



13th- 14th SEPTEMBER 2024 - COWES

ORGANISING AUTHORITY:

ISLAND SAILING CLUB

## SAILING INSTRUCTIONS

### TIMES OF HIGH WATER PORTSMOUTH (BST)

| Fri 13 Sept | Sat 14 Sept |
|-------------|-------------|
| 0731 3.6m   | 0926 3.9m   |
| 2010 3.7m   | 2138 4.0m   |

### 1. RULES and REGULATIONS

- 1.1 The regatta will be governed by:
- The rules as defined in the Racing Rules of Sailing (RRS) 2021 – 2024 with Royal Yachting Association (RYA) prescriptions.
  - IRC Rules Parts A, B & C.
  - ISCRS rules
  - Class rules for those boats entered in a one-design class or sailing under a standard one-design rating.
  - The byelaws for the Port of Southampton and Portsmouth Harbour.
  - The General Directions for the Port of Cowes
  - World Sailing Offshore Special Regulations 2022-2023 for inshore races (Appendix B) which can be found on the World Sailing website at [www.sailing.org](http://www.sailing.org).
- 1.2 Anchors shall **not** be carried on deck forward of the bow.
- 1.3 Use of engine or other means of propulsion - as permitted by RRS 42.3(h) and 42.3(i). Additionally:
- In order to avoid the risk of collision with commercial shipping that is under way, a boat may use her engine, or any other means of propulsion, without retiring.
  - Such use shall be reported to the Protest Committee who shall decide what, if any, penalty to award.
  - Boats should have an alternative means of propulsion ready for immediate use if there is any possibility of a close quarters situation developing between them and a commercial vessel.
- 1.4 Competitors are reminded to ensure that they fully comply with the requirements of NoR 5 regarding Crew Restrictions, Eligibility and Lists.

### 2. NOTICES TO COMPETITORS

- 2.1 The Race Office will be located in Shepards Wharf Marina (SWM).
- 2.2 Notices to competitors will be posted on the Official Notice Board (ONB) in SWM outside the race office.
- 2.3 All times are BST.
- 2.4 Race briefings will be held at 0900 on Friday 13<sup>th</sup> September and 0800 on Saturday 14<sup>th</sup> September in the SWM Event Centre. A representative of each boat should attend these briefings.

- 2.5 A time check will be broadcast at 1015 on Friday and 0900 on Saturday on VHF channel 77.

### 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to the sailing instructions will be posted on the ONB and on the regatta website at least two hours before the advertised warning signal of the race or races concerned. Code flag 'L' will be displayed from the Island Sailing Club (ISC) Rooftop Flagstaff and the change may also be announced on VHF at the daily time checks. A mobile phone text message may also be sent (see SI 25). It is the responsibility of each boat to obtain any such changes from the Race Office or the ONB.

### 4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the ISC Rooftop Flagstaff.
- 4.2 Flag 'AP' over 'AP' with two sound signals means all racing is postponed indefinitely and crews are advised not to go afloat. The first warning signal will be made not less than 55 minutes after the removal of AP over AP. The removal of this signal with one sound signal may be followed by a single 'AP'. This adds to RRS 27.3 and Race Signals. A mobile phone text message may also be sent (see SI 25)

### 5. SCHEDULE OF RACES

| Table 1. Schedule of Races                |                              |                  |
|---|------------------------------|------------------|
| Race                                      | Time of First Warning Signal | Start Line       |
| <b>Fri 13 Sept - All Classes - VHF 77</b> |                              |                  |
| Race 1                                    | 1055 BST                     | Committee Vessel |
| Race 2                                    | ASAP after Race 1            |                  |
| <b>Sat 14 Sept – All Classes - VHF 77</b> |                              |                  |
| Race 3                                    | 0925 BST                     | Committee Vessel |
| Race 4                                    | ASAP after Race 3            |                  |
| Race 5                                    | ASAP after Race 4            |                  |

- 5.1 Depending on weather conditions, the Race Committee may modify the schedule to enable races to be sailed. Any modifications will be communicated on VHF and by Text Message. Where possible any change will also be posted on the ONB by 2000 on the day before it will take effect.

### 6. CLASSES and CLASS FLAGS

- 6.1 Classes may be split into smaller divisions for the purpose of starting. The allocation of class flags to those smaller divisions, together with the schedule of starts for each race, will be published on the official website when available ([www.littlebritain.co.uk](http://www.littlebritain.co.uk)), and emailed to skippers and their representatives. A hard copy will also be available at the Race Office during registration and displayed on the ONB.
- 6.2 Each boat shall at all times display on her permanent backstay her class flag which shall be at least 400mm in the fly and any event sponsor flag required by the Organising Authority. Boats without permanent backstays shall display their class flag in a prominent position similar to the above.

### 7. RACING AREA

- 7.1 The racing area for all races will be the Western, Central and Eastern Solent and its approaches.

