



British Powerboat Racing Club  
**Round The Island**

# 2024 RACE INSTRUCTIONS

**Cowes Powerboat Festival**

Presented By Experience Kissimmee

**23-25 August 2024**

EXPERIENCE  
*Kissimmee*  
FLORIDA



## Round the Island

# RACING INSTRUCTIONS

23<sup>rd</sup> – 25<sup>th</sup> August 2024

**Cowes Torquay Cowes**

Offshore Powerboat Race for B.P.R.C Classes: 120, 100, 80, 75, 65, 60 and 55

Final Version

The Champagne Mumm Mike Mantle Memorial Trophy



*Organised by: BPRC*



*Sanctioned by: BPBA*



## Cowes Powerboat Festival

Presented By Experience Kissimmee  
**23-25 August 2024**



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## 1) 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 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 and Racing Instructions
- (xi) they will accept the decisions of the organising committee and officials nominated by the organising committee.

## INDEMNITY

All Participants in the Event do so on the basis of the Indemnity details of which are set out below and which they will also be required to sign prior to participating in the Event and a Competitor's entry is accepted strictly on this basis:

"I undertake to comply with all the conditions and rules as set out in the Racing Instructions and any other bulletins or instructions issued in connection with the Event and to comply with all the requirements of the British Powerboat Racing Club and the British Powerboat Racing Club Event Management Limited, the Organising Committee, sponsors and The British Power Boat Association (BPBA) and their respective officials servants agents and all other persons or entities concerned with the organising and running of the Event ("the Indemnified Parties") **AND** I agree to save harmless and keep indemnified the Indemnified Parties from and against all actions, claims, costs, expenses and demands in respect of myself, my driver(s), passenger(s), crew, mechanics and support team, boat and equipment (as the case may be) and in respect of loss or damage to property or personal injury sustained howsoever caused arising out of or in connection with my entry in the Event and/or my participating in the Event **AND** I hereby indemnify the Indemnified Parties in respect thereof absolutely."

### **THE RESPONSIBILITY TO PARTICIPATE IN THIS RACE IS THE TEAM'S DECISION**

## 2) EVENT TIMETABLE

<b>THURSDAY 22<sup>ND</sup> &amp; FRIDAY 23<sup>RD</sup> AUGUST</b>			
13:00	17:00	Boats may arrive by sea Thursday 22nd	Cowes Yacht Haven
10:00	17:00	Boats may arrive by sea Friday 23 <sup>rd</sup>	Cowes Yacht Haven
<b>SATURDAY 24<sup>TH</sup> AUGUST</b>			
10:30	17:00	Race administration open	Cowes Yacht Haven, Events Centre
10:30	17:00	Scrutineering	Cowes Yacht Haven
15:00		Deadline for boat arrival/crew sign-in	Cowes Yacht Haven
16:30	17:30	CTC/CPC Podium	Cowes Yacht Haven, Events Centre Balcony
18:30	19:30	Drivers Briefing RTI	Cowes Yacht Haven, Events Centre
<b>SUNDAY 25<sup>TH</sup> AUGUST</b>			
08:00	08:30	Weather briefing RTI	Cowes Yacht Haven
10:00		Race start for: Round The Island	Royal Yacht Squadron line
15:00		Podium	Cowes Yacht Haven, Events Centre Balcony
18:45	20:30	Prize giving for all classes	Cowes Yacht Haven, Events Centre
<b>MONDAY 26<sup>TH</sup> AUGUST</b>			
	13:00	Boats to depart by	Cowes Yacht Haven

### 3) PEOPLE

<b>Event Organising Committee for BPRC Event Management Ltd</b>			
Event Director	Martin Levi	+44 7773 55376	<a href="mailto:martinklevi@gmail.com">martinklevi@gmail.com</a>
Event Coordinator	Laura Levi	+44 7596 498489	<a href="mailto:lauralevi535@gmail.com">lauralevi535@gmail.com</a>
Event Coordinator	Christian Toll	+44 7780 997909	<a href="mailto:toll.c@atguk.com">toll.c@atguk.com</a>
Communications	Sarah Donohue	+44 7958 488617	<a href="mailto:sarah@sarahdonohue.com">sarah@sarahdonohue.com</a>

<b>BPBA Race Officials</b>			
OOD/Race Director	Martin Raby	+44 7917 128150	<a href="mailto:martin.raby@powerboatp1.com">martin.raby@powerboatp1.com</a>
Safety Officer	Dale Williams	+44 7814 258112	<a href="mailto:mesracing@outlook.com">mesracing@outlook.com</a>
Assistant Safety Officer	Paul Crabb	+44 7778 613358	<a href="mailto:crabbsyachting@hotmail.com">crabbsyachting@hotmail.com</a>
Assistant Safety Officer	Orry Crews	+44 7989 134220	
Race Secretary	Shirley Nellthorpe	+44 7803 353342	<a href="mailto:shirley.nellthorpe@gmail.com">shirley.nellthorpe@gmail.com</a>
Race Admin	Muriel Irwin	+44 7917 785699	<a href="mailto:Muriel63@outlook.com">Muriel63@outlook.com</a>
Chief Time Keeper	Colin Le Conte	+44 7781 147197	<a href="mailto:colin@digimap.gg">colin@digimap.gg</a>
Time Keeper Cowes	Andrea Drew	+44 7793 197096	<a href="mailto:andreadrew@live.co.uk">andreadrew@live.co.uk</a>
Scrutineers	Geoff Purves	+44 7747 445897	<a href="mailto:purves8@aol.com">purves8@aol.com</a>
	Steve Wallace	+44 7852 582822	<a href="mailto:steve@jackbumper.com">steve@jackbumper.com</a>
	Gary Payne	+44 7814 918105	<a href="mailto:Gap52@tiscali.co.uk">Gap52@tiscali.co.uk</a>
Trackers	Steve Wallace	+44 7852 582822	<a href="mailto:steve@jackbumper.com">steve@jackbumper.com</a>
Pit Marshals	Ben Ferris		

<b>Protest Jury</b>			
	TBC		
	TBC		
	TBC		

The Protest Jury will be announced at the Drivers Briefing

## 4) RACE, LICENCE STATUS AND COMPETITORS' RESPONSIBILITY

### Race

The BPRC Round The Island race is sanctioned and approved by BPBA/BPRC.

