



ROYAL YACHT SQUADRON THE KINGS CUP

**8-9 AUGUST 2019
COWES**

**ORGANIZING AUTHORITY:
ROYAL YACHT SQUADRON**

SAILING INSTRUCTIONS

1. RULES

- 1.1 Racing will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The byelaws for the Port of Southampton and Cowes Harbour.
- 1.3 IRC Rule 22.4 will not apply.
- 1.4 Fast 40+ Class Rules, except for A.2.1 and A.2.5 (e). In the case of the latter, charity nominees shall helm the boats. If in the opinion of the owner or skipper of the boat there is any doubt about the safety of the boat or crew, the owner or skipper should take the helm, handing back to the Charity Nominee as soon as possible. Rule A.2.3 in particular should be observed.
- 1.5 All guests shall wear a personal floatation device at all times when afloat.

2. NOTICES TO COMPETITORS

- 2.1 The Race Office and Official Notice Board (ONB) will be located in the Royal Yacht Squadron (RYS). Notices will also be posted on the RYS Website at www.rys.org.uk.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to the Sailing Instructions (SIs) made ashore will be posted by 0900 on the day they will take effect, except that any change to the Schedule of Races will be posted by 2000 on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the RYS Flagstaff and RYS Lodge Flagstaff.

5. SCHEDULE OF RACING

- 5.1 The intended racing programme is shown in the table below. All times are UTC plus 1 hour (British Summer Time).
- 5.2 The Race Committee may alter the schedule or number of races at its discretion

5.3 Schedule:

Date	Event	Time
Thursday 8 August <i>HW Portsmouth</i> 1828 - 4.37m	Skippers Briefing Boat familiarisation and Practice starts Practice Race	1330 – Pavilion 1415 for approx. 60 minutes ASAP after the conclusion of practice starts
Friday 9 August <i>HW Portsmouth</i> 0655 - 4.08m	Skippers Briefing Racing Finish racing and transfer to RYS Prize Giving	0900 - Pavilion 1000 1st Warning Signal Race 1 Race 2 to follow ASAP Race 3 to follow ASAP (if time permits) 1230 1330 – SailGP shore facility

6. CLASS FLAGS

- 6.1 The Class Flag will be the unique flag for the Kings Cup.

7. RACING AREA

- 7.1 The racing area for all races will be the Solent in the immediate vicinity of the Green to the north and west of the Royal Yacht Squadron.

8. COURSES

- 8.1 All courses will use fixed navigation buoys, racing marks or inflatable buoys using the Solent Two Character Codes in SI Addendum A of these SIs.
- 8.2 The courses to be sailed will be announced by the Race Committee (call sign: Castle One) on VHF Channel 05 before the Warning Signal and again as soon as possible after the Preparatory Signal. There will be no visual course signals. This changes RRS 27.1.

9. NAVIGATION RESTRICTIONS

- 9.1 Boats shall not anchor or kedge in the Cowes Harbour fairway or within the area denoting power cables and gas pipes between Stone Point and Gurnard Bay, as shown on Admiralty Chart 2040, or within the mining ground area north east of Ryde Sand. See Addendum D.
- 9.2 All boats shall comply with Associated British Ports Notice to Mariners No 3 of 2016 giving details of a Precautionary Area and Moving Prohibited Zone (MPZ). The MPZ shall rank as an obstruction for the purposes of RRS 19 and 20.

10. THE START

- 10.1 Races will be started using RRS 26 as shown in the table below:

Table 2. Starting procedure.		
	Event	Signal
Start minus 5 minutes	Warning Signal	One gun. Class flag displayed.
Start minus 4 minutes	Preparatory Signal	One gun. Preparatory flag displayed.
Start minus 1 minute	One Minute Signal	Long sound. Preparatory flag removed.
Zero	Class START	One Gun. Class flag removed.

