



# **Race Instructions**

## **Cowes-Poole-Cowes Offshore Powerboat Race**

***26 AND 27 AUGUST 2017***

**RYA National Championship Race for Class 3A and 3B**

**RYA National Championship Race for V24**

**RYA National Championship Race for Class Z150**

**Club Race for RIBs and Sports Boats**

**Organised by:**

**British Powerboat Racing Club Ltd**

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## **RISK STATEMENT**

Powerboat Racing is by its nature a dangerous sport and therefore inherently involves an element of risk. All competitors should have a good knowledge of the rules and ensure that their equipment is in good working order which will help to minimise risks. By participating in or becoming involved with Powerboat Racing organised by RYA affiliated clubs either as a participant, team member or otherwise individuals agree and acknowledge that:

- (i) they are aware of the inherent risk involved in the sport and accept responsibility for exposing themselves to such inherent risk, including risks to their person, their property, drowning, hypothermia, collision injuries burns and other physical injuries as well as possible death
- (ii) they have satisfied themselves that they have the necessary skill and knowledge to take part in the event and deal with the conditions that may arise in the course of a race
- (iii) they will not participate in the event whilst under the undue influence of alcohol, drugs or whilst otherwise unfit to participate
- (iv) they are responsible for the safety of themselves their crew their boat and their property whether afloat or ashore and that the management of their boat including insurance is solely their responsibility
- (vi) scrutineering does not constitute a condition survey of the boat and it is solely their responsibility to decide whether or not to start or to continue in any powerboat race
- (vii) ensuring the efficiency and suitability of the helmets and racing vests worn is solely their responsibility
- (viii) the provision of a race management team, patrol boats and other volunteers by the event organisers does not relieve them of their responsibilities
- (ix) the provision of patrol boat cover is limited to such assistance particularly in extreme weather conditions as can be practically provided in the circumstances
- (x) to be bound by the conditions of the Race Entry Form, Racing Instructions/Advance Programmes and the General Competition Rules of the UIM and the RYA
- (xi) they will accept the decisions of the organising committee and officials nominated by the organising committee
- (xii) they understand that it is their responsibility to ensure that the event has suitable insurance cover in place before participating and it is also their responsibility to ensure that they familiarise themselves with event Risk Assessments and Race Instructions/Advance Programmes and bulletins before participating.

## **INDEMNITY**

Participants in the event will be required on signing on to the event to save harmless and keep indemnified:

- (a) The owners of the premises at which the event is held;
- (b) The organising club, the sponsors and the RYA and their respective officials, servants and agents; and,
- (c) The other boat owners, drivers, passengers or mechanics engaged in the meeting (together with the "Indemnified Parties") AGAINST all actions, claims, costs, expenses and demands in respect of loss of or damage to the property of or personal injury sustained to the Indemnified Parties to the extent caused by the participants, their crew, their boat, their mechanics, support team, representatives or agents.

**IMPORTANT NOTE:** Persons under the age of 18 must have written authority signed by either Parent or Guardian.

**THE RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE IN A RACE  
OR TO CONTINUE RACING IS THEIRS ALONE**

## 1. EVENT APPROVAL

The race will be run in accordance with the 2017 RYA/PB1 rules and has been approved by the event organisers.

## 2. RACE AND LICENCE STATUS

Class	Race status	Licence status
Class 3A, 3B, V24 and Z150	RYA National Championship	RYA basic licence, or better, for all crew
Club class	Club race	RYA basic licences, or better for all crew

## 3. COMPETITORS' RESPONSIBILITY

Competitors must read the Risk Statement and Indemnity at the front of these race instructions as well as the safety information on page 11. By signing the race entry form and the RYA official signing on form at the event all competitors are bound by the rules contained in RYA PB1 2017 rules. Competitors must ensure that they have adequate insurance cover for this race.

It is the competitor's sole responsibility to decide whether or not to start or continue in a race once passed scrutineering. **All competitors must read and fully understand the rules relating to start procedures, overtaking rules, flag procedures and emergency assistance procedures.**

## 4. ORGANISING COMMITTEE, RACE OFFICIALS AND MANAGEMENT TEAM

### Event Organising Committee:

Lord Beaverbrook, Hon. Laura Levi, Martin Levi, Dave Ormiston, Rob Andrews and Sally Windsor

### Event Race Officials:

Officer of the Day:	Rob Andrews	Chief Scrutineer:	Gary Payne
Assistant OOD's:	Steve Gallienne and Danielle Strawford	Scrutineers:	Martin Purnell, Geoff Purves & Steve Wallace
Safety Officer:	Julie Jackson	Chief Timekeeper:	Colin le Conte
Deputy Safety Officer:	Hollie Woodhouse	Timekeeper:	tba
Race Secretary & Media Officer:	Sally Windsor	Deputy Race Secretary:	Gill Purnell

### Race Management Team:

Medical Officer	tba	Chief Marshal	Paul Crabb
Safety Secretary	Shirley Nellthorpe	Safety support	Chris Cockroft
Safety support	AJ Windsor		

**Race Committee:** The race committee consists of the Officer of the Day, Safety Officer, Chief Scrutineer, Chief Timekeeper, Medical Officer and the Race Secretary.

### Race Jury:

David Graham Smith (Chair), Mark Bridges, Mike Mantle and Simon Wood-Power.

In the event of a jury member having an interest in one of the parties involved in a protest, that jury member will not be involved in the protest hearing.

## 5. TIMETABLE AND TIDE TIMES

Saturday 26 August	Detail	From	Until
	Race administration open at Cowes Yacht Haven	09:00	17:00
	Signing in at Cowes Yacht Haven	09:00	14:00
	Scrutineering at Cowes Yacht Haven	09:30	17:00
	Official testing	14:00	15:30
	Safety briefing (for the safety fleet) at Cowes Yacht Haven	16:00	16:45
	Drivers' briefing for all CPC competitors at Cowes Yacht Haven	18:00	18:30

<b>Sunday 27 August</b>	<b>Detail</b>	<b>From</b>	<b>Until</b>
	Race administration open at Cowes Yacht Haven	07:00	18:00
	Weather briefing at Cowes Yacht Haven	07:45	08:00
	Race boats depart Cowes Yacht Haven for parade	09:00	
	Race start: Cowes-Poole-Cowes race	09:45	
	Podium presentation at Cowes Yacht Haven	13:00	
	Prize giving at Cowes Yacht Haven	19:30	20:30

<b>TIDE TIMES AT COWES (BST)</b>	<b>High</b>	<b>Low</b>	<b>High</b>	<b>Low</b>
Saturday 26 August	02:25	08:12	14:55	20:31
Sunday 27 August	03:09	08:47	15:36	21:06

## 6. RULES AND REGULATIONS

The race/s will be run under current rules as stated in RYA PB1 2017 together with these Race Instructions and any other instructions issued before or at Drivers' Briefings or in Race Bulletins. The Organisers reserve the right to change these Instructions at any time for safety reasons, provided that any change will be in accordance with the current rules. Any changes will be notified to competitors in a Race Bulletin and, if possible, announced at Drivers' Briefing. Any infringement of the Rules or of the Race Instructions, or instructions issued at Drivers' Briefings or in Race Bulletins may lead to disqualification or other penalties being applied by the organising club.

The following minor changes to RYA PB1 rules have been previously approved by the RYA Offshore Racing Committee:

- Rule E10.3 The start run will include a turn to Port of approx. 10° on passing Gurnard cardinal buoy.
- Rule Q11 I) Yellow/red caution flags will not be provided to all on water safety assets.
- Rule Q11.1 V) Safety boats, marshal boats, observer boats and tow boats will be identified with a BPRC Marshal flag.