- 7.2 The location of the Committee Vessel will be advised at the daily briefing. See SI 2.4 and repeated by VHF Radio before the first start. A mobile phone text message may also be sent (see SI 25)

## 8. NAVIGATION RESTRICTIONS

- 8.1 All boats shall comply with Associated British Ports Southampton 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. See SI Appendix 29.1 for the graphic.
- 8.2 Boats, in whatever direction they are racing, shall not pass:
- North of the barrier off Durns Point east of Lymington.
  - North of Horse Sand Fort.
  - South of No Man's Land Fort.
  - South of Cowes breakwater.
- 8.3 Boats shall not anchor or kedge in the Cowes Harbour fairway and in the area between Stone Point and Gurnard Bay.
- 8.4 Protests for infringements of ABP Southampton and KHM Portsmouth Byelaws, Cowes Harbour Commissioners General Directions and Notices to Mariners may only be brought by the Race Committee or Protest Committee who may initiate a protest as the result of a report from either ABP, KHM or CHC staff. This changes RRS 60.
- 8.5 The Race Committee may set courses that do not permit boats to sail rhumb line courses between marks particularly over the Bramble Bank.
- 8.6 Boats racing shall use all reasonable endeavours to avoid contact with navigation buoys, whether marks of the course or not. In the case of contact, whether or not leading to damage to the buoy, the circumstances of the incident and details of any damage shall be reported to the race committee within the protest time limit.
- RRS 31 and 44 shall remain in force. If the navigation buoy has been damaged the race committee may protest the boat. If a boat is forced by the actions of another boat to collide with a navigation buoy her only remedy is to protest.

## 9. COURSES

- 9.1 The course to be sailed will be announced before the class warning signal and soon after the preparatory signal on the appropriate VHF channel for their start (See SI 24).
- 9.2 The course will also be sent by text message to registered mobile phones. If it is necessary to change the course after a postponement, a second text message will be sent.
- 9.3 There will be no visual course signals. This changes RRS 27.1.

## 10. MARKS

- 10.1 Marks to be used will include fixed navigation buoys, racing marks or inflatable buoys. All marks have been allocated two character identifying code as shown in SI Appendix 28.2.

## 11. THE START

- 11.1 The Committee boat start line is defined as the line between a staff displaying an orange flag on the committee boat and the nearby race, navigation or inflatable mark.
- 11.2 Races will be started using RRS 26 as follows:

**Table 2. Starting procedure.**

|                       | Event                     | Signal                                    |
|-----------------------|---------------------------|---|
| Start minus 5 minutes | <b>Warning Signal</b>     | One hoot. Class flag displayed            |
| Start minus 4 minutes | <b>Preparatory Signal</b> | One hoot. Code flag P or flag Z displayed |
| Start minus 1 minute  | <b>One Minute Signal</b>  | Long hoot sound. Preparatory flag removed |
| Zero                  | <b>Class START</b>        | One hoot. Class flag removed              |

- 11.3 Classes will start at **five minute** intervals.
- 11.4 No warning signal will be made after 1530.
- 11.5 The starting signals will be announced on VHF77 (See SI 5).
- 11.6 A boat starting later than ten minutes after her valid starting signal will be scored DNC.

## 12. OBSTRUCTING THE STARTING LINE

Boats whose warning signal has not been made should keep clear of the starting line and of all boats whose warning signal has been made.

## 13. INDIVIDUAL RECALLS

The Race Committee may announce sail numbers of recalled boats on VHF. Failure to do so will not be grounds for redress.

## 14. GENERAL RECALLS

- 14.1 The Race Committee may announce general recalls on VHF.
- 14.2 The recalled class will be given a new warning signal time which will be announced on VHF. All other classes that have not already started will then start in sequence after the recalled class.

## 15. SHORTENING COURSE

- 15.1 Courses may be shortened at any mark. If a committee vessel on station is displaying code flag S (with a class flag or class flags), boats of the indicated class or classes shall finish between the orange flag on the committee vessel and the nearby mark from the direction of the last mark. If no class flag is displayed then all classes are shortened. This adds to RRS 32.

## 16. THE FINISH

- 16.1 The finish lines are described as follows
- The Committee boat finish is defined as the line between a staff displaying an orange flag on the race committee boat and the nearby inflatable, race or navigation mark.
  - The ISC Shoreline finish is defined as the line between the Island Sailing Club's Rear Flagstaff and the race mark Snowden (39).
- 16.2 Identification of boats at the finish
- Each boat when finishing shall ensure that all forms of identification, registered sail number and class flag are clearly visible to the Race Committee. Any boat that fails to comply may, at the discretion of the Race Committee, be

scored Did Not Finish without a hearing. This changes RRS 63.1.

