



Cowes Classic 2013

31 August to 1 September 2013

Racing Instructions

incorporating the:

Cowes to Torquay Powerboat Race

RYA National Marathon Championship

UIM Marathon World Cup

and the

Torquay to Cowes Powerboat Race

RYA National Marathon Championship

UIM Marathon World Cup

In association with



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.

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
- (v) 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 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.

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

This event has been approved by the Royal Yachting Association, the National Governing Body for Offshore Powerboat Racing in the United Kingdom and Northern Ireland.

2. Competitors' responsibility

Competitors must read the Risk Statement and Indemnity at the front of these racing instructions as well as the safety information on pages 10/11. 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/UIM 2013 rules. It is the competitor's sole responsibility to decide whether or not to start or continue in a race once passed scrutineering. Competitors must read and fully understand procedure details below as listed in PB1/UIM 2013 rules:

- a) Start procedures
- b) Overtaking rules
- c) Flag procedures
- d) Emergency assist procedures

3. Event secretary / event communications

Pre event:

John Moore - Event Director	Email:	ecath@btinternet.com
	Mobile:	+ 44 (0) 7932 622841
Laura Levi - BPRC Club Secretary	Email:	secretary@britishpowerboatracingclub.co.uk
	Tel:	+44 (0) 1983 290558
Sally Windsor - Race Secretary	Email:	sally.windsor@btinternet.com
	Mobile:	+ 44 (0) 7802 291701

At the event (from 08.00 hrs on Saturday 31st August 2013):

Race Administration will all be based in The Pavilion, Royal Yacht Squadron, The Castle, Cowes, Isle of Wight PO31 7QT. Contact Sally Windsor, Race Secretary (see above)

4. Event organising committee

Lord Beaverbrook, Hon Laura Levi, Dorian Griffith, John Moore, Rob Andrews, Richard Salaman and Sally Windsor

5. Race committee

Rob Andrews, Richard Salaman, Sally Windsor, Martin Purnell, Chris Reed, Simon Pridham and Dr Jeremy Purdell-Lewis

6. Race officials

Officer of the Day	Rob Andrews	Assistant to OOD	Barrie Williams (Torquay)
Safety Officer	Richard Salaman	Deputy Safety Officer	Julie Jackson
Race Secretary	Sally Windsor	Race admin team	Gill Purnell (Cowes) Mary Downey (Torquay)
Chief Scrutineer	Gary Payne	Scrutineers:	Martin Purnell (Cowes) Dave Cockman & Guy Child (Torquay)
Chief Marshal - Cowes	Simon Pridham	Medical Officer	Dr Jeremy Purdell-Lewis
Chief Marshal - Torquay	Tom Downey		
Chief Timekeeper - Cowes	Chris Reed	Timekeeping team	Laura Reed & Caroline Cheer (Cowes)
		Timekeeping team	Sheena Williams & Mary Downey (Torquay)
Media Officer	Kathy Vercoe	RYA Commissioner	Steve Gallienne

7. Race jury

The Race Jury will comprise: John-Henry Falk (Chair), Hayden Morgan, George Swann and Steve Gallienne (RYA Commissioner)

8. Race status

Cowes to Torquay:	UIM International Ordinary Race (Marathon World Cup – Heat 1) RYA National Marathon Championship
Torquay to Cowes:	UIM International Ordinary Race (Marathon World Cup – Heat 2) RYA National Marathon Championship

9. Licence status

At least 2 full International Marathon Licence holders must be on board. Event Licences will only be issued to competitors who will have no control over the boat whatsoever and will, therefore, be regarded as 'Passenger Permits'. The maximum number of crew on board is 6; minimum age for all racing crew members is 18 years old.

Any competitors who wish to have their provisional licence endorsed, should bring this to the attention of the Race Secretary prior to their relevant Drivers' Briefing.

Throughout the event, only current licence holders are allowed onboard competing boats when underway.

10. Rules and regulations

The races will be run under current rules as stated in RYA PB1 and UIM Marathon Rules 2013, together with these Race Instructions and any other instructions issued before or at Drivers' Briefing 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.

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. Any infringement of the Rules or of the Race Instructions, or instructions issued at Drivers' Briefing or in Race Bulletins may lead to disqualification or other penalties being applied by the organising club.

