



Sailing Instructions

Island Cup, CLOCKWISE direction

1 RULES

- 1.1 The event will be governed by the ISAF Racing Rules of Sailing for 2009-2012 (including any amendments issued by ISAF) and the HFSC Sailing Instructions except where modified by these event-specific Sailing Instructions.
- 1.2 There are two sets of Sailing Instructions for this event covering clockwise or anticlockwise directions around Hayling Island. The OOD will advise which direction the race will take at the race briefing.

2 COURSE

- 2.1 Boats will sail clockwise around Hayling Island. The course will be as follows:

Leg 1, Langstone Harbour

- Start, Club Line
- Finish, Bridge Buoy/Signal Pylon

Leg 2, Chichester Harbour and Seafront

- Start on the Chichester Harbour side of Langstone Bridge, transit with 2 poles onshore.
- West Pole Starboard
- Langstone Fairway Starboard
- Finish, Club Line

- 2.2 A boat's time for the race will be the sum of the times for leg 1 and leg 2.

3 LEG 1 FINISH

- 3.1 The finish for leg 1 will be a line from the railway signal pylon (steel structure) on the Hayling side of the old Hayling Billy line, through the Bridge Buoy (green channel mark). Boats may pass either side of the Bridge Buoy.
- 3.2 Once boats have started leg 1, launching trolleys will be transported by the Club to Langstone Bridge ready for the boats as they finish leg 1. Once all boats have started leg 2 the trolleys will be returned to Hayling Ferry SC. Where possible trolleys will be used with more than one boat to minimise the number transported.
- 3.3 After finishing leg 1 all boats shall proceed with care via the marked passage through the piers for the old Hayling Billy Railway Bridge to the mainland shore adjacent Langstone Bridge, where assistance will be available to recover boats.
- 3.4 Once on their trolleys, boats shall be moved across the road and parked on the grass to the North of the dinghy park enclosure. Please note that in most cases we will need to use the same trolley for several boats.

4 LEG 2 START

- 4.1 The start will be on the Chichester Harbour side of Langstone Bridge.
- 4.2 The start line will be a transit between 2 poles onshore, located adjacent to the slipway at Langstone Marina.
- 4.3 The start time for leg 2 will be advised by the OOD or member of the Race Committee at the bridge, but will be at least half an hour after the last boat finishes leg 1.
- 4.4 The start will be controlled by the OOD from the shore using flags, with the same sequence as for a normal Club start. For clarity this sequence is summarised below:
 - 5 minutes – first flag raised + sound signal
 - 4 minutes – second flag raised + sound signal

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- 1 minute – second flag lowered + sound signal
- Start – first flag lowered + sound signal

Boats should also note that:

- The absence of a sound signal should be disregarded
- The OOD will raise the first flag after the start if any boat is On Course Side (OCS) at the start.

- 4.5 Any boat that is OCS at the start and does not re-cross the start line completely to start correctly will be given a 5-minute elapsed time penalty.
- 4.6 Any boat that is OCS before the start sequence begins, and does not re-cross the start line completely will be disqualified.
- 4.7 It is the responsibility of each boat to confirm the start time for leg 2 with the OOD or member of the Race Committee.
- 4.8 The flags will be described at the race briefing.

5 SHORTENED COURSE

5.1 The OOD may shorten the course at:

- Langstone bridge (after leg 1)
- West Pole
- Langstone Fairway

5.2 Where the race is shortened at a mark, the finish line will be between the mark and an HFSC Safety Boat or other boat displaying a coloured flag or shape. Competitors shall pass between the mark and the boat.

6 SAFETY

- 6.1 All competitors shall sign-on before going afloat, and sign-off after the finish of leg 2 within 30 minutes of coming ashore at Hayling Ferry SC unless specific alternative arrangements have been agreed with the OOD. Competitors are not required to sign-off at Langstone after finishing leg 1.
- 6.2 All boats shall carry at least one mobile phone in a waterproof bag. This mobile phone shall be programmed with the telephone number of the OOD and HFSC RIB (RIB 1) (which are written on the signing-on sheet).
- 6.3 It is recommended (but not mandatory) that:
- Every crewmember of a boat takes a mobile phone in a waterproof bag, ideally each from a different network, and the phone is kept on the person not on the boat.
 - All boats take flares.
- 6.4 Any boat that retires from the race shall inform the OOD by mobile phone or other means as soon as possible.
- 6.5 In the event of assistance being required, a boat may either contact the OOD by mobile phone and the OOD will attempt to task a Safety Boat accordingly, or a boat may contact the HFSC RIB (RIB 1) directly. However in an emergency the boat should call the Coastguard directly (dial 999 or 112).

NOTES

This section is not part of the Sailing Instructions but is provided as a reminder of some of the key rules and rules that non-club members may not be aware of. Please refer to the HFSC Sailing Instructions for details:

1, A boat on port gives way to one on starboard (applies upwind (tacking) and downwind (reaching or running)).

2, A windward boat gives way to a leeward boat on the same tack/jibe, (but note that a windward boat on starboard has priority over a leeward boat on port).

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3, If you break a rule (such as a right-of-way rule) you must do a 360 degree penalty turn (which must include a tack and a jibe).

4, You have to be off the beach by the 4 minute signal at HFSC to avoid a time penalty (start 1 only)

5, Don't sail over the outfall opposite the club - you will be disqualified.