



# **Race Instructions**

## **Cowes-Torquay and Torquay-Cowes Offshore Powerboat Races**

***26 AND 27 AUGUST 2017***

**RYA National Marathon Championship Races – Rounds 3 and 4  
UIM International Ordinary Races**

**Organised by:  
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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
- (v) 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
- (vi) ensuring the efficiency and suitability of the helmets and racing vests worn is solely their responsibility
- (vii) the provision of a race management team, patrol boats and other volunteers by the event organisers does not relieve them of their responsibilities
- (viii) the provision of patrol boat cover is limited to such assistance particularly in extreme weather conditions as can be practically provided in the circumstances
- (ix) 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
- (x) they will accept the decisions of the organising committee and officials nominated by the organising committee
- (xi) 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 RYA National Championship race will be run in accordance with the 2017 RYA/PB1 rules.

The UIM International Ordinary race will be run in accordance with the 2017 UIM rules, updated April and June 2017.

## 2. RACE AND LICENCE STATUS

| <b>Race status</b>   | <b>Licence status (No 1 &amp; No 2 drivers)</b> | <b>Licence status (all other crew)</b> |
|--|---|--|
| RYA National Championship and UIM International Ordinary Races | International Marathon licence                  | RYA Marathon Crew licence, or better   |

The maximum number of crew on board is 6; minimum age for all racing crew members is 18 years old. Throughout the event, only current licence holders are allowed on board competing boats when underway.

## 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 12. 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 and UIM Marathon 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 – Cowes:        | Steve Gallienne & Danielle Strawford | Scrutineers – Cowes: | Martin Purnell, Geoff Purves & Steve Wallace |
| Safety Officer:                 | Julie Jackson                        | Chief Timekeeper     | Colin le Conte                               |
| Deputy Safety Officer:          | Hollie Woodhouse                     | Timekeeper – Cowes   | tba  |
| Race Secretary & Media Officer: | Sally Windsor                        | Timekeeper - Torquay | Andrea Drew                                  |
| Deputy Race Secretary:          | Gill Purnell                         |                      |  |

### Race Management Team:

|                          |                    |                                 |                |
|--------------------------|--------------------|---------------------------------|----------------|
| Medical Officer – Cowes: | tba                | Race Manager – Torquay:         | Nikki Gray     |
| Safety Secretary:        | Shirley Nellthorpe | Deputy Race Manager – Torquay:  | Steve Oaten    |
| Safety support – Cowes:  | AJ Windsor         | Equipment inspection – Torquay: | tba            |
| Safety support – Cowes:  | Chris Cockroft     | Paramedic – Torquay:            | Jerry Pocknell |
| Chief Marshal – Cowes:   | Paul Crabb         | Chief Marshal – Torquay:        | David Drew     |

**Race Committee:** The race committee consists of the Officer of the Day, Safety Officer, Chief Scrutineer, Chief Timekeeper, Medical Officer (Cowes) 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

| <b>Saturday 26 August</b> | <b>Detail</b>  | <b>From</b> | <b>Until</b> |
|---------------------------|--|-------------|--------------|
|                           | 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 CTC competitors at Cowes Yacht Haven | 17:00       | 17:45        |
| <br>                      |  |             |              |
| <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                 | 08:45       |              |
|                           | Race start: Cowes-Torquay race                                 | 09:30       |              |
|                           | Podium presentation at Haldon Pier                             | 12:30       |              |
|                           | Drivers' briefing (for return leg to Cowes) at Haldon Pier     | 13:15       |              |
|                           | Race boats depart Haldon Pier for parade                       | 13:30       |              |
|                           | Race start: Torquay-Cowes race                                 | 14:00       |              |
|                           | Podium presentation at Cowes Yacht Haven                       | 16:00       |              |
|                           | Prize giving at Cowes Yacht Haven                              | 19:30       | 20:30        |

| <b>TIDE TIMES AT COWES (BST)</b> | High  | Low   | High  | Low   |
|----------------------------------|-------|-------|-------|-------|
| 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 and UIM Marathon 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](mailto:sally.windsor@btinternet.com)

All crew members must produce the documentation required under RYA/UIM 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 AND 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 CTC 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 13 and 14 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.

### **TORQUAY**

**Wet Pits Location: Haldon Pier, Torquay, Devon TQ1 2BG**

Wet pits will be available from 10:30 to 15:00 on Sunday 27 August

Competitors are reminded to keep to the starboard side of the channel when entering or leaving Torquay Harbour. Craft entering the harbour should do so on an easterly heading and should not use the seasonal starboard hand buoy as a turning mark or a point at which to slow down. Competitors should reduce speed to a maximum of 5 knots before reaching the starboard hand buoy.

When leaving the harbour, competitors should remain on a westerly heading at a maximum speed of 5 knots until they are well clear of the starboard hand buoy.

Torquay Harbour can be extremely busy with many different vessels seeking to navigate in this area. These craft can range from large passenger boats to sailing dinghies and sometimes canoes. All competitors are reminded to proceed with caution and keep to a safe speed.

**Fuelling arrangements:** Refuelling will not be permitted in Torquay during either race, or during the stopover between races. Boats are advised to arrive at Cowes fully fuelled for the full race distance.

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

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

As part of the scrutineering process, all entrants are to sign to confirm that their boat conforms with the minimum weight requirement for their class/length as calculated by the scrutineer. Any protests regarding boat weight are to be treated as protests against eligibility and submitted in writing, along with supporting evidence, before the start of Drivers' Briefing.

**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 stops.

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 |

There will be no launching facilities at Torquay.

## **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, Cowes General Directions and Torbay Harbour 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 13 and 14 for schematics showing Cowes Harbour speed limits and breakwater caution area.

### 14. DEPARTURE AND TRANSIT TO THE MUSTER AREAS

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.

#### Cowes – Torquay:

Competitors should depart Cowes Yacht Haven in the order described at Drivers' Briefing, and follow the Guide Boat in line astern at slow speed to parade as far as Gurnard buoy (see Appendix 3 on page 15). 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.

#### Torquay – Cowes:

Competitors should depart Haldon Pier in the order described at the briefing, exit the harbour, turn to Port and then parade East-North-East along the outer wall of Haldon Pier at slow speed. On approaching the shore at the NE corner of the pier they should turn to starboard and make their way to the allocated muster area to be there at least 10 minutes before the scheduled start time (see Appendix 5 on page 21).

### 15. START PROCEDURE

Both races 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 and UIM Marathon 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 and UIM Marathon 2017 rules.

During the start run for both races, all race boats should follow the Start Boat forming up in line abreast on the Start Boat's **port quarter** whilst 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 behind the stern of the start boat.

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.

#### Information specific to the start in Cowes:

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 18).

