



Solent Forts Race
Sunday June 16th 2024
Hayling Ferry Sailing Club
Hayling Island

SAILING INSTRUCTIONS

1 RULES

The race will be governed by the rules as defined in *The Racing Rules of Sailing 2021-2024*.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the HFSC Club House.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be advised at the competitor's briefing. This alters rule 90.2 (c)

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore may be flown from the Club flagpole in the dinghy park, from the Starting Platform, or from hand-held poles in the vicinity of the Starting Platform.
- 4.2 When flag AP is displayed from the Club flagpole in the dinghy park, '1 minute' is replaced with 'not less than 15 minutes' for race signal AP.

5 SCHEDULE

- 5.1 Race Registration will be on Saturday 15th June from 12:00 until 14:00.
- 5.2 Boats arriving on Sunday 16th June will be able to enter/register between 08:30 and 09:45. This is intended for those arriving on Sunday morning only and all other competitors are expected to have registered before this.
- 5.3 The competitor's briefing for the Solent Forts Race will commence at 08:30 on Sunday 16th June. Attendance at the briefing is mandatory for all helms; attendance by crews is recommended.
- 5.4 The scheduled time of the warning signal for the Solent Forts Race is 10:25.

6 THE COURSE AND RACING AREA

- 6.1 HFSC intends to run this event with 2 fleets (Orange Fleet and Blue Fleet), with the Blue Fleet sailing a shorter course than the Orange Fleet. However, if the entry for one or both fleets is small, all entries will be combined into one fleet.
- 6.2 The course for each fleet will be set depending on the prevailing wind and sea state, with the intention of providing a variety of sailing conditions and a race of approximately 5 hours duration.



- 6.3 The race will take place in the Eastern Solent, around certain of the Marks listed in section 7 (refer Figure 1). After rounding each Mark, a boat shall return to Langstone Harbour Entrance to round a Turning Mark; the race will therefore comprise a series of legs. The course shall be:

Start	
First Mark	
Turning Mark	} <i>Repeat according to Mark order displayed on the Course Board</i>
Next Mark	
Finish	

- 6.4 There are 2 possible Turning Mark locations (selection dependent on wind and tide conditions) designated Inner and Outer (refer to Figure 2). The Turning Mark to be used for each fleet will be advised during the competitor's briefing.
- 6.5 A boat will finish a leg when it crosses the Mark Line as it rounds the Turning Mark. The Mark Line will be a straight line connecting the mast of the Starting Platform to the centre of the Turning Mark, refer to Figure 2.
- 6.6 A boat's time for the first leg of the race will be the time elapsed between the start of the race and the time at which the boat crosses the Mark Line inbound from the first Mark.
- 6.7 A boat's time for subsequent legs of the race will be the time elapsed between successive crossings of the Mark Line. The only exception to this is if the race is shortened, or the boat takes 'Time Out' (refer to section 10).
- 6.8 A boat's time for the race will be the cumulative time for every leg of the race sailed by the boat.
- 6.9 The Marks that comprise the course and the order in which they shall be sailed will be advised during the competitor's briefing and will be displayed prior to the start and during the race on a Course Board located in the vicinity of the relevant Turning Mark.
- 6.10 The Turning Mark shall be left on the port side of the boat (including on the final leg when finishing). Any boat that rounds the Turning Mark in the wrong direction will be given a 5-minute elapsed time penalty.

7 MARKS

- 7.1 All marks listed in this section are rounding marks and shall be left on the port side of the boat.
- 7.2 The list describes the Marks only and does not indicate the order in which the Marks will be sailed, or how many times a Mark may be used.
- 7.3 The Marks and their approximate positions are as follows (refer to Figure 1).¹

Mark A: Spit Sand Fort. Napoleonic Channel Fort, position 50°46'.2N 1°05'.9W

Mark B: No Mans Land Fort. Napoleonic Channel Fort, position 50°44'.4N 1°05'.6W

Mark C: Bembridge Ledge. East cardinal mark, position 50°41'.1N 1°01'.7W

¹ A pictorial guide to the race area and marks is provided in PowerPoint document 'Solent Forts Race Marks and Features' which competitors are recommended to review. The guide does not form part of these Sailing Instructions.



