



Royal Ocean Racing Club

Incorporating Royal Corinthian Yacht Club, Cowes



ARROW TROPHY REGATTA 2016
Saturday 1st and Sunday 2nd October, Cowes, IOW

Organised on behalf of the
ARROW TROPHY YACHT RACING ASSOCIATION

Sailing Instructions for the Fleet Racing Stage
and the Residual Fleet Racing Stage

HW Portsmouth Saturday 1 st October	1228	4.7m
HW Portsmouth Sunday 2 nd October	1305	4.7m

1. RULES

- 1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing including RYA Prescriptions.
- 1.2 Races in the Fleet Racing Stage will be additionally governed by Addendum Q – Umpired Fleet.
 - a) The use of Addendum Q will be signalled by the display, not later than the Warning Signal of Code Flag 'U'.
 - b) When Addendum Q is in use, SI 20 does not apply except 20.6 and 20.7.
- 1.3 Boats shall comply with Associated British Ports Notice to Mariners No 3 of 2016: The Moving Prohibited Zone in the Precautionary Area which shall rank as an obstruction for the purposes of rules 19 and 20. Boats shall avoid close quarters with any commercial vessel.
- 1.4 Boats shall obey any restrictions in force from any current Notice to Mariners affecting the sailing area.
- 1.5 Boats shall comply with the Sunsail Boat Handling Rules contained in Appendix B, which shall apply at all times during the Charter.
- 1.6 Separate Sailing instructions will apply to the Match Racing Stage. These Sailing instructions do not apply to the Match Racing Stage.
- 1.7 Boats shall comply with the ATYRA rules on the use of 'ringers' and professional sailors. These shall be declared at the briefing (see 4.2).

2. FORMAT

- 2.1 If for any reason no racing takes place on the Saturday, only the Fleet Racing Stage will take place on the Sunday.

3. BOATS AND CREWS

- 3.1 Boats will be allocated to teams by a random draw conducted by Sunsail Events Limited under the supervision of the Management Committee. There shall be no request for redress relating to the allocation, changing Rule 62.1.
- 3.2 There shall be no modification to the boats as supplied except as permitted in the Boat Handling Rules as set out in Appendix B. Please note in particular point 4.4 in Appendix B with reference to spinnaker handling.

4. COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official notice board located at the Royal Ocean Racing Club, Cowes (RORC).
- 4.2 There will be briefings for team skippers at 0800 on Saturday and 0830 on Sunday in Cowes Yacht Haven. One representative from each team plus any professional sailors wishing to sail in the regatta shall attend each briefing.
- 4.3 Race announcements will be made throughout both days on the radio channel VHF Channel 77 or as advised during the Regatta. 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.

5. CHANGES TO SAILING INSTRUCTIONS

- 5.1 Any changes to sailing instructions prior to 2000 on Thursday 1st October will be posted on the ATYRA and RORC websites.
- 5.2 Any later change to sailing instructions issued prior to 0800 on the day on which it takes effect shall be posted on the official notice board.
- 5.3 Any change after 0800 on the day it takes effect will be communicated verbally afloat by on the designated radio channel (Channel 77 or as advised during the Regatta). Flag L will not be displayed ashore. This changes Race Signals.

5.4 Any change to the schedule on Sunday will be posted by 2000 on Saturday.

6. SIGNALS MADE ASHORE

6.1 Signals made ashore will be displayed from the flagstaff of the RORC.

6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes'. This changes Race Signal AP.

6.3 When flag Y is displayed ashore, rule 40 applies at all times while afloat. This changes the Part 4 preamble.

6.4 When flag W is displayed ashore not later than 30 minutes before the scheduled first warning signal of the day the start and finish of each race shall take place ashore.

7. SCHEDULE

7.1 The first warning signal each day will not be before 1000. For subsequent races the warning signal will be displayed as soon as possible after the finish of the previous race.

