

**ROYAL SOUTHERN YACHT CLUB
ROYAL LONDON YACHT CLUB
JUNIOR OFFSHORE GROUP
AND
DEAUVILLE YACHT CLUB**



49th

COWES – DEAUVILLE RACE

Friday 27 May 2011

Start at 12h00 Noon

**SAILING INSTRUCTIONS
AND GENERAL INFORMATION**

**DEAUVILLE CRUISERS RACE
for
White Sail Non Spinnaker
CLASS YACHTS**

All times are BST – unless otherwise stated

**Tide Times Portsmouth Friday 27th May 2011
LW 13h30 BST (1.8m)
HW 20h30 BST (4.0m)**

All entrants and their crews are invited to enjoy the facilities of the Royal Southern, Royal London and Deauville Yacht Clubs

GENERAL INFORMATION

IMPORTANT

Boats entered and **not starting** or retiring from the race must notify as soon as possible:

ROYAL LONDON YACHT CLUB **TEL: 01983 299727**

Boats **retiring** from the race shall notify as soon as possible:

JOG FINISH TEAM **TEL: 00 44 7802 729212**

REGISTRATION WARNING

All yachts sailing in French waters **MUST** have their ships registration papers on board.

MOORINGS

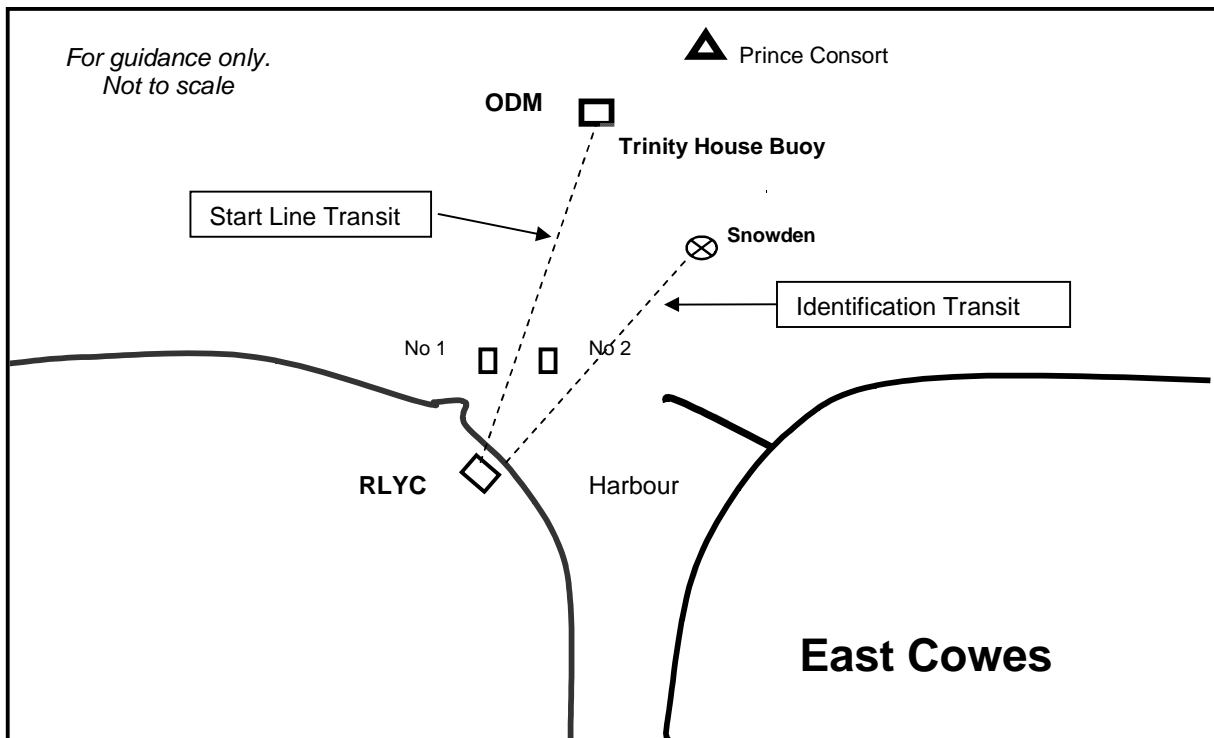
Yacht owners have a choice of either mooring in the inner and outer yacht basin pontoons or of mooring in the Port du Plaisance (Marina). Note that at low water there is less than 1m depth of water in the entrance of the Touques River.