Mark D: Nab Tower. Cylindrical concrete lighthouse, position 50°40'.1N 0°57'.1W

Mark E: West Pole. Large 3-legged structure with red topworks located off Chichester Harbour entrance, position 50°45'.7N 0°56'.5W

Mark F: Winner. South cardinal mark, position 50°45'.1N 1°0'.2W

7.4 On the leg to/from Mark E (West Pole), all boats shall pass to the south of Mark F (Winner).

7.5 The Inner Turning Mark will be an inflatable yellow racing mark.

7.6 The Outer Turning Mark will be an inflatable dinghy. The Course Board will be mounted on the mark.

7.7 The Marks will be described further at the Competitor's Briefing.

7.8 A waterproof course diagram will be provided to competitors. This gives information about the Marks and main features of the sailing area but it is NOT a chart and does not show all hazards to navigation.

7.9 GPS receivers and chart plotters may be used for this event.

8 AREAS THAT ARE OBSTRUCTIONS

8.1 The Submarine Barrier (connecting Horse Sands Fort to the mainland off Portsmouth) is designated as an obstruction; boats may use the Inner Passage or the Outer Passage to pass through the Submarine Barrier.

8.2 The Outfall at Langstone Harbour entrance marked by a port-hand pole at its eastern end dries out at low tide and is designated as an obstruction.

8.3 Boats that sail over the Submarine Barrier or the outfall at Langstone Harbour entrance risk major damage and will be disqualified.

9 THE START

9.1 Races will be started by using the signals described in rule 26.

9.2 In these Sailing Instructions 'flag' shall be taken to mean both fabric (flexible) flags and flags painted or printed onto a rigid base.

9.3 Boats that are OCS and do not restart in accordance with rule 29.1 will incur a 5 minute elapsed-time penalty. However, any boat that is on the course side of the Start Line at the time that the preparatory flag is removed (1 minute before the start) and does not return to the pre-start side of the Start Line before the start of the race will be disqualified. This alters rule 29.1.

9.4 No individual recall numbers will be displayed.

9.5 A boat starting later than 10 minutes after the starting signal will be scored Did Not Start.

9.6 There are 2 possible Start Lines (selection dependent on wind and tide conditions) designated Fixed and Committee Boat (refer to Figure 2). The fleets may start from the same Start Line together, the same Start Line with separate starts or on separate Start Lines. The Start Line to be used for each fleet will be advised during the competitor's briefing.

9.7 The Fixed Start Line will be located close to the end of the Club slipway at Langstone Harbour entrance, and will be a transit between the mast of the Starting Platform and a Transit Pole on the foreshore. The Starting Platform will be used to start races from this line.



- 9.8 The Committee Boat Start Line will be a line linking the centre of the Turning Mark to the helm console of a Committee Boat. The Committee Boat will be a RIB, and will remain on station until the race has started. For a Committee Boat start, flags mounted on poles will be used to start the race.
- 9.9 The Class Flag will be letter 'F' for both fleets except for separate starts on the same Start Line when the Class Flags will be:
- Orange fleet: letter 'F' + an orange flag or shape
 - Blue fleet: letter 'F'
- 9.10 For separate starts on the same start line, the Orange Fleet will start first. The start sequence for the Blue Fleet will begin approximately 1 minute after the start of the Orange fleet.
- 9.11 If each fleet has its own Start Line, the Orange Fleet will start first. The start sequence for the Blue Fleet will begin no less than 5 minutes after the start of the Orange fleet.
- 9.12 The start may be downwind.