11. Timetable

	From	Until	Venue
Saturday 31 August Race administration open Scrutineering for all classes Deadline for boat arrival/crew sign-in Drivers' briefing	08.00 09.00 14:00 17.30	17.00 17.00 18.30	The Pavilion, Royal Yacht Squadron Jubilee Haven, Royal Yacht Squadron Jubilee Haven, Royal Yacht Squadron The Pavilion, Royal Yacht Squadron
Sunday 1 September Race administration open Weather briefing Convoy departs Cowes assembly area Race start for Cowes-Torquay race Drivers' briefing Race start for Torquay-Cowes race Prize giving for both races	07.00 07.00 08.15 09.00 13.15 14.00 19.30	18.00 07.15 12.15 17:45 21.00	The Pavilion, Royal Yacht Squadron The Pavilion, Royal Yacht Squadron See course details See course details Haldon Pier, Torquay See course details The Pavilion, Royal Yacht Squadron

Tide times

	Cowes				Torquay			
	Low	High	Low	High	High	Low	High	Low
Sunday 1st September	02.40 1.9m	09.40 3.4m	15.10 1.9m	22.00 3.5m	04.10 3.4m	10.09 2.2m	16.42 3.61	22.52 2.00m

All times are British Summer Time (BST)

12. Race administration

Race administration for the whole event will be situated in The Pavilion, Royal Yacht Squadron, The Castle, Cowes, Isle of Wight PO31 7QT. Contact Sally Windsor, Race Secretary on 07802 291701.

Race administration in Torquay will be located at Haldon Pier.

13. Registration

All crews and race boats must arrive and sign in at the Royal Yacht Squadron by 14:00 on Saturday 31 Aug.

On arrival at the race site, all crew members must report immediately to the Race Administration and shall sign the RYA indemnity form. Crew members must produce all documentation required under RYA/UIL class rules. If crews do not have the correct paperwork, they will not be allowed to race.

Once race boats have arrived in the wet pits at Cowes, they must remain there until departing for the convoy down The Solent on Sunday morning.

14. Pit areas , parking and special conditions

COWES

WET PITS: Jubilee Haven, Royal Yacht Squadron, The Castle, Cowes, Isle of Wight PO31 7QT.
Overnight berthing on Sunday 1st September must be pre-arranged with the Event Director prior to the event.

On arrival in Cowes, all craft should refer to the Cowes Harbour Master's instructions when approaching the Cowes River Medina Harbour entrance. See Appendix 1 on page 12 for a schematic showing Cowes Harbour speed limits.

On arrival, crews will be issued with wrist bands which must be worn at all times when in the wet pits. Anyone not wearing a wrist band will not be admitted. Security of boats and/or equipment is the responsibility of the entrant. The host venue, or event organisers, will not be held responsible for personal effects.

PLEASE NOTE: Competitors' support boats will not be allowed into Jubilee Haven; they should make their own arrangements to berth at the Cowes Yacht Haven or Shepards Wharf Marina.

TORQUAY

WET PITS: Haldon Pier, Torquay, Devon TQ1 2BG
Wet pits will be available from 11.00 hrs to 15.00 hrs on Sunday 1st September

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 entrance 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.

15. Fuelling arrangements

Boats must arrive at the wet pits in Cowes fully fuelled for the race.
No transfer of fuel is permitted in the pit areas in Cowes or Torquay
Refuelling is NOT permitted in the pit area
All smoking of any type is prohibited in the pits both pit and launching areas.
The above instructions must be adhered to at all times; offenders will be penalised.

Fuel is available from the following commercial fuel berths in Cowes:
Adjacent to Shepards Wharf in Cowes
At the fuel barge upstream of the chain ferry in Cowes

Refuelling will not be permitted during either race, or the stopover at Torquay. Boats are expected to arrive at Cowes fully fuelled for the full race distance.

16. Pre-race scrutineering

Pre-race scrutineering will be carried out in accordance with Class specific rules in RYA PB1/UIM 2013 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.

17. Launching

There will be no launching facilities at Cowes or Torquay.

18. Official practice and testing arrangements

There will be no official practice or testing sessions for the Cowes to Torquay or Torquay to Cowes races.

19. Driver and weather briefings

Drivers Briefing:

Mandatory Drivers' Briefing for the event will take place at the Royal Yacht Squadron, according to the timetable.

Signing in will commence 20 minutes before this briefing. All crew for each race boat must sign in to the briefing by the start time and attend the entire briefing. The start of Drivers' Briefing marks the end of the eligibility protest period and the Jury members will be introduced.

Penalty for absence will be disqualification from starting the race or other penalties as defined in Class Rules or by the race organisers. **THERE WILL BE NO LATE BRIEFINGS FOR EITHER RACE.**

NB: 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 1st or 2nd 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.

20. 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 on page 12 for a schematic showing Cowes Harbour speed limits.

21. Departure and convoy to muster area

All competitors will be escorted through the Western Solent to the Muster Area in a convoy under the control of a Lead Vessel. Race boats should leave the wet pits and make their own way to the Assembly Area, 4 cables due West of Gurnard Cardinal Buoy, obeying all Harbour regulations. Once in the Assembly area, race boats shall mill counter-clockwise.