DEAUVILLE LOCK TIMES - LOCAL TIMES {UT (GMT) + 2, BST+1}

The locks will be open at the following local French times (one hour ahead of race time - BST):

	Open	Close	Open	Close	Open
Friday 27 th May:	HARBOUR CLOSED DUE TO G8 SUMMIT				
Saturday 28 th May:	06h05	10h57	18h23	23h38	
Sunday 29 th May:	06h50	11h58	19h05	----	
Monday 30 th May:	-----	00h31	07h30	12h49	19h44

The Start



SAILING INSTRUCTIONS

1 RULES

- 1.1 Racing will be governed by the 'rules' as defined in the current Racing Rules of Sailing (RRS). In the case of conflict the sailing instructions will prevail.
- 1.2 Between the hours of sunset and sunrise the International Rules for the prevention of Collisions at Sea or Government Right of Way Rules shall replace the corresponding RRS Part 2 and navigation lights shall be displayed.
- 1.3 **COMMERCIAL TRAFFIC IN THE SOLENT**
Boats shall not enter the Moving Prohibited Zone (1000 metres ahead and 100 metres adjacent to vessels over 150 metres long) and shall not cause any obstruction to ships using the main channel and the port.
- 1.4 **Power and Sail class**
 - 1.4.1 The Current Racing Rules of Sailing Part 2 Section A only shall apply five minutes after the Start of the race when the Flag 'Z' is removed. Thereafter, the International Regulations for Preventing Collisions at Sea and Local Government Right of Way Rules shall apply.
 - 1.4.2 Boats may use their engine for propulsion engaged in gear driving the boat ahead or astern without penalty for up to fifty percent of the boat's Elapsed Time.
 - 1.4.3 Boats may start, run or stop their engines not clutched into the propeller before or after the 'engine for propulsion' time used to propel the vessel ahead or astern through the water. This will allow engines to be warmed up, and cooled when not under full load in a seamanlike manner. No engine may be run while Flag 'Z' is hoisted.
 - 1.4.4 ATTENTION IS DRAWN TO RULE 25(e) of the International Regulations for Preventing Collisions at Sea which requires a vessel when motorsailing to exhibit forward where it can best be seen, a conical shape.

2 CONDITIONS OF ENTRY

- 2.1 The safety of a boat and her crew is the sole responsibility of the owner or the owner's representative who must do his or her best to ensure the boat is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He or she must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He or she must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. Neither the establishment of these special regulations, nor the inspection of a boat under these regulations in any way limits or reduces the complete responsibility of the owner or the owner's representative. It is the sole and exclusive responsibility of each BOAT to decide whether or not to start or continue the race.
- 2.2 All boats shall be inboard auxiliary powered monohull sailing boats and shall:
 - 2.2.1 have an overall length of 25ft or over;
 - 2.2.2 have a minimum speed under power of 5 knots;
 - 2.2.3 have, at all times whilst racing, a minimum crew of 2 persons

3 HANDICAPPING

3.1 Non Spinnaker class

Those vessels taking part in the white sail non-spinnaker section will be handicapped on the basis of their TCF or in the absence of such a club handicap will be provided.

3.2 **Power and Sail class**

- 3.2.1 Each competitor will receive a Time Multiplication Factor (TMF), which will be applied to the yacht's actual recorded Elapsed Time. The TMF takes into account the speed of the yacht under both power and sail. These shall be stated on the list of entries.
- 3.2.2 The yacht's Corrected Time (CT) shall be her Elapsed Time (ET) PLUS Excess Engine Penalty Time (EEPT) MULTIPLIED by her TMF.
i.e. $CT = TMF \times (ET + EEPT)$
- 3.2.3 The minimum engine time for propulsion shall be 5 minutes in any period, except when actually crossing the finishing line.
- 3.2.4 The winning yacht shall be the yacht accruing the lowest Corrected Time.
- 3.2.5 Engine Penalty (EP). Any yacht may use her engine for propulsion for more than her Engine Allowance (EA) for race, but shall then be awarded an Excess Penalty Time (EETP) which shall be added to her Elapsed Time (ET). For each minute of Excess Engine Time a Penalty of 2 minutes will be added to the Elapsed time.
- 3.2.6 A yacht that has an Excess Engine Penalty Time shall not be eligible for any prize awarded.
- 3.2.7 Yachts hoisting or setting either a spinnaker or a cruising chute for any part of the race will have their handicap TMF adjusted and calculated using the 'Spinnaker Time Multiplication Factor (STMF)' stated on the list of entries.