- 10.2 The primary Start Line is formed by bringing the RYS Main Flagstaff into line with the white line on the orange diamond on the Castle, on a bearing of approximately 346°(T) from the RYS Flagstaff and limited by limit marks.
- 10.3 The limit marks, all of which rank as starting marks and may not be precisely on the transit, are:
- (a) **'Alpha'** (a yellow spherical buoy approximately 500m to the north of the RYS Flagstaff)
 - (b) **IDM** (an RYS orange inflatable buoy approximately 80m to the north of the RYS Flagstaff)
- 10.4 Vertical light beams are installed to help identify the starting line transit. The intensity of the light beams intensifies as the transit is approached and at the approximate point of transit, the flagstaff momentarily obscures the lower rear light. These lights are a navigational aid only and do not constitute the starting line, nor will a start be postponed because of any failure of the lighting equipment.
- 10.5 Direction of Start
- 10.6 The direction of the start will be announced at the daily briefing.
- 10.7 Alternative Start Lines may be used as described below:
- (a) Alternative Start Line #1 will be between a flagstaff on a Committee Vessel displaying an orange flag and an orange inflatable outer distance mark (ODM). The approximate position of the Committee Vessel will be announced at frequent intervals on VHF CH 05 until the First Warning Signal
 - (b) Alternative start line #2 will be between an orange mark on Trinity House Buoy (3Z) and the RYS Flagstaff. If this line is used, there will be no inner distance mark.
- 10.8 If either alternative start line is used, boats will be informed at least 15 minutes before the relevant Warning Signal by VHF Channel 5.

11. RECALLS

- 11.1 The Race Committee intends to broadcast the bow numbers of individually recalled boats on VHF CH 05.

Failure to do so will not be grounds for redress, this changes RRS 62.1(a)

- 11.2 The Race Committee intends to announce General Recalls on VHF Ch 05. Failure to make any transmission will not be grounds for redress, this changes RRS 62.1(a)

12. THE FINISH

- 12.1 The primary finishing line will be between the RYS Main Flagstaff and a Yellow Inflatable Buoy 'Alpha' approximately 500m North of the RYS Flagstaff.
- 12.2 The Race Committee **may** also use an alternative finish line: The alternative finish line will be between a staff displaying an orange flag on a Committee Vessel and the course side of an orange inflatable ODM, or a mark identified in the course signalled. This changes RRS Race Signals. If this finishing line is used, boats shall be informed during the announcement of the relevant course for the race.

13. SCORING

- 13.1 One completed race shall constitute a series. In the event no races are completed on Friday 9th August, the final practice race completed on Thursday 8th August will be counted.
- 13.2 All boats will be scored as per their elapsed time (i.e deemed to be level rating with no TCF applied)
- 13.3 The scoring system will be in accordance with the Low Point Scoring system (RRS Appendix A).

14. PENALTY SYSTEM

- 14.1 A boat that may have broken a rule of Part 2 while racing or that has broken RRS 31 shall take a penalty of one tack and one gybe. This amends Class Rules 2019.
- 14.2 A boat that takes a penalty will not be penalised further with respect to the same incident unless she failed to retire when the Rules required her to do so.
- 14.3 An umpire will be afloat during the racing and may adjudicate on whether a penalty is required to be taken or not.

15. TIME LIMITS

- 15.1 The target time for all races is 30 minutes.

16. RISK STATEMENT

- 16.1 Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 16.2 Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:
- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
 - (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats, and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event;
- (h) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

17. INSURANCE

- 17.1 Each participating boat is required to hold insurance cover and in particular to hold adequate insurance against third party claims of at least £3 million.

