



# Notice of Race

## Including General Conditions for Racing

# 2019 Solo Racing Season

Version 1.0 - 27 January 2019

### 1 ORGANISING AUTHORITY

The organising authority is the Solo Offshore Racing Club Limited (SORC).

### 2 ENTRY REQUIREMENTS

- a) Entries are accepted at the discretion of the Race Committee.
- b) All competitors must be aged 18 years or older on the date of any race entered.
- c) Only one person shall be on board whilst racing, except as required by RRS 1.1.
- d) Boats must comply with the applicable OSR category as listed in Section 5.
- e) Before confirming an entry for offshore races, the organisers may request the skipper to provide evidence of relevant previous experience. The Race Director will be happy to advise on what is required.
- f) The organisers may waive or modify some of the requirements listed above; requests must be made and determined in writing. Additional procedures and/or restrictions may be prescribed.
- g) The boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2 million per event.
- h) Entry into and taking part in any race is conditional upon the skipper having made a declaration as set out in the Risk Statement and Declaration as part of the online entry process. It is the sole responsibility of the skipper to ensure they read, understand and agree the declaration.

### 3 CLASSES & CLASS FLAGS

- a) All boats shall display a SORC pennant on their backstay. A pennant will be supplied free to new entrants; replacements may be purchased via the SORC website.
- b) Boats entering an IRC-rated class shall have a valid IRC Spinlock certificate dated at least 7 days before the race start. No alteration in a boat's certificate will be permitted after this date, except as a result of a rating protest, or to correct rating office errors. Boats with an IRC rating must compete in an IRC class.

- c) Depending on the number of entries, classes are likely to be as follows:

Class	Flag	Rating
Class 1	NP 1	IRC rated boats with TCC of 0.990 or above
Class 2	NP 2	IRC rated boats with TCC of 0.989 or below
Class 3	NP 3	Boats without an IRC rating

- d) During a series, a boat shall remain in its original class even if its TCC changes.
- e) The race committee reserves the right to alter classes as it sees fit.

### 4 ENTRY FEES & RESERVATIONS

- a) Individual race/event entry fees are listed in Section 5. Payment and complete entry details must be submitted no later than **7 days before the race**.
- b) Late entry: SORC is run entirely by volunteers. Late entries cause additional work and sometimes problems; these will be accepted at the discretion of the race committee only in special circumstances and **will** incur a surcharge of 25%.

## 5 2019 RACE PROGRAMME

Date	Event	Series	OSR Category	Start Area	Distance or Duration <sup>1</sup>	HW Portsmouth	First Start <sup>1</sup>	Fee <sup>2</sup>	Includes
Sat 13 & Sun 14 Apr	Solent Shakedown (overnight Yarmouth)	Inshore 1 & 2	4	Central Solent Western Solent	4-6 h per race	0558, 1853 0728, 2019	1000 1000	£40	
Sat 27 & Sun 28 Apr	Eastern Solent/Hayling Bay racing (overnight Gosport)	Inshore 3 & 4	4	Eastern Solent		0539, 1842 0655, 2005	1000 1000	£40	
Fri 10 - Sun 12 May	Solent to Weymouth and back	Offshore 1 & 2	3 & liferaft <sup>3</sup>	Central Solent Weymouth Bay	Overnight 4-8 h	1620 1844	1900 1000	£45	
Fri 31 May - Sun 02 Jun	Solent to St Vaast or Le Havre and back	Offshore 3 & 4	3 & liferaft <sup>3</sup>	Central Solent France	85 NM per race	2245 2355	1900 TBD	£45	
Sat 20 Jul	RIOW Solo (Round Isle Of Wight) eastabout	Inshore 5	4	Central Solent	50 NM	0212, 1449	0630	£70	Shirt <sup>4</sup>
Sat 10 - Sun 18 Aug	Channel Week <sup>5</sup>		3 & liferaft <sup>3</sup>	Western Solent	9 days <sup>5</sup>	2032	1900	£100	
Fri 30 Aug - Sun 01 Sep	Cherbourg and back	Offshore 5 & 6	3 & liferaft <sup>3</sup>	Central Solent Cherbourg	75 NM per race	1205 1336	1900 0900 CEST	£45	
Sat 28 & Sun 29 Sep	Western Solent/Christchurch Bay racing (overnight Lymington)	Inshore 6 & 7	4	Central Solent Western Solent	4-6 h per race	1145 1227	1000 1000	£40	
Sat 12 Oct	Lay-up Nab Tower race	Inshore 8	4	Central Solent	Nab & back	1139	0830	£35	