The Round The Island race will be run under BPRC Management Offshore Rules and regulations 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.

The Organisers reserve the right to decline race entries prior to the cut-off point. The organisers also reserve the right to accept race entries after the cut-off point.

Any changes will be notified to competitors in a Race Bulletin and announced at Drivers' Briefing.

The BPRC Round The Island race outright winner of the race will be awarded with the Champagne Mumm Mike Mantle Memorial Trophy.

### Licenses

All competitors should hold a 2024 **British Racing Licence Ltd** Racing Licence.

The maximum number of crew on board is 6, the minimum age for controlling / Driving a race boat is 18. The minimum age for navigating / riding crew members for Classes 75, 65 or 55 only is 16 years old. See BPRC Rules section 2: 203.03 Minimum age. **Section 1: 105 licensing will take priority over 203.03**

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

### Competitors' Responsibility

All competitors must read the Risk Statement and Indemnity as well as the safety information.

By signing the race entry form and the BPRC official signing-on form at the event all competitors are bound by the rules contained in BPRC Rules. Competitors must ensure that they have adequate insurance cover for this race.

It is the competitor's sole responsibility to decide whether 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.

IMO COLREGS take precedence at all times.

# Rules and Regulations

## Racing Rules

This event will be run under the rules of BPRC Management Ltd

## Local Regulations : Must Read

[Notices to Mariners - Southampton VTS - ABP Southampton](#)

[Local Notices to Mariners for Cowes Harbour from Cowes Harbour Commission](#)

## 5) RACE ADMINISTRATION, REGISTRATION AND CONTACT DETAILS

On arrival at Cowes, all crew members must report immediately to Race Administration which is located at:

The Haven Events Centre  
Cowes Yacht Haven  
Vectis Yard  
Cowes  
PO31 7BD

On arrival, crews will be issued with wrist bands which must always be worn to access the Wet and Dry Pits area.

Any competitors wishing to test their race boat must do so Friday prior to signing on to the event. No testing whatsoever is to be carried out on Saturday. BPRC Management Ltd reserve the right to refuse an entry to any team which ignores this.

Note: all local regulations must be adhered to at all times. Any excessive speeding deemed to bring the sport into disrepute will face sanctions and could be excluded from the event.

Once crews have signed in, all race boats are to remain in Cowes Yacht Haven until departure for the race on Saturday morning.

## 6) LAUNCHING

- Competitors are reminded to comply with The Lifting Operations and Lifting Equipment Regulations 1998 (LOLER) <http://www.legislation.gov.uk/uksi/1998/2307/contents/made> and class rules regarding lifting points, eyes and lifting strops.
- All race boats are to arrive afloat.
- Emergency crane provisions will be made for Saturday and Sunday only.

## 7) WET AND DRY PITS

### Pit Rules

These following rules must always be adhered to, offenders will be penalised.

- No transfer of fuel is permitted in the pit or launching areas
- Smoking (including vaping) is prohibited in the dry and wet pits, and the launching area
- Camper vans and cars must make their own arrangements with Cowes Yacht Haven if they wish to use the hard standing area over the weekend. This will be on a first come basis, as room is limited.
- 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 Cowes Harbour Shepards Marina at their own expense.
- Boats arriving should refer to the Cowes Harbour Master's instructions when approaching the Cowes River Medina Harbour entrance.

### Times

The Cowes pits will be available from 13:00 hrs on Thursday 22<sup>nd</sup> August until 13:00 hrs on Monday 26<sup>th</sup> August.

***The host venue, or event organisers, will not be held responsible for personal effects.  
Security of boats and/or equipment is always the responsibility of the entrant.***

## 8) FUEL

- All race boats should arrive at the Cowes start with enough fuel to compete the race.
- No refuelling is permitted during the Race. This will be deemed as "outside assistance".
- Random fuel sampling, to ensure compliance with pump fuel, may take place.

## 9) TECHNICAL INSPECTION

Pre-race technical inspection will take place in accordance with B.P.R.C. Class specific rules.

- The completed technical inspection sheet will be returned to Race Administration by the inspector, if a boat fails it will be posted as a non-starter and will not be allowed to race.
- Any protests regarding boat eligibility are to be treated as protests against eligibility and submitted in writing, along with supporting evidence, before the start of Drivers' Briefing.
- A 25W VHF radio is highly recommended be installed, a 5-watt hand held VHF will be acceptable. VHF Radio must be capable of transmitting/receiving on Channel M2/P4 or M (37/37a)

Post-race technical inspection may take place in accordance with B.P.R.C. Class specific rules.

- All crew members must be available with their craft and all relevant mandatory equipment required 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.
-

## 10) OFFICIAL PRACTICE AND TESTING ARRANGEMENTS

There will be no official testing or practice.

## 11) BRIEFINGS

### Race Briefing

Mandatory Drivers Briefing will take place at The Haven Events Centre, as per the Event Timetable.

- Sign-in will commence 15 minutes before the Briefing.
- All crew for each race boat must sign into 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.
- Competing crew members only will be allowed to attend the Drivers' Briefing.
- Put your phone on silent!

**THERE WILL BE NO LATE BRIEFINGS FOR THE RACE**

### Weather Briefings (S)

- Weather briefings for the event will take place according to the Event 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 to Drivers and/or Officials at either the Drivers' or the Weather Briefings.

## 12) TRACKERS

All competing craft will be required to carry trackers supplied by Yellow Brick 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 B.P.R.C. Event Management BPRC Ltd, 83 High St, Cowes, IOW. PO31 7AJ, by no later than Monday 2<sup>nd</sup> September.