18. THE FOLLOWING ADDENDUMS WILL APPEAR AS SEPARATE DOCUMENTS:

ADDENDUM A

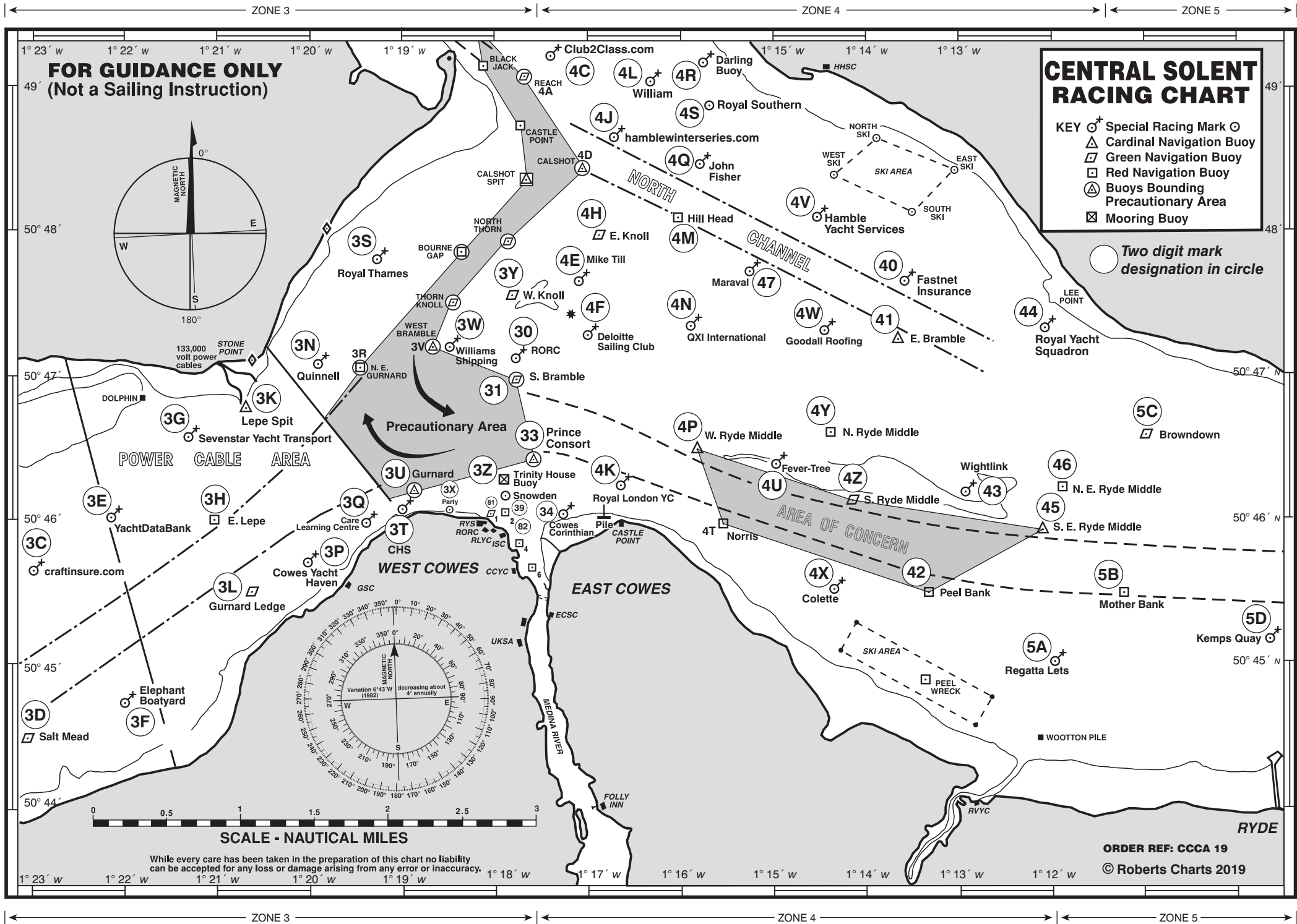
Solent chartlets with two-character codes 2019.

ADDENDUM B

Moving Prohibited Zone.

ADDENDUM C

No Anchoring Zone.



NOTICE TO MARINERS

No 03 of 2016

(Update and Re-Issue of Notice to Mariners No 03 of 2014)

Port of Southampton – Precautionary Area (Thorn Channel)

- 1 **NOTICE IS HEREBY GIVEN** that all vessels navigating within the Port of Southampton shall ensure that a vessel **greater than 220 metres in length overall** shall be given a 'clear channel' in the area between the Hook Buoy and the Prince Consort Buoy (hereinafter referred to as 'The Precautionary Area' - (see Chartlet 1)).

The term 'clear channel' is defined as: 'a clear and unimpeded passage ahead of a vessel when transiting the Precautionary Area'.

The term 'clear channel vessel' is defined as: 'a vessel greater than 220 metres in length overall which requires a clear and unimpeded passage ahead when transiting the Precautionary Area'.

Vessels may enter 'The Precautionary Area' maintaining a safe distance astern of a 'clear channel vessel'.

- 2 Two vessels each having a length **greater than 180 metres length overall** shall not pass or overtake each other between Hook Buoy and a line drawn due south of West Bramble Buoy.