1. Start times are in BST unless otherwise stated. Distances and durations are approximate. Durations are estimated for an IRC TCC of 1.000.
2. Discounted entry for a whole Series in advance (total individual race fees shown in brackets): Inshore Series £180 (£225); Offshore Series £108 (£135).
3. Where a life raft is required, it must comply with the World Sailing Offshore Special Regulations (OSR) requirements for Category 2.
4. For entries and sizes received by 7 July.
5. It is intended that the event will start with a race overnight to Dartmouth where those in Plymouth after the Rolex Fastnet Race can join the event. Thereafter, a series of race courses appropriate to the forecast conditions will be set that is hoped to include St Quay and the Channel Islands.

## 6 RESULTS, SCORING & PRIZES

- a) Results based on corrected finish times will be given for boats racing in rated classes which have supplied a valid TCC. There will be overall IRC results as well as results by class.
- b) Results based on elapsed times will be given to boats racing in non-rated classes.
- c) Race results will be sent via email to skippers and posted on the SORC website as soon as possible after the finish.
- d) If practical, there will be an informal prize giving at the end of Inshore Races 1, 3, 5, 6 and 8 and Offshore Races 1, 3 and 5. The yellow Winner flag will go to the overall winner to fly until the next race. There will be bottle prizes for the winners of classes 1 & 2; the best two places in IRC overall that have not yet won a prize; and a Race Director discretionary award. Bottle prizes cascade down if the winner is not present.
- e) Series prizes will be awarded at the annual prize giving as shown below.

Series	Class	Position	Races to count / Trophy
Inshore	1 & 2 IRC overall	1, 2 & 3 1	<i>Best 5</i> Petit Bateau Cup (1 <sup>st</sup> IRC overall)
Offshore	1 & 2 IRC overall	1, 2 & 3 1	<i>Best 4</i> Beagle Cup (1 <sup>st</sup> IRC overall)
Season Championship	1 & 2 IRC overall	1, 2 & 3 1	<i>Best 10 results with up to 5 from Inshore Series, up to 5 from Offshore Series and up to 2 from Channel Week.</i> Solan Cup (1 <sup>st</sup> IRC overall)

- f) Other awards will be as shown below.

Event	Achievement	Trophy
RIOW Solo	1st IRC overall 1st on the water	Anticipation Cup Watermark II Trophy
Nab Tower race	1st IRC overall	Carbon Pole
Longest race	1st IRC overall	ZTL Trophy
Solent to Weymouth	1st IRC overall	Wonky Mainsail Trophy
Channel Week	1st IRC overall Most 1sts on the water	Petit Bateau ZTL Trophy Ana Cup
2019 season	Best rookie Best act of seamanship	Keeper Prize Spirit of SORC

- g) If a boat changes skipper during a series, each skipper will be treated as a separate entry in the series results.
- h) If a skipper changes boat during a series, the new boat may acquire the points accumulated by the previous boat for the purpose of overall season standings and, if both the previous and new boats are in the same class, for the purpose of standing within class.