Competitors entering the White Sail Non Spinnaker Class are allowed to change their entry to the Sail and Power class during the race and will then be judged on their Sail and Power handicap.

4 **DISTINGUISHING FLAGS**

- 4.1 When racing boats shall not wear an ensign. When a boat is not racing or after having retired boats are requested to wear an ensign on the stern.
- 4.2 **White Sail Non Spinnaker class**
Each boat shall display from her backstay the International Code Flag 'S'.
- 4.3 **Power and Sail class**
Each boat shall display from her backstay the International Code Flag 'E' and 'S'.

5 **SAFETY**

- 5.1 Personal Buoyancy - Adequate personal buoyancy or lifejackets for crew members shall be worn or carried in the boat at all times. Wet suits do not constitute adequate personal buoyancy.
- 5.2 Inspection - A boat may be inspected at any time. If she does not comply with these special regulations her entry may be rejected, or she will be liable to disqualification or such other penalty as may be prescribed by the Committee. Random spot checks on emergency equipment will be made to ensure that the proper emergency equipment is aboard and ready for use.

5.2.1 **Basic Standards**

- 1. All required equipment shall: function properly; be readily accessible; be of a type, size and capacity suitable and adequate for the intended use and size of boat; meet the standards accepted in the country of registry.
- 2. Boats shall be self righting. They shall be strongly built, watertight and, particularly with regards to hulls, decks and cabin trunks capable of withstanding solid water and knockdowns, they must be properly rigged and ballasted and be fully seaworthy. 'Properly rigged' means (inter alia) that shrouds shall never be disconnected.

3. Inboard engine installation shall be such that the engine when running, can be securely covered and that the exhaust and fuel systems are securely installed and adequately protected from the effects of heavy weather.
4. Boat equipment and fittings shall be securely fastened.

5.2.2 Equipment

Each Boat shall carry the following MINIMUM safety equipment throughout the race;

- 1 Fire Extinguishers - Two readily accessible
- 2 Bilge Pump - manually operable with all cockpit seats, hatches and companionways closed.
- 3 Two buckets of stout constructions with lanyards
4. Anchors - Two with cables. Anchors and any chain shall be securely fastened.
- 5 Flashlights - one of which is suitable for signalling, water resistant, with spare batteries and bulbs.
- 6 First Aid Kit and Manual
- 7 Foghorn
- 8 Radar Reflector
- 9 Shut-off valves on all fuel tanks
- 10 Compass - marine type, properly installed and adjusted, plus a spare compass
- 11 Charts, light list and piloting equipment amended to date.
- 12 Lead Line or echo sounder
- 13 Speedometer or distance measuring equipment
- 14 Navigation lights, to be shown as required by the International Regulations for Preventing Collisions at Sea, mounted so that they will not be masked by sails or the heeling of the boat
- 15 Heavy weather jib and reefing equipment for mainsail
- 16 Emergency steering equipment
- 17 Tools and spares, including adequate means to disconnect or sever the standing rigging from the hull.
- 18 Boat's name on miscellaneous buoyant equipment
- 19 Radio receiver capable of receiving weather bulletins
- 20 Life jackets, with whistles attached, for each crew member
- 21 Safety belt (harness type) - one for each member of the crew
- 22 Liferaft(s) capable of carrying the entire crew, which shall have been inspected by an approved Authority within the inspection timescale laid down by the manufacturer and be carried on deck or in a compartment opening immediately onto deck
- 23 Dinghy, capable of being used for kedging or carrying persons ashore
- 24 Life ring, horseshoe type, equipped with a self igniting waterproof light and drogue within reach of the helmsman and ready for instant use
- 25 Distress signals stowed in a waterproof container and meeting the following requirements:

Four Red parachute flares	Four Red hand flares
Four White hand flares	Two Orange Smoke Day signals
- 26 Heaving Line of 50ft/16m minimum length, floating type line, readily accessible to cockpit
- 27 Life Line (guardrails) around the area of the working deck
- 28 VHF radio fitted with channels 16, 37 (M1), 06, 08, 72, 77 and 80
- 29 Conical shape for use when motor sailing
- 30 Ball shape for use when at anchor
- 31 A timepiece set to BST GPS time and accurately displaying this time in hours, minutes and seconds

5.3 **Boats Retiring**

Any boat which, having started, retires from the race or does not complete the race for any reason, must notify the Race Finish Team on **07802 729 212**.