## 13) CHART PLOTTERS

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.

All competitors Must Zero their max speed function prior to the event, this will be checked and signed off by the chief scrutineer. This function may be used by the race officials as part of post race scrutineering. Any team returning with a max speed function time stamp of later than the scrutineering sheet will be disqualified.

## 14) 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.
- All communications between competing boats and Safety Control will be on VHF channel M2/P4 with a secondary channel of M (aka 37 or 37a).
- Any boat requiring safety assistance should in the first instance call the nearest Safety Control on VHF Channel M2/P4.
- HM Coastguard will be informed of the event and kept up to date with race information during the races.
- Competitors are reminded that Offshore racing is for seaworthy 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 capsized, their survival depends on their ability to extract themselves from the boat.
- In the event of an accident, 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.
- There is no helicopter cover provided by the race organisers.

## 15) PENALTIES

Smoking or Vaping in the defined wet or dry pits	£50 fine £100 second offence
Transferring fuel in wet or dry pits.	£100 fine
Failure to present engine or craft for technical inspection	Disqualification
Misrepresentation or providing untrue statements	Disqualification
Phone not on silent, and ringing / interrupting Drivers Briefing	£20 fine per infraction
Failure to raise and fly retirement flag when able	£100 fine
Failure to report retirement to race/safety control	£100 fine
Penalties for infringing the starting procedure are as follows:	
Interference with starting procedure	Disqualification
Planing in the muster area	Disqualification
Passing the wrong side of the start boat	10-minute time penalty
The bow of any boat being in front of the transom of the Start Boat when the green flag is raised	10-minute time penalty
Failing to respect a safety distance of 30 metres behind Start Boat	3-minute time penalty
Failure to respect a safe spreading distance	2-minute time penalty
Turning in wrong direction during muster	1-minute time penalty
Passing wrong side of mark. (Mark cannot be retaken).	20-minute time penalty
Passing less than 20 meters the wrong side of a mark (safely)	10-minute time penalty
Deliberately missing a mark – except for safety reasons as per 20 meter rule	Disqualification
Passing East lepe on the wrong side (Start run only heading west) Leave to Port	Disqualification
Passing Gurnard on the wrong side (Start run only heading west) Leave to Port	Disqualification
Missing two consecutive marks	Disqualification
Entering a Spectator Areas on the plane	Disqualification
Excessive speed in fog or poor visibility	Disqualification

## 16) PROTEST

- Protests should be submitted in accordance with class specific rules in accordance with BPRC Rules.
- The protest fee applicable to this event is £1,000.
- If a competitor would like to appeal the protest committee, they may do so via The BPBA (British Powerboat Racing Association).

## 17) PODIUM PRESENTATION

Podium presentation Cowes Yacht Haven

Laurels and medals will be presented.

**Dress code for podium presentation: Race overalls**

Awards presentation will be held Sunday night for all trophies

**Dress code for Awards presentation: Smart yacht or smart team wear**

## 18) TROPHIES

The following trophies will be presented at the Cowes Yacht Haven.

BPRC - Perpetual Trophies allocation for 2024 CTC, CPC & Round the Island Races at Cowes

### CTC Race:

1 <sup>st</sup> boat OA	Beaverbrook Trophy
1 <sup>st</sup> Navigator (Winner)	Mellery Pratt Trophy
1 <sup>st</sup> British Navigator	Waynefleet Trophy (Ceded under deed)
1 <sup>st</sup> Throttleman/lady (Winner)	Beken Trophy
2 <sup>nd</sup> boat OA	Royal London YC Trophy
2 <sup>nd</sup> Throttleman/lady	Cougar Trophy
3 <sup>rd</sup> boat OA	Unohoo Trophy
4 <sup>th</sup> boat OA	Motor Boat & Yachting Trophy
1 <sup>st</sup> Overseas Entry to finish	Hamed Buhaleeba Trophy
1 <sup>st</sup> Lady competitor to finish	Ladies Trophy
1 <sup>st</sup> Diesel powered finisher	King George Fund Seahorse Trophy
1 <sup>st</sup> Historic boat to finish	Thunderbolt Trophy
1 <sup>st</sup> Pre-1990 Thoroughbred	Coupe Martini Trophy
Youngest Competitor to finish	Alex Foster Meridian Trophy
1 <sup>st</sup> boat reaching Torquay	Richard Carr Trophy
Most outstanding performance	Miles Jennings Trophy (to be determined by MJ)

### CPC Race:

1 <sup>st</sup> boat OA	RB12 Beaverbrook Round Britain Replica Trophy
1 <sup>st</sup> Navigator	Speciality Breads Claret Jug Trophy
1 <sup>st</sup> Throttleman/lady	Cowes Town Cup
2 <sup>nd</sup> boat OA	Renato De La Valle Trophy
3 <sup>rd</sup> boat OA	Penthouse Salver

4 <sup>th</sup> boat OA	Rotch Salver
1 <sup>st</sup> Lady Finisher	Triplex Salver
1 <sup>st</sup> Historic boat to finish	Tim Powell Propellor Trophy
Youngest Competitor to finish	Alex Foster Longitude Trophy
1 <sup>st</sup> Production boat to finish	Royal Yacht Squadron Trophy (Scrutineers to determine)

**Round The Island Race:**

1 <sup>st</sup> OA	Champagne Mumm Mike Mantle Memorial Trophy
2 <sup>nd</sup> OA	Peter Stuyvesant Propellor Trophy
3 <sup>rd</sup> OA	Champagne Mumm Cowes Classic Round-the-Island Perpetual Challenge Trophy
1 <sup>st</sup> 75 mph Class	Hamptons Estate Agent Trophy (Cup on flat wooden base)
1 <sup>st</sup> 65 mph Class	Drivers Perpetual Trophy
1 <sup>st</sup> 55 mph Class	Round-the-Island Class 3B Salver
Best Presented Entry in RTI Race	Ken White Perpetual Challenge Trophy Wooden boat in box

