



# EAST COWES SAILING CLUB

## SUNDAY BRUNCH SERIES UNDER COVID 19 GUIDELINES

6<sup>th</sup> September to 11<sup>th</sup> October 2020

### NOTICE OF RACE & SAILING INSTRUCTIONS

#### REVISION STATUS

REVISION	DATE	AUTHOR	NOTES
1.0	25.8.20	GUY SHELBOURNE	REVISED FOR COVID 19 – SINGLE CLASS/START

#### 1. INTRODUCTION

East Cowes Sailing Club intend to run a Series of 6 races which comply with all current legislation relating to Covid-19 on Sunday mornings from 6<sup>th</sup> September to 11<sup>th</sup> October. Boats will compete in 1 class having 1 start.

Competitors are to refer to and comply with all Harbour Authority Local Notices to Mariners (LNTM), General Directions and byelaws. Competitors shall particularly comply with the legal restrictions and RYA recommendations arising from the Covid-19 pandemic which may be in force at the date of each race. These can be found at the following web site:

<https://www.rya.org.uk/newsevents/news/Pages/coronavirus-advice-and-information-for-recreational-boaters.aspx>

#### 2. RULES

Racing will be governed by:

- a. The rules as defined in The Racing Rules of Sailing 2017-2020(RRS).
- b. The Byelaws/General Directions for the Port of Southampton, Portsmouth Harbour and Cowes Harbour.
- c. The International Regulations for Preventing Collision at Sea (Colregs) apply when any non-racing vessel is encountered. In particular sailing vessels and all vessels under 20 metres in length must not impede vessels that can navigate safely only in a narrow channel or fairway. All yachts are required to comply with Southampton Notice to Mariners 14/2019 (Precautionary Area, Thorn Channel). Engines may be used for this purpose without penalty providing no racing advantage has been gained. Circumstances of engine use must be reported to the Race Committee without delay and in any event within 1 hour of finishing the race.

#### 3. START & FINISH LINES

Starting signals will be made from the ECSC race box situated on the ECSC dinghy park, East Cowes Esplanade. **The courses will be announced on VHF Channel 37A.** The Start line will be an extension of a transit formed by bringing a mast with an orange triangle to the rear of the race box and a post or board to the front of the race box into line. Shortened course signals

will be made by VHF announcement and flags may be displayed from the rear transit mast. Both the forward and back transit marks may be lit by a high-intensity white light. The outer distance mark (ODM) for both start and finish will be the yellow racing mark "Coves Corinthian (34)" approximately 500 metres NW of the transit marks.

**Note: The outer limit may not necessarily be on the start line.**

**The Finish Line to be from the Post on the front of the race box to the ODM (Coves Corinthian).**

### 3. CLASSES AND START TIMES

The Autumn Series will be run on consecutive Sundays. There will be one start, but with two separate classes, Class 1 with spinnakers and Class 2 without. The Race Officer may set separate courses for each class.

SINGLE CLASS	WARNING SIGNAL	PREPARATORY SIGNAL	ONE MINUTE	START SIGNAL
Combined Start	10.55	10.56	10.59	11.00

#### NOTES:

1. There may be a time check broadcast on VHF Radio (M1 37A) at 10.45.
2. Sail configuration: Boats may choose to sail with spinnakers (Class 1) or without spinnakers (Class 2), and handicaps will be adjusted to reflect this. Please indicate class 1 or class 2 on the entry form. Note as above a boats choice of sail configuration when starting racing will remain for the series.

A spinnaker is defined as in RRS 50.4 Headsails, where the difference between a headsail and a spinnaker is that the mid girth of a headsail, measured from the mid-points of its luff and leech, does not exceed 50% of the length of its foot, and no other intermediate girth exceed a percentage similarly proportional to its distance from the head of the sail. A sail tacked down behind the foremost mast is not a headsail. Cruising chutes, Gennakers, Asymmetrics are spinnakers under this definition.

### 4. COURSES

Courses will be selected from the ECSC Course Card available on the website. Each course is indicated by a single letter. Courses may be combined for the purposes of a race e.g. Course BD means Course B with vessels continuing the race with Course D. Courses may be sailed twice (2 laps). Course ZZ indicates that the course will be passed by radio, nominating individual race marks.

### 5. AREAS THAT ARE OBSTRUCTIONS

When racing Yachts shall pass North of the breakwater. The breakwater shall rank as an obstruction as defined in RRS.

### 6. STARTING AND COURSE SIGNALS

**BE AWARE THAT COURSE INFORMATION WILL BE CIRCULATED BY VHF RADIO ONLY.**

The course letter(s) will be broadcast on VHF channel M1 (37A), names of marks and which side to pass the mark may be broadcast on VHF channel M1 (37A)

The sound signal is generated by an air-horn, A light is also illuminated when the signal is sounded.

- (ii) The warning signal for the start sequence will be indicated by a sound signal (with light).

- (iii) The preparatory signal for the start will be indicated by a sound signal (with light).
- (iv) The 'One Minute' signal will be a sound signal. (with light)
- (v) The class signal will be indicated by a sound signal. (with light)
- (vi) All marks are to be 'passed' on the required side.
- (vii) Neither failure by a boat to receive nor hear such VHF communications will be grounds for redress.

## 7. RECALLS

Should a competing yacht be on course side (OCS) at the start, a second sound signal will be made. The 'round the ends rule 30.1' shall not apply. Sail number(s)/names of recalled yacht(s) may be broadcast on VHF Channel M1 (37A) by Race Control approximately one minute after the start.