# SORC GENERAL CONDITIONS

**SORC General Conditions apply and rank as Notice of Race and Sailing Instructions, as appropriate**

## 7 ABBREVIATIONS

AIS	Automatic Identification System
CSB	Competitor Start Boat
EPIRB	Emergency position-indicating radio beacon
IRPCAS	International Rules for the Prevention of Collisions At Sea
NoR	Notice of Race
OCS	On course side
OSR	Offshore Special Regulations
PLB	Personal locator beacon
RC	Race Committee
RO	Race Officer
RRS	Racing Rules of Sailing 2017-2020
RYA	Royal Yachting Association
SIs	Sailing Instructions
SMS	Short Message Service
SORC	Solo Offshore Racing Club Limited
TCC	Time correction coefficient

## 8 RULES AND REGULATIONS

Racing is governed by the following:

- a) The Racing Rules of Sailing 2017-20 (RRS) and RYA prescriptions (<https://www.rya.org.uk/racing/racing-rules/Pages/the-rules-and-rya-prescriptions.aspx>).  
From sunset to sunrise, RRS Part 2 (When Boats Meet) shall not apply and are replaced by the right of way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS).
- b) The IRC rules Parts A, B and C ([www.ircrating.org](http://www.ircrating.org)), MOCRA rules (<https://mocra-sailing.org.uk/racing/>) or class rules in force at the time of the race and appropriate for the class entered.
- c) Relevant local by-laws, which also apply whilst on passage to the start and after the finish.
- d) The current relevant World Sailing Offshore Special Regulations (OSR) and Equipment Rules of Sailing ([www.sailing.org/documents](http://www.sailing.org/documents)).
- e) The RYA Racing Charter ([www.rya.org.uk/racing/charter](http://www.rya.org.uk/racing/charter)).
- f) The Post-race Penalty, Advisory Hearing and Arbitration procedures of the RYA Rules Dispute Procedure (<http://www.rya.org.uk/racing/racing-rules/Pages/rules-disputes-process.aspx>) will be available. This procedure is changed as follows: the Post-race Penalty will be a standard time penalty of 20%.

## 9 CHANGES TO RULES

Changes to the rules are described as appropriate within this document. Additional changes are listed below. The Sailing Instructions (SIs) may change other rules.

- a) RRS 55 (Trash Disposal) is changed by adding the following sentence to the rule: 'However, discarding elastic or wool bands when setting a sail is permitted'.
- b) RRS 44 is changed as described in Section 16f).

- c) RRS 63.1 and A5 are changed as described in Sections 12d), 13c), 14b), 16b) & c), and Appendix 1. A boat penalised without a hearing is entitled to one upon request.
- d) The RO shall protest a boat if a ship, coastguard or Port Authority makes a complaint under the IRPCAS or local by-laws. This changes RRS 60.2.
- e) If there is conflict between the SIs and the NoR, the SIs will prevail. This changes RRS 63.7.
- f) RRS 77 does not apply. Each boat shall display a sail number or numbers as given on the entry form.
- g) The RYS Rules Dispute Procedure is changed as described in Section 8f).

## 10 SAFETY

- a) The organisers reserve the right at their absolute discretion to abandon, amend or amalgamate races, giving as much notice as is reasonably possible. Starts may be postponed or brought forward, the start line moved and/or the course changed if the RO considers that this is advisable in the prevailing or forecast meteorological conditions. No decision taken by the RO, Race Director or RC will in any way whatsoever affect or reduce the responsibility of individual skippers to decide whether to race or continue racing.
- b) In the event of being delayed significantly beyond other competitors eg gear failure, fouling a net, or any other reason that a boat's track may give rise to concern over the safety of the skipper, then every effort shall be made to get an appropriate message to the RO. If out of range for telephone contact, than other methods should be used such as relaying a message via another competitor or contacting the coastguard using VHF.

