The Osprey Round the Isle of Wight Race 2023

Lymington Town Sailing Club

23rd or 24th September 2023

Sailing Instructions

NOTICES

NAVIGATION AND SEAMANSHIP

1. **International Regulations and Byelaws** Attention is drawn to the International Regulations for Preventing Collisions at Sea and to the byelaws and Local Notices to Mariners (LNTM) issued by Associated British Ports Southampton, Queen's Harbour Master, Portsmouth and Cowes Harbour Master, Cowes which can be found on the internet see rya.org.uk for details. These apply at all times of the day and night and shall govern the behaviour of all competitors with respect to other pleasure craft and all commercial vessels.
2. **Area of Concern** The following is an extract from ABP Southampton Harbour Byelaws 2003: 11.(1) In this byelaw –"the Precautionary Area" means the main navigable channel which lies between an imaginary line drawn between Prince Consort and South Bramble buoys and an imaginary line drawn between Black Jack and Hook Buoys; "Moving Prohibited Zone" means an area extending 1000 metres ahead and 100 metres either side of any vessel of over 150 metres length overall while it is navigating within the Precautionary Area (2) The master of a small vessel shall ensure that the vessel does not enter a Moving Prohibited Zone. (3) For the purpose of indicating the presence of the Moving Prohibited Zone, the master of any vessel of over 150 metres length overall shall display on the vessel, where it can best be seen, a black cylinder.
3. **Restricted Anchoring** Boats are warned not to anchor or kedge in the area marked on charts by lines from Egypt Point to Stansore Point and from Thorness Bay to Inchmery House, where there are high-tension cables and gas pipes on the sea bed.
4. **NEEDLES HAZARDS WARNING** COMPETITORS SHOULD MAKE THEMSELVES AWARE OF THE POSITION OF THE SHALLOW ROCK LEDGE WHICH EXTENDS APPROXIMATELY 250 METRES WSW OF THE NEEDLES LIGHTHOUSE AND OF THE DANGEROUS WRECK WHICH LIES SCATTERED OVER THE LEDGE. ANOTHER HAZARD, GOOSE ROCK, LIES 75 METRES TO THE WNW OF THE LIGHTHOUSE. COMPETITORS ARE ADVISED TO NAVIGATE WELL CLEAR OF THESE DANGERS.
5. **Area of Particular Care** - **THE FORTS** Competitors should take special care when passing No Man's Land Fort and of the extensive wind shadow in its lee.
6. **Avoid Fishing Gear** - Competitors are reminded of their individual responsibility to avoid damage to fishing gear and should keep a look out for markers of such gear.
7. **Dive Sites** Competitors should be aware of a number of dive sites in the Western Solent, which are marked with small yellow buoys.

Sunrise 06;53, sunset 19:03,
23rd September: -
Low water Portsmouth 10:30 High Water Portsmouth 17:57
24th September: -
Low water Portsmouth 12:08 High Water Portsmouth 19:21

All times are BST

1. RULES
   1.1. Racing will be governed by the 'rules' as defined in the Racing Rules of Sailing (RRS) with Royal Yachting Association (RYA) Prescriptions, together with the Osprey Class Rules, the Notice of Race (NoR) and these Sailing Instructions (SIs).
   1.2. Where there is conflict between a rule in the Notice of Race and one in the Sailing Instructions, the Sailing Instructions will prevail. This changes RRS 63.7.
   1.3. Advertising will be as detailed in NoR 2
   1.4. The "Moving Prohibited Zone" referred to in the Southampton Harbour Byelaw 2003 No. 11 and SI 8.3.3 shall rank as an obstruction to boats racing (see Diagram A below).
   1.5. All boats shall comply with Southampton, Portsmouth, Cowes and any other relevant Harbour Byelaws, where applicable.
2. CHANGES TO RACING RULES
   2.1. RRS 32 is changed in that the arrangements for shortening the course are defined in SI 12.2
   2.2. RRS 44 will not apply. Provided that she has not caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the Race, a boat that may have broken RRS 31 or a rule of RRS Part 2 may accept a time penalty of 2% of her elapsed time rounded to the nearest second (see SIs 14.1 and 14.2).
   2.3. Other changes to the RRS are included in SIs
3. SAFETY
   3.1. Buoyancy aids or life jackets shall be worn by all competitors throughout the race.
   3.2. All boats shall carry a tracking device a mobile communication device as defined in NoR 11, a suitable towing line, a VHF, a GPS and sufficient food and water as defined in the NOR and the Pre-Race Checklist.
4. ELIGIBILITY
   4.1. The race is open to all boats of the Osprey Class as defined in NoR 3.
   4.2. All competitors shall be members of the Osprey Class Association.
   4.3. All competing boats shall complete a Pre-Race Checklist as provided with the Entry Form and shall submit the completed form to the Safety Officer prior to the race. The Safety Officer may carry out safety inspections as appropriate. A boat that either refuses an inspection or fails to give all reasonable assistance to an authorised inspector may be disqualified without a hearing.

