour byelaws relating to the 'area of concern' bounded by West Ryde Middle, Norris, Peel Bank, SE Ryde Middle and South Ryde Middle which is restricted area for commercial traffic as shown on the central Solent racing chart published by the SCRA.
  - 2.3.4 Carry no anchor forward of the stem or with any part of its outboard, except when anchoring.
  - 2.3.5 All boats shall have a fixed keel with a minimum of two fixed berths and in living mode and shall be of minimum 5m waterline length and 770 kg displacement.
  - 2.3.6 The maximum rating for yachts with an IRC Rating Certificate is a TCC of 1.200 or equivalent on the handicap awarded by the Joint Banks Handicap Committee.
- 2.4 Boat safety equipment shall comply with the World Sailing Special Regulations Appendix B (previously known as Category 5).
- 2.5 When Rule 20 applies, a boat may indicate her need for room to tack or her response by hailing or by VHF radio.
- 2.6 Boats are permitted to carry one or more mobile phones solely for receiving text messages with courses and other race information provided by the Race Committee. This is in accordance with RRS 87, changes to class rules where applicable.
- 2.7 Chartered or hired boats shall not be able to seek redress in the event of gear or equipment failure.

### 3. Conditions of Entry

- 3.1 Before racing the first named boat owner shall enter their boat on the official entry form, pay the applicable fee, sign the declaration and risk statement indicating that they have read and understood this notice of race, and that they agree to be bound by the contents.
- 3.2 This regatta forms one of the Regattas whose results count for the Overall Series run by City Sailing.
- 3.3 Entries shall be made on the attached form and returned to Jo Chugg, 14 Motspur Park, New Malden Surrey KT3 6PN by 1800 on by 15<sup>th</sup> April. The fee for the event is £65.00 per boat.

3.4 Boats shall be afloat by 0830 on Saturday 27<sup>th</sup> April and not hauled out during the event except with and according to the terms of prior written permission of the race committee.

3.5 All boats entering the Event will be allocated a handicap by the Joint Banks Handicap Committee based on the information provided. It is proposed that the entries will be split into two classes.

#### 4. Class Flags

4.1 The class flags to be flown from the backstay for the Trade Wind Trophy will be IC Flag 3 and Leigh Pemberton Trophy Races will be IC Flag 5.

4.2 The class flag to be flown from the backstay for the Secretary's Salver will be IC Flag 5.

#### 5. Sailing Instructions, Flag Signals made Ashore and Start Line

5.1 Sailing Instructions will be emailed to each competitor on or after 19<sup>th</sup> April 2024.

5.2 Flag Signals will be displayed on the ISC rooftop flagstaff.

#### 6. Racing Area, Courses and Communications

6.1 The racing area is The Solent.

6.2 The course will consist of fixed Solent marks which have been allocated code letters and numbers as listed in the sailing instructions and on the SCRA website: [www.scra.org.uk/assets/documents/pr-marks-2024-05-feb.pdf](http://www.scra.org.uk/assets/documents/pr-marks-2024-05-feb.pdf).

6.3 Boats are required to carry a marine VHF handheld set on board and to keep a radio watch whilst racing. RRS 27.1 is changed in that the course to be sailed will be communicated by VHF Radio Channel 37A (M1) for the starts and when practical before the warning signal or immediately after the preparatory signal for the class. Safety and race information will also be broadcast on VHF.

6.4 Courses will also be texted and it is intended to text each course from approximately 30 minutes before each class warning signal. Entrants are asked to submit on the entry form all the mobile telephone numbers that might be used on the boat during the season.

6.5 Changing RRS 60.1(b) and 62.1(a) delay or failure to receive or hear VHF transmissions or to receive texted courses shall not be grounds for redress. From the first warning signal until the of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

#### 7. Rating System

The cruiser class will use recognised handicap rating systems. A boat's TCC (to three decimal places). Changing RRS 62 an adjustment in rating is not grounds for redress.

#### 8. Warning Signals Times

8.1 RRS 26 is changed in that the starting Signals will be as follows:

	Saturday 27 <sup>th</sup> April 2024	Sunday 28 <sup>th</sup> April 2024
Races	Trade Wind Trophy Leigh Pemberton Trophy	Secretary's Salver
HW Portsmouth	1410 4.4m	1500 4.3m
First Warning Signal	1015	1015
Preparatory Signal	1020	1020
One Minute Signal	1024	1024
Start	1025	1025

8.2 Followed by a further race in both classes on Saturday.

The race one starting sequence has been chosen in order to avoid the majority of commercial shipping movements.

#### 9. Course Restrictions and Obstructions

9.1 Boats shall comply with Associated British Ports Notice to Mariners No 6 of 2024.

9.2 Boats, in whatever direction they are racing, shall not pass:

- (i) South of the Cowes harbour breakwater
- (ii) north of the barrier off Durns Point, east of Lymington
- (iii) north of Horse Sand Fort.

9.3 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 the Admiralty Chart 2040. Gas and water pipes, telephone cables and electricity cables lie on the seabed.

9.4 The race committee may set courses that do not permit boats to sail rhumb lines courses between marks, particularly over the central Solent Bramble Bank. This shall not be grounds for redress. This changes RRS 62.