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

### **Information specific to the start in Torquay:**

The northern and southern limits of the start run will be marked by orange buoys (see schematic in Appendix 6 on page 24).

A race boat that is in the muster area but is unable to start for any reason must not interfere with the start boat. The race boat must go to one side of the chute and contact the Race Manager-Torquay who will take advice from the Event OOD and advise the competitor accordingly.

Late starters are only permitted at the discretion of the Event OOD. Any late starter must contact the Race Manager-Torquay who will take advice from the Event OOD and advise the competitor accordingly.

### **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.

Competitors are reminded that Marathon Class racing is for sea worthy offshore craft capable of undertaking independent extended offshore passages in unprotected waters.

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. TRACKERS AND ELECTRONIC CHART PLOTTERS**

All competing craft will be required to carry trackers supplied by YB Tracking Ltd which will provide safety control with an online map showing the position of every competitor. These will be issued to competitors at race administration and will need to be returned at the end of the race. Any competitor who does not return to Cowes at the end of the race must arrange for the tracker to be posted/delivered to YB Tracking Ltd by no later than 1 September. Address is: YB Tracking Ltd., Unit 2, Eastlands Boatyard, Coal Park Lane, Swanwick, Southampton SO31 7GW.

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 the Event Safety Officer 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 Torquay Harbour or 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 within the stated time limit, within the rules and in accordance with Race Instructions, Race Bulletins and any further instructions given at Drivers' Briefing.

## **20. OUTSIDE ASSISTANCE**

Outside assistance will be permitted during both races in accordance with UIM Marathon rule 1200.2.1.

## **21. FLAG SIGNALS**

All flag signals are fully described in UIM/RYA 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).

## **22. 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.

## **23. POST-RACE SCRUTINEERING**

To be classified as a finisher for both races, 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.

## **24. 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  | 1 hour time penalty   |
| 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.                            |

## **25. PROTESTS**

Protests should be submitted in accordance with class specific rules in accordance with UIM/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.

## **26. PODIUM PRESENTATIONS AND PRIZE GIVING**

**Podium presentations** will take place on Haldon Pier, Torquay and at Cowes Yacht Haven according to the timetable.

Dress code for podium presentation: Race overalls

**Prize giving** for both races 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.

## 27. TROPHIES

The following trophies will be presented:

|  |  |
|--|--|
| Beaverbrook Trophy:                      | 1 <sup>st</sup> boat overall                               |
| Mellery-Pratt Challenge Trophy:          | 1 <sup>st</sup> navigator                                  |
| Waynefleet Challenge Trophy:             | 1 <sup>st</sup> British navigator                          |
| Cougar Trophy:                           | 1 <sup>st</sup> Throttleman                                |
| Royal London Yacht Club Trophy:          | 2 <sup>nd</sup> boat overall                               |
| Unohoo Trophy:                           | 3 <sup>rd</sup> boat overall                               |
| Motor Boat & Yachting Trophy:            | 4 <sup>th</sup> boat overall                               |
| Coupe Martini:                           | 5 <sup>th</sup> boat overall                               |
| Hamed Buhaleeba Trophy:                  | 1 <sup>st</sup> overseas entry                             |
| King George's Fund for Sailors Seahorse: | 1 <sup>st</sup> diesel powered entry                       |
| Royal Yacht Squadron Trophy:             | 1 <sup>st</sup> production entry                           |
| Ladies Prize:                            | 1 <sup>st</sup> lady driver                                |
| Thunderbolt Challenge Trophy:            | 1 <sup>st</sup> historic boat                              |
| Alex Foster Meridian Trophy:             | Youngest competitor  |
| MEMA Challenge Salver:                   | Oldest competitor  |
| Lombard North Central Cup:               | Concours d'Elegance  |
| Lombard North Central Salver:            | Best presented entry                                       |
| Richard Carr Perpetual Challenge Trophy: | Driver of the 1 <sup>st</sup> boat to Torquay              |
| John Mace Perpetual Challenge Trophy:    | Race boat designer at the discretion of the race committee |

1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in each of the following Marathon classes: A, B, C (Sport), C (Stock), D, E, G and Historic

Results for all trophies will be calculated as a cumulative total of the time taken to complete both races, except the Richard Carr Perpetual Challenge Trophy

## **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.**

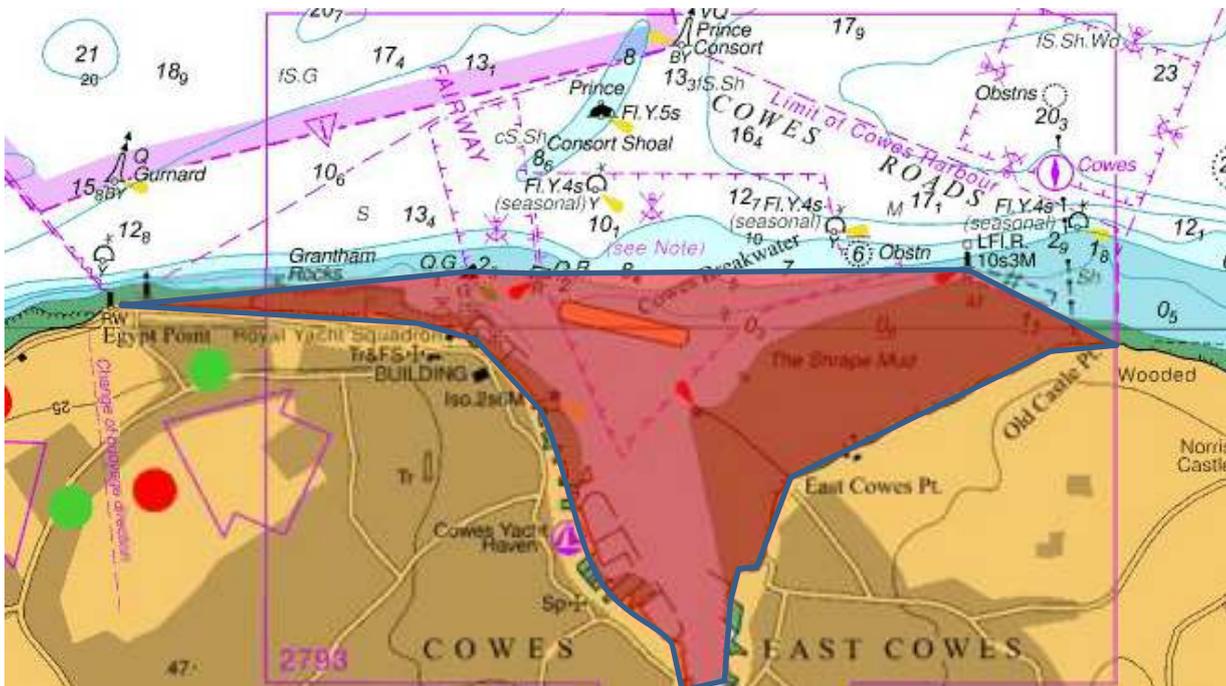
- a) Swimmers, board sailors, private and commercial craft of all types may be encountered. Competitors are reminded to keep a sharp look-out at all times and to take the necessary action in accordance with the IRPCS rules.
- b) Competitors are reminded to keep a sharp look-out at all times for any marine 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.