**Also:**

Overall Powerboat Weekend Winner of CPC & Round the Island Races (Not CTC)	UIM Endurance Trophy
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**Across all Races:**

Oldest Competitor to finish	MEMA Salver
Concours d'Elegance	Lombard N.C. CUP
Best Presented Entry (CTC & CPC Races)	Lombard NC SALVER
Boat Designer (Determined by race committee)	John Mace Trophy
Individual, crew or group nominated by BPRC Directors	Bahamas Trophy

**All perpetual challenge trophies awarded are the property of the BPRC. Following the presentation, they are to be returned to the stage, as the Club is obliged to retain them. They are not to be retained by competitors.**

## 19) ROUND THE ISLAND RACE - COURSES

### Safety Information

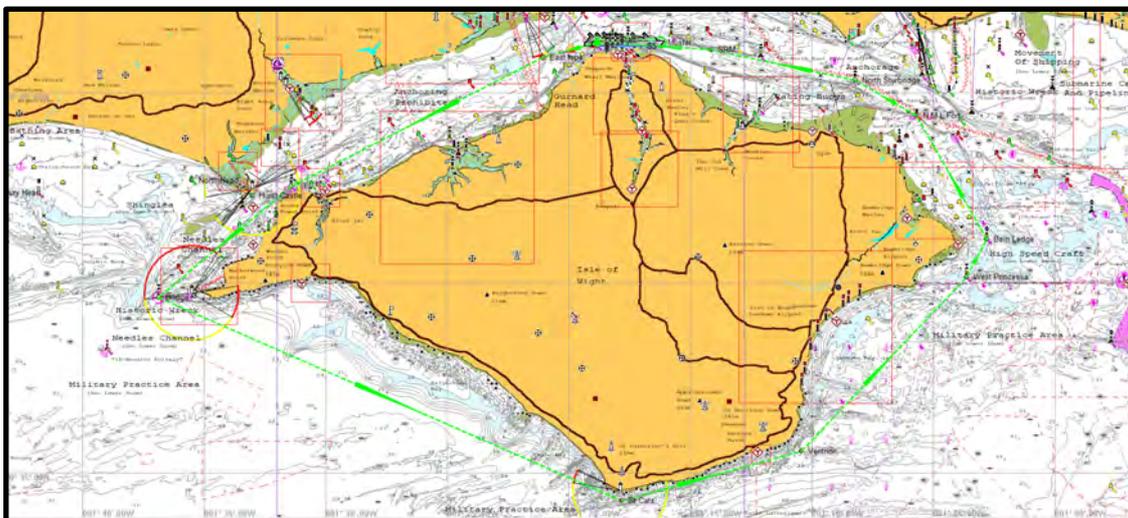
Safety takes priority over racing at all times

All race boats MUST observe the International Rules for the Prevention of Collisions at Sea (COLREGs <http://www.collisionregs.com/MSN1781.pdf>) 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 COLREGs.
- 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 significant clearance and as wide as practical.
- 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 hazard.
- i) All craft are advised that there is a likelihood that there will be large ships anchored in Torbay and are advised to give all such vessels at least 50m clearance when passing and to do so at a speed that maintains safe progress only.
- j) Any craft carrying excessive or inappropriate speed in fog or restricted visibility will lead to disqualification.

Cowes Torquay Cowes / Saturday August 24 <sup>th</sup> 2024				
Name	Coordinates	Distance	Rounding	
Muster	50° 46.310'N / 1° 16'.220 W			Virtual
Start	50°46'.400 N / 1° 18'.209 W	0		Squadron Line
East Lepe	50°45'.936 N / 1° 21'.07 W	1.89	PORT	Port Buoy
Sconce	50°42'.529 N / 1° 31'.430 W	7.39	PORT	North Cardinal
Bridge	50°39'.629 N / 1° 36'.879 W	4.51	PORT	West Cardinal
St Catherine's point	50°34'.278N / 1° 17'.843 W	13.21	PORT	Virtual
Ventnor	50°35'.584 N / 1° 10'.434 W	4.88	PORT	Virtual
West Princessa	50°40'.162 N / 1° 03'.652 W	6.28	PORT	West Cardinal
Bembridge Ledge Buoy	50°41'.146 N / 1° 02'.800 W	1.12	PORT	East Cardinal
No Mans Land Fort	50°44'.401 N / 1° 05'.702 W	3.74	PORT	Fort
North Sturbridge	50°45'.328 N / 1° 08'.230 W	1.85	PORT	North Cardinal
South Ryde Middle	50°46'.130 N / 1° 14'.160 W	3.84	PORT	Starboard Buoy
North Finish mark	50°46'.305 N / 1° 18'.155 W	2.53	STARBOARD	GATE
South Finish mark	50°46'.220 N / 1° 18'.125 W	TOTAL 51.24	PORT	
		<b>51.24</b>	N Miles	
		58.97	Miles	
		94.89	KM	