- 16.3 Each boat shall record her own finishing time and, if possible, the sail number of the boat immediately ahead and astern (irrespective of class) for each race. Should it be required the Race Committee may ask for this information.
- 16.4 After finishing, boats shall immediately clear the finishing line and keep clear of all boats that are racing.

## 17. PENALTY SYSTEM

- 17.1 RRS 44 will not apply. A boat that may have broken a rule of Part 2 or RRS 31 (Touching a Mark) while racing may take a penalty of 1% of her elapsed time, unless she gained a significant advantage in the race or caused serious damage to another boat that is racing, in which case her penalty shall be to retire.
- 17.2 When in the same incident a boat has broken both a rule of Part 2 and RRS 31 (Touching a Mark), she need not take the penalty for breaking RRS 31.
- 17.3 A boat that intends to take a time penalty under SI 17.1 shall:
- Display a yellow flag at the first reasonable opportunity after the incident and keep this flag flying until 5 minutes after finishing.
  - Report her acknowledgement and identify the boat infringed against (or mark touched) to the race committee within the time limit specified in SI 18.2. This report shall be on the specific form available at the race office.
- 17.4 When one boat in a protest, which has not already accepted a penalty in accordance with SI 17.1, acknowledges prior to the hearing, an infringement of a rule of Part 2 or RRS 31, she shall receive a penalty of 3% of her elapsed time.
- 17.5 A boat that accepts a time penalty may protest with respect to the same incident, but her penalty will not be affected.
- 17.6 A boat that takes a penalty shall not be penalised further with respect to the same incident unless she failed to retire when SI 17.1 required her to do so.

## 18. TIME LIMITS

- 18.1 Boats failing to finish within 30 minutes of the first boat in their class will be scored Did Not Finish. This changes RRS 35.
- 18.2 The time limit for each class for submitting penalty acknowledgement forms, notifying the Race Committee of retirements and for the lodging of protests and requests for redress will be 1730 on Friday 8th September and Saturday 9th September. This maybe extended at the discretion of the protest committee. Any such extension may be announced on VHF and posted on the ONB. However, protests should be lodged as soon as possible and maybe heard earlier than the protest time limit.

## 19. PROTESTS AND REQUESTS FOR REDRESS

- 19.1 Protests and requests for redress shall be written on forms available at the race office and delivered to the race office within the time limit specified in SI 18.2. The written protest shall identify the boat protesting and the boat protested by their sail numbers.
- 19.2 It is the duty of all parties to ascertain from the race office the place and time of the hearing and to produce any witnesses at that time.
- 19.3 The protest committee may, at its sole discretion, impose time penalties, disqualify a boat from a race, or confer any other penalty or award it may deem to be equitable.

## 20. SCORING SYSTEM

- 20.1 The Low Point Scoring system RRS Appendix A will be used except as modified below.
- 20.2 An overall points series will be run for each class using the scores from Races 1-5. One race will constitute a series. When five races have been completed, a boat's series score will be the total of her race scores excluding her worst score. When fewer than five races have been completed, a boat's series score will be the total of all her race scores.
- 20.3 For the purposes of calculating comparative points scores for the LBCC cross-class trophies, including the Little Britain Challenge Cup, the following rules will apply for each trophy:
- Boats must be entered in a class for which at least one valid race was completed and for which there were at least three boats entered.
  - Races that are abandoned will be scored in accordance with RRS A10(a) for the boat in question.
  - Scoring will use the low points system described in SI 20.1 except that the points so scored will be multiplied by a Class Weighting Factor (to recognise the added difficulty of winning in a larger fleet).
  - The Class Weighting Factor for each boat will be: 10 divided by the square root of (N+17), where N is defined as the number of boats in the class entered for at least three races in the series.

## 21. RESULTS

Provisional results will be displayed on the ONB and event website and may also be displayed on screens located in the Race Office as soon as possible after the end of each race.

## 22. IDENTIFICATION OF BOATS

- 22.1 Boats unable to comply with IRC 14.1 or RRS77 must inform the Race Committee who may, in exceptional circumstances, permit the display of a sail number dodger with numerals and suffix letters at least 375mm high for boats of 8.5m or greater LOA, and at least 300mm high for boats less than 8.5m LOA as an alternative. The dodger does not need to include national letters. Alternatively, equivalent sized sail numbers with suffix letters may be displayed on both sides of the hull in such a way as to be visible to the Race Committee at the start and finish.
- 22.2 Application to display any sail number or identification other than that registered on the entry form shall be made in writing to the Race Office at least one hour before the start of the first race affected. Boats with unregistered sail or hull numbers may be scored Did Not Finish.
- 22.3 Bow Stickers will not be provided by the Race Office.
- 22.4 Boats are requested to wear an ensign only upon retirement or when not racing.

## 23. RETIREMENT

- 23.1 If a boat has retired, she shall inform the Race Committee as soon as possible within the time limit either on VHF 77 , or by telephone to 01983 249431.