Forty-five minutes before the scheduled start time (at 08.15 hrs prompt) the Convoy Lead Vessel (to be described fully at Drivers' Briefing) will raise a CONVOY FLAG (to be described at Drivers' Briefing) and lead the convoy of race boats on a course of approximately 245°T accelerating to a speed of approximately 30 knots.

Race boats should follow the Lead Vessel by class (as described at Drivers' Briefing). At no stage must any race boat be less than 30 metres astern of the Lead Vessel whilst the CONVOY FLAG is raised. Once the convoy has passed safely through Hurst Narrows, the Lead Vessel will lower the CONVOY FLAG. Race boats are then free to pass the Lead Vessel and manoeuvre as they wish.

Competitors should then make their own way to the Muster Area centred 2 cables due West of North Head Buoy arriving **at least ten minutes before** their scheduled start time.

Please note: 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 (see Appendix 2 on pages 13/14 for exclusion zone schematic and co-ordinates). Any competitor who does not comply with this instruction may be disqualified.

22. Starting procedure

Full details of the starting procedure will be given at Drivers Briefing. However all class specific starts are explained in RYA PB1/UIIM 2013 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/UIIM 2013 rules.

During the start run for each race, all race boats should follow the Start Boat 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 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 infringement of 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	10 minutes

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).

23. 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 including HM Coastguard Needles Lookout and various other locations as appropriate.

HM Coastguard 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 available 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.

24. Trackers and electronic chart plotters

All marathon class boats will be required to carry Yellowbrick Trackers for the event 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.

All competitors will be given a pre-paid Royal Mail Special Delivery envelope at race administration. If the trackers can't be returned to race administration by 17.00 hrs on Sunday 1st September, we ask that competitors mail the unit back to Yellowbrick directly.

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 Protest Jury may reduce the competitor's chance of successfully avoiding a penalty or disqualification.

25. Retirement

All competitors are reminded that they must inform either the Race 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 the 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 with VHF radios must report immediately to 'Safety Control' on VHF Channel 37, or by telephone to Safety Control on 07976 701770 or, if possible, to the nearest Safety/Observer Boat. The ORANGE FLAG must be displayed from the race boat continuously until reaching port. Then, make contact with Race Administration in person, or by telephone, and 'sign off'.

Competitors who do not make known their retirement from the race and/or do not fly their ORANGE FLAG will be reported to the 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.

26. Finishing

When the leading boat in each race crosses the finish line (as detailed 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 Jubilee Haven, Royal Yacht Squadron, Cowes – observing all Harbour speed limits. Any competitor who disobeys instructions from the local authorities will be subject to civil prosecution.

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.

27. Outside assistance

Outside assistance will be permitted during either race in accordance with Marathon class rules.

28. Flag signals

All flag signals are fully described in the RYA PB1/UIM 2013 rules, however competitors are reminded of the following key flag meanings:

YELLOW FLAG: On seeing the yellow flag signal from an official boat, competitors **MUST ACKNOWLEDGE THE SIGNAL**, proceed with caution, not overtake other race boats whilst in the area of the incident and keep clear of any danger areas. Yellow lights may be used by the start boat in conjunction with yellow flags. These lights shall have the same meaning as a yellow flag. Any competitor who ignores, or abuses, the yellow flag signal may be penalised.

RED FLAG: On seeing the red flag, all boats shall stop racing immediately, and monitor Channel 37 for further instructions or contact Safety Control on 07976 701770.

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

Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination. If a competitor misses 2 red flags in any one race they will immediately be disqualified and referred to the RYA for further disciplinary action.

29. Post race declaration

The driver or co-driver must sign off at Race Administration as soon as possible after returning to the Royal Yacht Squadron, Jubilee Yacht Haven. Failure to do so within one hour of returning to the Haven will incur exclusion from the results. Protests against another competitor must be lodged by signing off time.

All crew members must report to Race Administration in Cowes before the end of the event to sign off and collect race documentation.

30. Post race scrutineering

All crew members must be available, with their craft, for post- race scrutineering in Cowes. One or more engines may be checked and fuel sampling may take place.

To be classified as a finisher for both races, a post-race scrutineering card must be completed and returned to Race Control in Cowes by the crew within 1 hour of berthing.

31. Penalties

Race organisers may apply penalties referred to in class rules as well as additional penalties listed below.

Smoking in the defined wet or dry pits	£100 fine
Fuel transfer outside the designated 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
Failure to report retirement to Race/Safety Control	£100 fine
Missed mark	1 hour time penalty
Entering an Exclusion Zone on the plane	Disqualification

32. Protests to race administration

In accordance with class specific rules in RYA PB1/UIM 2013 rules. A protest fee of £500 cash is applicable to all protests at this event.