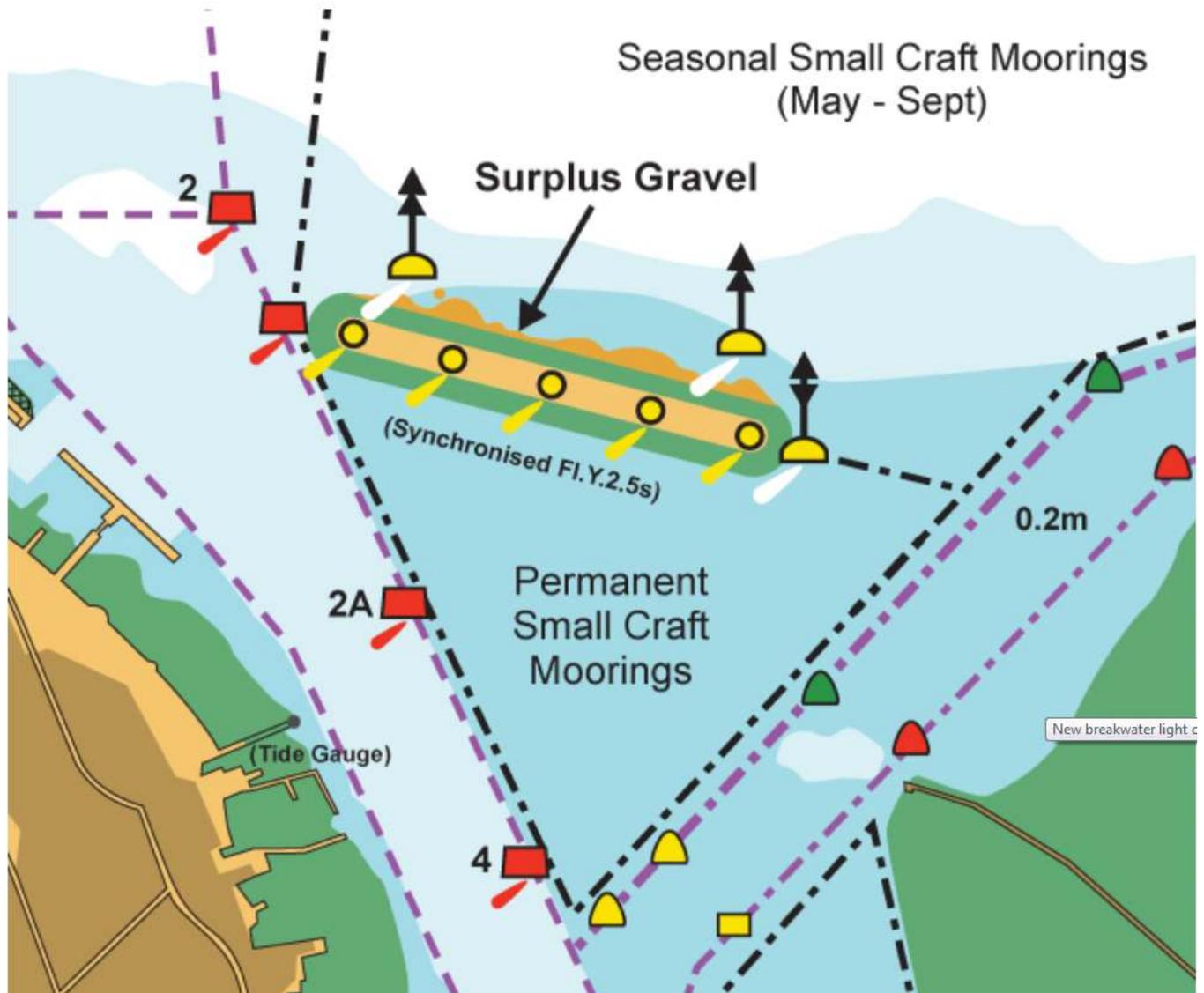
The **Inner Harbour** means the area of the harbour as lies to the southward of a straight line drawn from **Egypt Point** to **Number 1 buoy** thence to **Number 2 buoy** thence to the **Shrape Beacon** thence to **Old Castle Point East Cowes**.

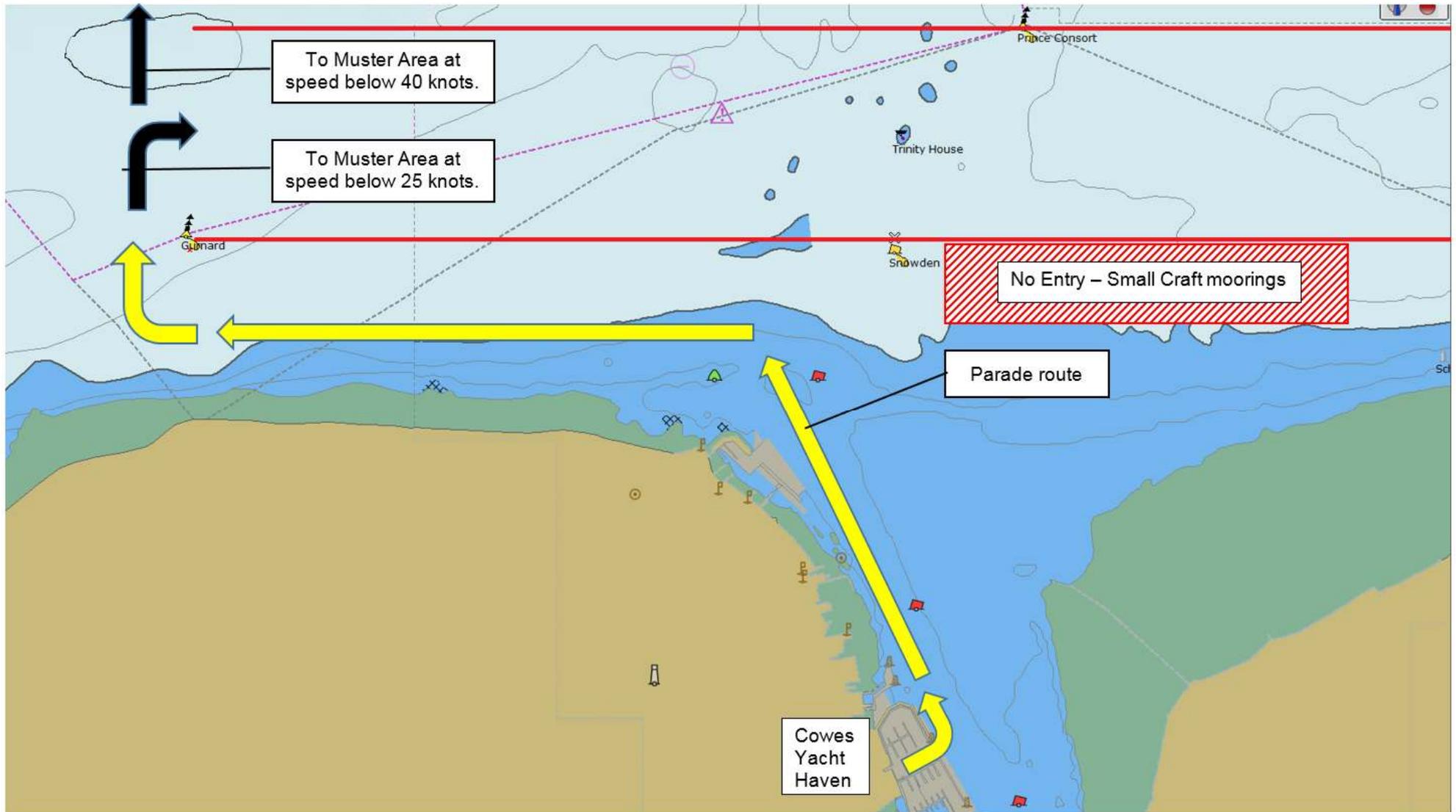
Further details may be found in Cowes Harbour General Directions referenced under Rules and Regulations above.