## 24. RADIO COMMUNICATIONS

- 24.1 The Race Committee will use VHF Channel 77 for announcing courses and other race management information.
- 24.2 In the event that VHF Channel 77 fails the race management will use VHF Channel 08 as a back up.

24.3 In the case of an emergency, boats are advised to contact Solent Coastguard via VHF channel 16, or send a distress signal by VHF or dial 999 on a mobile telephone and ask for 'coastguard'. For any regatta channel communication failure, listen to VHF Channel 16.

## 25. TEXT MESSAGING

- 25.1 Entrants may receive courses and other information from the Race Committee by text message using the boats Registered UK Mobile Phone.
- 25.2 Mobile telephone numbers for this use must be registered in writing with the Race Office prior to or during registration. New or replacement mobile telephone numbers may be accepted after this time at the sole discretion of the Organising Authority.
- 25.3 Delays or failure of the text messaging service shall not be grounds for redress.

## 26. PRIZES

- 26.1 There will be daily announcements for all classes on the Island Sailing Club website.
- 26.2 At the end of the regatta the highest placed boat from the IRC classes, Prometheus 41 class and the Sportsboat class will be awarded the Little Britain Challenge Cup. Ties will be split using RRS A8
- 26.3 Trophies will also be presented for the 3 highest placed boats in each class.
- 26.4 A boat entered into the Cruising Class will not be eligible for the Little Britain Challenge Cup. There will be an Overall Cruising Class trophy awarded.

## 27. RISK STATEMENT

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."

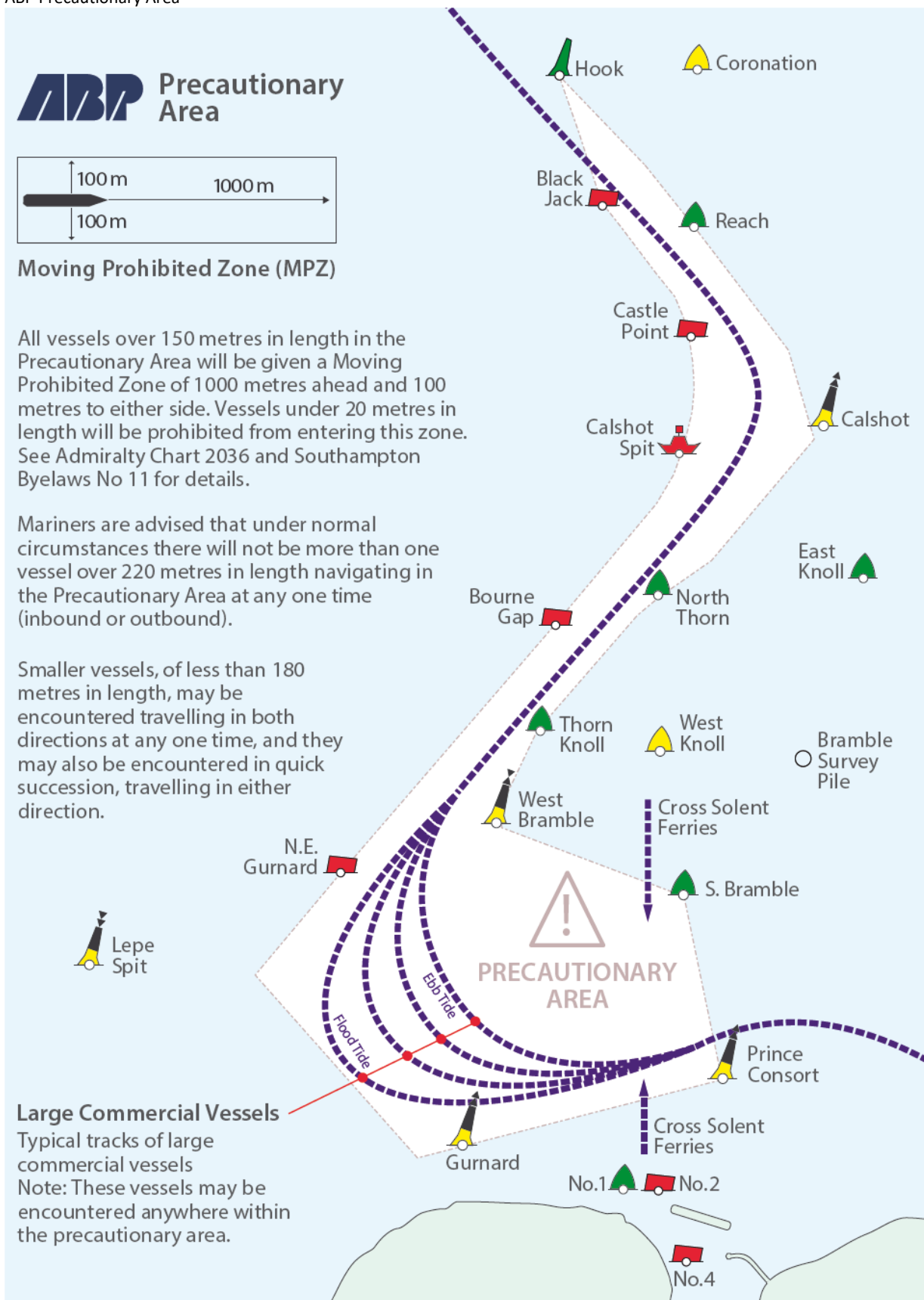
Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (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 does not relieve them of their own responsibilities; and
- (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;

