



# BANK OF ENGLAND SAILING CLUB REGATTA

Saturday 30 April – Sunday 1 May 2022

## SAILING INSTRUCTIONS

The organising authority (OA) will be the Island Sailing Club (ISC) in association with the Bank of England Sailing Club.

### Introduction

The second race on Saturday is scheduled to be a pursuit race. See SI 6.3.

### 1. RULES

- 1.1 The regatta will be governed by the 'rules' as defined in the current Racing Rules of Sailing 2021-2024 including the RYA prescriptions.
- 1.2 [IRC Rules 2019](#) Parts A, B and C shall apply where appropriate.
- 1.3 World Sailing Offshore Special Regulations (OSR) Category 3 plus VHF will apply.
- 1.4 If there is a conflict between rules or regulations, other than RRS, the sailing instructions will prevail. This changes RRS 63.7.

### 2. SAFETY

- 2.1 Competitors are reminded of their responsibility to comply with Notices to Mariners, including Local Notices to Mariners, and in particular Associated British Ports Notice to Mariners No. 14 of 2019. The Moving Prohibited Zone in the Precautionary Area shall rank as an obstruction for the purposes of RRS 19 and 20.
- 2.2 Competitors are reminded to maintain a constant watch for shipping movements, particularly in the port of Southampton Precautionary Area, Thorn Channel.
- 2.3 Particular care should be taken when sailing in the Area of Concern. See Appendix 1.

### 3. NOTICES TO AND COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at the ISC, 70 High St, Cowes.
- 3.2 VHF channel M1 (37A) will be used for radio communication to competitors. Race announcements will be made throughout both days on VHF radio. All boats shall keep a radio watch each day from 0900 until the boat has finished and cleared the finishing line in the last race of the day.

### 4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any change to the sailing instructions (SIs), made ashore will be posted before 0900 on the day it will take effect. This may include changes to the schedule of races.
- 4.2 Oral changes may be made on the water, including changes to the schedule of races. Any such changes will be advised by VHF radio, in accordance with RRS 90.2(c).

### 5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore shall be displayed at the flagstaff of the Island Sailing Club.
- 5.2 Flag AP over AP with two sound signals means racing is postponed and boats are requested not to leave the harbour. The warning signal of the first class to start will be made not less than 45 minutes after one AP is removed with one sound.

## **6. START TIMES**

- 6.1 The warning signal for the starting sequence will be made as soon as practicable after the finish of race one.
- 6.2 The starting times for the race will be as shown in the boat-by-boat schedule to be provided before the start of the regatta.
- 6.3 The pursuit race is scheduled to be the second race on Saturday 1 May. However, in the event of an adverse weather forecast or other factors affecting racing, the organising authority reserve the right to reschedule the race earlier or later during the regatta.

## **7. CLASS FLAGS**

- 7.1 The class flag for the pursuit race will be numeral pennant 5 which each boat shall fly from the backstay.

## **8. RACING AREA**

- 8.1 The racing area will be in the Solent between Hurst Point in the West and the Forts in the East.

## **9. STARTING**

- 9.1 The starting sequence will be calculated using 2022 ratings and other information available to the race committee and the Joint Banks Handicap Committee based on information provided.
- 9.2 Boats must turn off their engines not later than 5 minutes prior to their allotted starting times. However, boats arriving late for their start may use their engines until in the vicinity of the start line but must then, after turning off their engines carry out a turn including a tack and a gybe in the same direction, within sight of the race officers, before starting.
- 9.3 If it is necessary to postpone the first start, such postponement shall be signalled in the usual manner: IC flag 'AP' with two sound signals. All subsequent starting times will then be postponed by the amount of the initial postponement and shall be advised to skippers by VHF.
- 9.4 There will be no recall signals.
- 9.5 Any boat starting before her allotted time shall, unless she returns of her own volition and start properly, be penalized five minutes for each minute or part thereof that she is over the line before such allotted starting time. ANY BOAT STARTING MORE THAN FIVE MINUTES BEFORE HER ALLOTTED STARTING TIME SHALL BE DISQUALIFIED.

## **10. THE COURSE**

- 10.1 The course to be sailed will be announced on VHF radio.
- 10.2 The course will be of the round-the-cans type.

## **11. MARKS**

- 11.1 Marks will be selected from the fixed navigation buoys or racing marks listed in Appendix 2 of these SIs and will be designated using the 2-character codes shown.

## **12. AREAS THAT ARE OBSTRUCTIONS**

- 12.1 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 Admiralty chart 2040. Gas and Water pipes, telephone and electricity cables carrying 133,000 volts lie on the seabed.
- 12.2 All boats shall pass to the North of Cowes breakwater whilst racing.
- 12.3 The race committee may set courses that do not permit boats to sail rhumb line course between marks, particularly over the Bramble Bank. This shall not be grounds for redress. This changes RRS 62.