The Organisers have the right to refuse any boat which they consider unsuitable and/or which does not conform to the requirements of the present Rules.

The Organisers may cancel or postpone the event or a race at any time in the event of bad weather, equipment failure or otherwise. The entry fee is not refundable.

Competitors must familiarise themselves with:

- ABP Southampton Notice to Mariners no. 03 of 2016 regarding Precautionary Area – Thorn Channel (<http://www.southamptonvts.co.uk/admin/content/files/NTMs/2016%20No%2003.pdf> )
- Cowes Harbour Local Notice to Mariners No. 24 of 2016 regarding Breakwater works ([LOCAL NOTICE TO MARINERS No 24\(T\) of 2016](#) )
- Cowes Harbour Local Notice to Mariners No. 17 of 2017 regarding Safety of Navigation. ([http://www.cowesharbourcommission.co.uk/local\\_notice\\_to\\_mariners\\_no\\_17\\_of\\_2017](http://www.cowesharbourcommission.co.uk/local_notice_to_mariners_no_17_of_2017))
- Cowes Harbour General Direction 2.5 & 3.2 regarding Speed Limit in Cowes Inner Harbour and 3.3 regarding wash. ([http://www.cowesharbourcommission.co.uk/Library/Publications/General\\_Directions\\_Full\\_Document.pdf](http://www.cowesharbourcommission.co.uk/Library/Publications/General_Directions_Full_Document.pdf) )

Competitors intending to travel to/from the race via Southampton Water should also familiarise themselves with:

- ABP Southampton Notice to Mariners no. 57 of 2015 regarding Safe Speed within the Port of Southampton Statutory Area (**including the need for craft travelling at speeds over 40 knots to conduct an appropriate Risk Assessment and give ABP Southampton prior notice of their intentions**) (<http://www.southamptonvts.co.uk/admin/content/files/NTMs/2015%20No%2057.pdf> )

## 7. RACE ADMINISTRATION AND REGISTRATION

On arrival at the race site, all crew members must report immediately to the Race Administration which is located at the Haven Events Centre, Cowes Yacht Haven, Vectis Yard, Cowes PO31 7BD. Any competitors wishing to take advantage of the testing session on the afternoon of Saturday 26 August must be signed in by **11:30** at the latest. Once crews have signed in, all race boats are to remain in Cowes Yacht Haven until departure for the race on Sunday morning unless they are taking part in the testing session.

Race administration contact details during the event are:

Sally Windsor, Race Secretary. Mobile: 07802 291701. Email: sally.windsor@btinternet.com

All crew members must produce the documentation required under RYA Class Rules and sign the RYA/BPRC indemnity form. Crews not in possession of the correct paperwork will not be allowed to race.

## **8. PIT AREAS, PARKING & SPECIAL CONDITIONS**

Competitors are reminded that no transfer of fuel is permitted in the pit areas or launching areas.

Smoking is prohibited in the dry and wet pits, and the launching area.

These rules must be adhered to at all times; offenders will be penalised.

### **COWES**

**Wet and Dry Pits Location:** North Basin, Cowes Yacht Haven, Cowes, Isle of Wight PO31 7BD.

Both pits will be available from 09:00 hrs on Saturday 26 August until 10:00 hrs on Monday 28 August. All CPC race boats are provided with overnight berthing on Saturday and Sunday (26 and 27 August).

**Boats arriving by sea** should refer to the Cowes Harbour Master's instructions when approaching the Cowes River Medina Harbour entrance. See Appendix 1 and 2 on pages 11 and 12 for a schematic showing the Cowes Harbour speed limits and breakwater caution area.

**Boats arriving by road** should proceed to Cowes Yacht Haven and take instruction from the Chief Marshal regarding parking arrangements. Access is restricted to trailer/tow vehicle only.

On arrival, crews will be issued with wrist bands which must be worn at all times to access the wet and dry pits area. Security of boats and/or equipment is the responsibility of the entrant at all times. The host venue, or event organisers, will not be held responsible for personal effects.

PLEASE NOTE: Competitors' support boats will not be allowed into the North Basin at Cowes Yacht Haven; they should make their own arrangements to berth at the Cowes Yacht Haven, or Shepards Wharf Marina, at their own expense. Camper vans are not allowed into the dry pits area.

**Fuelling arrangements:** All race boats should arrive fully fuelled for the race. Race boats taking part in the testing session on Saturday afternoon may replace fuel used at the fuel berth in Cowes on completion of testing. They must then return directly to the Cowes Yacht Haven.

## **9. PRE-RACE SCRUTINEERING**

Pre-race scrutineering will take place in accordance with Class specific rules in RYA PB1 2017.

On completion, the completed scrutineering card must be returned to Race Administration. Any entrant who has not returned a cleared scrutineering card to Race Administration will be posted as a non-starter and cannot race.

**Any competitors wishing to take advantage of the testing session on the afternoon of Saturday 26 August must present their boat and equipment for scrutineering by 12:00 at the latest.**

## **10. LAUNCHING**

Launching at Cowes is the boat crew's responsibility and all class specific rules governing launching and recovery apply at all times. Competitors are reminded to comply with the class rules regarding lifting points, eyes and lifting strops.

All race boats at Cowes will be allowed one lift in and one lift out. If competitors need to use the crane more than this, they will need to purchase additional 'crane lift tickets' from race administration at a cost of £100. The crane will be available at the following times:

Saturday 26 August	09:00 to 17:00
Sunday 27 August	07:00 to 08:30 / 11:00 to 12:30 / 14:30 to 18:30

## **11. OFFICIAL PRACTICE AND TESTING ARRANGEMENTS**

There will be no official practice.

Competitors wishing to test their boats may do so between 14:00 – 15:30 on Saturday 26 August, providing they have passed scrutineering and completed all administrative procedures in advance. A testing area will be defined in the western Solent. A chart showing this area will be available at Race Control and craft must proceed to/from the area **obeying Cowes Harbour speed limits where relevant and not exceeding 25 knots elsewhere.**

## **12. DRIVERS' BRIEFING**

Mandatory Drivers Briefing will take place according to the timetable.

Signing-in will commence 15 minutes before the Briefing. All crew for each race boat must sign in to the briefing by the start time and attend the entire briefing. A Roll Call may be held. Penalty for absence may be disqualification from starting the race or other penalties as defined in Class Rules or by the race organisers. The start of drivers briefing marks the end of the eligibility protest period and the Jury members will be introduced. **THERE WILL BE NO LATE BRIEFINGS FOR THE RACE.**

Competing crew members only will be allowed to attend the Drivers' Briefing. No drinks will be allowed in the briefing area.

### **Weather Briefings:**

Weather briefings for the event will take place according to the timetable. The nominated 1<sup>st</sup> or 2<sup>nd</sup> driver must attend these briefings and a roll call will be held.

Breathalyser and/or Drug tests may be given at either Drivers' or Weather Briefings.

## **13. NOISE AND SPEED RESTRICTIONS**

Competitors must obey all local regulations and Bye Laws relating to excessive speed and noise. All competitors are requested to refrain from starting their engines unless absolutely necessary before proceeding to the race or official testing sessions. Failure to observe local regulations will result in penalties being applied. See Appendix 1 and 2 on pages 11 and 12 for schematics showing Cowes Harbour speed limits and breakwater caution area.

## **14. DEPARTURE AND TRANSIT TO THE MUSTER AREA**

Whilst in transit to, and in, the muster areas all competitors should monitor VHF channel 37 for warnings of shipping movements, late course alterations and delays. Competitors are reminded to comply with the International Regulations for the Prevention of Collision at Sea, together with local directions and byelaws, whilst proceeding to the muster areas.