7.2 On Sunday no warning signal shall be made after 1400.

8. CLASS FLAG

8.1 The class flag will be Naval Numeral 7 (as supplied with the Sunsail Boats).

9. RACING AREA

9.1 Racing will be in the Central Solent. The location of the committee boat will be announced on the designated radio channel from 0900 each day.

10. SAIL LIMITATIONS

10.1 **Flag G** displayed on the Committee Boat at or before the warning signal means that no spinnakers shall be flown.

10.2 **Flag H** displayed on the Committee Boat at or before the warning signal means no spinnakers shall be flown and that 1 reef shall be taken in the mainsail.

10.3 **Flag J** displayed on the Committee Boat at or before the warning signal means no spinnakers shall be flown and that 2 reefs shall be taken in the mainsail.

10.4 The decision to display any of the sail limitation flags will be the sole decision of the Race Officer and no claim for redress shall be allowed against the decision. This changes rules 61(b) & 62.

11. THE COURSE

11.1 The race committee will select a course using the marks selected from those set out in Appendix C. It will be announced before the warning signal on the designated radio channel. The broadcast will state the marks in order to be rounded and the side on which they are to be passed.

11.2 Marks will be identified by the letters or numbers specified in Appendix C.

12. MARKS

12.1 The laid marks will be orange or black inflatable buoys with the letters RORC thereon.

12.2 Other marks are as designated in Appendix C.

13. AREAS THAT ARE OBSTRUCTIONS

13.1 Boats shall not anchor or kedge in the Cowes harbour fairway or within the area between Stone Point and Gurnard Bay as indicated on the racing chart contained in Appendix A in these Sailing instructions and on Admiralty Chart 2040. Gas and water pipes, telephone and electricity cables carrying 133,000 volts lie on the seabed.

14. THE START

14.1 The starting line will be between a staff displaying an orange flag on the committee boat and the nearby orange or black inflatable mark unless Flag W is displayed ashore.

14.2 If Flag W is displayed ashore, the starting line will be the extension of a line from the RORC flagstaff through a vertical orange board with triangle. The ODM is the Prince Consort navigation buoy. No inner limit will be laid but when starting to the east boats shall leave No 2 harbour buoy to starboard.

14.3 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rules A4 and A5.

14.4 Individual recalls may be broadcast on VHF. Delay or failure to broadcast or receive a recalled sail number shall not be grounds for redress. This changes rule 62.1(a).

15. CHANGE OF THE NEXT LEG OR LEGS OF THE COURSE

- 15.1 Where the race committee decides to change the next leg of the course, there are two possibilities. It will either replace a laid mark in which case SI 15.2 will apply or it will direct the fleet to a new fixed mark or marks in which case SI 15.3 will apply.
- 15.2 The position of a laid inflated mark(s) may be adjusted by up to approximately +/- 10 degrees relative to the previous laid mark(s) and up to approximately 400 metres to windward or leeward without the signalling of flag C. This changes rule 33.
- 15.3 When changing the course at a fixed mark, a change of course after the start may be signaled at any rounding mark. The race committee vessel will display flag C with repetitive sounds. The new course to be sailed will then be announced on the designated radio channel. This changes rule 33.

16. THE FINISH

- 16.1 The finishing line will be between a staff displaying an orange flag on the committee boat and the nearby finishing mark unless flag W is displayed ashore.
- 16.2 If flag W is displayed ashore in accordance with SI 6.4, the finishing line is between the RORC flagstaff and the yellow cylindrical Trinity House Buoy.

17. TIME LIMITS

- 17.1 The time limit for each race shall be 120 minutes.
- 17.2 Fifteen minutes after the first boat sails the course and finishes the race committee may score all boats sailing the course that have not finished in the positions that the race committee judges them to hold at that time. This changes rules 28, A3 and A5.

18. RETIREMENT

- 18.1 A boat which retires from a race shall inform the race committee on the designated channel.