## **10. Penalty System**

Changing RRS 44.1, a boat may take a One-Turn Penalty when she may have broken a rule of Part 2 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark, other than a starting mark, her penalty shall be a Two-Turns Penalty.

## **11. Marks**

Boats racing shall use all reasonable endeavours to avoid contact with navigation buoys, whether marks of the course or not. In case of contact, whether or not leading to damage to the buoy, the circumstances of the incident and details of any damage must 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 will advise the Chairman of the SCRA. The race committee may also protest the boat.

## **12. Time Limits**

Changing RRS 35, the race committee may award a finishing position or DNF to any boat not finishing within 30 minutes (on corrected time if applicable) after the second boat finishes, in their class, to enable further race(s) to be sailed or racing to be concluded. Changing RRS 35, should no boat finish by the time limit, the result of the race may be determined from the previous time the start/finish line was crossed or the order of boats at a rounding mark or their position at the time limit.

## **13. Scoring**

13.1 Both races on Saturday will count towards the Trade Wind or Leigh Pemberton Trophies depending on the class.

13.2 RRS A5.3 will apply.

## **14. RYA Arbitration, Protests and Requests for Redress**

14.1 Arbitration is described on the RYA website ([www.rya.org.uk](http://www.rya.org.uk)) under Rules Disputes. The exoneration penalty will be a 30% scoring penalty in accordance with RRS 44.3 (c). Arbitration, protests and requests for redress shall be delivered within 90 minutes (60 minutes on the last day of a regatta) of the time of the last boat to finish the last race of the day in her class.

## **15. Insurance**

15.1 East participating boat shall be insured with valid third party liability insurance with a minimum cover of £3 million per incident or the equivalent.

## **16. Results and Prizes**

16.1 Results will be available as soon as practical after the last boat has finished.

16.2 The Trade Wind Trophy and Leigh Pemberton Trophy will be awarded at the Prizegiving Supper at the Island Sailing Club on Saturday 27<sup>th</sup> April.

## **17. Risk Statement**

Rule 3 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:

- (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 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 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 as is available in Cowes, 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.

**18. Further Information**

18.1 For further information, please contact:

Jo Chugg, Portcullis Sailing Club 07940 434612

email@jchugg@btinternet.com

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## Portcullis Sailing Club Regatta

### For the Trade Wind Trophy, Leigh Pemberton Trophy and Secretary's Salver

#### ENTRY FORM

Owner/Skipper \_\_\_\_\_

Helm Name \_\_\_\_\_

(for the publically available results)

Address \_\_\_\_\_

Mobile Tel \_\_\_\_\_ Email \_\_\_\_\_

Boat Name \_\_\_\_\_ Hull Colour \_\_\_\_\_

Sail Number \_\_\_\_\_ Class of Boat \_\_\_\_\_ IRC Handicap \_\_\_\_\_

Cruiser Handicap (if known) \_\_\_\_\_ otherwise please complete the following information.

Sail Area \_\_\_\_\_ Displacement \_\_\_\_\_ Number of fixed berths \_\_\_\_\_ LOA \_\_\_\_\_

LWL \_\_\_\_\_ Beam \_\_\_\_\_ Year built \_\_\_\_\_ Do you carry a spinnaker or cruising chute? Yes / No

Would you like a berth at Cowes Yacht Haven? Yes / No

I also wish my boat to be entered into the City Sailing Overall Series. Yes / No

#### Entry Declaration & Data Protection

I agree to be bound by the racing Rules of Sailing and all other rules that govern this race. In particular, I confirm that I have read the Notice of Race and accept its provisions and agree that my boat will conform to the requirements set out in the Notice of Race throughout the event.

All of the information provided on this entry form, excluding your payment details, will be used to manage your entry. This includes assigning your boat to the correct class, contacting you prior to the event to resolve any queries regarding your entry, contacting you during the races with text messages about the racing, informing you about protests and other key information, and providing printed and electronic list that include your boat details, (including sail number, boat name, design and length) to the race management teams.

A subset of your data will be displayed on websites (as an entry list) and made publicly available so that your fellow competitors and other website visitors can see who has entered the event. This data will be limited to your boat details and the name which you have chosen to be displayed in the results.

Your boat and helm name will be displayed publicly both online and on noticeboards in the racing results.

We will not share or distribute your personal details with any other third party

Signed by Owner or Skipper \_\_\_\_\_ Date \_\_\_\_\_

Race Entry Fee £ **65.00**

Please reserve ..... 2 course supper at £27.00 per person on Saturday, 27<sup>th</sup> April 2024 £ \_\_\_\_\_

I enclose a cheque\* (payable to Portcullis Sailing Club) for the total cost: £ \_\_\_\_\_

Including the following number of vegetarians \_\_\_\_\_ vegans \_\_\_\_\_

*N.B. Please advise of any special dietary requirements or food allergies by 15<sup>th</sup> April at the latest. Please return the entry form by email to [jchugg@btinternet.com](mailto:jchugg@btinternet.com) but you **MUST** send a hard copy and cheque (payee: Portcullis SC) to:*

*Jo Chugg, 14 Motspur Park, New Malden, Surrey KT3 6PN. \*Please email for bank details, if you prefer to make an online banking payment.*