33. Prize giving

Prize giving for both races will take place at the Royal Yacht Squadron according to the timetable.
Dress code: Formal yachting or team uniforms. No race overalls, jeans or shorts.

34. Trophies

Marathon Class A	1 st , 2 nd & 3 rd
Marathon Class C	1 st , 2 nd & 3 rd
Marathon Class E	1 st , 2 nd & 3 rd
Historic	1 st , 2 nd & 3 rd

Marathon Class B	1 st , 2 nd & 3 rd
Marathon Class D	1 st , 2 nd & 3 rd
Cruisers	1 st , 2 nd & 3 rd
Invitation Class	1 st , 2 nd & 3 rd

Beaverbrook Trophy
Mellery-Pratt Challenge Trophy
Waynefleet Challenge Trophy
Cougar Trophy
Royal London Yacht Club Trophy
Unohoo Trophy
Motor Boat & Yachting Trophy
Coupe Martini
Hamed Buhaleeba Trophy
King George's Fund for Sailors Seahorse
Royal Yacht Squadron Trophy
Ladies Prize
Thunderbolt Challenge Trophy
Alex Foster Meridian Trophy
MEMA Challenge Salver
Lombard North Central Cup
Lombard North Central Salver
Richard Carr Perpetual Challenge Trophy
John Mace Perpetual Challenge Trophy

1st boat overall
1st navigator
1st British navigator
1st Throttleman
2nd boat overall
3rd boat overall
4th boat overall
5th boat overall
1st overseas entry
1st diesel powered entry
1st production entry
1st lady driver
1st historic boat
Highest placed youngest competitor
Oldest participating competitor
Concours d'Elegance
Best presented entry
Driver of the 1st boat to Torquay
Race boat designer at the discretion of the race committee

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

35. 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 (IPRCS) 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 IPRCS rules.

(b) Competitors are reminded to keep a sharp lookout at all times for any marine wildlife that may be encountered in the vicinity of the race course and take the necessary avoiding action.

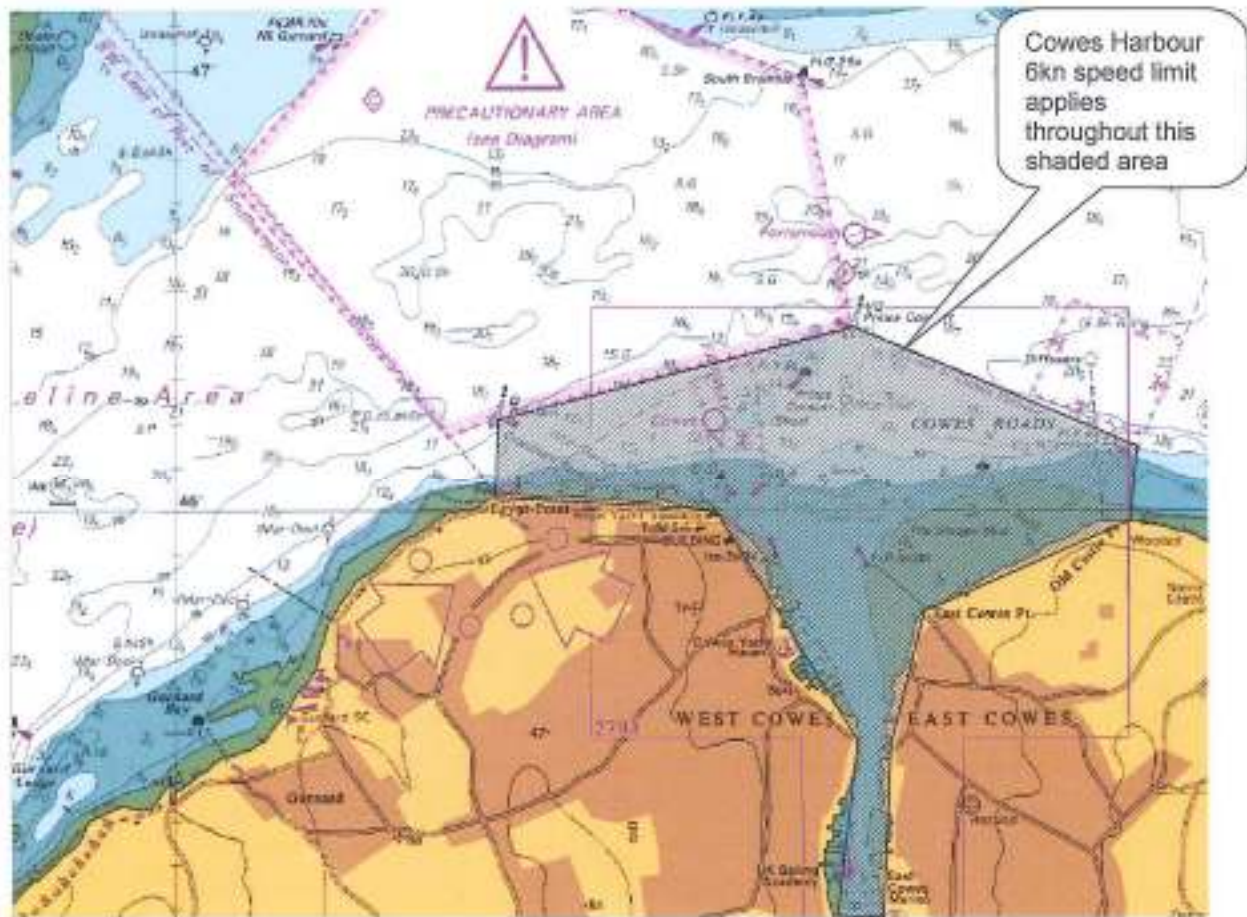
- (c) Competitors are warned to remember their high speed and the fact that other craft may not be fully aware or able to keep clear.
- (d) Competitors are asked to bear in mind that official Patrol and Rescue Boats have no power to insist that any craft or swimmers keep clear of the course of the race. 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. Please note: Divers may be encountered along the whole course but especially off Peveril Ledge, Anvil Point, St Albans Head and Portland Bill.
- (f) The course will be patrolled, where stated, 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/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) An exclusion zone will be in place to the NW and SE of the course line in the Western Solent to offer a safe haven for spectator craft. Competitors **MUST NOT ENTER OR TRANSIT THROUGH** this exclusion zone unless off the plane.
- (i) 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.