19. PENALTIES

- 19.1 Rule 44.1 is changed so that the two-turns penalty is replaced by the one-turn penalty.

20. PROTESTS

- 20.1 Boats intending to protest or request redress are requested to notify the race committee by VHF radio on the designated channel of that intent not later than 10 minutes after the finish of the last boat in that race, clearly identifying the boat protested against, and await an acknowledgement.
- 20.2 Protest forms are available from the RORC Clubhouse.
- 20.3 The protest time limit shall be 60 minutes after the last boat has finished or has been scored under SI 17.2 in the last race of the day.
- 20.4 Protests shall be delivered to the race committee at the RORC Clubhouse.
- 20.5 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room located at the RORC Clubhouse beginning at the protest time limit.
- 20.6 To inform boats under rule 61.1.(b) notices of protests by the race committee or the protest committee will be posted on the official notice board. On Sunday boats will be notified of those protests by radio on the designated channel before the end of protest time.
- 20.7 For infringements of rules other than rules of Part 2 the protest committee may impose any penalty which may include no penalty. This changes rule 64.1.
- 20.8 Breaches of sailing instructions 1.2 and 1.3 will not be grounds for a protest by a boat. This changes rule 60.
- 20.9 On Sunday a request for reopening a hearing shall be delivered
- (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes Rule 66.

21. RADIO

- 21.1 A boat shall neither make radio transmissions while racing, nor receive radio communications not available to all boats except for:
- (a) emergency communications
 - (b) requests for assistance
 - (c) communication of retirement
 - (d) informing the race committee that she intends to protest or request redress
 - (e) to receive signals from race control as specified in these sailing instructions.

This restriction also applies to mobile telephones.

- 21.2 Throughout these sailing instructions there are provisions which require the race committee to broadcast information to competitors. While the race committee will endeavor to provide broadcasts in accordance with those provisions, any failure, delay or error in such broadcasts and any failure by competitors to receive, hear or understand those broadcasts shall not be the subject of a request for redress. This changes rule 60.1(b) and 62.

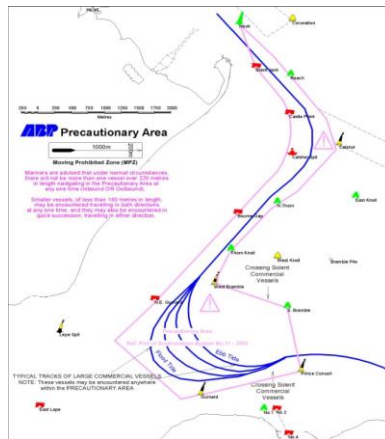
22. SCORING

- 22.1 One race is required to be completed to constitute a series.
- 22.2 There shall be no discard in the Fleet Racing Stage on Saturday. This changes Appendix A.
- 22.3 For boats sailing in the Residual Stage, the scores for their races on Sunday shall be added to the scores they obtained in the races in the Fleet Racing Stage on Saturday and will be recalculated so that a race sailed on Sunday can become her excluded score if relevant.
- 22.4 Boats in the Match Racing Stage will be the first four boats in the Fleet Racing Stage on Saturday counting all races on the Saturday.

23. DISCLAIMER OF LIABILITY

- 23.1 Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The Organising Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

ARROW TROPHY REGATTA 2016 Appendix A



1. An **Area of Concern** is established in the Western Approach and Thorn Channels, shown on charts as **Entry Restricted**. Every vessel of 150m LOA in this area has around it a **moving prohibited zone** 1000m ahead and 100m either side. Vessels under 20m LOA shall not enter a **moving prohibited zone**. Vessels over 150m will display by day a black cylinder, by night 3 all round red lights in a vertical line and may be preceded by a Southampton Harbour Patrol launch (callsign "SP" on VHF 12) showing a blue flashing light.