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, 2454 & 26 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 to 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: A line running due South from Haldon Pier marked by two inflatable laid marks. The Chequered Flag will be flown from Haldon Pier.
- 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, between Boscombe and Bournemouth Pier marks and between the Ore Stone mark and Torquay harbour. **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 page 8 regarding information specific to the start in Cowes.

### Marks of the course: Cowes to Torquay

| 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         |
| SW Shingles           | Port-hand lateral mark   | 50° 39.290'N        | 001° 37.520'W        | S        | 5.0         |
| Boscombe Pier         | Yellow outfall buoy  | 50° 42.889'N        | 001° 50.393'W        | P        | 8.9         |
| Bournemouth Pier      | Yellow outfall buoy  | 50° 42.603'N        | 001° 52.318'W        | P        | 1.3         |
| Peveiril Ledge        | Port hand lateral buoy   | 50° 36.416'N        | 001° 56.095'W        | S        | 6.7         |
| Berry Head Mark       | Laid mark  | 50° 24.000'N        | 003° 27.900'W        | S        | 60.3        |
| Ore Stone Mark        | Laid mark  | 50° 26.000'N        | 003° 27.900'W        | P        | 2.0         |
| Torquay Finish        | Laid mark  | 50° 27.250'N        | 003° 31.680'W        | P        | 2.7         |
|                       | Laid mark  | 50° 27.350'N        | 003° 31.680'W        | S        |             |
| <b>Total Distance</b> |  |                     |                      |          | <b>96.2</b> |

### Time Limit:

To qualify as a finisher, boats must complete the course distance within a time of **3 hr 51 mins**

**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.

**Curtailement/Stopping the race at Berry Head**

Under exceptional circumstances it may be necessary to stop the race at the Berry Head mark. This will be signalled by flying the Curtailement Flag and the Chequered Flag from the Observer boat at this mark. On seeing this signal, all race boats should **stop racing**, acknowledge the signal, turn to starboard, slow to cruising speed and await further instructions on VHF Ch 37. ALL CREWS SHOULD LOOK FOR THESE SIGNALS ON APPROACHING THIS MARK MENTIONED.

**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.

**Torbay Racing Exclusion Zone**

A scallop nursery has been installed in Torbay marked by 4 yellow buoys in the following positions:

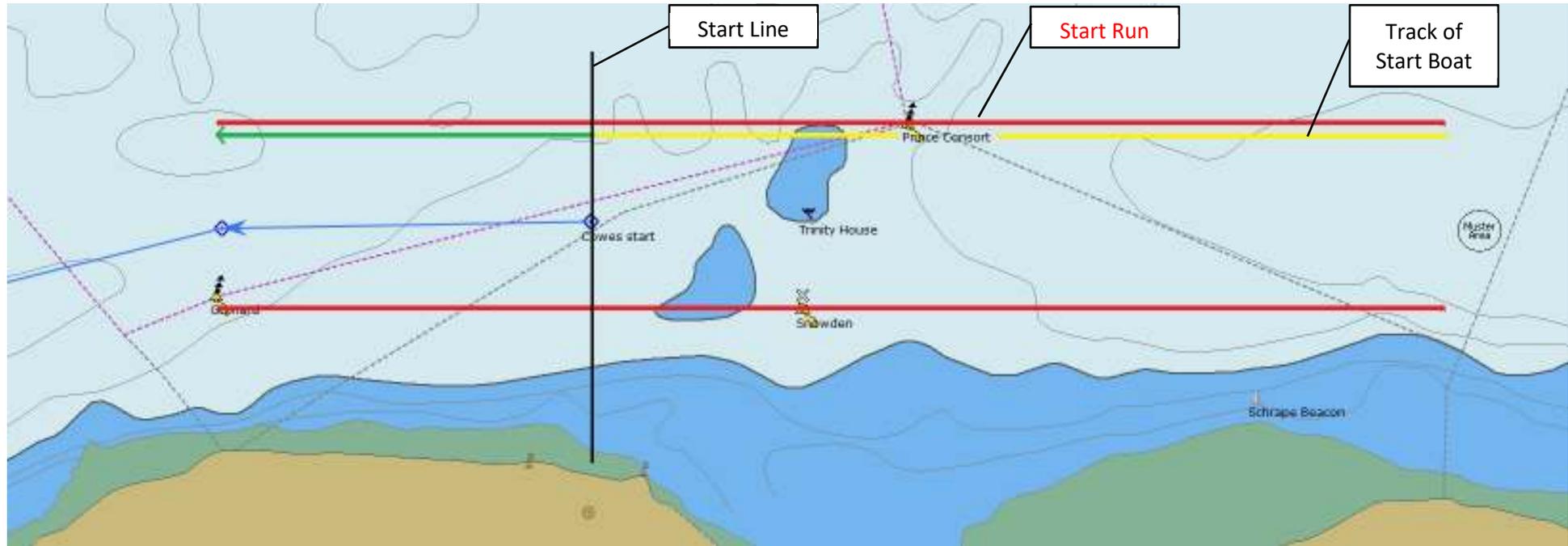
|             |            |
|-------------|------------|
| 50°26.700'N | 3°29.690'W |
| 50°26.865'N | 3°29.690'W |
| 50°26.865'N | 3°29.170'W |
| 50°26.700'N | 3°29.170'W |

Within this area there are various ropes, cables and floats. NO RACE BOAT IS TO ENTER THIS AREA UNDER ANY CIRCUMSTANCES. THE PENALTY FOR DOING SO IS DISQUALIFICATION FROM THE EVENT. IN ADDITION, CIVIL DAMAGES FOR DESTROYING FISHING GEAR MAY BE INCURRED.