**It is imperative that unnecessary safety alerts are avoided and that yachts that are no longer competing can be excluded from any Search and Rescue operation. Failure to comply with the requirements of this section may lead to exclusion from future SORC racing.**

- c) The organisers may involve the authorities and emergency contact if they have concerns for the safety of any competitor. Competitors are encouraged to contact the RO if their progress may give cause for concern.
- d) SORC strongly recommends wearing a life jacket and harness at all times whilst on deck. Therefore, the RO will not fly flag Y (RRS 40).
- e) Both an AIS transponder and a PLB are strongly recommended for all races, whether or not required by the OSR. It is strongly recommended that skippers carry the PLB on their person at all times when on deck and give consideration to how they might reach and activate it when in the water with lifejacket inflated.
- f) No anchor shall protrude over the bow while racing.
- g) Boats are encouraged to use engines to avoid safety threatening situations; however, section 12d) below still applies.

## 11 NOTICES AND COMMUNICATIONS

Official notice board & SORC website	<a href="http://www.offshoresolo.com/">http://www.offshoresolo.com/</a>		
Director of Racing	Nigel Colley	email	<a href="mailto:sorcsolo@gmail.com">sorcsolo@gmail.com</a>
		Mobile	+44 7860895736
VHF: SORC RACE CONTROL	Preferred		Channel 72
	Back-up		Channel 77

- a) General Sailing Instructions applicable to all races are provided within this document.
- b) Sailing Instructions specific to individual races will be issued by email and may be posted on the SORC website.

- c) Until 1200 on the day before the race (or the first race of any series on consecutive days), amendments to SIs will be distributed by email and may also be posted on the SORC website. If a competitor will not have access to their email, it is their sole responsibility to inform the RO, who will endeavour to communicate by other means.

Amendments made thereafter may be notified by SMS and will be broadcast on VHF before the start. Competitors will be given as much notice as is practicable.

- d) Competitors should ensure they have on board a functional mobile phone for the number provided for their boat.

## **12 ENGINES & POWER**

- a) Sail handling must be performed by the manpower of the skipper alone.
- b) Amending RRS 52, all types of self-steering devices are permitted.
- c) If a boat arrives in the start area after her preparatory signal under engine or tow, she must not start until at least 5 minutes after her start signal and at least 4 minutes after stopping her engine or dropping her tow. A boat that arrives in the starting area after completion of the start sequence may start by passing within 100 m of the position announced. Competitors shall declare engine use and late starting to the RO as soon as possible and no later than the time limit for the declaration.
- d) When a boat uses its engine to avoid collision or in a grave emergency, the facts (including exact time of engine start and finish, and exact distance and track covered whilst under power) shall be reported to the race committee at the finish. The Race Committee shall, without a hearing, apply a standard time penalty of 20%, except when the boat can bring evidence that the circumstances which led to the use of the engine were entirely outside her control, when the penalty may be waived. This changes rules 63.1 and A5. Should the RO consider the standard penalty to be inappropriate, it may protest the boat.

## **13 OBSTRUCTIONS**

- a) A boat shall not enter an area designated as an Obstruction when racing.
- b) All Traffic Separation Schemes (TSS) are designated as Obstructions.
- c) For a breach of any area designated an Obstruction, the RO shall, without a hearing, apply a standard time penalty of 20%, unless the breach was unavoidable and unintentional and no advantage was gained. This changes RRS 63.1 and A5. Should the RO consider the standard penalty to be inappropriate, it may protest the boat.

## **14 OUTSIDE ASSISTANCE**

- a) No physical contact may be made with other vessels at sea except as allowed by RRS 1.1 (Helping Those in Danger), RRS 41 (Outside Help), and b) below.
- b) During a leg, a boat may suspend racing and sail, motor or be towed anywhere for any purpose. Before resuming racing, she must return to where racing was suspended. Time spent not racing shall count towards the elapsed time of the boat. The facts must be recorded in the boat's log and declared to the RO. If the RO believes that an advantage may have been gained it shall either protest the boat, or apply whatever penalty it deems appropriate without a hearing. This changes rules 63.1 and A5.
- c) RRS 41(c) is replaced by the following:  
help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include any information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation.