## **13. THE START**

- 13.1 Races shall be started in accordance with RRS 26 but the sequence will be varied by using the 10, 5, 1, Go sequence and taking into account the individual starting times shown in the relevant schedule.
- 13.2 After the first start, no specific start signals shall be made. Time checks may be initiated by the race officer periodically.
- 13.3 The race officer will endeavour to give each boat a countdown to their start. Failure to do so will not be grounds for redress. This changes RRS 62.1(a).
- 13.4 The starting line is the extension of a line from a black and orange board on the ISC Clubhouse in line with a similar board on The Parade wall.
- 13.5 The outer distance mark is Trinity House Buoy (3Z).

#### **14. THE FINISH**

14.1 The finishing line is between the black and orange board on the ISC Clubhouse and Trinity House Buoy (3Z).

#### **15. SHORTENED COURSE**

15.1 The race committee will broadcast their intentions to shorten course on VHF radio. This is in addition to the requirements of RRS 32.2 and failure to receive the broadcast will not be grounds for redress.

#### **16. TIME LIMIT**

16.1 The time limit for all boats shall be 1630.

#### **17. RETIREMENTS**

17.1 Boats that are retiring shall notify the race committee on VHF channel M1 (37A) and receive an acknowledgement.

#### **18. USE OF ENGINES**

18.1 Boats may use any method of propulsion in accordance with RRS 42.3(i) in an emergency to keep clear of a ship. Full details must be reported to the race committee.

#### **19. PENALTY SYSTEM**

19.1 RRS 44.1 is changed such that the penalty shall be a one turn penalty (one tack and one gybe in the same direction).

19.2 The penalty for breaking RRS 55, Trash Disposal is at the discretion of the protest committee and may be less than disqualification.

#### **20. PROTESTS**

20.1 Intention to protest shall be notified to the race officer in person or by VHF radio as soon as practicable after finishing the race.

20.2 Completed protest forms shall be handed to the race officer at RLYC within 90 minutes of finishing the last race of the day.

#### **21. SCORING**

21.1 Boats will be placed, subject to any penalties, in the order in which they cross the finishing line.

#### **22. PRIZES**

22.1 The Commodore's Cup will be awarded to the overall winner.

22.2 The Johnny Simpson Trophy will be awarded to the first BESC member boat. In the event that the first BESC member boat is also the overall winner, the Johnny Simpson Trophy will be awarded to the second BESC member boat.

#### **23. RISK STATEMENT**

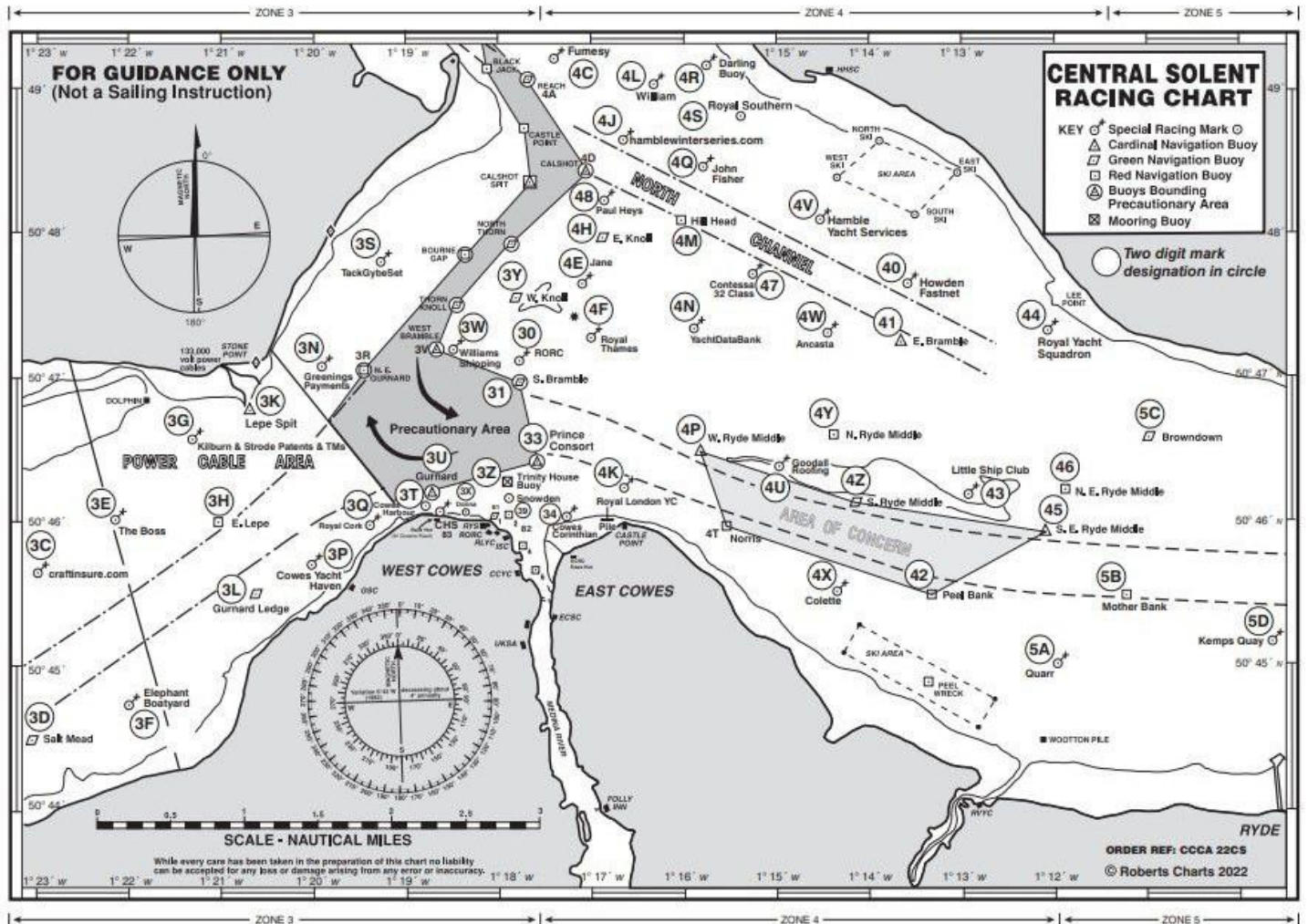
Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees 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 omission;
- (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 and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules or information produced for the venue or event and to attend any safety briefing held for the event.