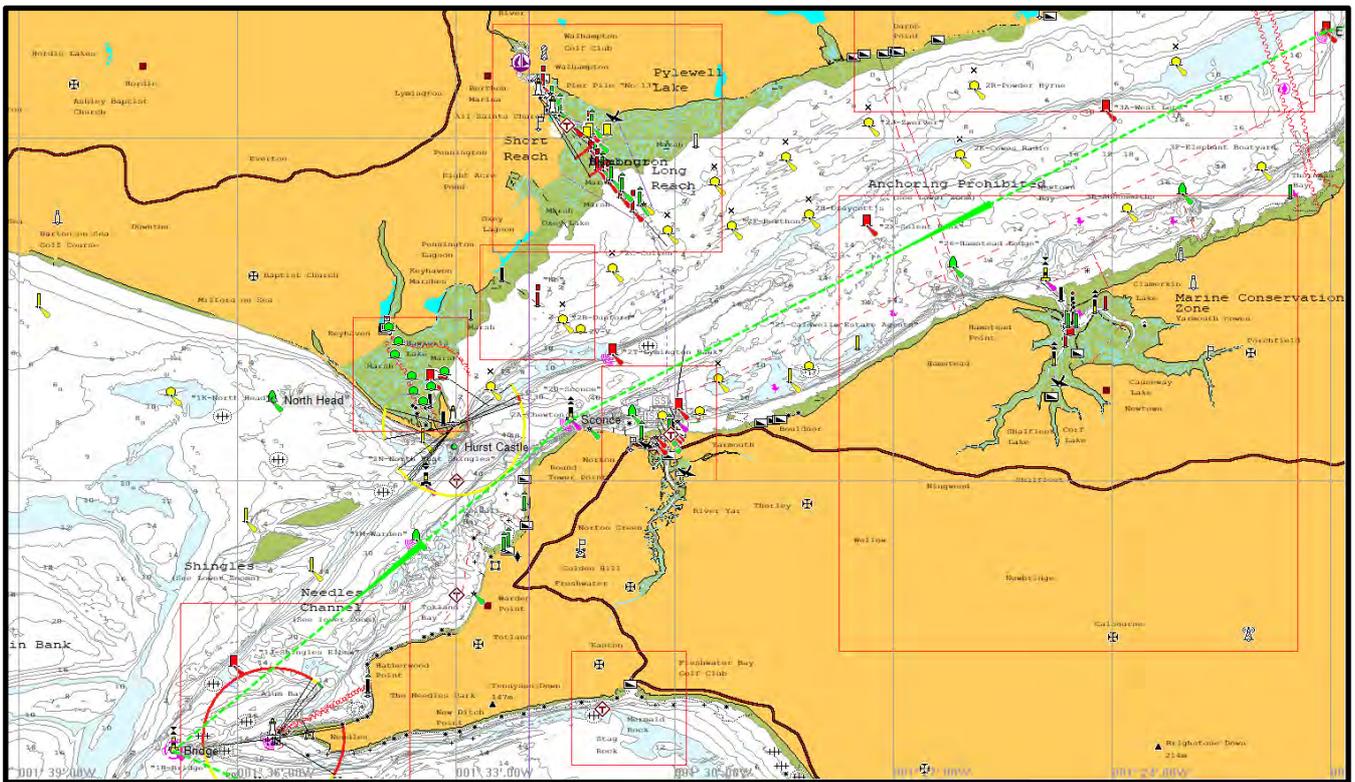
Whole Course



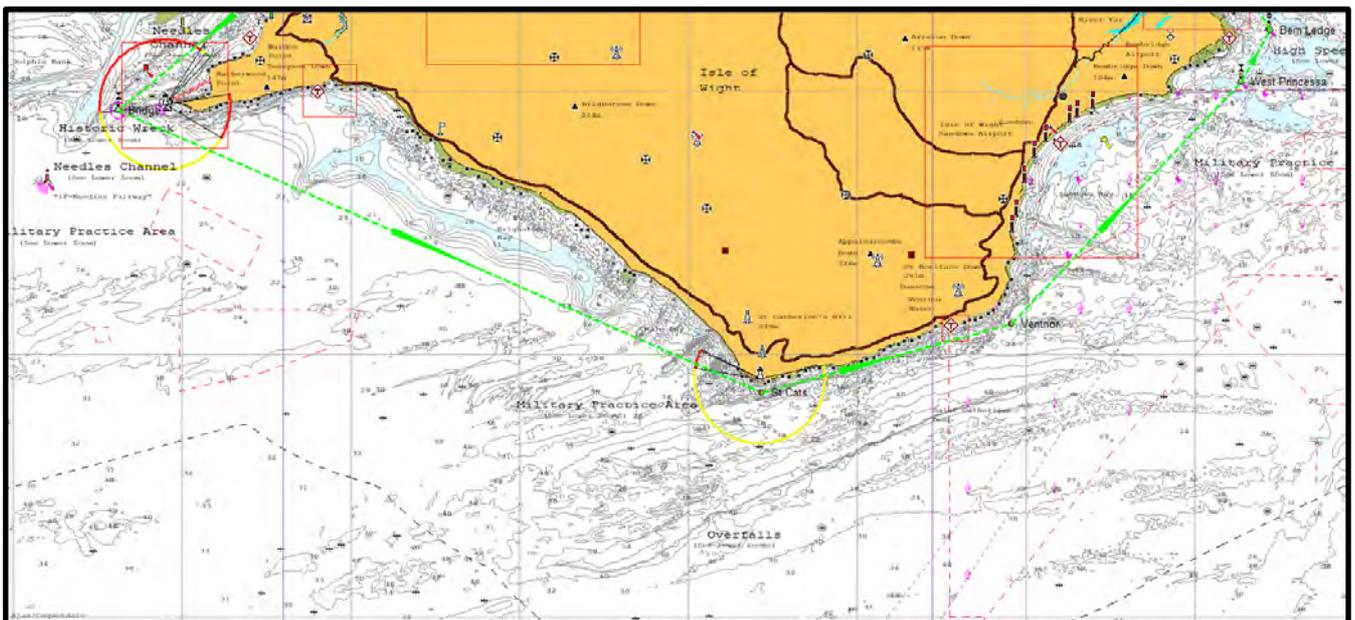
Start



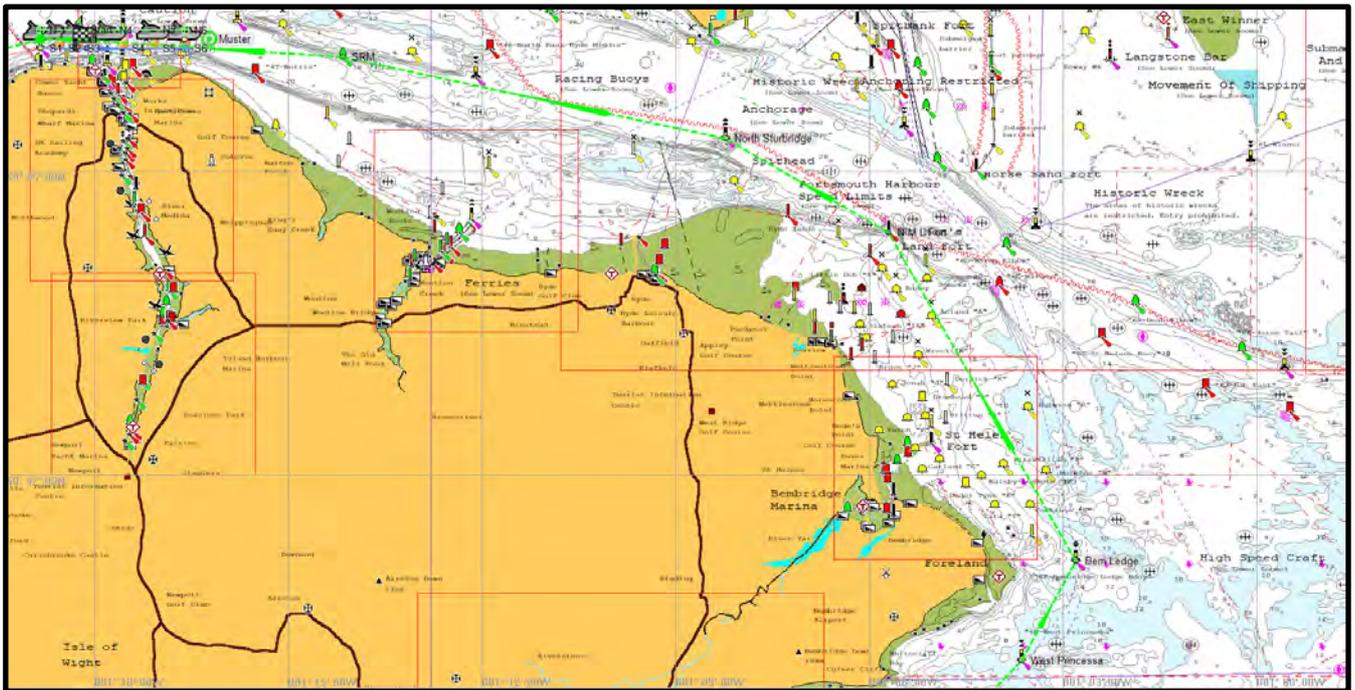
## West Side



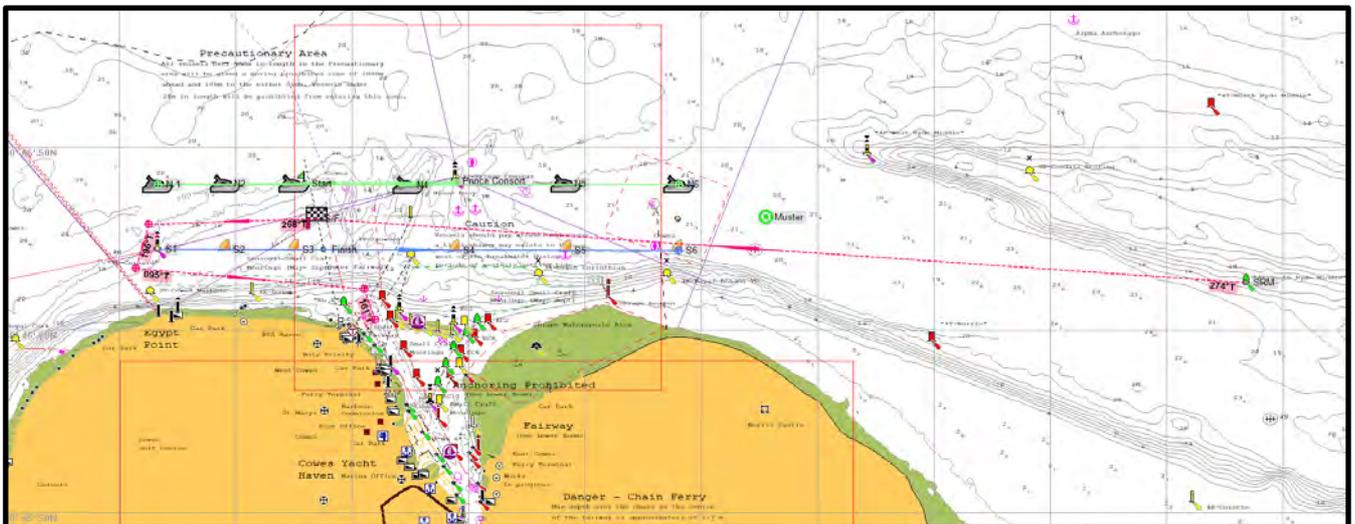
## South Side



## East Side



## Finish



In the event of bad weather, BPRC reserve the right to postpone the race on an hourly basis until 13:00, at which point we will be out of time. Or cancel the whole race if it is considered not safe to run.

## 20) COURSE NOTES

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.

### Departure and Transit to The Muster Areas:

- Whilst in transit to, and in, the muster areas all competitors should monitor VHF channel M2/P4 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.
- 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.
- 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.

### Muster area;

- Centered 4.3 cables north east 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.
- When the start procedure is initiated, the start boat will show the yellow flag and proceed down the **Southerly Side** of the start chute. All race boats will form, line abreast 30 meters behind the **Starboard Quarter** of the start boat when the yellow flag is raised.
- 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.
- Competitors are to remain within the north and south boundaries of this run at all times.
- The start chute will be lined with laid marker buoys to the south and the same buoys mounted to the bows of marshal boats to the north.

### Start line:

- The Green Flag may be raised once the Start Boat crosses the Royal Yacht Squadron line or further at the Start Boat official's discretion.
- The official race start line will be a North/South line from the Royal Yacht Squadron
- Race timing will start when the first boat crosses the Official Start Line.