## 8. SHORTENED COURSE

Courses may be shortened as per 'RRS 32' by VHF announcement and an 'S' flag may be flown from the rear transit. If 'S' only is displayed, all classes are to be shortened. If 'S' followed by a class flag is displayed, only the class(s) indicated are to be shortened.

## 9. TIME LIMITS

The Time Limit for any race shall be 1315. However, should a boat finish before the time limit then the other boats shall be allowed an extra 15 minutes beyond the time limit to finish. Boats failing to finish by the Time Limit shall be scored "Did Not Finish" without a hearing. Should all competitors in any individual class not complete the course, the Race Officer may use the times recorded on completion of the previous lap for results purposes.

## 10. CANCELLATION

Flag 'N' (blue and white check) will be flown from the Club flagstaff located at the Sailing Club premises and also on the race control box on East Cowes Esplanade as soon as possible prior to commencement of racing. A broadcast will be made on VHF Radio Channel M1 (37A) and cancellation notification may also be sent by SMS/ECSC WhatsApp to those competitors whose mobile phone numbers are held by Race Control.

## 11. ENTRY FORMS, HANDICAP FORMS, FEES AND LIABILITY DISCLAIMER

Entry fees for the 2020 season have been suspended for the series. *(Note this supersedes the fee indicated on the entry form).*

Competitors are required to have completed an entry and liability disclaimer form, together with a handicap form prior to competing.

Entry Forms and Handicap Forms are available from the website [www.eastcowessc.co.uk](http://www.eastcowessc.co.uk) Completed forms should be passed either direct to the Rear Commodore (Sailing) or posted to the East Cowes Sailing Club address. Contact can also be made with the Race Committee via email at [sailing@eastcowessc.co.uk](mailto:sailing@eastcowessc.co.uk). Competitors should still indicate **whether they wish to enter Class 1 (spinnaker) or Class 2 (non spinnaker).**

**Visitors are requested to identify themselves to the Race Control Box or the Club launch prior to, or at the start of the first race they enter.**

## 12. SAFETY EQUIPMENT.

The following items of safety equipment must, as a minimum, be carried by all competing boats:

- a. A VHF radio capable of communicating on VHF channel M1 (37A)
- b. An anchor suitable for the size of vessel and a minimum of 20 metres of warp.
- c. A personal floatation aid for each person on board.
- d. A life buoy or other man overboard recovery device.
- e. Navigation lights appropriate to the size of vessel.

## 13. ALTERNATIVE PENALTY

Rule 44 will apply (the 720 degree turn penalty). Rule 31 will apply (touching a mark).

## 14. PROTESTS

Intention to protest must be made to the Principal Race Officer either by communication through VHF channel 37A (M1) or by phoning 07740 290 142 not later than ONE hour after the finish of the protesting yacht. The Principal Race Officer, at his discretion, has the power to extend this time limit. Protest must then be made in writing and handed in to the Principal Race Officer with a £5 deposit, within 4 hours of the incident. **NOTE:** It is the duty of the protesting yacht to inform the yacht being protested that protest is being made against her.

## 15. RESULTS AND POINTS SCORING

- a) The results will be posted on the Club web site.
- b) The "Low Points Scoring Systems" of Appendix 'A' of the Racing Rules will apply as amended by Rule A5.
- c) A Trophy will be awarded to the boat that achieves the lowest total accumulated score from 5 of the 6 races. If there is no boat that completes 5 races then the best 4 race scores to count.

## 16. PRIZES

Cups and Trophies will be awarded at the Club's 2021 Annual Prize Giving.

## 17. BURGEES

Members of ECSC shall fly the Club Burgee from the back stay or other prominent position. Visiting yachts shall ensure that they identify themselves at the start of a series or on the first occasion racing with the Club to assist the Race Team.

## 18. MISCELLANEOUS

1. Handicap figures will be based on the Portsmouth Harbour System (PY) and will be reviewed/ amended by the Sailing Committee. Competitors will be notified of any change to their handicap. If a yacht changes class during the season then her handicap shall revert to her standard PY number until her performance has been monitored in her new fleet.
2. Behaviour deemed to be overly aggressive or of a dangerous nature may lead to penalties, disqualification or permanent exclusion.
3. The Race/Line Officers and/or Club launch **must** be informed (**for safety reasons**) as soon as possible if you retire from any race. It is considered irresponsible practice to abandon racing without informing Race Officers.
4. Any damage caused by a competitor to any navigational buoy or special mark, including racing marks shall be reported to the appropriate Harbour Authority within 24 hours of the race keeping

ECSC (Rear Commodore Sailing) informed.

5. Sailing is by its nature an unpredictable sport and therefore 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, 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;
  - (h) they are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of 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.

## **20. DISCLAIMER, RESPONSIBILITY & INSURANCE:**

The Safety of a Yacht, its crew and its entire management, including insurance, shall be the sole and inescapable responsibility of the owner/skipper. The organisers shall not be liable for any loss, damage, death or personal injury, howsoever caused, to the vessel, owner, his skipper, crew or third parties as a result of taking part in any East Cowes Sailing Club (ECSC) event. Every owner warrants the suitability of his yacht for any ECSC racing

**ALL YACHTS **MUST** CARRY INSURANCE PROTECTION FOR THIRD PARTY AND PASSENGER LIABILITY OF NOT LESS THAN £2,000,000.**