#### **24. INSURANCE**

24.1 Each participating boat shall ensure that their boat is adequately and suitably insured before racing.

# APPENDIX 1 – Central Solent Racing Chart showing the Area of Concern



**Zone 1 Western Approaches**

<i>ID</i>	<i>Name</i>	<i>Colour</i>	<i>Lat N</i>	<i>Long W</i>
1A	Peveril Ledge	R	50 36.41	01 56.10
1B	Poole Bar No 1	G	50 39.29	01 55.14
1C	Stoneways Marine	Y	50 40.31	01 54.02
1D	The Rig Shop	Y	50 41.08	01 54.26
1E	Ledge Buoy	Y	50 41.50	01 41.60
1F	Needles Fairway	RW	50 38.24	01 38.98
1G	South West Shingles	R	50 39.29	01 37.52
1H	Bridge	YBY	50 39.63	01 36.88
1J	Shingles Elbow	R	50 40.37	01 36.05
1K	North Head	G	50 42.69	01 35.52
1L	Needles Lighthouse	RW	50 39.73	01 35.50
1M	Warden	G	50 41.48	01 33.55
1N	North East Shingles	BYB	50 41.96	01 33.41
11	East Hook	R	50 40.58	01 55.23
12	Mid Bay	Y	50 42.60	01 40.80

**Zone 2 West Solent**

2A	Chewton Glen	Y	50 42.79	01 32.53
2B	Dunford	Y	50 43.38	01 31.54
2C	Colten	Y	50 43.83	01 30.86
2F	Berthon	Y	50 44.20	01 29.22
2H	Draycott's	Y	50 44.30	01 28.16
2J	Zwerver	Y	50 45.11	01 27.34
2K	Cowes Radio	Y	50 44.83	01 26.09
2R	Powder Byrne	Y	50 45.43	01 25.89
2T	Lymington Bank	R	50 43.10	01 30.85
2V	"V"	Y	50 43.30	01 31.30
2X	Solent Bank	R	50 44.23	01 27.37
20	Sconce	BY	50 42.53	01 31.43
21	Black Rock	G	50 42.57	01 30.59
22	Charles Stanley	Y	50 42.86	01 29.40
24	Hall Hunter	Y	50 42.86	01 28.42
25	Caldwells Estate Agents	Y	50 43.15	01 27.49
26	Hamstead Ledge	G	50 43.87	01 26.18
27	Generation	Y	50 42.97	01 28.16