*By way of example and interpretation, downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in its pure form, is permitted **but receiving messages or information which is the result of interpretation as it applies to the boat is not permitted.***

## **15 DECLARATION, RETIREMENT AND REPORTING**

- a) After finishing, competitors shall text their finish time, boat name and sail number to the RO. By sending this text, a boat is declaring that she completed the race in accordance with the rules.
- b) The declaration must be made as soon as possible and no later than 1 h after finishing.
- c) If the RO is observing the finish, times taken by the RO shall have precedence over those declared by competitors.
- d) In the exceptional event that a boat is unable to complete the text declaration as described above, she may declare to the RO using other means. This declaration shall be considered valid if accepted by the RO.
- e) **If retiring, the boat shall inform the RO as soon as possible using any means.** The message shall include the time, the boat name, sail number, the fact that she is retiring, and her intentions regarding onward passage. This final item is for information only and no inference of responsibility for monitoring the boat's onward passage shall be assumed.

If, after attempting contact with the RO, the boat does not get timely confirmation that her communication has been received, she should adopt alternative means to ensure the RO has been informed, if need be via another competitor or by informing the authorities directly.

## **16 PROTESTS, PENALTIES AND REDRESS**

- a) Intention to protest and any penalty taken during the race shall be declared in the finishing text.
- b) The RO may give time allowances to boats that have temporarily suspended racing to give aid to another vessel or similar circumstances. This changes RRS 63.1.
- c) Starting errors: RRS 29.1 does not apply and RRS Appendix A4.2 is amended. Different rules may apply for CSB starts (see Appendix 1).

On course side: if any part of a boat's hull, crew or equipment is on the course side of the starting line at her starting signal and she does not return completely to the pre-start side of the line, she will not be scored OCS but will be penalised by adding at least 5 minutes to her elapsed time plus a further 5 minutes for every whole minute early.

Late to starting area: see Section 12c).

Other errors: If a boat makes other errors, provided that no significant advantage was gained, she will be penalised by adding at least 5 minutes to her elapsed time. If a significant advantage was gained, her penalty shall be to retire. This changes RRS 63.1 and A5.

- d) The protest time limit is four hours after the last boat finishes.
- e) Amending RRS 61.3, protests may be submitted to the RO by any written means including SMS and this shall constitute delivery to the race office.
- f) If acknowledged in the finishing declaration, the penalty for infringing a rule of IRPCAS at night (see Section 8a) is 10 mins added to the boat's elapsed time. This adds to RRS 44.
- g) Other penalties are at the discretion of the protest committee and may be less than disqualification. The protest committee will refer to RYA guidance on discretionary penalties in assessing penalties.

## **17 APPLICABLE LAW**

These rules and conditions shall be interpreted in accordance with the laws of England and Wales. The courts of England and Wales and of no other country shall be the jurisdiction for resolution of all actions with regard to these rules and conditions and as to the conduct and organisation of the all matters relating to the races organised.

Personal information provided to the organiser will be used to facilitate participation in the event. In the case of persons who have agreed to be bound by the Rules the legal basis for processing that information shall be contract. For those who are not bound by the rules the legal basis for processing that information is legitimate interest. The information will be stored and used in accordance with the SORC privacy policy. In accordance with the Racing Rules of Sailing, personal information may be shared with the RYA and or World Sailing. Personal information may also be shared with the emergency services when it is necessary to do so. The results of the event, and the outcome of any hearing or appeal, may be published.





## Risk Statement and Declaration for all Races

Please note this Declaration will remain valid for all races organised by the Solo Offshore Racing Club Limited in 2019

### 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 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 if any, and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) 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 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
- h) Their boat is adequately insured, with cover of at least £2 million against third party claims.