6 **SIGNALS**

6.1 **Signals Made Ashore**

Should it be necessary to postpone or cancel the race, the appropriate signal will be made from the Royal London Yacht Club on The Parade, Cowes, and, if possible, at the Royal Southern Yacht Club. Starting signals will be made from the RLYC flagstaff.

6.2 **Notices to Competitors**

Notices to competitors will be posted on the official noticeboard in the Royal Southern Yacht Club and the Royal London Yacht Club.

6.3 **Changes to Sailing Instructions**

Any changes in sailing instructions will, if possible, be posted two hours before the advertised starting time of the race. Such change will be indicated by displaying Int Code Flag L on the Royal London Yacht Club flagstaff. It is then the responsibility of each yacht to report to the Royal London Yacht Club before the first start to receive the changes in sailing instructions.

6.4 At the **start** will be by **VHF Ch 72**, call sign '**Royal London**'. At the **finish** will be by **VHF Ch 72**, call sign **JOG TWO**. Leading yachts should call **JOG TWO five miles from the Finish Line**. The Race Finish Team may be contacted on mobile **00 44 7802 729212**. Yachts should maintain a dual (listening) watch on Ch 16 & 72.

7 **COURSE**

7.1 **IDENTIFICATION**

An identification transit will be established off Cowes – **see chartlet for location**. The transit is between Snowden Buoy and the club flagstaff. **EVERY BOAT SHALL PASS FROM EAST TO WEST THROUGH THE TRANSIT PASSING NEAR TO AND SOUTH OF SNOWDEN BUOY DISPLAYING HER SAIL NUMBER and until she receives a radio acknowledgment from 'London One' on VHF 72**. The penalty for an infringement of this SI shall be at the discretion of the protest committee.

The gate will be available from **1100** until 5 minutes after the start.

7.2 If starting to the **WESTWARD a GREEN FLAG** will be displayed from the Royal London Yacht Club flagstaff.

7.3 **WESTBOUND COURSE – via The Needles**

Cross the start line. Round BRIDGE BUOY (leave to Port) to the finishing line off Deauville (115nm approx)

7.4 If starting to the **EASTWARD a RED FLAG** will be displayed from the Royal London Yacht Club flagstaff.

7.5 **EASTBOUND COURSE – via The Forts**

Cross the start line. Pass between NO MANS LAND FORT and HORSE SAND FORT – BEMBRIDGE LEDGE BUOY (leave to starboard) – to the finishing line off Deauville (100 nm approx).

8 **STARTS**

Starting times are in BST. If flags are **not** used then signals will be announced on VHF Channel 72.

RRS 26.1 is varied in that the Z flag (non engine signal) may be displayed at the preparatory signal and may be removed with a sound signal 5 minutes after the starting signal. This then signifies that engine use is permitted for the Power and Sail Class.

Warning Signal Flag C	Preparatory Signal Flag P + Flag Z	One Minute Signal Remove P	Start Remove C	Start + 5 Remove Z
1150	1155	1159	1200	1205

9 STARTING LINE

- 9.1 **(See chartlet)** The starting line is the extension of a line from a black and orange board on the RLYC club house in line with a similar board on The Parade. Vertical light beams on the clubhouse board, that are obscured when on the start line, are navigational aids only and their failure shall not be grounds for redress.
- 9.2 The **Outer Distance Mark (ODM)**, which may not lie on the starting line, is the Trinity House Buoy, a yellow cylindrical buoy. Boats shall pass south of the ODM. The **Inner Distance Mark (IDM)**, which does not lie on the starting line, will be No 1 Harbour Buoy (green) when starting to the WEST and No 2 Harbour Buoy (red), when starting to the EAST. After the start, boats shall pass to the north of the IDM.

10 STARTING PROCEDURE

Sail and Power class

Boats shall start under sail only. Engines shall not be running, even if not clutched into the propeller, from 5 minutes before the start (Code Flag 'Z' displayed) until 5 minutes after the Start when Flag 'Z' will be removed. A boat using her engine whilst Flag 'Z' is displayed shall be liable to disqualification or such other penalty as the jury may prescribe.

10.1 INDIVIDUAL RECALLS

Sail numbers of those boats recalled MAY be advised by VHF Radio – See SI 4.0. Those boats who, when recalled, do not respond will, without a hearing, be penalised 5% of her elapsed time (minimum 3 places). Any boat so penalised shall be entitled to a hearing on request.