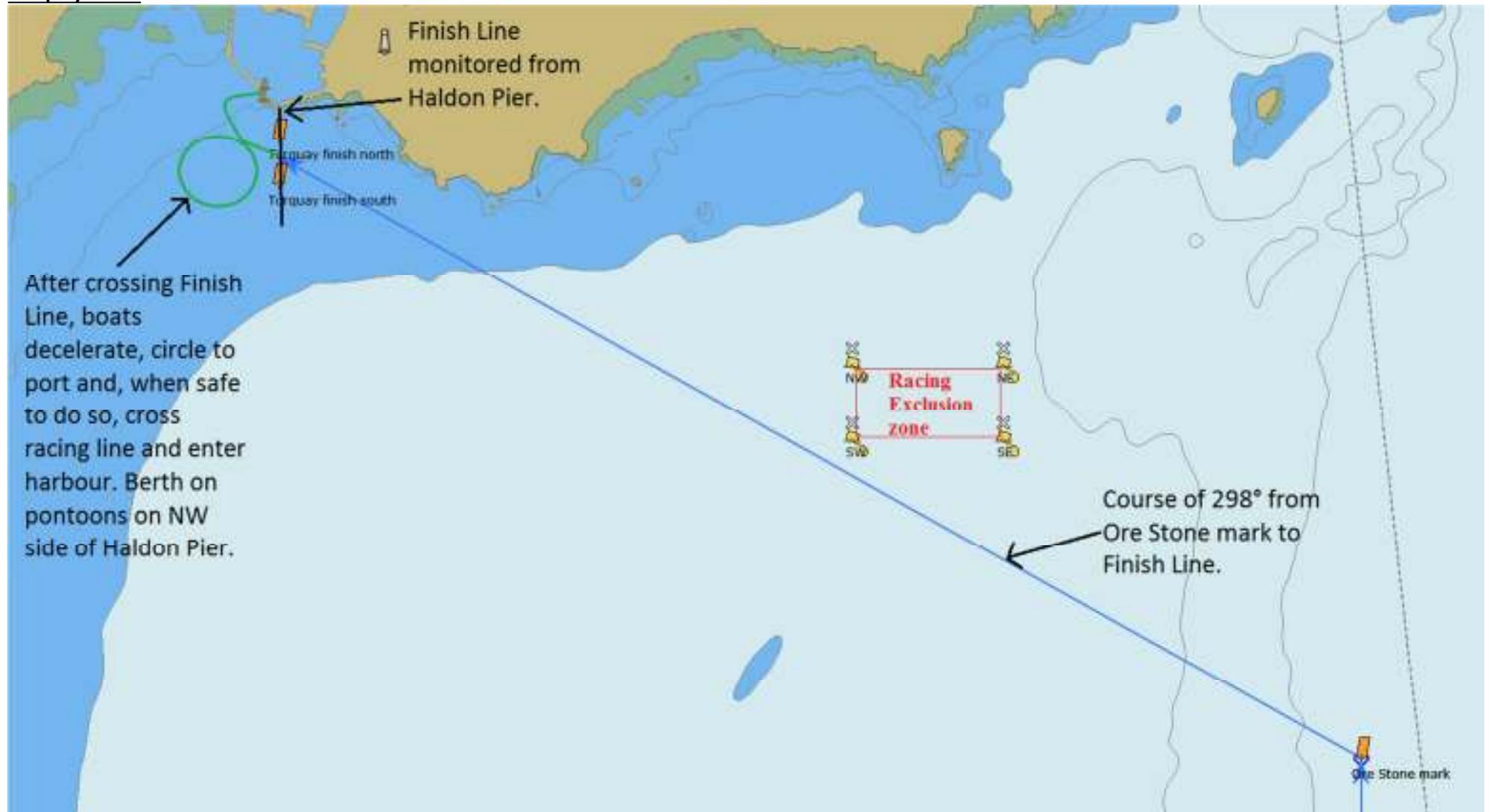
Image showing Torbay scallop nursery marker buoy and floats

Muster and Start Run





**Torquay Finish**





**Course**

The course has been drawn from Admiralty Chart No’s 2045, 2454 & 26, 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

Muster area: In the vicinity of 50°27.40' N 003°32.20 W

Start run: The Start boat will lead the racing fleet on a course of 117° from the Muster across Torquay harbour entrance. The northern and southern boundaries of the run will be marked by laid inflatable marks. Race boats are to remain within the north and south boundaries of this chute at all times.

Start line: The race start will take place approximately 1nm from the Muster Area on a course towards the Ore Stone mark. 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 Torquay harbour and the Ore Stone mark, and between Hurst Point and Cowes. **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 page 9 regarding information specific to the start in Torquay.

**Marks of the Course: Torquay to Cowes**

| Mark                  | Description   | Latitude       | Longitude      | Leave to | Dist. (NM)  |
|-----------------------|---|----------------|----------------|----------|-------------|
| Muster                | In the vicinity of                                    | 50° 27.40 ' N  | 003° 32.20' W  |          |             |
| Start Run             | Laid mark   | 50° 27.350' N  | 003° 31.680' W | P        | 0           |
|                       | Laid mark   | 50° 27.150' N  | 003° 31.680' W | S        |             |
| Torquay Start         | Notional line   | 50° 27.085' N  | 003° 30.748' W |          | 0           |
| Ore Stone Mark        | Laid mark   | 50° 26.000 ' N | 003° 27.900' W | S        | 2.1         |
| Berry Head Mark       | Laid mark   | 50° 24.00 ' N  | 003° 27.900' W | P        | 2.0         |
| Arish Mell            | Yellow can buoy                                       | 50° 35.028' N  | 002° 11.631' W | S        | 50.2        |
| Pevenil Ledge         | Port hand lateral buoy                                | 50° 36.416' N  | 001° 56.095' W | P        | 10.6        |
| Perenco Wytch Farm    | Yellow can buoy                                       | 50° 40.318' N  | 001° 52.453' W | S        | 4.5         |
| Needles Fairway       | Red/white pillar buoy                                 | 50° 38.234' N  | 001° 38.982' W | P        | 8.8         |
| Sconce                | North cardinal buoy                                   | 50° 42.530' N  | 001° 31.430' W | S        | 6.5         |
| East 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        | 1.5         |
| <b>Total Distance</b> |   |                |                |          | <b>93.6</b> |

**Time Limit:**

To qualify as a finisher, boats must complete the course distance within a time of **3hr 44 mins**.