36. Tributes

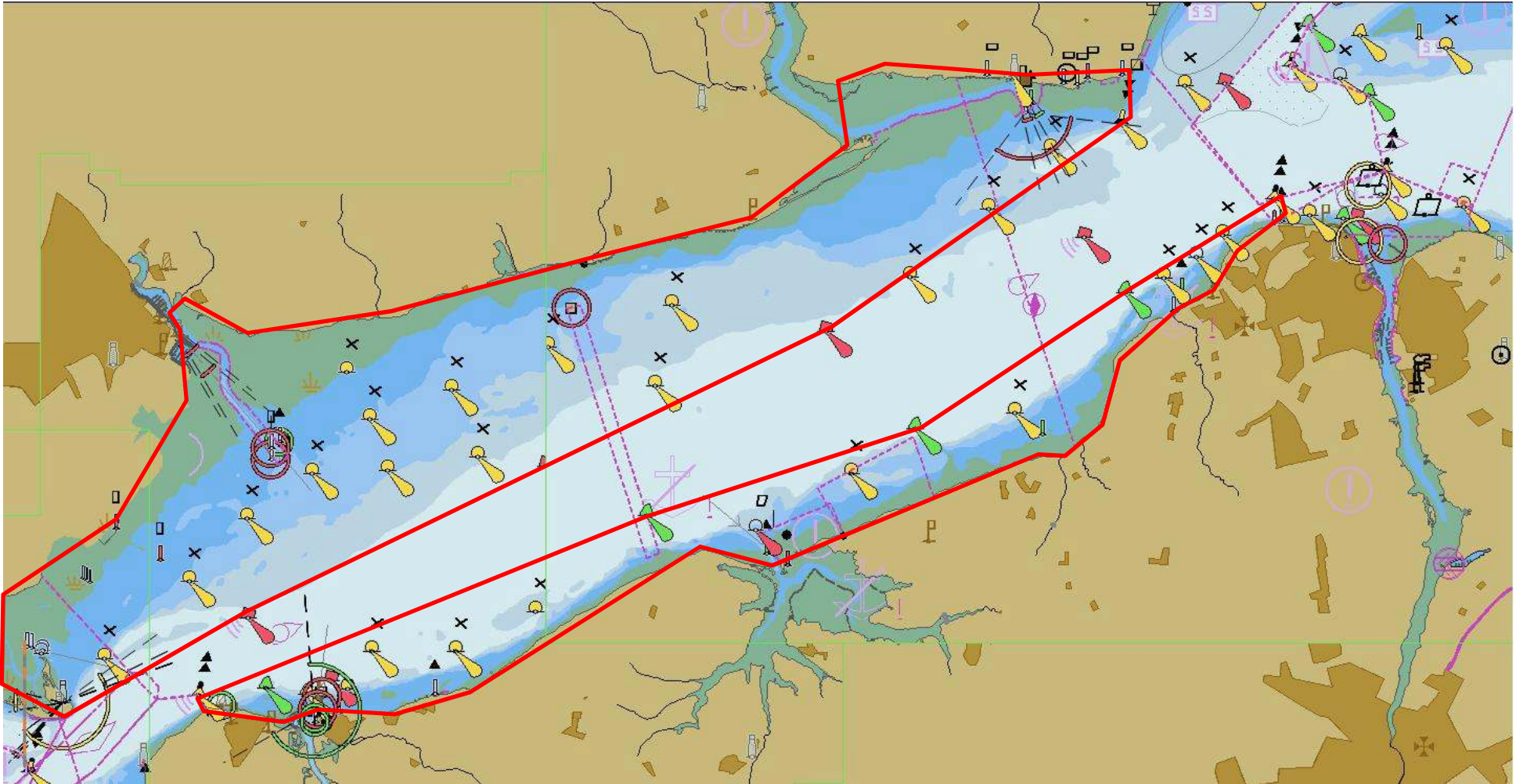
The British Powerboat Racing Club wish to thank and acknowledge the support and assistance of:

Cowes Harbour Master	Torquay Harbour Master
Harbour Master, ABP Southampton	HM Coastguard
The RNLI	Torbay Council
The Royal Yacht Squadron	

And, most importantly, the volunteer race officials, owners and crew of the patrol and rescue craft, without whom this event would not be possible



Appendix 2: Chart showing Solent exclusion zones



Appendix 2: Co-ordinates for Solent exclusion zones

Northern Solent Exclusion Zone co-ordinates:

Name	Description	Latitude	Longitude	Leave to
Lepe Spit	South cardinal buoy	50°46.780' N	001°20.635' W	N
W Lepe	Port-hand lateral buoy	50°45.234' N	001°24.086' W	N
Solent Bank	Port-hand lateral buoy	50°44.228' N	001°27.367' W	N
Lymington Bank	Port-hand lateral buoy	50°43.100' N	001°30.851' W	N
Hurst Point	Headland	50°42.400' N	001°32.926' W	N

Southern Solent Exclusion Zone co-ordinates:

Name	Description	Latitude	Longitude	Leave to
Gurnard	North cardinal buoy	50°46.216' N	001°18.842' W N	S
Gurnard Ledge	Stbd-hand lateral buoy	50°45.616' N	001°20.592' W N	S
Salt Mead	Stbd-hand lateral buoy	50°44.513' N	001°23.040' W N	S
Hamstead Ledge	Stbd-hand lateral buoy	50°43.864' N	001°26.183' W N	S
Sconce	North cardinal buoy	50°42.529' N	001°31.429' W N	S

Exclusion zones:

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.

Appendix 3: Cowes to Torquay course details

Course

The course has been drawn from Admiralty Chart No's 2045, 2454 & 16 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: Centred 2 cables due West of North Head Buoy

Timing line: Race timing will start when the GREEN FLAG is raised and finish when race boats cross the Finish Line.

Start line: The race start will take place approximately 1nm from the Muster Area on a course towards the Poole Bay CEFAS buoys. The GREEN FLAG will not be raised until the OOD is satisfied that it is safe to do so.

Finish line: The Finish at Torquay is defined by a gate consisting of two buoys laid approximately 300m apart due south of Haldon Pier.

Marks of the Course: Cowes to Torquay

Mark	Description	Latitude	Longitude	Leave to	Dist. (NM)
North Head Muster	Centre of area	50°42.686' N	001°35.830' W		
North Head Start	Notional line	50°41.773' N	001°36.475' W		0
Poole Bay CEFAS	Yellow pillar buoy	50°37.979' N	001°43.019' W	S	5.55
Berry Head Mark	Laid mark	50°24.000' N	003°27.90' W	S	68.60
Ore Stone Mark	Laid mark	50°26.50' N	003°27.90' W	P	2.54
Torquay Finish	Laid mark	50°27.20' N	003°31.68' W	P	2.55
	Laid mark	50°27.35' N	003°31.68' W	S	
Total Distance					<u><u>79.24</u></u>

Time Limit:

To qualify as a finisher, boats must complete the course distance within a time of **3hr 11mins.**

Late starters:

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

Exclusion zone – Western Solent

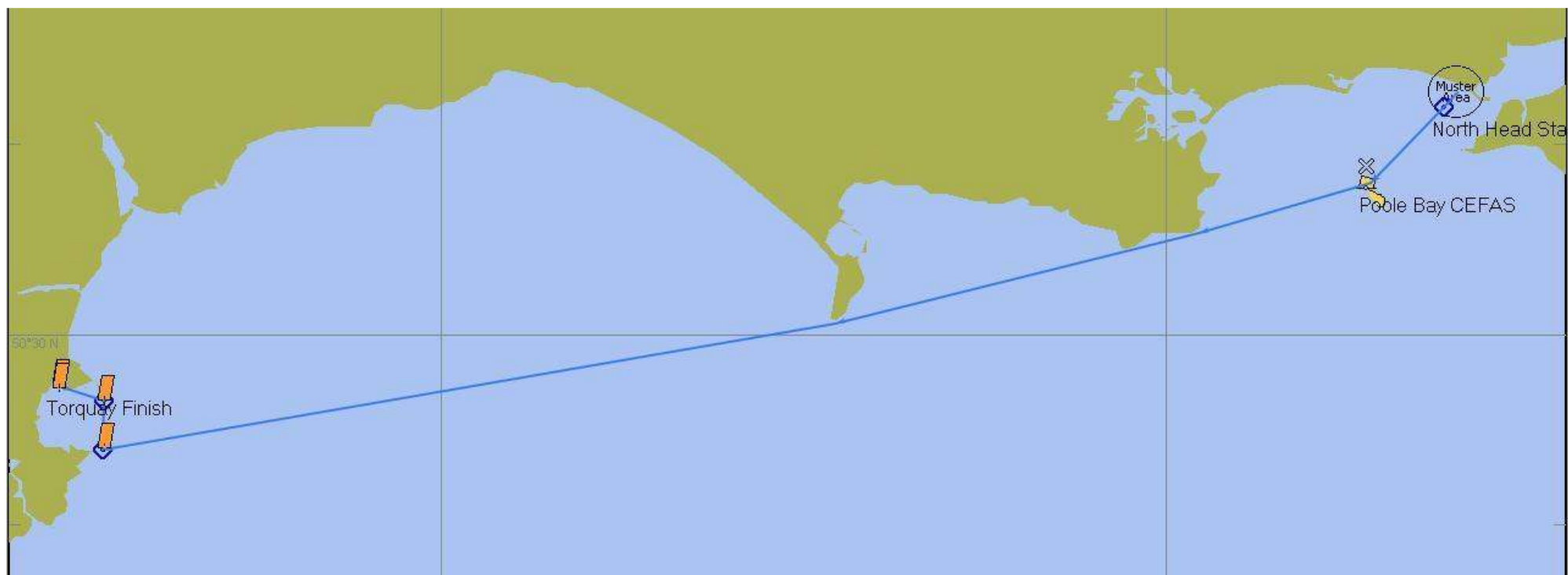
When transiting the Western Solent, race boats must not pass to the North of a line joining Lepe Spit – West Lepe – Solent Bank – Lymington Bank – Hurst point, nor to the South of a line joining Gurnard – Gurnard Ledge – Salt Mead – Hamstead Ledge – Sconce (see Appendix 2 on pages 13/14 for exclusion zone schematic and co-ordinates). Any competitor who does not comply with this instruction may be disqualified.