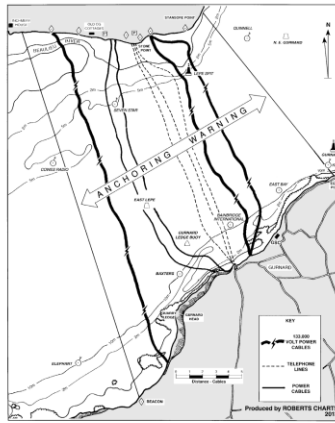
Southampton Vessel Traffic Services Centre (callsign "VTS") broadcast hourly information on VHF 14, these broadcasts are made only between Easter and the end of October.

2. The attention of yachts is drawn to the cable and pipeline area between Stone Point and Gurnard Ledge where anchoring and grounding has caused damage to pipes and cables and is hazardous to vessels.

Solent Limitations

- a) Yachts shall not pass
 - To the North of Horse Sand Fort
 - Inside the extremity of the row of iron piles off Durns Point east of Lymington
- b) Yachts shall not anchor or kedge in:
 - The area extending westwards from a line joining Egypt Point and Stanstone Point to a line joining Inchmery House (Beaulieu Channel) and Thorness Bay.

**HIGH VOLTAGE CABLES AND PIPELINES
BETWEEN STONE POINT AND GURNARD**
(SEE ADMIRALTY CHART 2040 - THE SOLENT - WESTERN PART)



**Cowes Harbour Commission
LOCAL NOTICE TO MARINERS No 48 of 2016**

Safety of Navigation within Cowes Harbour

The Cowes Outer and Inner Fairways (see Figure 1).

The Cowes Harbour fairway is divided into two distinct areas; the 'Outer Fairway' and the 'Inner Fairway'.

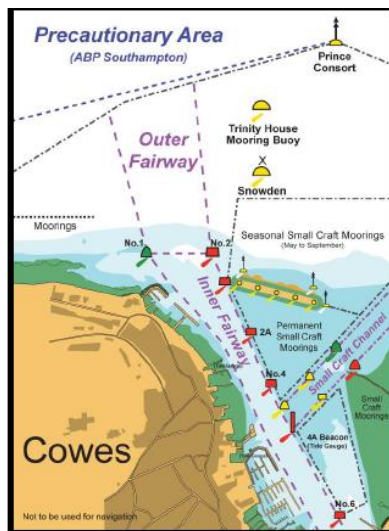


Fig 1: Outer and Inner Fairways

All mariners are reminded of the requirements under Rule 9 of the Merchant Shipping Distress Signals and Prevention of Collisions Regulations 1996 (COLREGS) as amended, in particular parts a) and b), which state that:

- a) *A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.*
- b) *A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.*

The Cowes Fairway extends north of No1 and 2 buoys, and is referred to as the 'Outer Fairway'. Small craft should be vigilant for large and regular commercial traffic which cannot safely navigate outside the Outer or Inner Fairways, and are reminded again of their duty under Rule 9 of the Collision Regulations; compliance with the Collision Regulation is also a requirement of the Cowes Harbour Commission General Directions.

During strong tides and/or winds it may not be possible for some commercial vessels to proceed safely at a speed that is less than 6 knots whilst trying to maintain their required course. This is particularly true in the area between the harbour entrance and the small craft channel. All small craft must comply with Rule 9 and not impede the passage of these vessels.

Breakwater

The Cowes detached breakwater is marked with two buoys and five beacons as shown in Figure 1. In addition to the permanent marks, two temporary North Cardinal marks will be instated to mark the surplus shingle that remains in temporary storage along the north face of the breakwater, see Figure 1. Mariners are strongly advised to remain 50 metres to the north of the breakwater crest to avoid the surplus gravel which reduces depths below those charted.

Inner Harbour Cross Current (See Fig 2)

Between HW -2.5 hours and HW -1 hours, vessels transiting the Inner Fairway between the Island Sailing Club and the Small Craft Channel may experience a westerly setting tidal flow of up to 1.5knots particularly on spring tides; this cross current will have a tendency to set vessels down towards the western shore. Small craft when outbound should be prepared to alter their heading so as not to be set across the fairway when transiting this area and avoid impeding the safe passage of commercial shipping and ferries.