Competitors should depart Cowes Yacht Haven in the order described at Drivers' Briefing and follow the Marathon race fleet in line astern at slow speed to parade as far as the Gurnard buoy. They must then cross immediately to the North of the start chute. Thereafter competitors are free to manoeuvre as they wish at speeds up to 40 knots but should ensure that they are in the allocated muster area at least 10 minutes before the scheduled start time. Full details of the parade will be provided at Drivers' Briefing. See Appendix 3 on page 13.

## **15. START PROCEDURE**

The Cowes-Poole-Cowes race will use a rolling start. Full details of the starting procedure will be given at Drivers' Briefing, however all class specific starts are explained in RYA PB1 2017 rules.

The Start Boat will go to the muster area 10 minutes before the planned start time – the racing fleet is now under the control of the start boat and the race start procedure will be as per RYA PB1 2017 rules.

During the start run all race boats should follow the Start Boat forming up in line abreast remaining at least 30 metres behind the Start boat and observing a safe spreading distance of at least 3 metres between boats. No boat shall run directly astern of the start boat. Full details will be given at Drivers' Briefing.

A boat that is in the muster area, but is unable to start for any reason must not interfere with the start. Late starters are only permitted within the time limit shown in the relevant Appendix and then only at the discretion of the OOD.

Penalties for infringing the starting procedure are as follows:

i.	Failing to respect a safety distance of 30 metres behind Start Boat	3 minutes
ii.	Turning in wrong direction during muster	1 minute
iii.	Interference with starting procedure	Disqualification
iv.	Planing in the muster area	Disqualification
v.	Failure to respect a safe spreading distance	2 minutes
vi.	The bow of any boat being in front of the transom of the Start Boat when the green flag is raised	10 minutes
vii.	Passing the wrong side of the start boat	Disqualification

The penalties above will be aggregated including (i) and (vi)

There will be no recalls. A boat starting early should proceed on the course and MUST NOT attempt to re-cross the Start Line. A 10 minute penalty will be given to any boat starting early (see above).

The southern limit of the start run will be a notional line running from the muster area due west through the Snowden buoy and extending to the Gurnard buoy which must be left to port. The northern limit will be a notional line running from the muster area due west through the Prince Consort buoy and extending as far west as the longitude of the Gurnard buoy (see schematic in Appendix 4 on page 16).

Competitors should be aware of the Trinity House mooring buoy positioned towards the centre of the start run and avoid it at all times.

#### **16. EVENT SAFETY COVER**

Safety cover will be provided by the race organisers in accordance with the event risk assessment and safety deployment plan. Full details of safety cover will be given to all competitors at Drivers' Briefing. Safety control will operate from a number of locations. MCA will be informed of the event and kept up to date with race information during the races.

All competitors running boats with cockpit safety cells and restraints are reminded that they are responsible for their own safety and that, in the event of a capsize, their survival depends on their ability to extract themselves from the boat. Limited safety cover at the event may be able to assist, but all crews must accept that this assistance cannot be relied upon and should be considered as secondary to their own capacity for self-extraction.

#### **17. ELECTRONIC CHART PLOTTERS**

All competitors using electronic chart plotters should enable the tracking function using settings suitable for recording their track throughout the race at an update rate of no less than one point per minute. In the event of any dispute regarding their correct completion of the course, failure to make this tracking information available to the OOD or Race Jury may reduce the competitor's chance of successfully avoiding a penalty or disqualification.

#### **18. RETIREMENT**

All competitors are reminded that they must inform the Event Safety Officer or, if this is not possible, a race official as soon as they retire from the race. Full details of the retirement procedure will be given at Drivers' Briefing. Competitors are also reminded that, where practical, they must raise their ORANGE FLAG to indicate they have retired from the race. Retiring boats with canopies must turn on their strobe light.

In the event of retirement, boats must report immediately to 'Safety Control' on VHF Channel 37, or by telephone to Safety Control on 07774 754107 or, if possible, to the nearest Safety/Observer boat. When reaching port, they should make contact with Race Administration in person, or by telephone on 07802 291701, to 'sign off'.

Competitors who do not make known their retirement from the race and/or do not fly their ORANGE FLAG, or turn on their strobe light, will be reported to their National Authority for possible disciplinary action. Any competitor calling for assistance via recognised distress procedures or from Safety Control will be considered to have retired.



## 19. FINISHING

When the leading boat in each race crosses the finish line (as described in the course details) they will be shown the FINISH FLAG. All following boats in the race will then be flagged as finishers. On receiving the FINISH FLAG, race boats must come off the plane after crossing the above line, and within 100 metres of such. It is not permitted to continue racing after receiving the FINISH FLAG.

When it is safe to do so, all race boats should make their way to Cowes Yacht Haven, observing all Harbour speed limits. Any competitor who disobeys instructions from the local authorities will be subject to civil prosecution and may be disqualified.

To qualify as a finisher, competitors have to complete the course correctly as set out in Race Instructions, described at Drivers' Briefing and any instructions given in Race Bulletins. It is the responsibility of each competitor to ensure that they have received all these issued instructions. Failure to comply with these instructions will result in exclusion from the race results.

## 20. FLAG SIGNALS

All flag signals are fully described in RYA PB1 2017 General Racing Rules and Class specific rules where differences occur. All competitors must have a full understanding of all flag signals. If a competitor fails to acknowledge 2 flags in any one race they will immediately be disqualified and referred to their national authority for further disciplinary action.

CURTAILMENT FLAG: The curtailment flag will be Code Flag 'S' (blue rectangle on white background).

## 21. POST-RACE DECLARATION

The **Driver or Co-Driver** must sign off at race administration as soon as possible after returning to the Cowes Yacht Haven. Failure to do so within one hour of returning to the Haven may result in exclusion from the results. Protests against another competitor must be lodged by signing off time.

**All** Crew Members must sign off at race administration before the end of the event and collect their race documentation.

## 22. POST-RACE SCRUTINEERING

To be classified as a finisher, a post-race scrutineering card must be completed and returned to race administration in Cowes by the crew within one hour of berthing.

All crew members must be available with their craft and all relevant mandatory equipment required by class rules for post-race scrutineering if required, up to one hour after the posting of the results. One or more engines may be checked and fuel sampling may take place.

## 23. PENALTIES

In addition to the penalties referred to in class rules, the following penalties will apply to this race:

Late signing in to race administration	Time penalty equal to time late.
Smoking in the defined wet or dry pits	£100 fine
Fuel transfer outside the designed fuelling areas	£100 fine
Failure to present engine or craft for technical examination	Disqualification
Misrepresentation or providing untrue statements	Disqualification
Failure to raise and fly retirement flag when able	£100 fine
Missed mark	15 minutes
Failure to report retirement to race/safety control	£100 fine and reported to the national authority for further possible disciplinary action
Entering a racing exclusion zone on the plane	Disqualification or time penalty as decided by Race Committee.

## 24. PROTESTS

Protests should be submitted in accordance with class specific rules in accordance with RYA 2017 rules. The protest fee applicable to this event is £100. However, if the result of the protest will have no effect on position overall or position in class, the protest fee will be £500.

## **25. PODIUM PRESENTATION AND PRIZE GIVING**

**Podium presentation** will take place at Cowes Yacht Haven, according to the timetable.

Dress code for podium presentation: Race overalls

**Prize giving** will take place at Cowes Yacht Haven, according to the timetable.

Dress code for prize giving: Formal yachting or team uniforms. No race overalls, jeans or shorts.