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; and their boat is adequately insured, with cover of at least £3 million against third party claims.

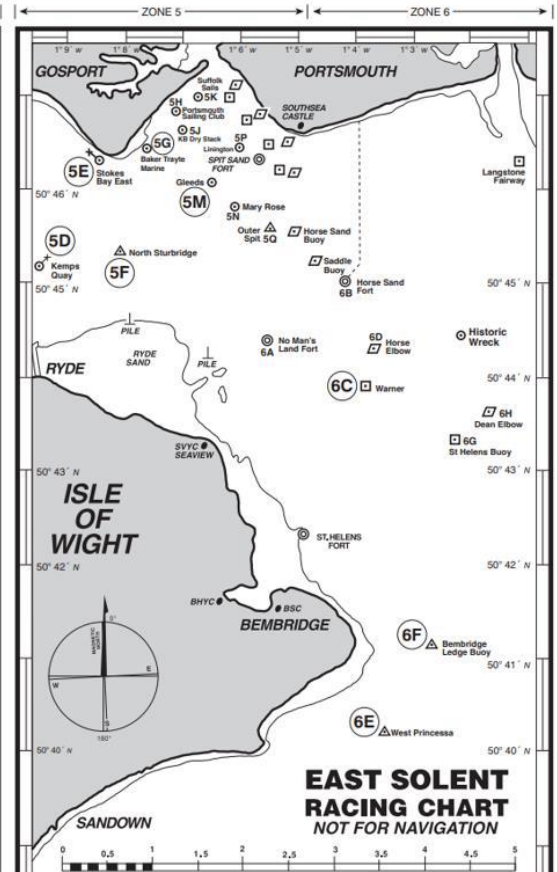
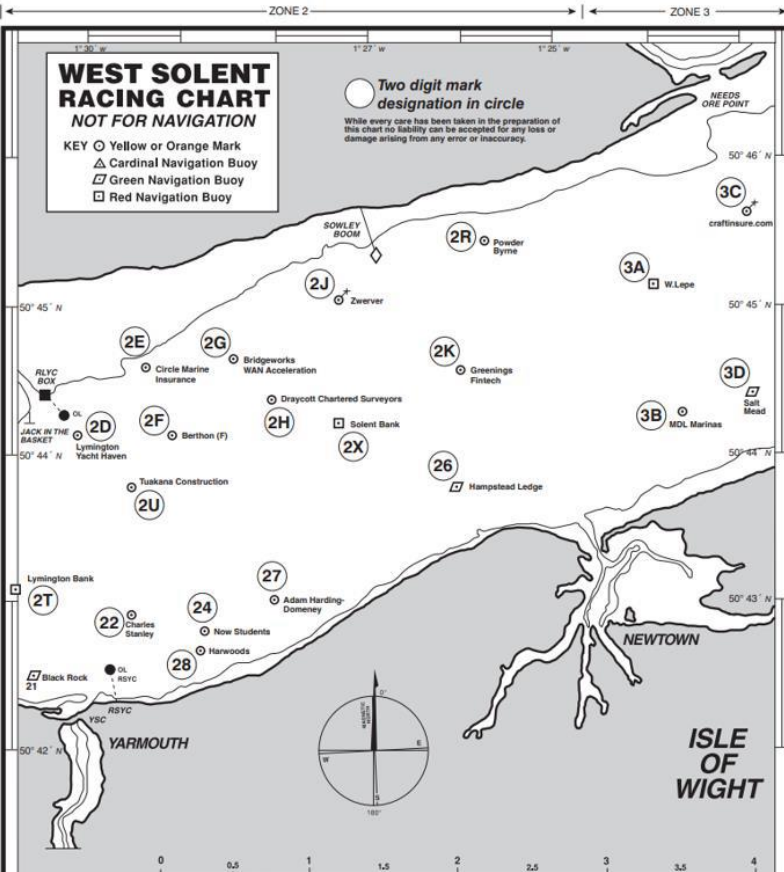
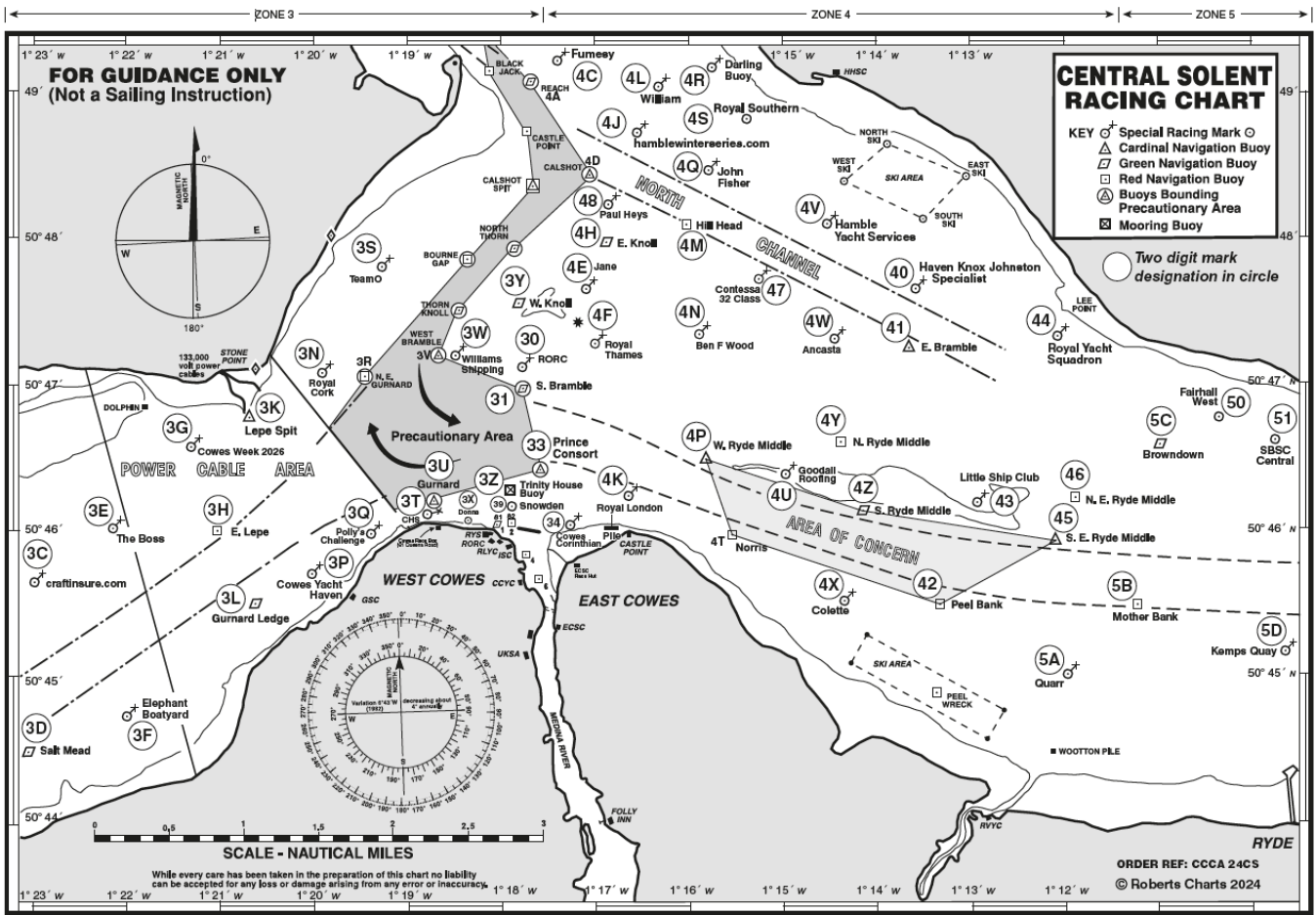
28. APPENDICES