10 TIME OUT

- 10.1 After completing the first leg a boat may elect to postpone the start of any subsequent leg so that it can return to shore for up to 30 minutes for a 'Time Out'.
- 10.2 To commence Time Out a boat must round the Turning Mark as if commencing another leg, then approach the shore and hail the Starting Platform to make its intentions clear as soon as it is close enough to do so.
- 10.3 A boat on Time Out shall proceed immediately to shore where the helm or crew shall complete a Time Out declaration in the Race Register located on or near the Starting Platform. The time recorded against the entry shall be the time shown on the Starting Platform clock. A boat failing to make a Time Out declaration in the Race Register may not have the Time Out time subtracted from its elapsed time for the race.
- 10.4 During Time Out, a boat:
- Is still considered to be racing
 - Shall keep clear of all other boats that are racing
 - May make repairs or adjustments, but not change crew
- 10.5 To continue the race after Time Out, a boat shall hail the Starting Platform to make its intentions clear before leaving shore.
- 10.6 Boats using the Inner Turning Mark shall re-join the race by rounding the Turning Mark. In this case, a boat's time out ends once it crosses the Mark Line.
- 10.7 Boats using the Outer Turning Mark shall pass within 1 boat length of the Turning Mark (leaving it to Port). In this case, a boat's time out ends once it is mast-abeam of the Turning Mark.
- 10.8 The time period recorded for a boat's Time Out (and subtracted from the boat's elapsed time for the race) will be the lesser of the following:
- The period between crossing the Mark Line inbound after completing a leg, and restarting the race as described in 10.6 or 10.7 as appropriate.
 - 30 minutes
- 10.9 During its approach to the Turning Mark after Time Out a boat shall keep clear of all other boats until she has restarted.
- 10.10 Whilst on Time Out, a boat will not be disqualified for receiving outside assistance.
- 10.11 A boat is allowed one Time Out only.



11 THE FINISH

- 11.1 A boat will finish the race when it passes through the Mark Line inbound from the final Mark having rounded all Marks of the course, unless the course is shortened at a Mark in which case the boat will finish the race at that Mark.
- 11.2 A boat is not required to round the Turning Mark when finishing.
- 12.1 Competitor's notice is drawn to the possibility that two or more boats may pass through the Mark Line together and any sound signal given by the Race Committee may not apply to all boats.
- 12.2 The Race Committee may finish boats before they have completed all legs of the course if the boat is deemed unlikely to finish the next leg before the time limit for the race is reached.
- 12.3 Boats that are unable to complete the required number of legs to sail the correct course will be given race finish positions determined firstly according to the number of legs completed, and secondly according to the corrected time of each boat for whole legs completed. This alters rule 35.

12 SHORTEN COURSE

- 12.4 Competitor's notice is drawn to the use of two courses in this event which may be shortened independently as described below. This alters rule 32.
- 12.5 The course may be shortened at a Mark, or at the Turning Mark.
- 12.6 Where the course is shortened at a Mark, boats shall pass between the Mark and a Support Boat displaying flag 'S'. After passing between the Support Boat and the Mark, boats shall return immediately to shore at the Sailing Club unless instructed otherwise by the crew of the Support Boat.
- 12.7 Where the course is shortened at the Turning Mark:
 - Flag 'S' will be displayed on the relevant Course Board which also will be amended to show the Mark reference(s) that have been removed (indicated by a diagonal line through them, refer Figure 3)
 - A boat will finish the race when it passes through the Mark Line having rounded all Marks of the shortened course.
 - A leg will be removed BEFORE any boat has started that leg.

13 CHANGE OF COURSE

- 13.1 Competitor's notice is drawn to the use of two courses in this event which may be altered independently as described below.
- 13.2 The course may be changed after the start, by adding or removing whole legs.
- 13.3 Where the course is changed, flag 'C' will be displayed on the Course Board which will also be amended to show the Mark reference(s) that have been changed as follows (refer Figure 3):
 - Deleted legs: a diagonal line will be drawn through the deleted Mark reference(s)
 - Additional legs: a solid bar will be shown above and below the Mark reference(s)
- 13.4 When the course is changed in this way, a leg will be changed BEFORE any boat has started that leg.



- 13.5 The Race Committee will not notify competitors of a course change other than via the Course Board as described above. The onus is on every competitor to check the course board for their fleet before starting each leg. This alters rule 33.