## **26. TROPHIES**

The following trophies will be presented:

1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in each of the following classes:

3A, 3B, V24, Z150, Club Unlimited above 750hp, Club Unlimited below 750hp, Club 3, Club 2 and Club 1

Cowes Town Cup for the 1<sup>st</sup> boat overall

Tim Powell Trophy for the 1<sup>st</sup> classic/historic boat

Penthouse Salver for the 2<sup>nd</sup> classic/historic boat

Triplex Trophy for the Best Presented Entry

## **SAFETY INFORMATION**

### **Safety takes priority over racing at all times**

**All race boats MUST observe the International Rules for the Prevention of Collisions at Sea (IRPCS) when encountering any other non-racing craft.**

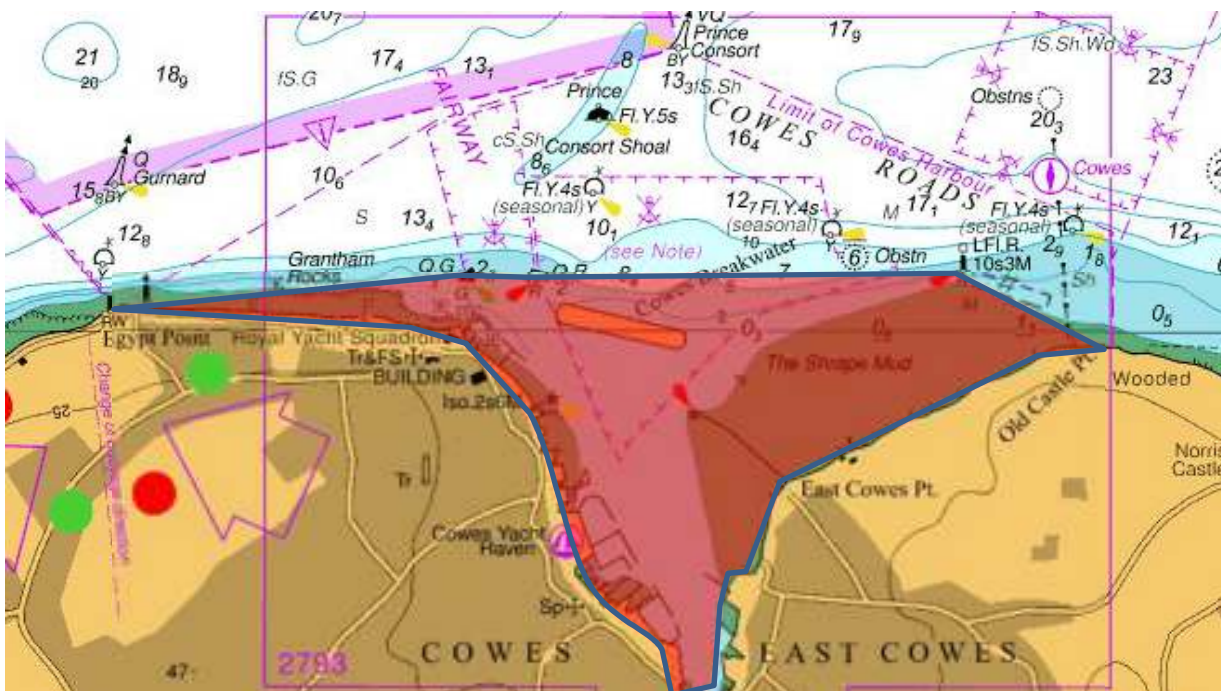
- a) Swimmers, board sailors, private and commercial craft of all types may be encountered. Competitors are reminded to keep a sharp look-out at all times and to take the necessary action in accordance with the IRPCS rules.
- b) Competitors are reminded to keep a sharp look-out at all times for any marine wildlife that may be encountered in the vicinity of the race course and take the necessary avoiding action.
- c) Competitors are warned to remember their speed and the fact that other craft may not be fully aware or able to keep clear.
- d) Competitors are asked to bear in mind that official patrol and rescue boats have no power to insist that any craft or swimmer should keep clear of the course of the race. Advice can only be given for the safety of other craft and swimmers.
- e) International Code Flag 'A' denotes DIVERS. Competitors must give a wide clearance of at least 100 metres.
- f) The course will be patrolled by official patrol and rescue boats with official observer boats in the vicinity of certain race marks; other race marks may be observed from the shore.
- g) Any official patrol or rescue boat may wave a yellow flag to give warning of imminent danger in its vicinity. Competitors seeing this signal are to acknowledge the signal, proceed with caution, not overtake other race boats whilst in the area of the incident and keep clear of the danger area. Any competitor who ignores or abuses the yellow flag may be penalised.
- h) Fleets of sailing yachts may be encountered anywhere on the course. Competitors must give such fleets a wide berth and not interfere in any way with their manoeuvres. Where safety/patrol boats are in the vicinity, the Yellow Flag procedure may be used to warn competitors of such hazards.

There is a mandatory speed limit of **6 knots** within the “Inner Harbour” and within 100m of the Mean High Water Mark throughout the whole harbour area.

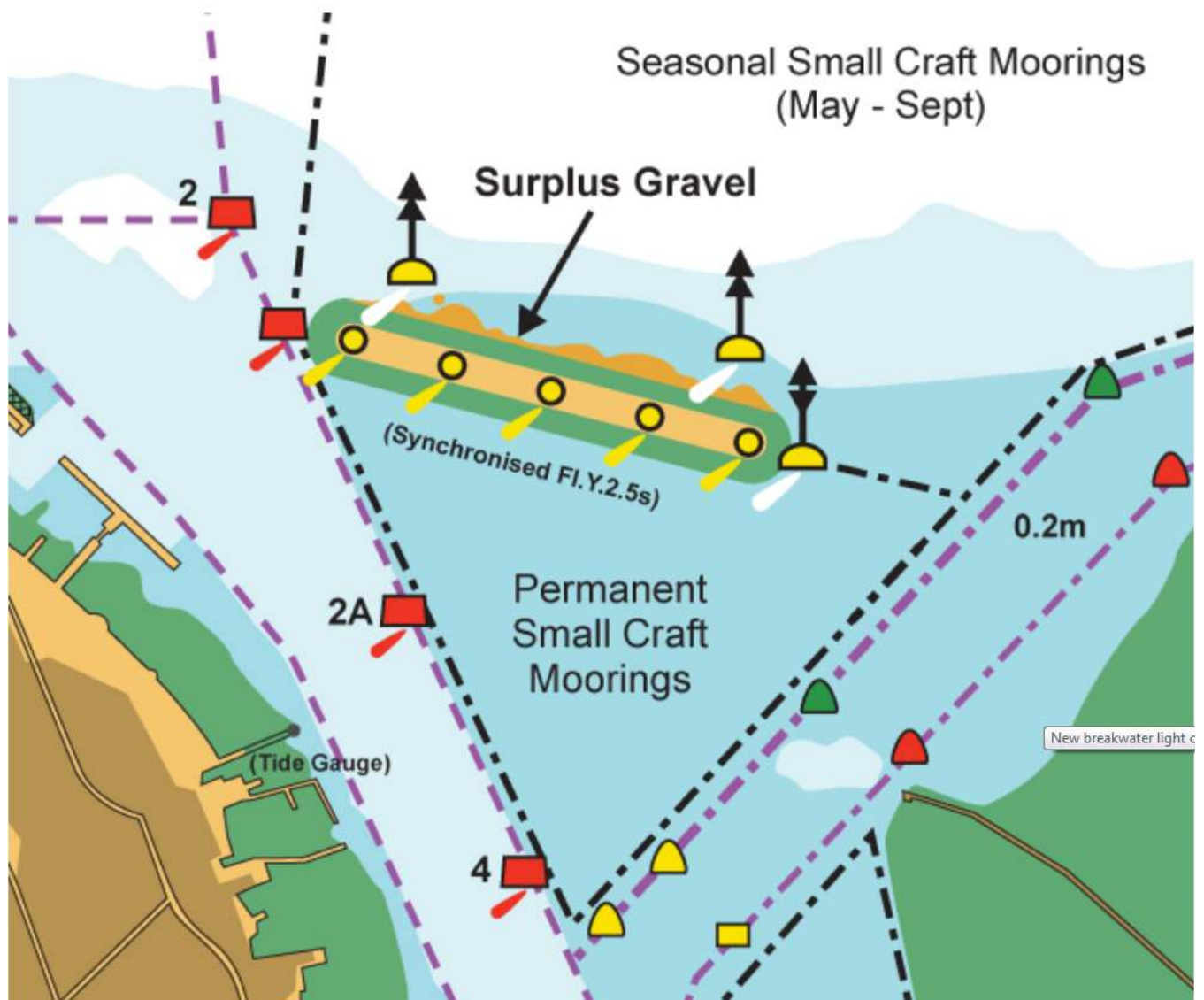
The **Inner Harbour** means the area of the harbour as lies to the southward of a straight line drawn from **Egypt Point** to **Number 1 buoy** thence to **Number 2 buoy** thence to the **Shrape Beacon** thence to **Old Castle Point East Cowes**.