### Finish line:

- The CTC Round the island Finish, is a line running North side 50°46'.400 N / 1° 18'.246 W. South side 50°46'.220 N / 1° 18'.125 W. Round the island south side finish through the Squadron line. Committee Boat stationed on the north side line from where the Chequered Flag will be flown. The committee boat should be taken to Starboard. Note – if there is a large ship movement the committee boat may have to relocate for the duration of the movement. A boat will be classed a finisher when they cross the squadron line between the two aforementioned north/south coordinates.

### Safety:

- Faster boats must be aware that they may meet slower boats at certain points of the course and normal COLREG rules apply. Likewise, slower boats must keep a watch for faster boats.
- Safety patrol craft will endeavour to warn other mariners of the race and keep their craft clear of the course.
- Elsewhere competitors should use their best endeavours to leave as much distance as possible to any other water user unless they are flying a BPRC Marshal flag or similar.
- Both Boscombe Pier and Bournemouth Pier will use two buoys this year to form a gate that all race boats are to pass between. Failure to pass through these gates correctly may lead to disqualification.
- All craft are advised that there may be large ships anchored in Tor Bay and are advised to give all such vessels at least 50m clearance when passing and to do so at a speed that maintains safe progress only.
- Any craft carrying excessive or inappropriate speed in fog or restricted visibility will lead to disqualification at the sole discretion of the race committee.

### Noise and Speed Restrictions:

- Competitors must obey all local regulations, Cowes General Directions 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.
- Any craft carrying excessive or inappropriate speed in fog or restricted visibility will lead to disqualification at the sole discretion of the race committee.

## Start Procedure – Round The Island

- The race will use a Rolling Start, full details of the starting procedure will be given at Drivers' Briefing.
- The Start Boat to be described at briefing, 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 BPRC rules.
- During the start run for both races, all race boats should follow the Start Boat forming up in line abreast behind the Start Boat on their Starboard Quarter (to be confirmed by OOD at Drivers Briefing), 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.
- There will be no recalls. A boat starting early should proceed on the course and **MUST NOT** attempt to re-cross the Start Line.
- 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
- The start chute will be lined with laid marker buoys to the south and the same buoys mounted to the bows of marshal boats to the north.
- Extreme care must be taken to avoid entering the spectator area south of Gurnard Buoy.

- Competitors should be aware of the yellow Trinity House mooring buoy positioned towards the centre of the start run and avoid it at all times.
- All flag signals are fully described in BPRC 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).

## Outside Assistance

- Outside assistance will be not be permitted during the BPRC Round The Island Race.

## 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 the 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 or, if possible, to the nearest Safety/Observer boat.
- When reaching port, they should make contact with Race Administration in person, or by telephone, 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.

## Finishing - Cowes

- 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 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 2.5 hrs Cowes to Cowes and in accordance with Race Rules, Race Instructions, Race Bulletins and any further instructions given at Drivers' Briefing.
- The finish line at Cowes will be formed on the Squadron Line as outlined in the course notes.

## Post-Race Declaration

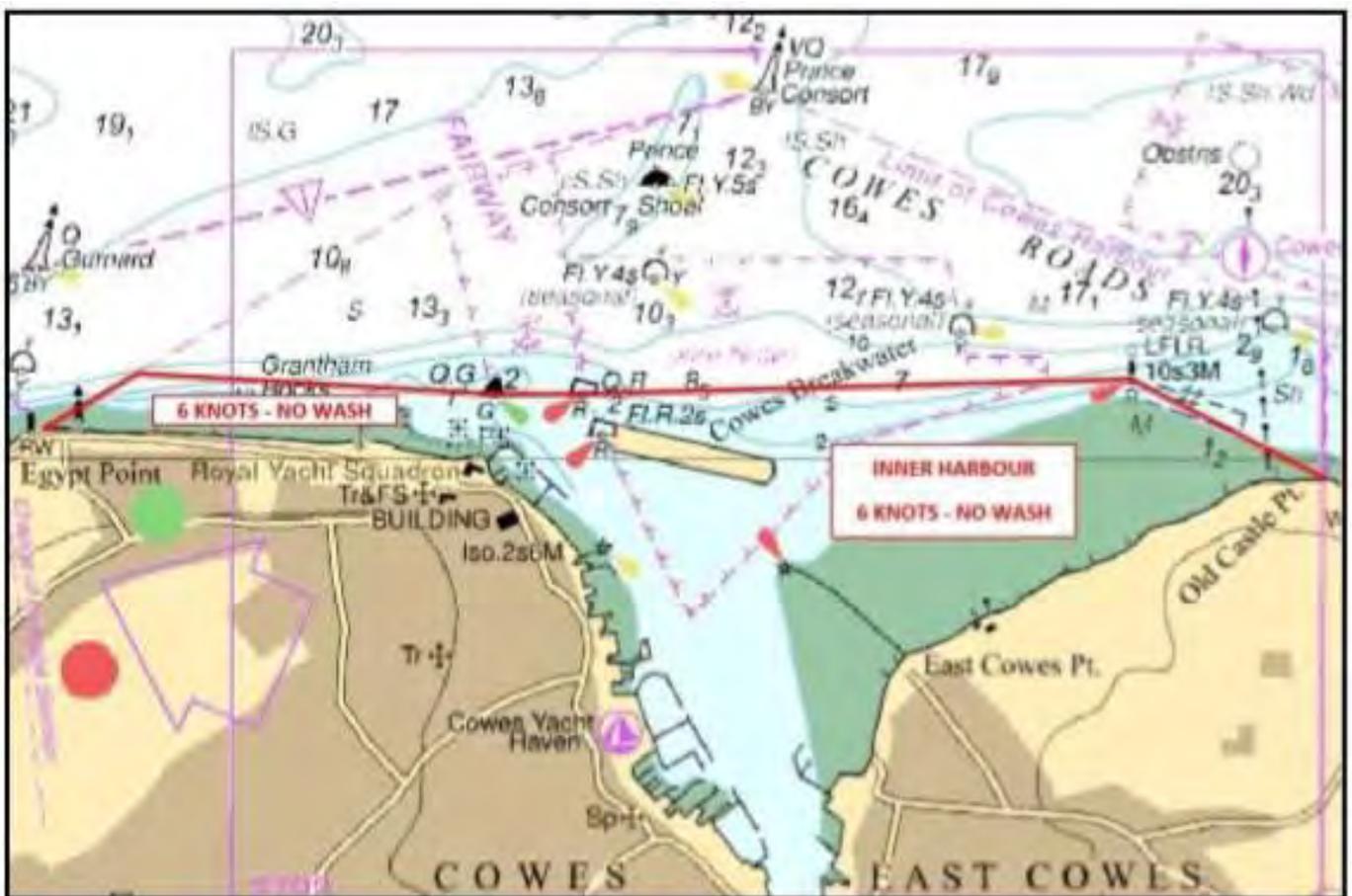
- The Driver or Co-Driver must sign off at race administration maximum 1 hour (60 minutes) after entering the CTC wet pits (Cowes Yacht Haven).
- Failure to do so within one hour of returning to the Haven may result in exclusion from the results. Protests against another competitor within 1 hour of the posting of the Provisional Results
- All Crew Members must sign off at race administration before the end of the event and collect their race documentation.