**Late starters:**

Late starters will be permitted up to half an hour after the actual start time, provided they contact the Race Manager – Torquay on VHF Channel 37 to 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.**

**Torbay Racing Exclusion Zone**

A scallop nursery has been installed in Torbay marked by 4 yellow buoys in the following positions:

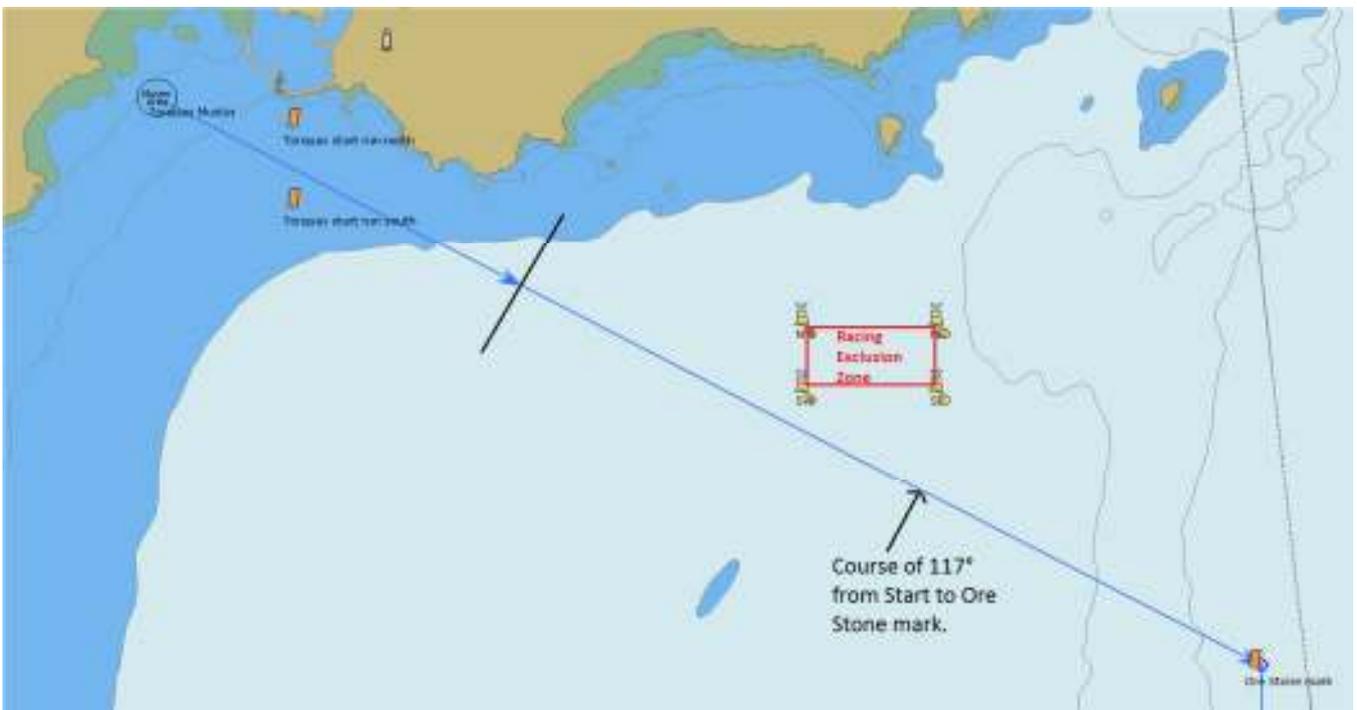
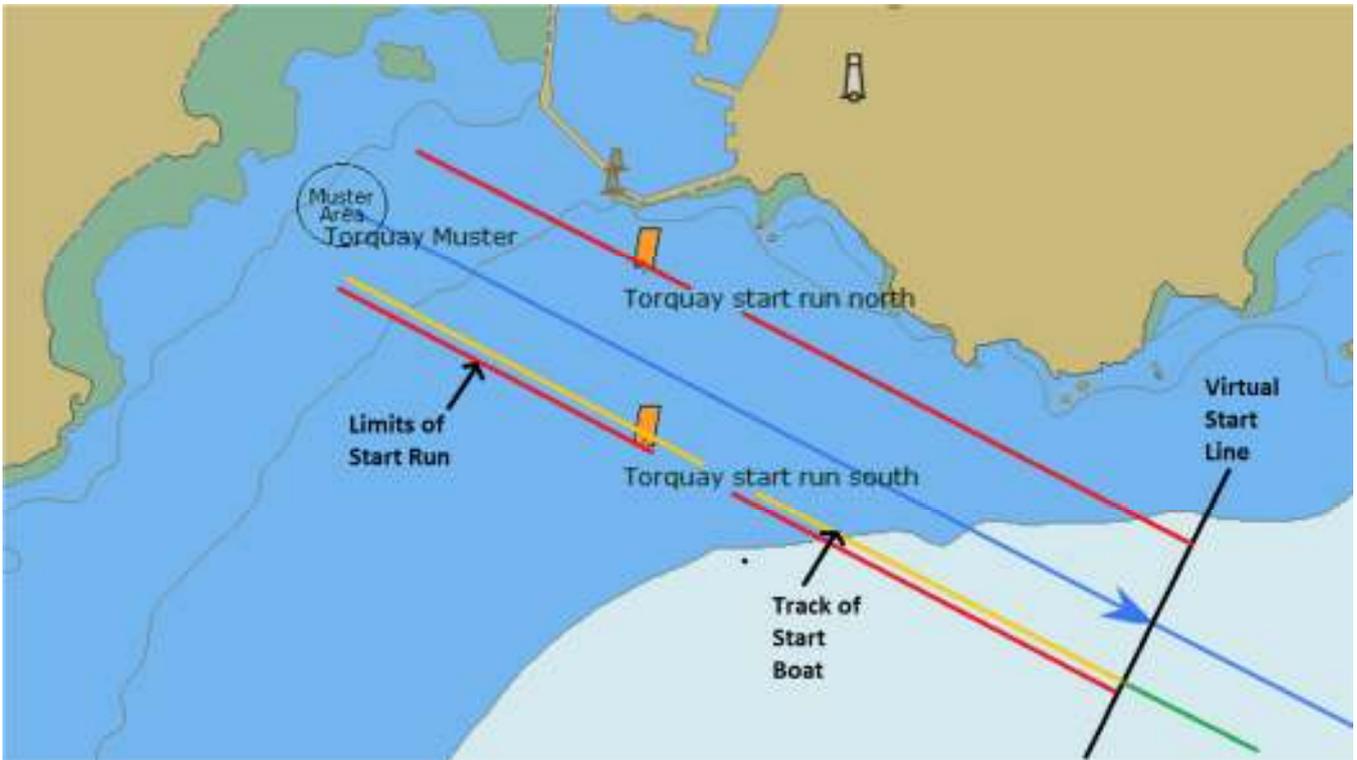
|             |            |
|-------------|------------|
| 50°26.700'N | 3°29.690'W |
| 50°26.865'N | 3°29.690'W |
| 50°26.865'N | 3°29.170'W |
| 50°26.700'N | 3°29.170'W |