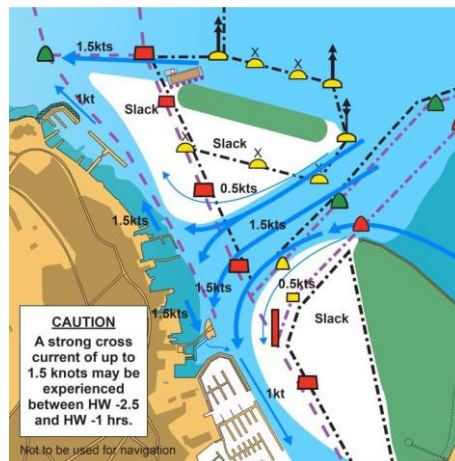


Figure 2: cross current at HW -2 hrs

Small Craft Channel and Shraper Watersports Area (See Fig 3)

Small vessels generally less than 20m in length approaching or departing Cowes from or to the north or east may use the Small Craft Channel (SCC) provided that there is sufficient water in relation to their draught. A tide gauge is situated on the red beacons at either end of the channel. When there is sufficient water small craft are advised to use the SCC in preference to the fairways, therefore avoiding the main harbour entrance which is used by commercial vessels entering or leaving Cowes and is bisected by the yacht club race start lines. Small craft bound to Cowes from Southampton Water are also advised that it is possible to avoid the Precautionary Area by crossing the Solent to the east of the Bramble Bank, setting a course towards the Shraper beacon before altering course to the west for SCC. The difference in distance between using this route and using the main fairway is negligible.



Figure 3: Small Craft Channel and Shraper Watersports Area

Additionally, vessels shall not bypass the Small Craft Channel or fairway approaches by 'cutting-through' the small craft mooring areas; such action is associated with much risk because of the concentration of unlit moorings and moored vessels in this area. The Shraper Watersports Area is used by sailing schools for pupils under instruction and should, wherever possible, be avoided by vessels not engaged in supervised activity.

General Direction 4.6 – Sailing in the Inner Harbour

“The master of any vessel fitted with sails and an auxiliary engine when navigating the inner Harbour south of the Shrape breakwater shall proceed with the engine running and ready for immediate use, except in an emergency or with the permission of the Harbour Master.” In addition sailing vessel, if safe and practical, particularly in very light or very strong winds, are recommended to have their engines, if fitted, ready for immediate use when navigating in the vicinity of the Cowes Fairways.

General Direction 6 – Cowes Chain Ferry (also see LNTM: Cowes Chain Ferry)

All vessels shall when safe and practical give way to the Chain Ferry. Vessels requiring an unimpeded passage must contact the Cowes Chain Ferry on VHF Channel 69 and given early indication of their approach; the Chain Ferry will hold on an agreed river bank for your transit.

General Direction 3.7 – Departing Marina or Moorings

The Master of a vessel leaving a marina area or moorings within the Harbour shall give way to vessels navigating within a fairway.

No Anchoring Areas

Vessels must not anchor in the fairway, Small Craft Channel, and in any of the areas containing small craft moorings due to the presence of ground chains. These areas are clearly identifiable on the navigational charts for the area.

ARROW TROPHY REGATTA 2016

Appendix B

The Sunsail Match First 40 Class Rules

THESE RULES ARE INTENDED TO ENSURE THAT THE SUNSAIL MATCH FIRST 40 CLASS ONE DESIGN FLEET ARE AS SIMILAR AS POSSIBLE

1. YACHTS GENERAL

- 1.1. The crews shall not modify them or cause them to be modified in any way except that:-
- 1.2. Wind indicators, including yarn or thread may be tied or taped anywhere between the waterline and the top of the spinnaker pole track.
- 1.3. Adhesive tape may be used anywhere above the waterline to prevent damage of sails and to prevent the fouling of sheets and lines. All fittings or equipment designed to be adjusted except for the standing rigging may be adjusted.
- 1.4. Lines or elastic may be used anywhere between the waterline and the top of the spinnaker pole track to prevent sails being damaged or falling overboard.
- 1.5. Non permanent marking of control settings is allowed between the waterline and the top of the spinnaker pole track.
- 1.6. Guard rails are to remain taut and are not to be adjusted.

