



NOTICE OF RACE

Solent Cruiser Race 2021

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| 1 May | Hamble to Haslar Marina (Gosport) |
| 2 May | Haslar Marina to Shepards Wharf (Cowes) |
| 3 May | Cowes to Hamble |

For more information visit www.royal-southern.co.uk or contact Emily in the Sailing Office on either 023 8045 0302 or sailing@royal-southern.co.uk.

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NOTICE OF RACE

The Series will be run in accordance with Government and RYA Guidelines relating to the COVID-19 pandemic applicable at the time of the event. Additional Crew restrictions and social distancing rules may be in place.

1 RULES

- 1.1 The event is organised by the Royal Southern Yacht Club, Hamble.
- 1.2 The event will be governed by the rules as defined in the current [Racing Rules of Sailing](#) (RRS), except that from 5 minutes after the start of each leg, when flag 'E' is lowered, RRS Part 2 is replaced by the International Regulations for Preventing Collisions at Sea, Local Government Right of Way Rules shall apply and ensigns shall be worn.
- 1.3 Cruiser Racing Rules (Appendix A) shall apply.
- 1.4 Competitors must be aware of and comply with the Bylaws and Notices to Mariners issued by the Harbour Authorities in whose waters racing takes place.
- 1.5 Due to the multi-day nature of this event. Boats may only be crewed by members of the same household or support bubbles.
- 1.6 By taking part in racing, each competitor agrees and acknowledges that they are responsible for complying with any regulations in force from time to time in respect of COVID-19, and for complying with the COVID-19 procedures of the Royal Southern Yacht Club (RSrNYC). The most recent RYA guidance can be found at <https://www.rya.org.uk/knowledge-advice/current-affairs/Pages/coronavirus-covid-19.aspx>.
- 1.7 This Notice of Race (NoR) may be changed by amendment or by the Sailing Instructions (SIs). If a conflict arises between the NoR and the SIs, the SIs will take precedence.

2 SAILING INSTRUCTIONS

- 2.1 The SIs will be available by 5pm on Friday 23rd April on the website event page—<https://www.royal-southern.co.uk/calendar/events/event/10226/>.

3 COMMUNICATIONS and SAFETY

- 3.1 Boats shall comply with the current [World Sailing Offshore Special Regulations for Category 4 races](#); except that a boat unable to comply in all respects

with those safety requirements may seek a dispensation from the race committee.

- 3.2 All boats shall carry a functioning VHF radio capable of communicating on all the usual UK marine channels. The radio channels being used will be stated in the SIs.

4 ELIGIBILITY, ENTRY and FEES

- 4.1 Entry is open to inboard auxiliary powered mono-hull sailing yachts crewed by members of the same household or support bubbles, with a minimum overall length of 20ft and minimum speed of 4 knots under power.
- 4.2 The entry fee is a £25 donation to Hamble Lifeboats, which can be given through this link: <https://www.justgiving.com/fundraising/rsrnyc-scr>.
- 4.3 The Closing Date for entries is 5pm on Thursday 29th April and entry can be made by paying the donation as described in 4.2 and submitting this entry form: <https://forms.gle/Tkwd8tqQWWLRBzME7>.
- 4.4 Late entries may be accepted at the discretion of the Organising Authority (OA).

5 SCHEDULE

- 5.1 Start times will be given in the SIs.

Date	Time	Event
1st May	As	Leg 1—Hamble to Haslar Marina (Gosport)
2nd May	per	Leg 2—Gosport to Shepard's Wharf (Cowes)
3rd May	SIs	Leg 3—Cowes to Hamble

- 5.2 The intended programme of events is as follows:

6 RACE AREA and COURSES

- 6.1 Details of courses to be sailed will be given in the SIs.

7 PENALTIES

- 7.1 Penalties will be at the discretion of the Race Committee.

8 SCORING

- 8.1 Each yacht will receive a Handicap and take into account the speed of the yacht under both power and sail, and if the boat is using a spinnaker or cruising chute.

- 8.2 The Corrected Time for each yacht is calculated as per the Cruiser Racing Rules (Appendix A).
- 8.3 The yacht that has an Engine Excess Time (EET) on a leg of the course shall not be eligible for any prize awarded on that leg and any yacht with EET on completion of the race shall not be eligible for prizes awarded overall.
- 8.4 The winning yacht of a leg is the yacht with the lowest Corrected Time on that Leg.
- 8.5 A yacht shall score the number of points equal to her finishing position for that leg.
- 8.6 A yacht that starts and does not finish a leg of the course shall score points for that leg equal to the number of starters on that leg + 1.
- 8.7 A yacht that does not start on a Leg of the Course shall score points for that leg equal to the number of entries for the race + 2.
- 8.8 A yacht that is disqualified shall score points for that leg equal to the number of entries for the race + 3.
- 8.9 The overall score for the race is the sum of the scores over all legs.
- 8.10 The overall winner is the yacht with the lowest overall score. In the event of a tie the yacht that beats the other yacht the most times shall be the winner. If there is still a tie the yacht that beat the other yacht on the last leg shall be the winner.