Within this area there are various ropes, cables and floats. NO RACE BOAT IS TO ENTER THIS AREA UNDER ANY CIRCUMSTANCES. THE PENALTY FOR DOING SO IS DISQUALIFICATION FROM THE EVENT. IN ADDITION, CIVIL DAMAGES FOR DESTROYING FISHING GEAR MAY BE INCURRED.

**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.

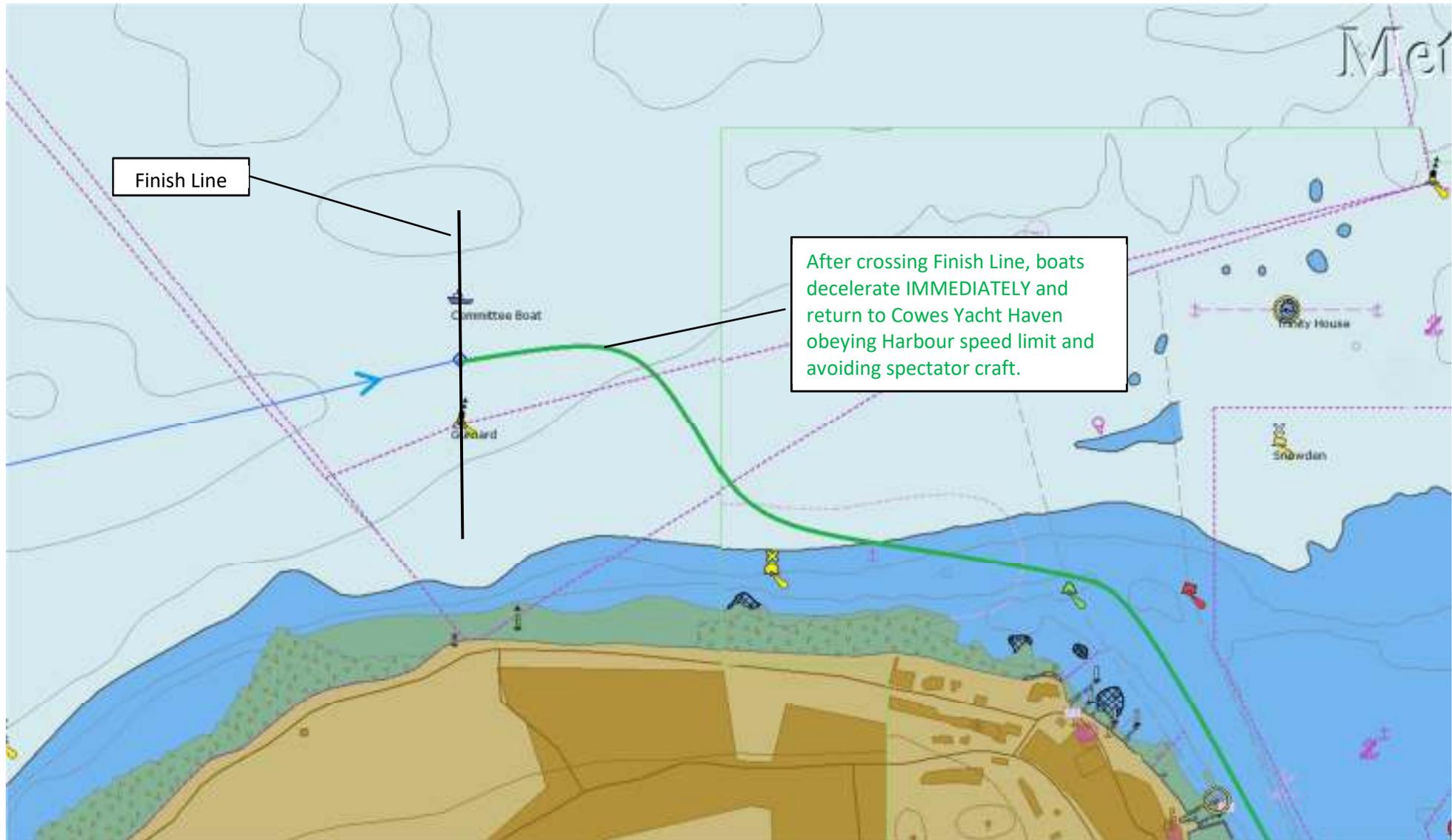
Torquay Start



Full course



Cowes finish



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

**CTC Rough Weather****Start Leg**

| Mark             | Description  | Latitude            | Longitude             | Leave to | NM          |
|------------------|--|---------------------|-----------------------|----------|-------------|
| Muster           | Centre of area   | 50° 46.256'N        | 001° 16.630'W         |          | 0           |
|                  | Snowden sailing mark   | 50° 46.200'N        | 001° 17.750'W         | P        | 0           |
| Start Run        | 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         |
| NE Shingles      | East cardinal mark   | 50° 41.960'N        | 001° 33.410'W         | P        | 1.3         |
|                  |  |                     | <b>Total Distance</b> |          | <b>10.6</b> |

**CTC Rough Weather****Lap A**

| Mark             | Description                 | Latitude      | Longitude             | Leave to | NM          |
|------------------|-----------------------------|---------------|-----------------------|----------|-------------|
| NE Shingles      | East cardinal mark          | 50° 41.960'N  | 001° 33.410'W         | P        |             |
| North Head       | Starboard-hand lateral mark | 50° 42.690'N  | 001° 35.520'W         | P        | 1.5         |
| Boscombe Pier    | Yellow outfall buoy         | 50° 42.889'N  | 001° 50.393'W         | P        | 9.5         |
| Bournemouth Pier | Yellow outfall buoy         | 50° 42.603'N  | 001° 52.318'W         | P        | 1.3         |
| Peveril Ledge    | Port hand lateral buoy      | 50° 36.416'N  | 001° 56.095'W         | S        | 6.7         |
| Arish Mell       | Yellow can buoy             | 50° 35.028' N | 002° 11.631' W        | P        | 10.6        |
| E Shambles       | East cardinal mark          | 50° 31.258'N  | 002° 20.077'W         | P        | 6.6         |
| Needles Fairway  | Red/white pillar buoy       | 50° 38.234' N | 001° 38.982' W        | P        | 27.1        |
| NE Shingles      | East cardinal mark          | 50° 41.960'N  | 001° 33.410'W         | P        | 5.1         |
|                  |                             |               | <b>Total Distance</b> |          | <b>68.4</b> |