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.

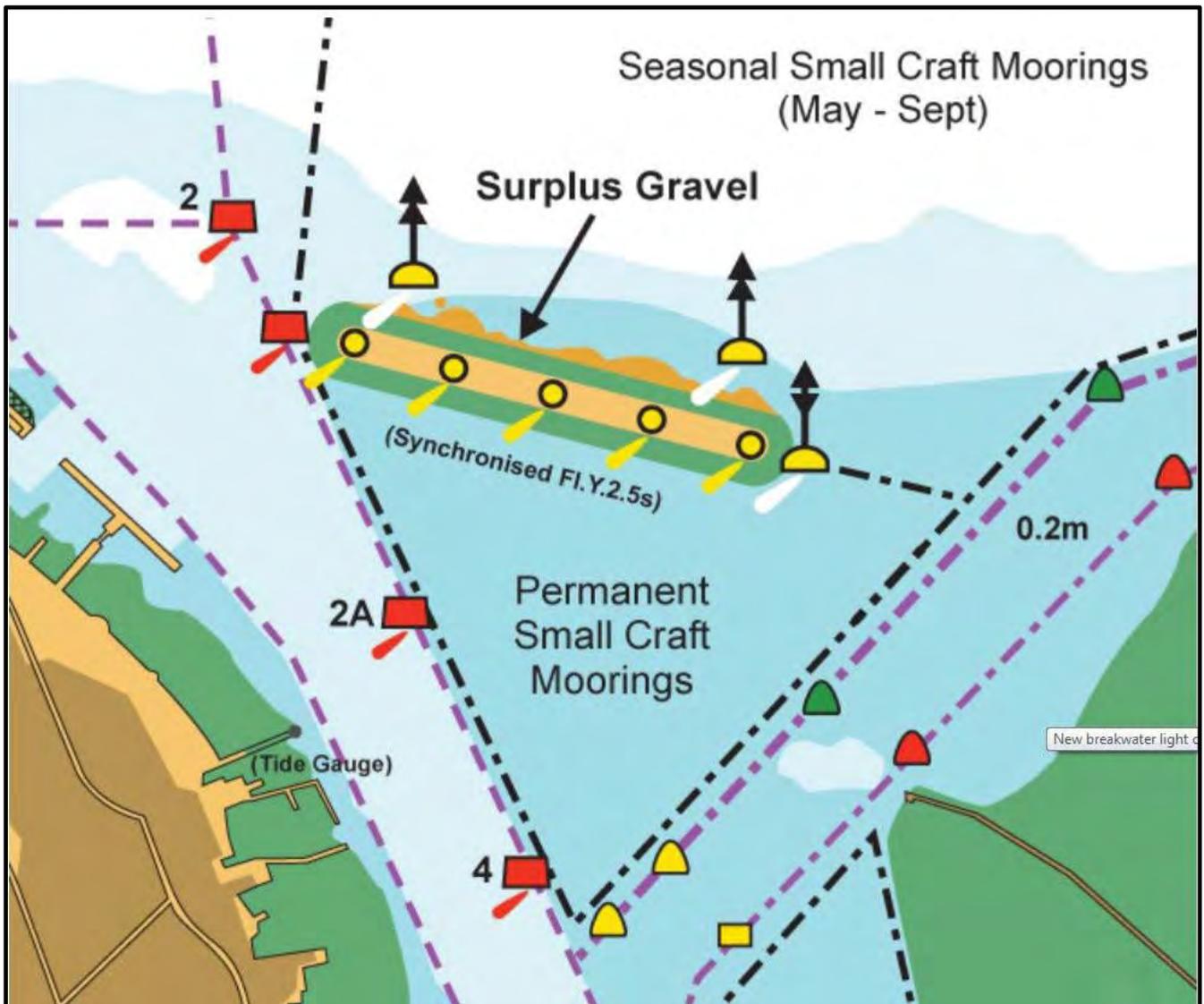
The **Inner Harbour** means the area of the harbour as lies to the southward of a straight line drawn from **Egypt Point** to **Number 1 buoy** thence to **Number 2 buoy** thence to the **Shrape Beacon** thence to **Old Castle Point East Cowes**.

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

This area is shown diagrammatically below.



Breakwater construction work is now 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.





**Late Starters**

Late starters will be permitted up to 10 minutes after the actual start time, provided they contact the OOD on VHF Channel M2/P4 to state their intentions and receive detailed instructions.

**Solent Spectator Area**

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. The only exception is to cross the Finish line.