9 PRIZES

- 9.1 For the Solent Cruiser race there will be a prize for first overall and the least percentage of engine time (Sailing Prize).
- 9.2 Prizes will be awarded at the Royal Southern Yacht Club Annual Prize Giving, on Saturday 30th October.

10 RISK STATEMENT

- 10.1 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 (if any) and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover (if any) is limited to such assistance, particularly in extreme weather conditions, as can practically be 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;
- (h) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of the weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew; and
- (i) Their boat is adequately insured, with a cover of at least £3 million against third party claims.

11 PRIVACY STATEMENT

- 11.1 The personal information that competitors and others provide to the organizing authority will be used to facilitate their participation in the event. If they have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If they are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Their personal information will be stored and used in accordance with the organizing authority's privacy policy. When required by the rules, personal information may be shared with the RYA, their national authority and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.

12 RIGHTS TO USE NAMES & LIKENESSES

- 12.1 By taking part in the event, competitors automatically grant to the organising authority and sponsors, without payment, the right in perpetuity to make, use and show any motion pictures, still pictures and live, taped or filmed television of or relating to the event.

13 BERTHING

- 13.1 Berthing for the first 12 entrants have been booked at Haslar Marina and Shepards Wharf. The club can make further reservations if required, or the marinas can be contacted directly:

Haslar Marina
Haslar Road, Gosport, Hampshire, PO12 1NU
+44(0) 2392 601 201
haslar@boatfolk.co.uk

Shepard's Wharf Marina
Medina Road, Cowes, Isle of Wight, PO31 7HT
+44(0) 1983 297 821
shepards.chc@cowes.co.uk

14 FURTHER INFORMATION

- 14.1 For further information, please contact the Sailing Office as below:

Sailing Secretary – Emily Robertson

Royal Southern Yacht Club, Rope Walk, Hamble, Hampshire, SO31 4HB

Tel: 023 8045 0302

Email: sailing@royal-southern.co.uk

Website: www.royal-southern.co.uk

Facebook: <https://www.facebook.com/RoyalSouthernYC>

Instagram: <https://www.instagram.com/royalsouthernyc/>

APPENDIX A

CRUISER RACING RULES

- 1.1 A Permitted Engine Percentage (PE%) is given. This shall be 50% unless varied by the SIs or an amendment to the SIs to make it 0%.
- 1.2 Each yacht has an Engine Allowance Time (EAT) equal to the PE% of the yacht's Elapsed Time. Thus the EAT is half the Elapsed Time if the PE% is 50% and 0 if the PE% is 0%.
- 1.3 In a multi-leg race each leg is handicapped and calculated separately except that when there is an Engine Excess Time (EET) on the previous leg the EAT on this leg is reduced by the EET from the previous leg. If the EET from the previous leg is greater than the EAT on this leg the EAT on this leg shall be zero.
- 1.4 Boats may suspend racing and proceed under power as follows:-
- 1.4.1 Yachts may use their engine for propulsion engaged in gear driving the yacht ahead or astern without penalty for the EAT.
- 1.4.2 Yachts may start run or stop their engines not clutched into the propeller before or after the 'engine for propulsion' time. This will allow engines to be warmed up and cooled when not under full load in a seamanlike manner.
- 1.4.3 No engine may be run whilst Flag 'E' is displayed.
- 1.4.4 Yachts under power shall either lower all sails or comply with rule 25(d) of the International Regulations for Preventing Collisions at Sea. This requires a vessel when motor sailing to exhibit forward where it can best be seen a conical shape apex downwards.
- 1.4.5 A yacht's motoring speed should not be such that it will unduly stress the engine cause excessive fuel consumption overheating or premature wear.
- 1.5 If the yacht uses her engine for propulsion for more than her EAT then her Engine Excess Time (EET) is equal to (Engine Time - EAT) and
- 1.5.1 If the PE% is 0% the yacht is disqualified for this leg.
- 1.5.2 If the PE% is 50% the Engine Excess Adjustment (EEA) is (2 x EET).
- 1.6 If the yacht does not use her engine for propulsion for more than her EAT then her EET is 0 and her EEA is 0.
- 1.7 The Corrected Time (CT) for the yacht is (Elapsed Time + EEA) x Handicap.