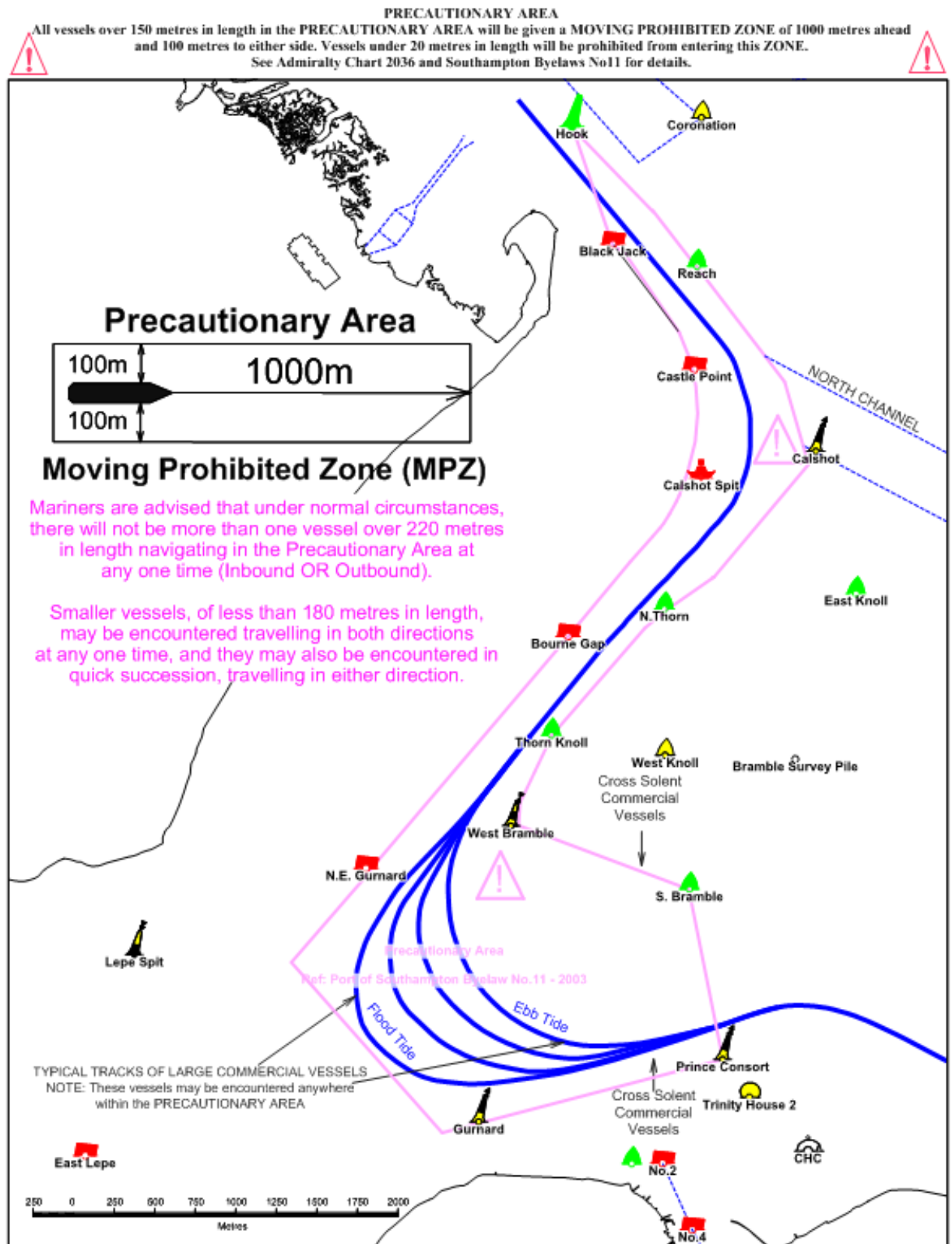
- 3 **Moving Prohibited Zone (MPZ)** (See Chartlet 1)

Southampton Harbour Byelaws 2003 Byelaw No 11 enforces the requirement that all vessels **over 150 metres in length overall** when navigating within 'The Precautionary Area' referred to in this notice are automatically allocated a 'Moving Prohibited Zone' (MPZ). The MPZ is defined as an area extending 1000 metres ahead of the bow and 100 metres from the ship's side on both sides of any vessel of **over 150 metres in length overall** whilst it is navigating within 'The Precautionary Area' (See Chartlet 1).

The master of a **small vessel** (defined in Southampton Harbour Byelaws 2003 Byelaw No 3 as any vessel of less than 20 metres in length or a sailing vessel) shall ensure that the vessel does not enter an MPZ.