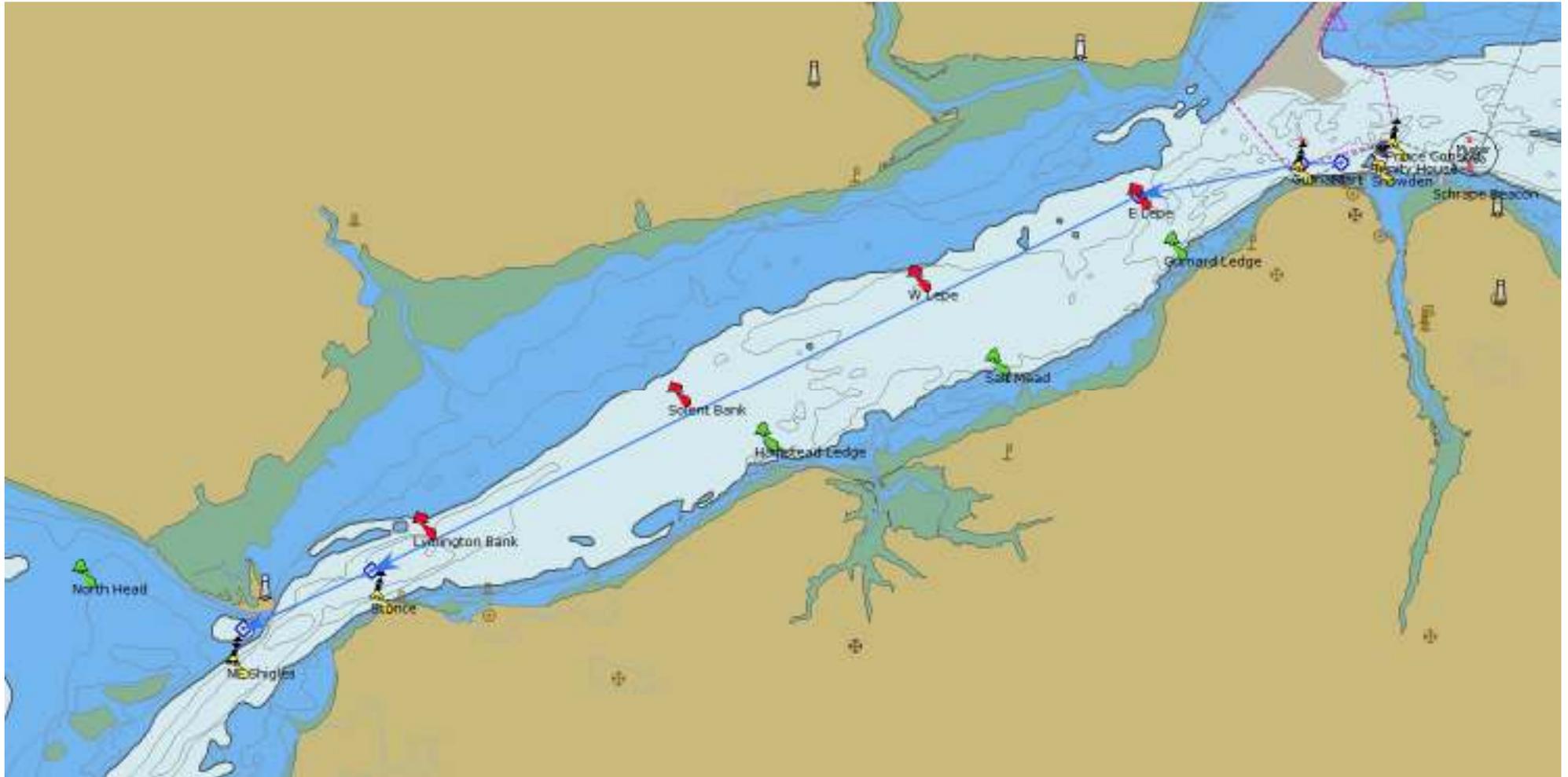
**CTC Rough Weather****Lap B**

| Mark                                       | Description                     | Latitude      | Longitude             | Leave to | NM          |
|--|---------------------------------|---------------|-----------------------|----------|-------------|
| NE Shingles                                | East cardinal mark              | 50° 41.960'N  | 001° 33.410'W         | P        |             |
| North Head                                 | Starboard-hand lateral mark     | 50° 42.690'N  | 001° 35.520'W         | P        | 1.5         |
| Boscombe Pier                              | Yellow outfall buoy             | 50° 42.889'N  | 001° 50.393'W         | P        | 9.5         |
| Bournemouth Pier                           | Yellow outfall buoy             | 50° 42.603'N  | 001° 52.318'W         | P        | 1.3         |
| Virtual Mark 1 cable East of Peveril Ledge | Virtual Mark – GPS co-ordinates | 50° 36.416'N  | 001° 55.095'W         | P        | 6.7         |
| Needles Fairway                            | Red/white pillar buoy           | 50° 38.234' N | 001° 38.982' W        | P        | 11.0        |
| NE Shingles                                | East cardinal mark              | 50° 41.960'N  | 001° 33.410'W         | P        | 5.1         |
|  |                                 |               | <b>Total Distance</b> |          | <b>35.1</b> |

**CTC Rough Weather  
Finish Leg**

| <b>Mark</b>    | <b>Description</b>                                       | <b>Latitude</b> | <b>Longitude</b>      | <b>Leave<br/>to</b> | <b>Dist.<br/>(NM)</b> |
|----------------|--|-----------------|-----------------------|---------------------|-----------------------|
| NE Shingles    | East cardinal mark                                       | 50° 41.960'N    | 001° 33.410'W         | P                   |                       |
| Sconce         | North cardinal buoy                                      | 50° 42.530' N   | 001° 31.430' W        | S                   | 1.3                   |
| 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                   |
| Gurnard Finish | Line running N/S through<br>Gurnard north cardinal buoy. | 50° 46.217'N    | 001° 18.843'W         | S                   | 1.5                   |
|                |  |                 | <b>Total Distance</b> |                     | <b>10.3</b>           |

CTC Rough Weather Start Leg



CTC Rough Weather Lap A



CTC Rough Weather Lap B



CTC Rough Weather Finish Leg