Further details may be found in Cowes Harbour General Directions referenced under Rules and Regulations above.

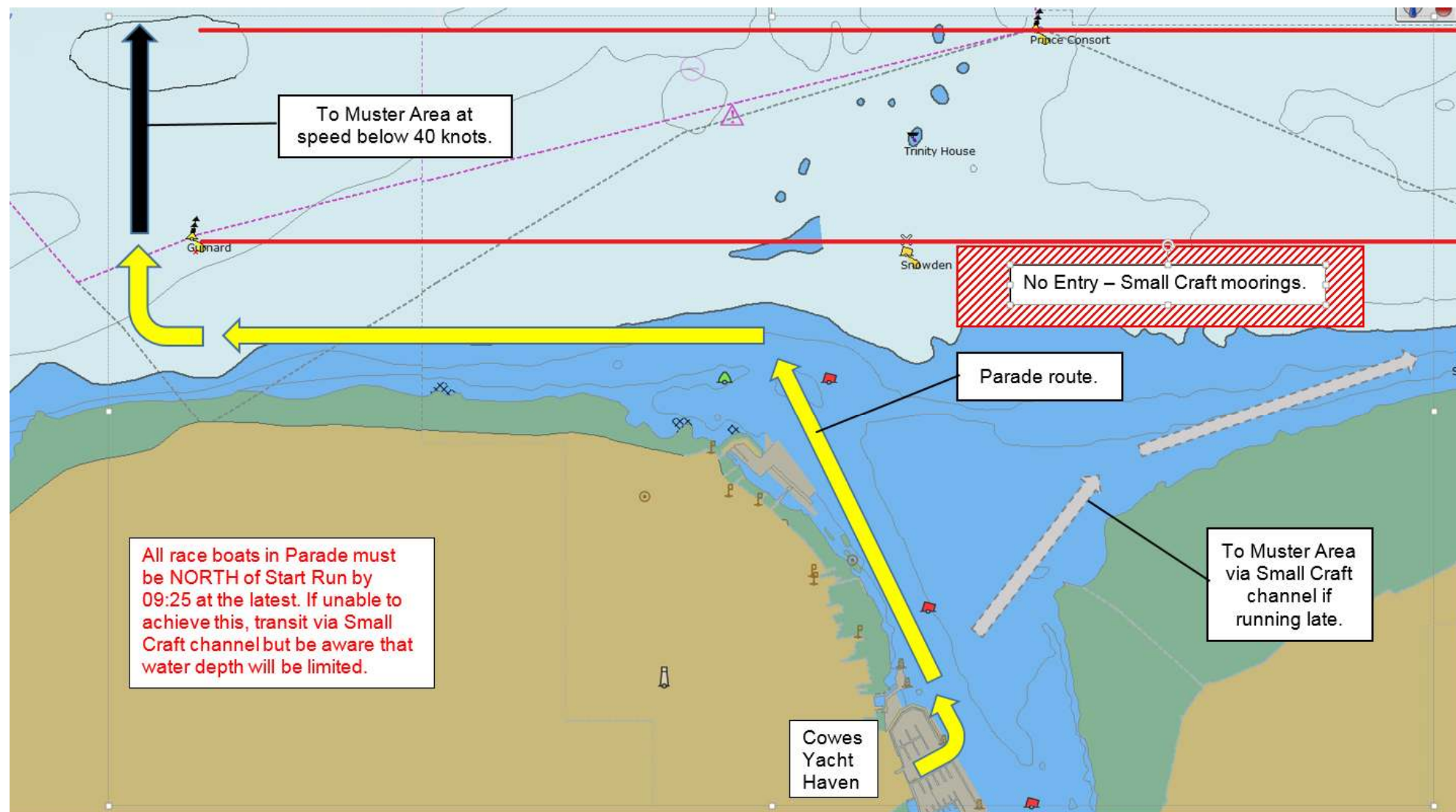
This area is shown diagrammatically below.



Breakwater construction work is virtually complete but surplus gravel remains to the north of the breakwater. The area is marked by two temporary north cardinal marks and race boats must remain at least 50m clear of the crest of the breakwater. Further details may be found in the Local Notice to Mariners no. 24(T) referenced under Rules and Regulations above.







The course has been drawn from Admiralty Chart No's 2045, 2615 & 2175 using WGS84 Datum. The schematic drawings of the course are provided for competitors' assistance and are not to be used as a chart for navigational purposes.

- Course marks:** A full description of each course mark will be given at Drivers' Briefing including the start run.
- Muster area:** Centred 2.8 cables due north of Old Castle Point (E. Cowes)
- Start run:** The Start boat will lead the racing fleet on a course of 270° from the Muster across Cowes harbour entrance. The southern limit of the start run will be a notional line running due west of the Snowden buoy and extending to the Gurnard buoy which **must be left to port**. The northern limit will be a notional line running due west through the Prince Consort buoy and extending as far west as the longitude of the Gurnard buoy. Race boats are to remain within the north and south boundaries of this run at all times.
- Start line:** The Green Flag will be raised when the Start Boat crosses the Royal Yacht Squadron line and the race start line will be a North/South line passing through this position. Race timing will start when the GREEN FLAG is raised.
- Finish line:** The Finish Line is a line running N/S through Gurnard north cardinal buoy and a Committee Boat stationed 1 cable to the north from where the Chequered Flag will be flown.
- Safety:** Safety patrol craft will endeavour to warn other mariners of the race and keep their craft clear of the course between Cowes and Hurst Point, and between Boscombe and Bournemouth Pier marks. **Elsewhere competitors must give a clearance of at least 100m to all other craft** unless they are displaying a BPRC Marshal flag.
- Note:** Please also refer to section 15 on pages 7 and 8 regarding information specific to the start.