2. EQUIPMENT

- 2.1. All equipment provided with the yacht shall be carried while afloat.
- 2.2. All equipment shall be stowed in accordance with the inventory list
- 2.3. No equipment shall be removed or repositioned before or during racing
- 2.4. Cockpit lockers are to remain in place and carried at all times.
- 2.5. Life rafts are to remain in the Lazarette.
- 2.6. The use of snatch blocks is prohibited.
- 2.7. Knots placed in the Genoa Car Control lines to prevent the cars hitting the Back Stops shall not be removed. Nor shall the position of the knot be adjusted by competitors without first consulting Sunsail Staff
- 2.8. No additional equipment shall be fitted or brought aboard.
- 2.9. The use of handheld GPS and portable navigation aids including laptops and tablets are allowed.
- 2.10. AIS must be on and transmitting.
- 2.11. When code flag Y is displayed, lifejackets must be worn as per RYA Prescriptions Rule 40.

3. ANCHORS

- 3.1. The main anchor, chain and warp provided on the yacht shall be carried at all times and should be stowed in the forward anchor well.
- 3.2. The bow roller shall be retracted during racing and in raised position.

- 3.3. The secondary anchor (kedge), chain and warp provided on the yacht shall be carried at all times and shall be stored in the Lazarette.
- 3.4. When kedging, during a race, either anchor can be used as long as the anchor is properly stowed afterwards and the bow roller retracted as soon as reasonably possible.

4. SAILS

- 4.1. Only the sails on the inventory are to be used and only one of each may be carried.
- 4.2. One furling headsail is fitted on the yacht.
- 4.3. The use of company logoed headsails is allowed providing that the headsail is made to the specifications provided by Sunsail. The Sunsail Match First 40 sail maker is Ullman.
- 4.4. Only one spinnaker is to be carried at any time and this must be a spinnaker supplied by Sunsail to their specifications. The use of company logoed spinnakers is allowed providing that the spinnaker is made to the specifications provided by Sunsail.
- 4.5. The forepeak hatch may not be used for spinnaker hoists, recoveries or drops.
- 4.6. The spinnaker pole may not extend outside of the hull from the preparatory signal until the yacht has crossed the start line and is two boat lengths clear unless the first leg necessitates a pole. A yacht that has broken rule 4.5, may take a scoring penalty by displaying a yellow flag after the incident. When a yacht has taken a scoring penalty, she shall keep the yellow flag displayed until finishing and call the race committee's attention to it at the finishing line. If this is impracticable, she shall do so at the first reasonable opportunity and within the time limits for protests. The scoring penalty will be 20% of the number of boats entered, however she will not be scored worse than Did Not Finish. The scores of other boats shall not be changed; therefore, two boats may receive the same score.

5. OTHER

- 5.1. In the event of any incident occurring to the boats howsoever caused, including any collision, grounding or injuries, the skipper shall, as soon as safely possible, hail the committee boat by VHF or by mobile phone.
- 5.2. The Class Rules may be changed whilst afloat and Flag Lima will be displayed on the committee boat and may be broadcast via VHF. This changes RRS 87.

Sailing Instructions End

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Notes to Competitors

1. The Race Committee plan to run 4 races on the Saturday but, if conditions including safety and timings dictate they may only be able to run 3 or fewer races. This shall not be grounds for redress.
2. The Arrow Trophy Dinner will be held at the Royal Ocean Racing Club. Competitors are asked to meet at the Club at 7.00 pm.