For the purpose of indicating the presence of the MPZ the master of any vessel of **over 150 metres length overall** shall display on the vessel, where it can best be seen, by day, a black cylinder, and by night, 3 all round red lights in a vertical line.

Chartlet 1



4 Tracks followed by Large Vessels

Masters of small vessels are advised that the tracks followed by large vessels within The Precautionary Area will vary considerably depending on the tidal and wind conditions prevailing at the time and the manoeuvring characteristics of the vessels themselves. Chartlets 2 to 4 below demonstrate likely tracks for both inbound and outbound vessels in flood and ebb tide conditions.

The tracks and courses shown are indicative only and inbound and outbound vessels may use the full extent of The Precautionary Area. Unless prevented by emergency circumstance, Masters of small vessels should give all large vessels in The Precautionary Area a wide berth and, in particular, they should ensure that they do not enter a vessel's MPZ.

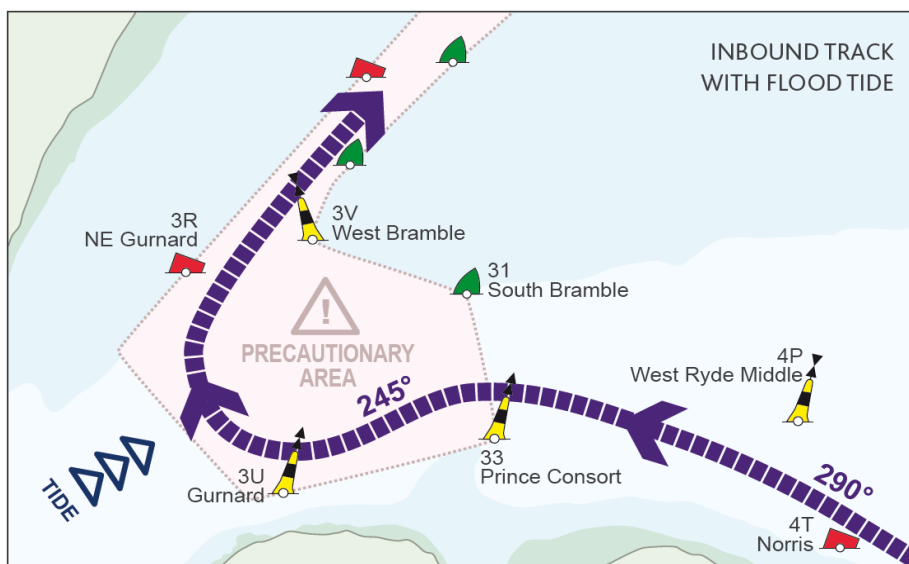
5 Inbound vessel tracks

Flood tide

If the tide is flooding, this will set an inbound ship to the east as it turns into the Thorn Channel. As it approaches The Precautionary Area, in vicinity of the Prince Consort Buoy, the ship will make a substantial alteration to port, of up to 40 degrees to the southwest towards Gurnard Buoy, in order to give the maximum turning area into the Thorn Channel. The turn to starboard may not be commenced until the ship is very close to or just passed Gurnard Buoy, thus allowing some set to the east in the approach to the Thorn Channel entrance (See Chartlet 2).

In flood tide conditions, Masters of small vessels are advised to closely monitor the bearing of a large vessel as it approaches The Precautionary Area and to allow for the alteration of course to port.