### Marks of the course: Cowes-Poole-Cowes National and Club Race

Mark	Description	Latitude	Longitude	Leave to	NM
Muster	Centre of area	50° 46.256'N	001° 16.630'W		0
Start Run	Snowden sailing mark	50° 46.200'N	001° 17.750'W	P	0
	Prince Consort North cardinal buoy	50° 46.417'N	001° 17.552'W	S	
Start	Line running N/S through position where the Green Flag is raised	50° 46.417'N approx	001° 18.150'W approx		0
End of Start run	Gurnard north cardinal mark.	50° 46.217'N	001° 18.843'W	P	0.4
	Lat/Long position	50° 46.417'N	001° 18.843'W	S	
East Lepe	Port-hand lateral buoy	50° 45.930'N	001° 21.070'W	P	1.5
Sconce	North cardinal mark	50° 42.530'N	001° 31.430'W	P	7.4
North Head	Starboard-hand lateral mark	50° 42.690'N	001° 35.520'W	P	2.7
Hengistbury Head	Yellow sailing mark	50° 42.380'N	001° 44.520'W	S	5.7
Boscombe Pier outfall	Yellow outfall buoy	50° 42.889'N	001° 50.393'W	P	3.8
Bournemouth Pier outfall	Yellow outfall buoy	50° 42.603'N	001° 52.318'W	P	1.3
Perenco Wytch Farm	Yellow can buoy	50° 40.318'N	001° 52.453'W	P	2.3
SW Shingles	Port-hand lateral mark	50° 39.290'N	001° 37.520'W	P	9.6
Sconce	North cardinal buoy	50° 42.530' N	001° 31.430' W	S	5.0
E Lepe	Port-hand lateral buoy	50° 45.930'N	001° 21.070'W	S	7.4
Gurnard Finish	Line running N/S through Gurnard north cardinal buoy.	50° 46.217'N	001° 18.843'W	S	1.4
<b>Total Distance</b>					<b>48.5</b>

### Time Limit:

To qualify as a finisher, boats must complete the course distance within a time of **3 hours**.

**Late starters:**

Late starters will be permitted up to 10 minutes after the actual start time, provided they contact the OOD on VHF Channel 37 to state their intentions and receive detailed instructions.

**Curtailment/Stopping the race at East Lepe:**

Under exceptional circumstances it may be necessary to finish the race at East Lepe. This will be signalled by flying the Curtailment Flag and the Chequered Flag from the Observer/Committee boat at East Lepe. On seeing this signal, all race boats should **stop racing**, acknowledge the signal, slow to cruising speed and return to Cowes avoiding any commercial shipping in the vicinity and obeying all speed limits. To qualify as a finisher, race boats must continue under their own power until east of the Gurnard cardinal buoy. **ALL CREWS SHOULD LOOK FOR THESE SIGNALS ON APPROACHING THE EAST LEPE MARK.**

**Solent Racing Exclusion Zone**

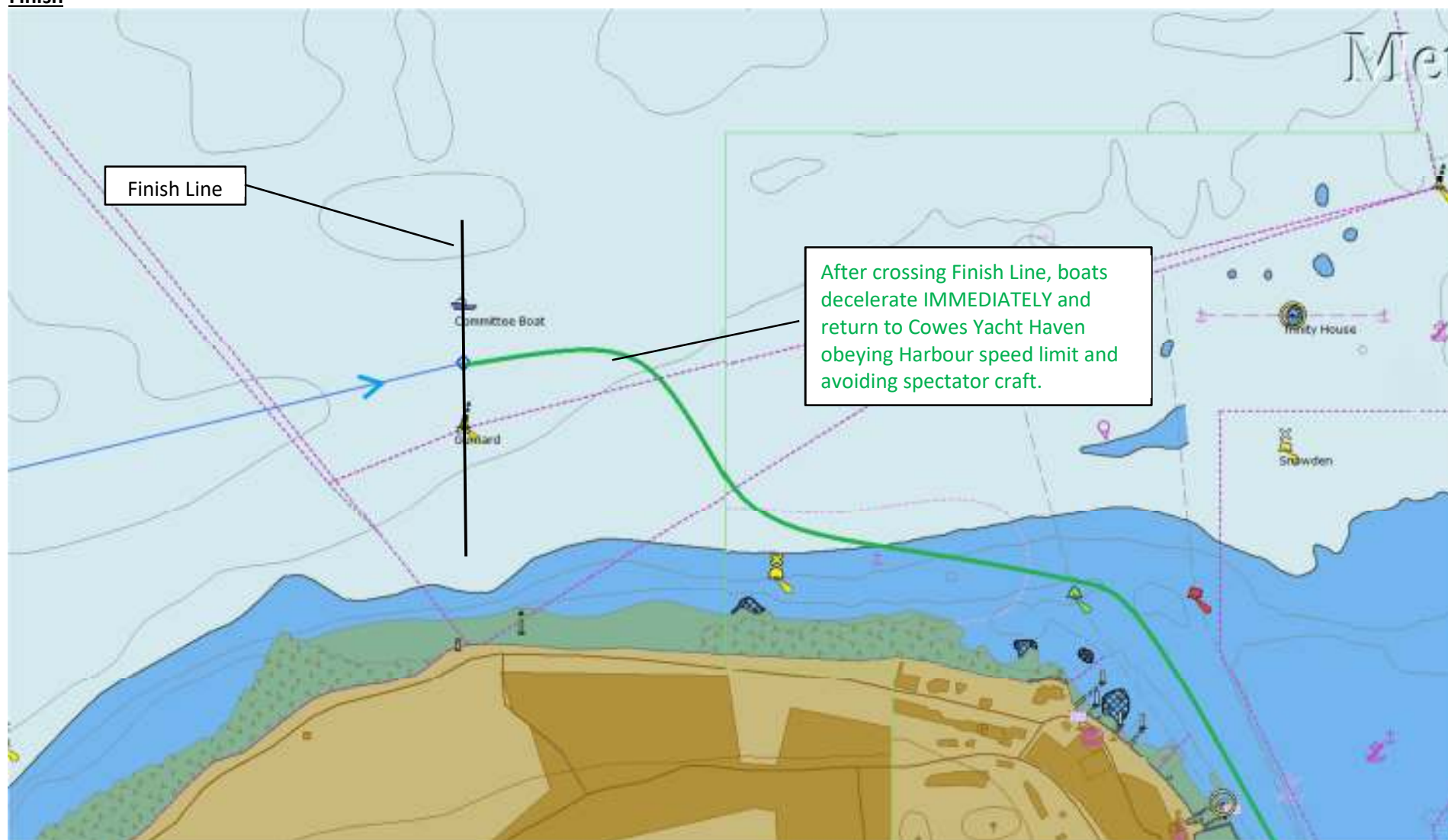
When transiting the Western Solent, race boats must not pass to the North of a line joining Lepe Spit – West Lepe – Solent Bank – Lymington Bank - Hurst point, nor to the South of a line joining Gurnard - Gurnard Ledge – Salt Mead – Hamstead Ledge – Sconce. Any competitor who does not comply with this instruction may be disqualified.

The map illustrates the Arctic region with various geographical features and expedition tracks. Key labels include:

- Start Line**: A vertical black line indicating the starting point of the expeditions.
- Start Run**: A red line indicating the initial path of the expeditions.
- Track of Start Boat**: A yellow line indicating the path of the starting boat.
- Princess Consort**: A location marked with a black dot and a line pointing to it.
- Inuit house**: A location marked with a black dot and a line pointing to it.
- Shrine of Snowden**: A location marked with a black dot and a line pointing to it.
- Schnee-Brosen**: A location marked with a black dot and a line pointing to it.
- Crews start**: A location marked with a blue dot and a line pointing to it.
- Princess Consort**: A location marked with a black dot and a line pointing to it.
- Inuit house**: A location marked with a black dot and a line pointing to it.
- Shrine of Snowden**: A location marked with a black dot and a line pointing to it.
- Schnee-Brosen**: A location marked with a black dot and a line pointing to it.



Course

**Finish**

In the event of bad weather, it may be possible to run a single rough weather course for some classes made up from the following legs/laps. Exact details will be promulgated by Race Bulletin at the Drivers' or Weather briefing.