5. COMMUNICATIONS WITH COMPETITORS
   5.1. A briefing will be held at 20:00 on Friday 22nd September at Lymington Town Sailing Club. All competitors shall attend the briefing. Any notices to competitors or changes to Sailing Instructions will be briefed at this meeting.
6. SIGNALS MADE ASHORE
   6.1. There will be no signals made ashore
7. CLASS FLAG
   7.1. The Class Flag will be Naval Numeral 0
8. THE COURSE
   8.1. Course Area Round the Isle of Wight.
   8.2. Boats shall cross the starting line to the Westward, round the Needles Lighthouse, pass St. Catherine's Point, round Bembridge Ledge Buoy, with all marks being left to PORT and finish by crossing the finishing line from East to West.
   8.3. Prohibitions
      8.3.1. Boats shall not pass inside the outer row of small craft moorings to the west of Yarmouth Harbour entrance.
      8.3.2. Boats shall not pass to the North of either Horse Sand Fort or the obstructions of the row of iron piles off Durns Point, East of Lymington.

8.3.3. Boats shall not enter the “Moving Prohibited Zone” referred to in Southampton Harbour Byelaw 2003 No 11 (see SI 1.4).

9. THE START
   9.1. The Race will be started in accordance with RRS 26
   9.2. The start line will be the line between a Committee boat and an ODM. The location and description of the Committee Boat and the ODM will be defined at the briefing meeting on the 22nd September.
   9.3. The starting time will be briefed at the meeting on Friday 22nd September and is expected to be around 07:00 on either the 23rd or 24th September.
10. RECALLS
   10.1. Individual Recalls will be in accordance with RRS 29.1
   10.2. General Recalls will be in accordance with RRS 29.2
11. RETIREMENT
   11.1. Boats are requested to report their retirement to the Safety Officer using their Mobile Communication Device and Text Message. Please note that the Organizing Committee may not have the facilities to be able to tow or escort any retiring competitors back to Lymington Town SC and that for much of the race there are limited places of refuge that a retiring boat can go to.
12. THE FINISH
   12.1. The Finishing Line will be an imaginary line off Lymington. The exact location will be briefed at the meeting on 22nd September. There will be no committee boat at the finishing line, finishing times will be determined from the trackers carried by each boat. Competitors should make a record of their finishing time as a back up to the trackers.
   12.2. The race may be shortened, at the discretion of the Safety Officer, at around 1800 hrs. Competitors will be informed by VHF/Mobile Communication Device. The race positions will be determined from the trackers. Competitors should make a record of their location at the time of the shorten course as a back up to the trackers. Following the shorten course competitors should continue to make progress towards Lymington, until such time as a Safety Boat is able to take them in tow. This changes RRS 32.
13. TIME LIMIT
   13.1. The time limit for the Race is 1900 hours.
   13.2. RRS 35 will not apply. Any boat that does not finish before 1900 will be scored DNF.
   13.3. When no boat finishes within the prescribed time limit, the Race will be abandoned and will NOT be re-sailed.
14. PENALTY SYSTEM
   14.1. RRS 44 will not apply. A boat that may have broken a rule of RRS Part 2 (When Boats Meet) while racing may accept a time penalty, unless she has caused injury or serious damage or gained a significant advantage in the Race in which case she shall retire. The time penalty will be 2% of her elapsed time rounded to the nearest second.
   14.2. A boat that has broken RRS 31 (Touching a Mark) may accept a time penalty, unless she has caused injury or serious damage or gained a significant advantage in the Race in which case she shall retire. The time penalty will be 2% of her elapsed time rounded to the nearest second.
   14.3. A boat accepting a time penalty shall inform the Safety Officer by mobile communication device as soon as possible after the infringement.
   14.4. A boat that has not complied with SI 14.3 may acknowledge an infringement before a hearing provided she did not cause injury or serious damage or gain a significant advantage. She will receive a penalty of 5% of her elapsed time, rounded to the nearest second.

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15. PROTESTS
   15.1. Protests shall be submitted in writing to the Race Committee no later than 30 minutes after returning to the shore.
16. DECLARATIONS
   16.1. Every boat must declare her finishing time to the Safety Officer using the mobile communication device and Text Message as soon as possible after crossing the finishing line.
17. SCORING
   17.1. Boats will be scored in accordance with their finishing times recorded by the tracking device and verified by the individual competitor’s declaration.
18. RESULTS

18.1. The results will be published at Lymington Town SC as soon as possible after all boats have finished or been accounted for.

19. RISK STATEMENT

19.1. 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 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) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that the crew are sufficient in 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 their boat is adequately insured, with cover of at least £2,000,000 sterling against third party claims.

20. RYA CHARTER

20.1. Competitors are required to sail in compliance with the RYA Charter, which can be found at the front of the RYA rule book (Racing Rules of Sailing 2021-2024) or at www.rya.org.uk/racing/charter

DIAGRAM A : PRECAUTIONARY AREA