**Zone 3 Mid Solent (W)**

3A	West Lepe	R	50 45.24	01 24.09
3B	Shoosmiths	Y	50 44.36	01 23.80
3C	craftinsure.com	Y	50 45.64	01 23.12
3D	Salt Mead	G	50 44.51	01 23.04
3E	The Boss	Y	50 46.13	01 22.19
3F	Elephant Boatyard	Y	50 44.72	01 21.95
3G	Kilburn & Strode Patents & TMs	Y	50 46.58	01 21.46
3H	East Lepe	R	50 45.93	01 21.07
3K	Lepe Spit	YB	50 46.78	01 20.64
3L	Gurnard Ledge	G	50 45.51	01 20.59
3N	Greenings Payments *	Y	50 47.07	01 19.88
3P	Cowes Yacht Haven	Y	50 45.68	01 19.98
3Q	Royal Cork	Y	50 45.97	01 19.45
3R	North East Gurnard #	R	50 47.06	01 19.42
3S	TackGybeSet*	Y	50 47.81	01 19.25
3T	Cowes Harbour (no topmark)	Y	50 46.10	01 18.87
3U	Gurnard	BY	50 46.22	01 18.84
3V	West Bramble #	YBY	50 47.20	01 18.65
3W	Williams Shipping *	Y	50 47.20	01 18.55
3X	Donna	Y	50 46.10	01 18.43
3Y	West Knoll	Y	50 47.43	01 17.84
3Z	Trinity House Buoy	Y	50 46.31	01 17.75
30	RORC *	Y	50 47.12	01 17.72
31	South Bramble	G	50 46.98	01 17.72
33	Prince Consort	BY	50 46.41	01 17.56
34	Cowes Corinthian	Y	50 46.15	01 17.20
39	Snowden	Y	50 46.20	01 17.75

**Zone 4 Mid Solent (E)**

<i>ID</i>	<i>Name</i>	<i>Colour</i>	<i>Lat N</i>	<i>Long W</i>
4A	Reach #	G	50 49.05	01 17.65
4B	Coronation	Y	50 49.55	01 17.62
4C	Fumesy*	Y	50 49.21	01 17.46
4D	Calshot #	BY	50 48.44	01 17.03
4E	Jane *	Y	50 47.67	01 17.00
4F	Royal Thames	Y	50 47.20	01 17.00
4G	Cutter *	Y	50 49.45	01 16.91
4H	East Knoll	G	50 47.96	01 16.83
4J	hamblewinterseries.com *	Y	50 48.63	01 16.57
4K	Royal London YC	Y	50 46.15	01 16.65
4L	William *	Y	50 49.03	01 16.49
4M	Hill Head	R	50 48.07	01 16.00
4N	YachtDataBank	Y	50 47.27	01 15.90
4P	West Ryde Middle	YBY	50 46.48	01 15.79
4Q	John Fisher*	Y	50 48.46	01 15.72
4R	Darling Buoy *	Y	50 49.18	01 15.71
4S	Royal Southern*	Y	50 48.86	01 15.43
4T	Norris #	R	50 45.97	01 15.51
4U	Goodall Roofing	Y	50 46.43	01 15.09
4V	Hamble Yacht Services	Y	50 48.13	01 14.64
4W	Ancasta	Y	50 47.33	01 14.59
4X	Colette	Y	50 45.53	01 14.39
4Y	North Ryde Middle	R	50 46.61	01 14.31
4Z	South Ryde Middle	G	50 46.13	01 14.16
40	Howden Fastnet	Y	50 47.66	01 13.65
41	East Bramble	BYB	50 47.23	01 13.64
42	Peel Bank	R	50 45.49	01 13.35
43	Little Ship Club	Y	50 46.16	01 13.09
44	Royal Yacht Squadron	Y	50 47.31	01 12.10
45	South East Ryde Middle	YB	50 45.93	01 12.10
46	North East Ryde Middle	R	50 46.21	01 11.88
47	Contessa 32 Class	Y	50 47.70	01 15.25
48	Paul Heys *	Y	50 48.21	01 16.68

**Zone 5 East Solent**

5A	Quarr	Y	50 45.03	01 11.89
5B	Mother Bank	R	50 45.49	01 11.21
5C	Browndown	G	50 46.57	01 10.95
5D	Kemps Quay	Y	50 45.18	01 09.65
5E	Greenings FinTech	Y	50 46.26	01 08.76
5F	North Sturbridge	BY	50 45.33	01 08.23
5G	Baker Trayte Marine	Y	50 46.42	01 07.90
5H	Portsmouth SC	Y	50 46.82	01 07.35
5J	KB Dry Stack	Y	50 46.61	01 07.29
5K	Suffolk Sails	Y	50 47.08	01 06.78
5M	Gleeds	Y	50 46.11	01 06.52
5N	Mary Rose	Y	50 45.80	01 06.20
5P	Linington	Y	50 46.36	01 06.08
5Q	Outer Spit ©	YB	50 45.44	01 05.46
50	Fairhall West @	Y	50 46.81	01 10.40
51	SBSC Central @	Y	50 46.60	01 09.85

Most yellow race marks are seasonal March-November

\* These marks may be in place all year round

# Only used for passing and keeping boats out of channel, not for ordinary rounding.

Use of other main channel marks should be minimised

© 5Q Outer Spit may only be used if given prior consent by QHM, which must be sought in weekday office hours

@ Sundays: SBSC only except Cowes Week