**CPC Rough Weather – Start Lap**

Mark	Description	Latitude	Longitude	Leave to	NM
Muster	Centre of area	50° 46.256'N	001° 16.630'W		0
Start Run	Snowden sailing mark	50° 46.200'N	001° 17.750'W	P	0
	Prince Consort North cardinal buoy	50° 46.417'N	001° 17.552'W	S	
Start	Line running N/S through position where the Green Flag is raised	50° 46.417'N approx	001° 18.150'W approx		0
End of Start run	Gurnard north cardinal mark.	50° 46.217'N	001° 18.843'W	P	0.4
	Lat/Long position	50° 46.417'N	001° 18.843'W	S	
Hamstead Ledge	Starboard-hand lateral mark	50° 43.864'N	001° 26.183'W	S	5.2
Sconce	North cardinal mark	50° 42.530'N	001° 31.430'W	S	3.6
Lymington Bank	Port-hand lateral mark	50° 43.100' N	001° 30.852' W	S	0.7
Solent Bank	Port-hand lateral mark	50° 44.228' N	001° 27.368' W	S	2.5
West Lepe	Port-hand lateral mark	50° 45.234' N	001° 24.087' W	S	2.3
East Lepe	Port-hand lateral buoy	50° 45.930'N	001° 21.070'W	S	2.0
<b>Total Distance</b>					<b>16.7</b>

**CPC Rough Weather – Lap X**

Mark	Description	Latitude	Longitude	Leave to	NM
East Lepe	Port-hand lateral buoy	50° 45.930'N	001° 21.070'W		0
Gurnard Ledge	Starboard-hand lateral mark	50° 45.516	001° 20.593'W	S	0.5
Salt Mead	Starboard-hand lateral mark	50° 44.513'N	001° 23.040'W		1.9
Hamstead Ledge	Starboard-hand lateral mark	50° 43.864'N	001° 26.183'W	S	2.0
Sconce	North cardinal mark	50° 42.530'N	001° 31.430'W	S	3.6
Lymington Bank	Port-hand lateral mark	50° 43.100' N	001° 30.852' W	S	0.7
Solent Bank	Port-hand lateral mark	50° 44.228' N	001° 27.368' W	S	2.5
West Lepe	Port-hand lateral mark	50° 45.234' N	001° 24.087' W	S	2.3
East Lepe	Port-hand lateral buoy	50° 45.930'N	001° 21.070'W	S	2.0
<b>Total Distance</b>					<b>15.5</b>

**CPC Rough Weather – Lap Y**

Mark	Description	Latitude	Longitude	Leave to	NM
East Lepe	Port-hand lateral buoy	50° 45.930'N	001° 21.070'W		0
Gurnard Ledge	Starboard-hand lateral mark	50° 45.516	001° 20.593'W	S	0.5
Salt Mead	Starboard-hand lateral mark	50° 44.513'N	001° 23.040'W	S	1.9
Hamstead Ledge	Starboard-hand lateral mark	50° 43.864'N	001° 26.183'W	S	2.0
Solent Bank	Port-hand lateral mark	50° 44.228' N	001° 27.368' W	S	0.9
West Lepe	Port-hand lateral mark	50° 45.234' N	001° 24.087' W	S	2.3
East Lepe	Port-hand lateral buoy	50° 45.930'N	001° 21.070'W	S	2.0
<b>Total Distance</b>					<b>9.6</b>

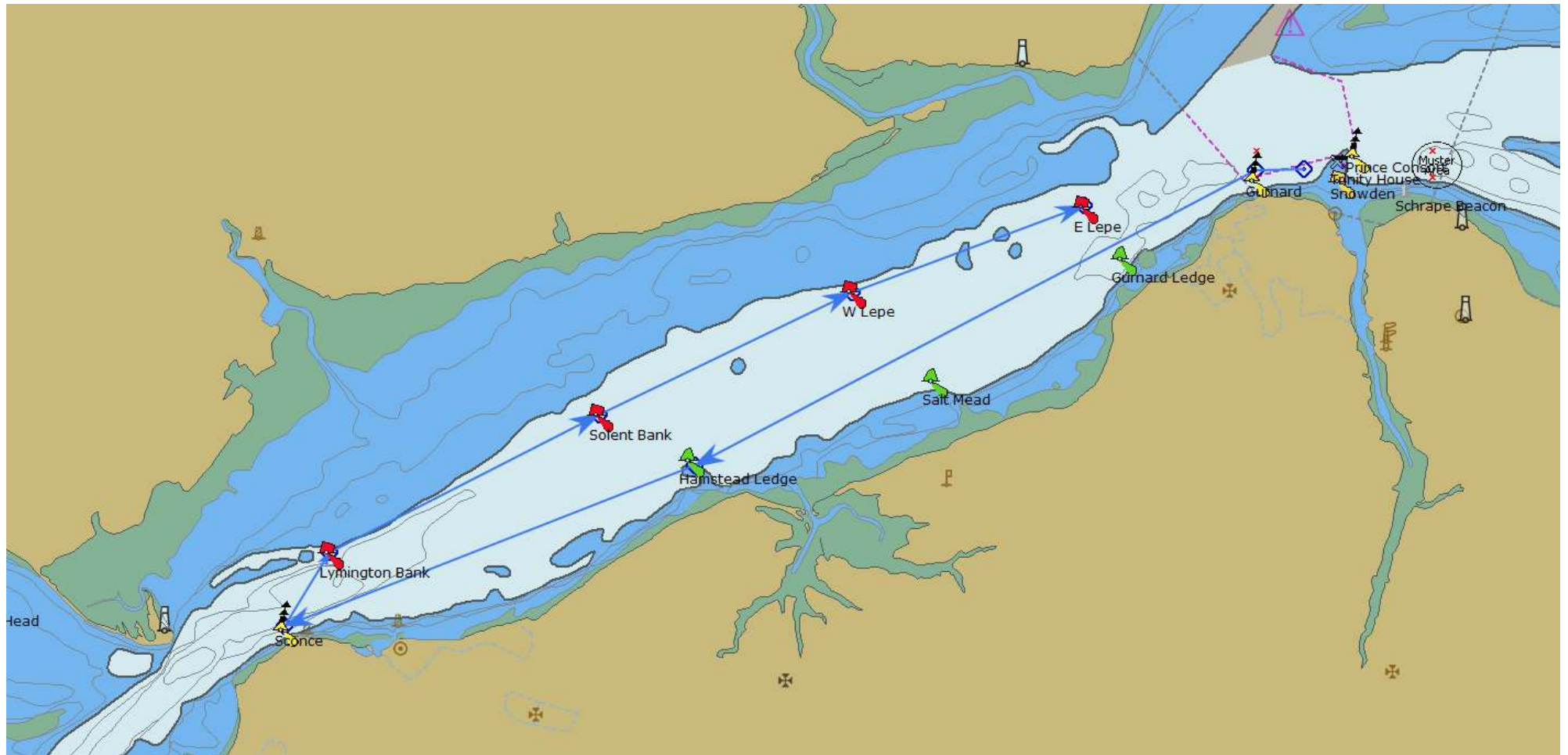
### CPC Rough Weather – Lap Z

Mark	Description	Latitude	Longitude	Leave to	NM
East Lepe	Port-hand lateral buoy	50° 45.930'N	001° 21.070'W		0
Gurnard Ledge	Starboard-hand lateral mark	50° 45.516	001° 20.593'W	S	0.5
Salt Mead	Starboard-hand lateral mark	50° 44.513'N	001° 23.040'W	S	1.9
West Lepe	Port-hand lateral mark	50° 45.234' N	001° 24.087' W	S	1.0
East Lepe	Port-hand lateral buoy	50° 45.930'N	001° 21.070'W	S	2.0
<b>Total Distance</b>					<b>5.4</b>