28.1 ABP Precautionary Area





28.2 List of Marks.



| Zone 2 Western Solent |                              |               |              |               |
|-----------------------|------------------------------|---------------|--------------|---------------|
| <i>ID</i>             | <i>Name</i>                  | <i>Colour</i> | <i>Lat N</i> | <i>Long W</i> |
| 2A                    | Embley school                | Y             | 50 42.77     | 01 32.43      |
| 2B                    | Dunford Construction         | Y             | 50 43.38     | 01 31.54      |
| 2C                    | Colten                       | Y             | 50 43.83     | 01 30.86      |
| 2D                    | Lymington Yacht Haven        | Y             | 50 44.17     | 01 30.10      |
| 2E                    | Circle Marine Insurance      | Y             | 50 44.49     | 01 29.32      |
| 2F                    | Berthon                      | Y             | 50 44.20     | 01 29.22      |
| 2G                    | Bridgeworks WAN Acceleration | Y             | 50 44.79     | 01.28.47      |
| 2H                    | Draycott Chartered Surveyors | Y             | 50 44.30     | 01 28.16      |
| 2J                    | Zwerver                      | Y             | 50 45.11     | 01 27.34      |
| 2K                    | Greenings Fintech            | Y             | 50 44.83     | 01 26.09      |
| 2L                    | Royal Lymington YC           | Y             | 50 43.14     | 01 31.95      |
| 2R                    | Powder Byrne                 | Y             | 50 45.43     | 01 25.89      |
| 2T                    | Lymington Bank               | R             | 50 43.10     | 01 30.85      |
| 2X                    | Solent Bank                  | R             | 50 44.23     | 01 27.37      |
| 2U                    | Tuakana Construction         | Y             | 50.43.67     | 01 29.50      |
| 20                    | Sconce                       | BY            | 50 42.53     | 01 31.43      |
| 21                    | Black Rock                   | G             | 50 42.57     | 01 30.59      |
| 22                    | Charles Stanley              | Y             | 50 42.86     | 01 29.40      |
| 24                    | Hall Hunter                  | Y             | 50 42.86     | 01 28.42      |
| 26                    | Hamstead Ledge               | G             | 50 43.87     | 01 26.18      |
| 27                    | Adam Harding-Domeney         | Y             | 50 42.97     | 01 28.16      |
| 28                    | Harwoods                     | Y             | 50 42.73     | 01 28.69      |

| Zone 3 Mid Solent (West) |  |               |              |               |
|--------------------------|--|---------------|--------------|---------------|
| <i>ID</i>                | <i>Name</i>                                | <i>Colour</i> | <i>Lat N</i> | <i>Long W</i> |
| 3A                       | West Lepe                                  | R             | 50 45.24     | 01 24.09      |
| 3B                       | MDL Marinas                                | Y             | 50 44.18     | 01 23.79      |
| 3C                       | craftinsure.com                            | Y             | 50 45.64     | 01 23.12      |
| 3D                       | Salt Mead                                  | G             | 50 44.51     | 01 23.04      |
| 3E                       | The Boss                                   | Y             | 50 46.13     | 01 22.19      |
| 3F                       | Elephant Boatyard                          | Y             | 50 44.63     | 01 21.88      |
| 3G                       | Cowes Week 2026                            | Y             | 50 46.58     | 01 21.46      |
| 3H                       | East Lepe                                  | R             | 50 45.93     | 01 21.07      |
| 3K                       | Lepe Spit                                  | YB            | 50 46.78     | 01 20.64      |
| 3L                       | Gurnard Ledge                              | G             | 50 45.51     | 01 20.59      |
| 3N                       | Royal Cork                                 | Y             | 50 47.07     | 01 19.88      |
| 3P                       | Cowes Yacht Haven                          | Y             | 50 45.68     | 01 19.98      |
| 3Q                       | Polly's Challenge                          | Y             | 50 45.97     | 01 19.45      |
| 3R                       | North East Gurnard                         | R             | 50 47.06     | 01 19.42      |
| 3S                       | TeamO                                      | Y             | 50 47.81     | 01 19.25      |
| 3T                       | CHS  | Y             | 50 46.10     | 01 18.87      |
| 3U                       | Gurnard                                    | BY            | 50 46.22     | 01 18.84      |
| 3V                       | West Bramble                               | YBY           | 50 47.20     | 01 18.65      |
| 3W                       | Williams Shipping                          | Y             | 50 47.20     | 01 18.55      |
| 3X                       | Donna                                      | Y             | 50 46.10     | 01 18.43      |
| 3Y                       | West Knoll                                 | Y             | 50 47.43     | 01 17.84      |
| 3Z                       | Trinity House Buoy                         | Y             | 50 46.31     | 01 17.75      |
| 30                       | RORC                                       | Y             | 50 47.12     | 01 17.72      |
| 31                       | South Bramble                              | G             | 50 46.98     | 01 17.72      |
| 33                       | Prince Consort                             | BY            | 50 46.41     | 01 17.56      |
| 34                       | Cowes Corinthian (Mark off E Cowes Shrape) | Y             | 50 46.15     | 01 17.20      |
| 39                       | Snowden                                    | Y             | 50 46.20     | 01 17.75      |