14 PENALTY SYSTEM

For all classes rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

15 TIME LIMITS AND TARGET TIMES

- 15.1 The time limit for ALL boats to finish the course is 17:00. Any boat that continues to race after this time will be disqualified and risks removal of support cover. The time limit will NOT be extended by any 'Time Out' time that a boat has taken.
- 15.2 The target finish time for an F18 (Orange Fleet 'base boat') is 15:30 (5 hours race duration not including any Time Out time).
- 15.3 The target finish time for a Dart 18 (Blue Fleet 'base boat') is 15:30 (5 hours race duration not including any Time Out time).

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protests shall be made within 1/2 hour of the protesting boat finishing.
- 16.2 A completed protest form shall be handed to a member of the Race Committee. Protest forms are available from the Club House.

17 SAFETY REQUIREMENTS

- 17.1 Boats are advised that a busy shipping channel passes through the race area, and boats may cross this several times during the race. The ships using the channel are constrained by their draft with very restricted ability to manoeuvre. **All boats are reminded of their obligation to maintain a good lookout and to keep clear of all shipping.**
- 17.2 All boats that register for the race will be assumed to have started the race and competitors are not required to 'tally on'. Any boats that do not start the race are required to advise the Race Committee at the first opportunity.
- 17.3 All boats shall carry a GPS tracker provided by the Organising Authority whilst afloat. The GPS tracker must be returned to the Race Platform within ½ hour of a boat finishing the race.
- 17.4 A boat that retires from the race shall notify the Race Committee as soon as possible by telephoning the Race Committee mobile number. The Race Committee mobile number will be advised during registration.
- 17.5 RRS 40 (Personal Buoyancy) applies at all times when afloat; code flag Y will not be flown (this alters rule 40).
- 17.6 Competitors shall wear a wet suit or dry suit whilst afloat.
- 17.7 All boats shall be designed to be righted from capsize by the crew without outside assistance.
- 17.8 At least one mobile phone shall be taken on each boat and shall be carried on the person (it may be carried by either the helm or crew). The mobile phone shall comply with the following requirements:
- Waterproof (marked or certified as IP 67 or equivalent) OR



- Kept in a waterproof bag from which it can be operated without being removed from the bag
 - Connected to a network that has good coverage in the Eastern Solent (such as EE or Vodafone)
- 17.9 During registration:
 - The Race Committee mobile number shall be entered into the competitor's mobile phone
 - The competitor's mobile phone number shall be recorded on the entry form, and a test call made to the Race Committee mobile phone
- 17.10 It is the competitor's responsibility to ensure that the phone is adequately charged and has sufficient credit available if it is on a pay-as-you-go tariff.
- 17.11 Every Competitor shall carry at least one distress signal of a type suitable for locating a person in the water. This shall be carried on their person whilst afloat. Types of distress signal suitable for this purpose include daytime handheld red, handheld orange smoke or multiple-shot aerial type (e.g. Pains Wessex Personal Distress Signal 9 Shot Miniflare).
- 17.12 All single-handed competitors shall carry a 'rescue' knife on their person whilst afloat.
- 17.13 All catamarans shall carry a righting line.
- 17.14 All boats shall carry a line of minimum length 10m, and minimum diameter 6mm, suitable for towing the boat. Sheets or other ropes are acceptable for this purpose providing they can be removed easily from the boat (i.e. no spliced attachments or stopper knots that cannot easily be undone).
- 17.15 The following are strongly recommended:
 - A second mobile phone
 - A paddle
 - A compass
 - A rescue knife per person for double-handed boats (a rescue knife is mandatory for single handed boats)

18 EQUIPMENT AND MEASUREMENT CHECKS

A boat or its equipment may be inspected at any time for compliance with its class rules and the sailing instructions.

19 ADVERTISING

Boats may be required to display advertising supplied by the organizing authority.

20 PRIZES

Prizes will be awarded at the discretion of the Organising Authority but will generally be $\sqrt{\text{(number of entries in fleet)}}$, rounded down to the nearest whole number, maximum 3 places per fleet. Other prizes may be awarded at the discretion of the Organising Authority.