### CPC Rough Weather – Finish Leg

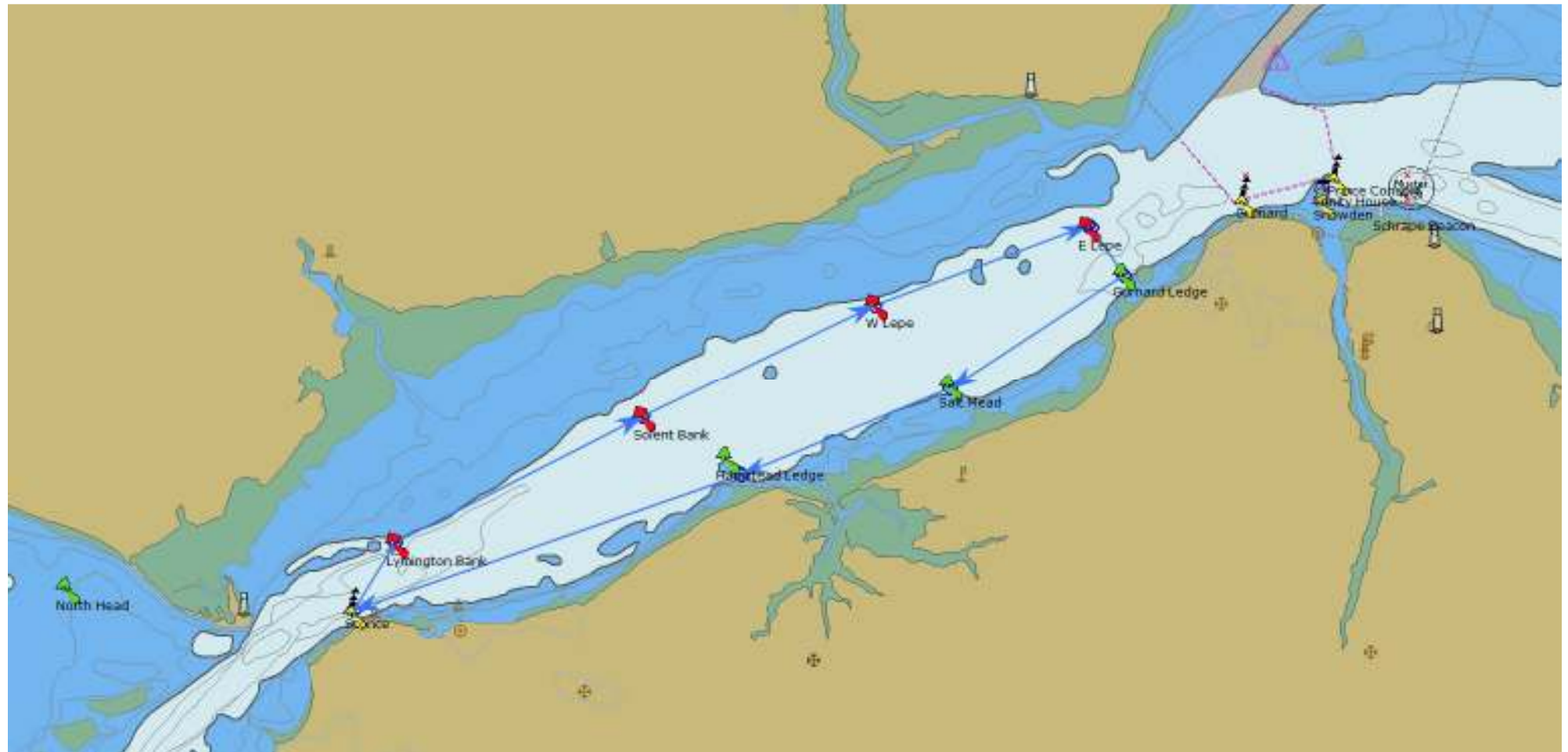
Mark	Description	Latitude	Longitude	Leave to	NM
East Lepe	Port-hand lateral buoy	50° 45.930'N	001° 21.070'W	S	
Gurnard Finish	Line running N/S through Gurnard north cardinal buoy.	50° 46.217'N	001° 18.843'W	S	1.5
<b>Total Distance</b>					<b>1.5</b>

## Rough Weather start lap

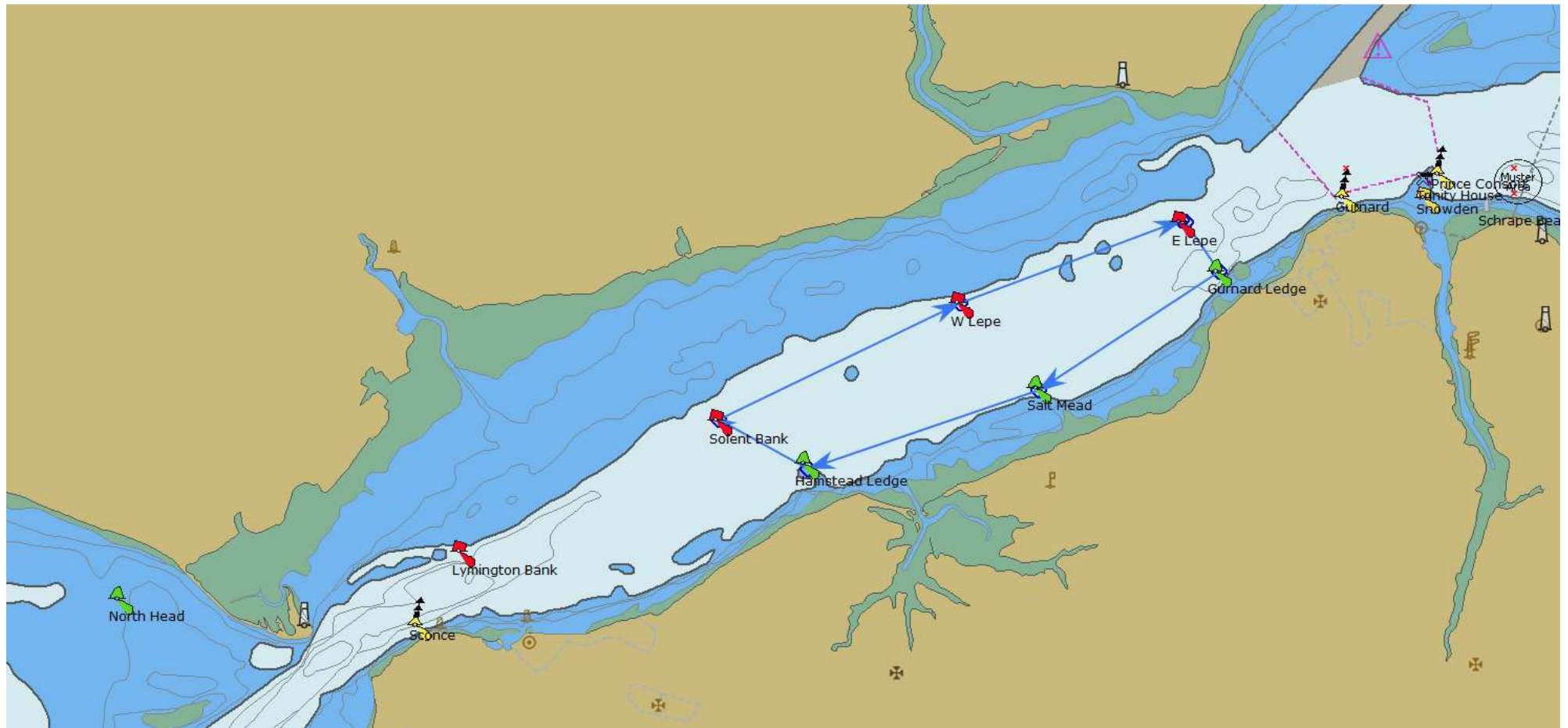




Rough Weather lap X



## Rough Weather lap Y



## Rough Weather lap Z