# DECLARATION

I have read and understood the Notice of Race and SORC General Conditions and undertake to familiarise myself fully with all subsequent documentation in connection with races I wish to enter, including the relevant Sailing Instructions and all amendments to Notice of Race and Sailing Instructions.

I agree to be bound by RRS, RYA Prescriptions, SORC Notice of Race, General Conditions and Sailing Instructions, World Sailing Offshore Special Regulations (OSR) and other applicable rules. In particular I understand the OSR categories for the races in which I am competing, as set out in the Notice of Race. The boat will be made available for inspection at SORC's request but I accept that any inspection that may take place will not in any way reduce my responsibilities set out above.

I agree that if any alteration likely to affect the handicap or rating is made, e.g. to sails, rig, mast, ballast, trim, engine or propeller, I will notify the Rating Authority and Race Director in good time.

I understand and agree that the information given in this form and also the information contained on race lists and results will be maintained on SORC-related computers to be used for all aspects of race organisation.

I undertake to sail in compliance with the RYA Racing Charter.

I am over 18 years of age / My date of birth is ..... (*delete one*)

Boat Name	.....	Signature	Date
Skipper	.....	.....	.....
Witness	.....	.....	.....

## Appendix 1: Competitor Start Boat (CSB) Procedure

The CSB will be designated before the time check and will coordinate the starting procedure using announcements on VHF. Where possible the CSB will fly a SORC battle flag from the backstay and transmit on AIS.

The intended sequence of VHF announcements is as follows:

- 30 minutes before the start: time check; course
- 15 minutes before the start: start type; course; approximate position of CSB at Preparatory (4 minute) signal.
- 5 minutes to start: Warning signal
- 4 minutes to start: Preparatory signal
- 1 minute to start (if possible)
- Countdown to start (if possible)
- 3 minutes after the starting signal, end of start sequence.

In all circumstances competitors shall keep clear of the CSB from the Warning signal until the end of the start sequence, and the CSB shall be exonerated from any breach of a rule of Part 2 of the RRS.

After the Preparatory signal until the end of the start sequence, any boat that comes within 1 boat length of the CSB, or causes another boat to come within 1 boat length of the CSB, may be subject to a penalty of 5 minutes being added to her elapsed time or disqualified, without a hearing (changes RRS 63.1 and A5).

Boats shall not hoist a spinnaker, including one furled or in a sock, until after the starting signal.

Start types will be one of the following:

### Gate start

- a) At the Preparatory signal the CSB will start to sail close hauled on port tack towards the first mark.
- b) After the starting signal, all competitors shall pass astern of the CSB on starboard tack.
- c) The CSB will hold the same close-hauled course for the shortest of: end of start sequence, until all competitors have passed astern of CSB or the CSB calls 'Start abandoned'.
- d) If a boat is OCS (i.e. to windward of the CSB) at the start she may return to start correctly, provided she does so before the end of the start sequence.
- e) At the end of start sequence any boat that has not started correctly and is not behind and to leeward of the CSB will be penalised by adding 5 minutes to her elapsed time or, if significant advantage was gained, she shall be disqualified without a hearing (this changes RRS 63.1 and A5).

### Off-wind start

- a) The start line is a virtual line approximately 300 m in length and 90 degrees to the CSB heading taken from the helm position on the CSB.
- b) At the Preparatory signal, the CSB will start to sail in the direction of the first mark as slowly as practical.
- c) At the start time all boats must be to leeward of the CSB and behind the start line. Any boat over the line is OCS and will be penalised by adding 5 minutes to her elapsed time unless significant advantage was gained when she shall be disqualified without a hearing (this changes RRS 63.1 and A5). However any boat that is upwind of the CSB can exonerate herself by sailing to leeward and behind the CSB within the starting sequence. Otherwise she will be considered OCS and will be penalised by adding 5 minutes to her elapsed time unless

significant advantage was gained when she shall be disqualified without a hearing (this changes RRS 63.1 and A5).

d) The CSB will maintain the same course until the end of starting sequence.