Curtailement/Stopping the race at Berry Head

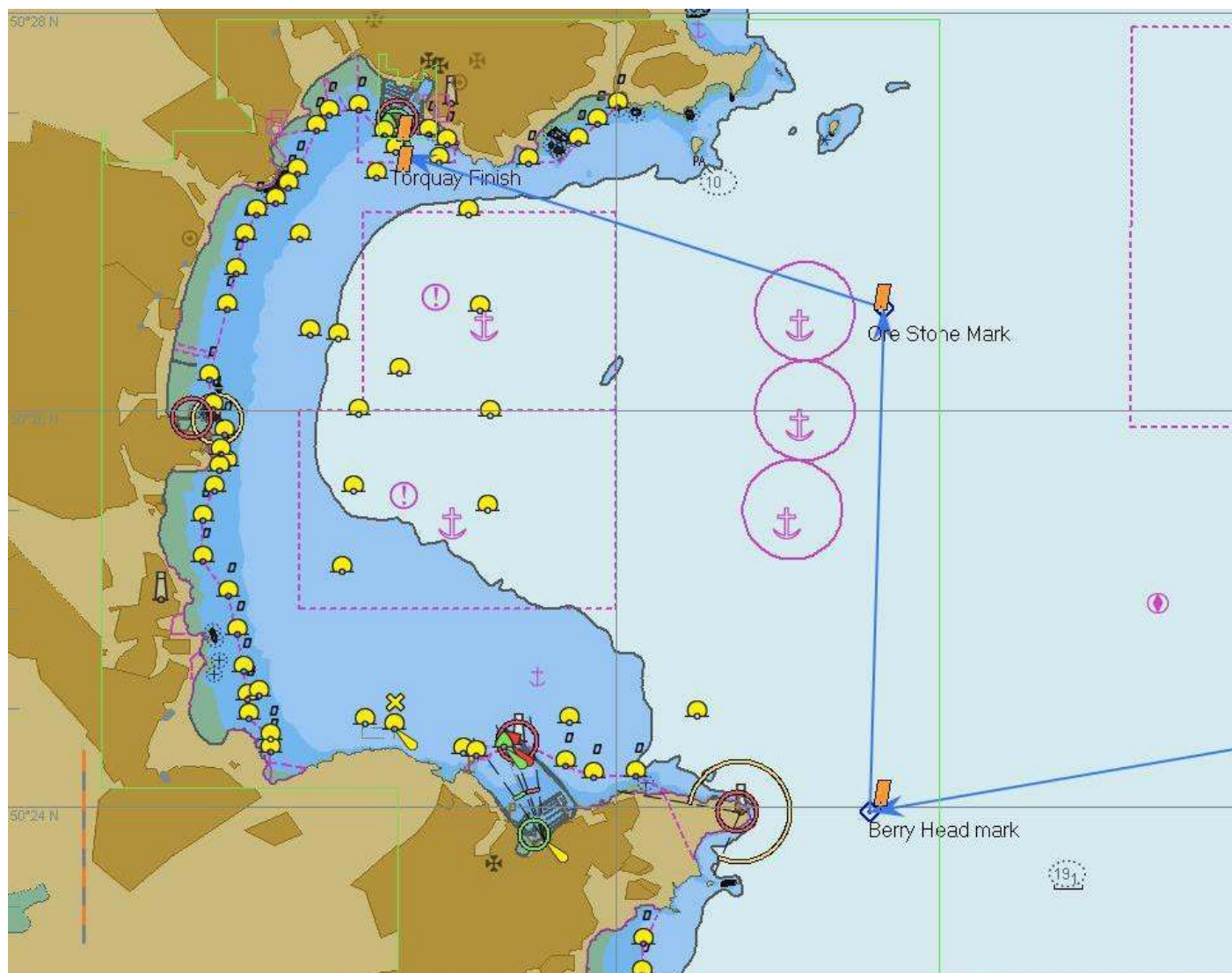
Under exceptional circumstances it may be necessary to stop the race at the Berry Head mark. This will be signalled by flying the Red Flag from the Observer boat at this mark. On seeing this signal, all race boats should **stop racing**, acknowledge the signal, turn to starboard, slow to cruising speed and await further instructions on VHF Ch 37.

ALL CREWS SHOULD LOOK FOR THESE SIGNALS ON APPROACHING THIS MARK MENTIONED

Appendix 3: Cowes to Torquay course schematic (1 of 2)



Appendix 3: Cowes to Torquay course schematic (2 of 2)



Appendix 4: Torquay to Cowes course details

Course

The course has been drawn from Admiralty Chart No's 2045, 2454 & 16, 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

Timing line: Race timing will start when the GREEN FLAG is raised and finish when race boats cross the Finish Line.

Start line: The race start will take place approximately 1nm form the Muster Area on a course towards the Ore Stone mark. The GREEN FLAG will not be raised until the OOD is satisfied that it is safe to do so.

Finish line: The Finish Line is defined by the Gurnard Ledge buoy and a Committee Boat stationed 1 cable to the North from where the Chequered Flag will be flown.

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		
Torquay Start	Notional line	50°26.20' N	003°28.50' W		0
Ore Stone Mark	Laid mark	50°26.50' N	003°27.90' W	S	1.92
Berry Head Mark	Laid mark	50°24.00' N	003°27.90' W	P	2.54
Arish Mell	Yellow can buoy	50°35.028' N	002°11.631' W	S	50.20
Needles Fairway	Red/white pillar buoy	50°38.234' N	001°38.982' W	P	21.30
Sconce	North cardinal buoy	50°42.529' N	001°31.429' W	S	6.47
Gurnard Ledge Finish	Stbd hand lateral buoy	50°45.705' N	001°20.810' W	S	7.50
Total Distance					<u>89.93</u>

Time Limit:

To qualify as a finisher, boats must complete the course distance within a time of **3hr 36mins.**

Late starters:

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

Curtailment/Stopping the race in at Needles Fairway:

Under exceptional circumstances it may be necessary to finish the race at Needles Fairway. This will be signalled by flying the Curtailment flag and the Chequered flag from the Observer/Committee boat at Needles Fairway. On seeing this signal, all race boats should **stop racing**, acknowledge the signal, slow to cruising speed and return to Cowes avoiding the Western Solent exclusion zones and obeying all speed limits.

ALL CREWS SHOULD LOOK FOR THESE SIGNALS ON APPROACHING THE NORTH HEAD MARK.

Exclusion zones:

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 (see Appendix 2 on pages 13/14 for exclusion zone schematic and co-ordinates). Any competitor who does not comply with this instruction may be disqualified.

Appendix 4: Torquay to Cowes course schematic (1 of 2)



Appendix 4: Torquay to Cowes course schematic (2 of 2)