| Zone 4 Mid Solent (East) |                                |               |              |               |
|--------------------------|--------------------------------|---------------|--------------|---------------|
| <i>ID</i>                | <i>Name</i>                    | <i>Colour</i> | <i>Lat N</i> | <i>Long W</i> |
| 4A                       | Reach                          | G             | 50 49.05     | 01 17.65      |
| 4B                       | Coronation                     | Y             | 50 49.55     | 01 17.62      |
| 4C                       | Fumesy                         | Y             | 50 49.21     | 01 17.46      |
| 4D                       | Calshot                        | BY            | 50 48.44     | 01 17.03      |
| 4E                       | Jane                           | Y             | 50 47.67     | 01 17.00      |
| 4F                       | Royal Thames                   | Y             | 50 47.20     | 01 17.00      |
| 4G                       | Chieftan Training              | Y             | 50 49.45     | 01 16.91      |
| 4H                       | East Knoll                     | G             | 50 47.96     | 01 16.83      |
| 4J                       | hamblewinterseries.com         | Y             | 50 48.63     | 01 16.57      |
| 4K                       | Royal London YC                | Y             | 50 46.15     | 01 16.65      |
| 4L                       | William                        | Y             | 50 49.03     | 01 16.49      |
| 4M                       | Hill Head                      | R             | 50 48.07     | 01 16.00      |
| 4N                       | Ben F Wood                     | Y             | 50 47.27     | 01 15.90      |
| 4P                       | West Ryde Middle               | YBY           | 50 46.48     | 01 15.79      |
| 4Q                       | John Fisher                    | Y             | 50 48.46     | 01 15.72      |
| 4R                       | Darling Buoy                   | Y             | 50 49.18     | 01 15.71      |
| 4S                       | Royal Southern                 | Y             | 50 48.88     | 01 15.57      |
| 4T                       | Norris                         | R             | 50 45.97     | 01 15.51      |
| 4U                       | Goodall Roofing                | Y             | 50 46.43     | 01 15.09      |
| 4V                       | Hamble Yacht Services          | Y             | 50 48.13     | 01 14.64      |
| 4W                       | Ancasta                        | Y             | 50 47.33     | 01 14.59      |
| 4X                       | Colette                        | Y             | 50 45.53     | 01 14.39      |
| 4Y                       | North Ryde Middle              | R             | 50 46.61     | 01 14.31      |
| 4Z                       | South Ryde Middle              | G             | 50 46.13     | 01 14.16      |
| 40                       | Haven Knox Johnston Specialist | Y             | 50 47.66     | 01 13.65      |
| 41                       | East Bramble                   | BYB           | 50 47.23     | 01 13.64      |
| 42                       | Peel Bank                      | R             | 50 45.49     | 01 13.35      |
| 43                       | Little Ship Club               | Y             | 50 46.16     | 01 13.09      |
| 44                       | Royal Yacht Squadron           | Y             | 50 47.31     | 01 12.10      |
| 45                       | South East Ryde Middle         | YB            | 50 45.93     | 01 12.10      |
| 46                       | North East Ryde Middle         | R             | 50 46.21     | 01 11.88      |
| 47                       | Contessa 32 Class              | Y             | 50 47.70     | 01 15.25      |
| 48                       | Paul Heyes                     | Y             | 50.48.21     | 01.16.68      |

| Zone 5 Eastern Solent |                         |               |              |               |
|-----------------------|-------------------------|---------------|--------------|---------------|
| <i>ID</i>             | <i>Name</i>             | <i>Colour</i> | <i>Lat N</i> | <i>Long W</i> |
| 5A                    | Quarr                   | Y             | 50 45.03     | 01 11.89      |
| 5B                    | Mother Bank             | R             | 50 45.49     | 01 11.21      |
| 5C                    | Browndown               | G             | 50 46.57     | 01 10.95      |
| 5D                    | Kemps Quay              | Y             | 50 45.18     | 01 09.65      |
| 5E                    | Greenings FinTech       | Y             | 50 46.26     | 01 08.76      |
| 5F                    | North Sturbridge        | BY            | 50 45.33     | 01 08.23      |
| 5G                    | Baker Trayte Marine     | Y             | 50 46.42     | 01 07.90      |
| 5H                    | Portsmouth Sailing Club | Y             | 50 46.82     | 01 07.35      |
| 5J                    | KB Dry Stack            | Y             | 50 46.61     | 01 07.29      |
| 5K                    | Suffolk Sails           | Y             | 50 47.08     | 01 06.78      |
| 5M                    | Gleeds                  | Y             | 50 46.11     | 01 06.52      |
| 5N                    | Mary Rose               | Y             | 50 45.80     | 01 06.20      |
| 5P                    | Linington               | Y             | 50 46.36     | 01 06.08      |
| 5Q                    | Outer Spit              | YB            | 50 45.44     | 01 05.46      |
| 50                    | Fairhall West           | Y             | 50 46.81     | 01 10.40      |
| 51                    | SBSC Central            | Y             | 50 46.60     | 01 09.85      |



| <b>LA</b>     | <b>COURSE: WINDWARD / LEEWARD<br/>with spreader mark and leeward finish</b>       |
|---------------|---|
| <b>Signal</b> | <b>Mark Rounding Order</b>  |
| <b>LA2</b>    | <b>Start - 1 - 1a - 2s/2p - 1 - 1a - Finish</b>                                   |
| <b>LA3</b>    | <b>Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish</b>                  |
| <b>LA4</b>    | <b>Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish</b> |