21 DISCLAIMER OF LIABILITY

Competitors participate in the race entirely at their own risk. See rule 4, Decision to Race. The race organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his skipper or crew, as a result of



their taking part in the race. Moreover, every owner/competitor warrants the suitability of his boat for the race.

22 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per event.



Figure 1 – Mark Locations and Racing Area

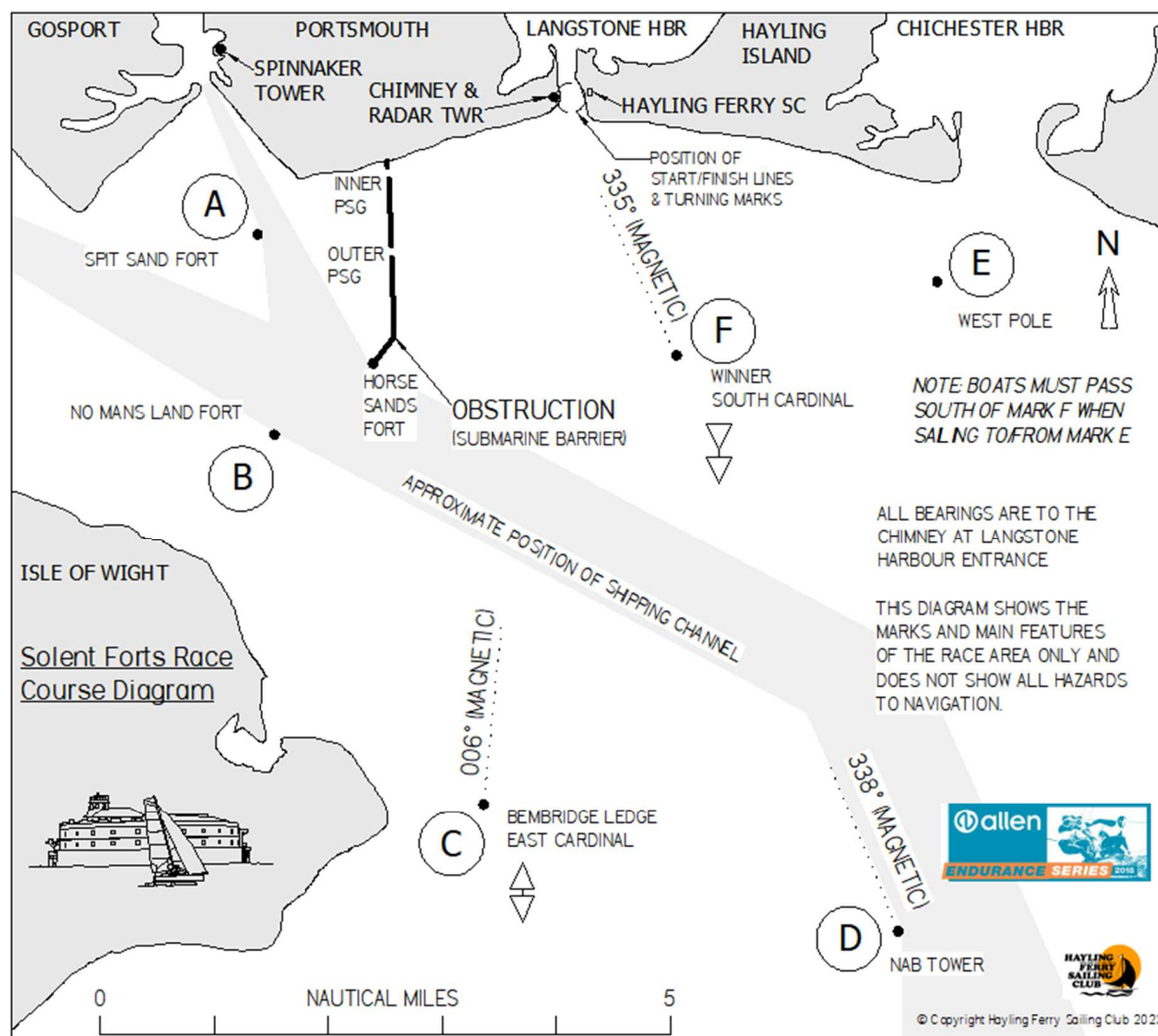




Figure 2 – Turning Marks, Start and Mark Lines

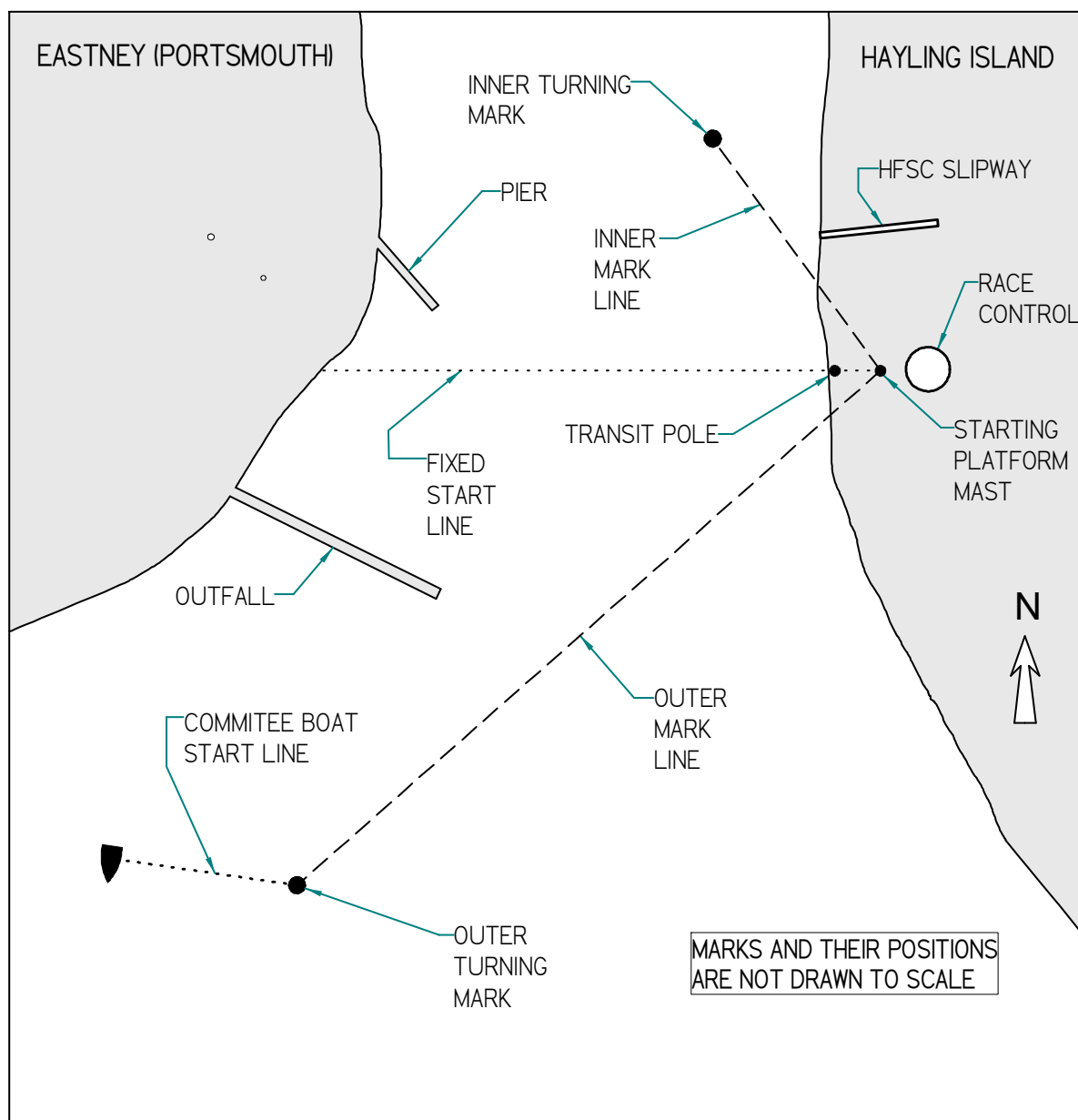




Figure 3 – Course Board