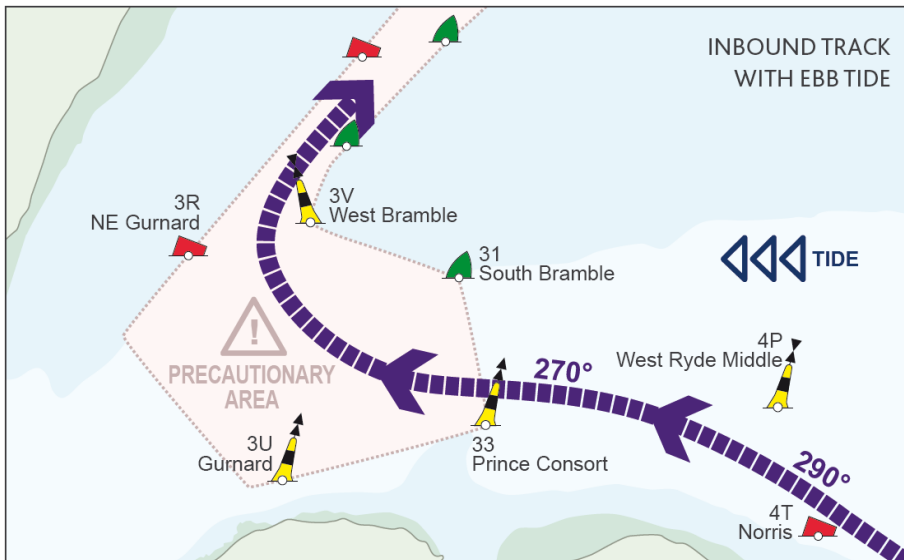
Chartlet 2



Ebb Tide

If the tide is ebbing, the ship will be set to the west in the turn and thus the turn to starboard into The Thorn Channel will commence much earlier and as much as 4 – 5 cables from Gurnard Buoy. In this case, the alteration to port at Prince Consort Buoy may be less obvious (See Chartlet 3).

Chartlet 3

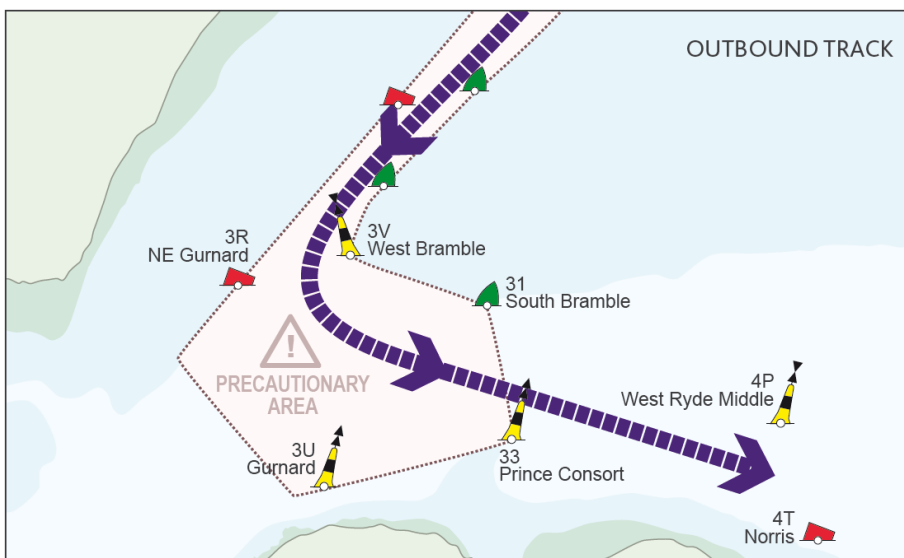


6 Outbound vessel tracks

Flood and Ebb tide

All ships leaving Southampton via the Thorn Channel start their turn to port as soon as West Bramble Buoy has been cleared, in order that on steadying up, their final heading is north of Prince Consort Buoy and directly towards the main channel south of Ryde Middle Bank. However, in ebb tide conditions the ship will be set to the west during the turn and may use the full extent of the south eastern quadrant of The Precautionary Area (See Chartlet 4).

Chartlet 4



7 Southampton Harbour Master's Patrol Launch

When operationally possible the Southampton Harbour Master's Patrol Launch (VHF Call Sign "SP" – watching VHF Channel 12) will precede all vessels over 150 metres in length overall within 'The Precautionary Area' showing, in addition to the normal steaming lights, an all round blue light. The absence of a patrol launch does not invalidate the implementation of a vessel's MPZ.

Within The Precautionary Area all instructions given by the Southampton Harbour Master's Patrol Launch should be acknowledged and promptly carried out.

- 8 The content of this Notice will be kept under regular review.

**Vessel Traffic Services Centre
Berth 37, Eastern Docks
Southampton**

**Captain M Phipps
Harbour Master**

01 January 2016

Owners, Agents, Charterers, Marinas, Yacht Clubs and Recreational Sailing Organisations should ensure that the contents of this Notice are made known to the masters or persons in charge of their vessels or craft.

HIGH VOLTAGE CABLES AND PIPELINES BETWEEN STONE POINT AND GURNARD

(SEE ADMIRALTY CHART 2040 - THE SOLENT - WESTERN PART)