10.2 GENERAL RECALLS

After a general recall is signalled, RRS 29.2 is varied in that a new Preparatory Signal will be made one minute following the removal of the First Substitute.

10.3 LATE STARTERS

The starting line will remain manned until all competitors have started or for 15 minutes after the last starting signal has been made, after which, any boat whose entry has been received shall be deemed not to have started.

- 10.4 A boat that has not crossed the Starting Line when the engine Permitted Signal has been made (Flag 'Z' removed) may use her engine for propulsion up to the starting line but shall cross the line under sail only and shall not then use her engine until five minutes after the crossing the starting line. (For power and Sail class only)

- 10.5 **EXCEPTIONS TO RRS 4.1, 42.1 & 45.** These rules shall not apply except that a boat may not necessarily be off her moorings and may receive outside assistance or use her engine after her preparatory signal so long as she is not within half a mile of the starting line and has not started.

11 FINISHING

- 11.1 The finishing line will be between a Committee Boat, if on station, and LA SEMOY Buoy 49° 24'.136 N 00° 02'.3837 E. Boats shall cross the finishing line from north to south. **Should the Committee boat not be on station then boats shall record their own finishing time when the LA SEMOY buoy bears 270° true. After finishing call JOG TWO immediately on VHF Ch 72 giving boat name, sail number and finishing time.**
- 11.2 Fast boats are requested to call the finishing boat on VHF Channel 72 when they are about 5 miles from the finish. Such calls may not be acknowledged.

11.3 **TIME LIMIT**

The time limit for all boats shall be 09h00 BST (10h00 French time) on Saturday 28th May 2011.

12 **ALTERNATIVE PENALTIES**

Alternative Penalties RRS 44.3 scoring penalty will apply. The penalty will be three places.

13 **PROTESTS**

- a) Protests lodged before the start relating to rating or handicap will be heard either at the Royal London Yacht Club or the Royal Southern Yacht Club.
- b) Protests in accordance with RRS Part 5 shall be lodged within TWO HOURS of the arrival of the protesting boat in Deauville. They will be delivered in writing to the Secretary's Office at the Deauville Yacht Club on the RYA Form of Protest (Copies available from the Secretariat). This time limit may be extended at the discretion of the Committee. Protests will be heard as soon as possible after they have been lodged and protestors shall ensure that all necessary witnesses are available at the hearing. It is the duty of the protestor to inform the protestee of his intention to protest.

14 **DECLARATIONS**

14.1 Declarations shall be delivered to the race committee at the Deauville Yacht Club as soon as possible after finishing the race and within two hours of locking into the harbour or marina.

14.2 **White Sail Non Spinnaker class**

Each boat shall record on the Declaration Form the following:

14.2.1 The finish time in hours, minutes and seconds, which must be in BST only.

14.2.2 The names of the boat finishing ahead and astern.

14.3 **Power and Sail class**

Each boat shall record on the Declaration Form the following:

14.3.1 Each time the engine for propulsion commenced and stopped, together with the estimated chart position and the name/sail number of the nearest BOAT ahead and astern at that time, where visible.

14.3.2 The finish time in hours, minutes and seconds, which must be in BST only.

14.3.3 The names of the boat finishing ahead and astern.

15 **POINTS SCORING SYSTEM**

15.1 The Low Points scoring system, Appendix A2 of the racing rules will apply

15.2 A boat that starts and finishes but exceeds her Engine Allowance (EA) shall score points on her placing after adjustment for Excess Engine Penalty Time (EEPT). But will not be eligible for prize. The vessel next in line will take its place.(Power and Sail class only)

15.3 In the event of a tie for overall placings, the boat that has used the least engine time will be the winner. (Power and sail only).

16 **PRIZES AND PRIZEGIVING**

Prize-giving will be at the Deauville Yacht Club at 11h00 BST (12h00 Local Time) on Sunday 29th May 2011. All competitors and their crews are invited to attend.

Prizewinners are to appoint a representative to receive their prize if no crew member is able to be present.

17 DISCLAIMER

- 17.1 A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the notice of race or Sailing Instructions or anywhere else, reduces this responsibility.
- 17.2 It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching or going to sea, the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them.
- 17.3 The boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2,000,000.
- 17.4 Nothing done by the Organisers can reduce the responsibility of the boat nor will it make the Organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The Organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer.
- 17.5 The fact that the race committee conducts inspections of a boat does not reduce the responsibilities of the boat set out in this paragraph.

