

## 2018 Sailing Instructions Supplementary Information Race 8 Douglas – Mid Irish Sea Gate;

Sailed under the burgee of the **National Yacht Club**



**Sunday 10<sup>th</sup> June 2018**

This Supplementary Information MUST be read in conjunction with the ISORA Avery Crest OFFSHORE SERIES 2018 NOTICE OF RACE & GENERAL CONDITIONS. For details see [ISORA website](http://www.isora.ie)

### **SAFETY CATEGORY**

The requirements of **Category 3 Plus Liferaft** of World Sailing Offshore Special Regulations 2018 are recommended for this race. Details of these are on the ISORA website.

**THE DECISION WITH REGARD TO STARTING AND CONTINUING A RACE LIES ABSOLUTELY WITH THE SKIPPER OF EACH BOAT AS HE / SHE ALONE IS AT ALL TIMES RESPONSIBLE FOR THE SAFETY OF HIS / HER OWN BOAT AND CREW**

Except when otherwise stated in the Sailing Instructions, the rules of RRS Part 2 shall not apply between the times of local sunset and sunrise and shall be replaced with the corresponding rules of IRPCAS (INTERNATIONAL Regulations FOR Prevention Collisions At Sea

### **TIME OF START FOR ALL CLASSES**

- 08.40 Warning signal - Class flags (Numerals 1 & 2) hoisted
- 08.41 Preparatory Signal - Blue Peter hoisted
- 08.44 Blue Peter down
- 08.45 Start – Class flags down

### **STARTING LINE**

DBYC will provide RIB which will be working on **VHF Ch 6** and will service the start line which will be Douglas Lighthouse and a yellow buoy laid due east of the lighthouse.

**Please note that the bridge lift for boats leaving the Inner Harbour to take part in the race will take place at 07.15 & 08.15 – if you miss this, you miss the start!!!**

### **THE COURSE (approx 80 miles)**

**Start – Douglas  
Course to be decided**

**Finish – Between a gate formed by two virtual marks located in the middle of the Irish Sea**

The Course will be confirmed on Thursday evening 7<sup>th</sup> June. It will be texted to all skippers and posted on the ISORA website. The course will be advised by the Starter to the competitors on Ch 6 before the start.

## **FINISH LINE**

The finish line shall be between the gate formed by the two coordinates below:

Gate No 1: TBC

Gate No 2: TBC

**The trackers on each boat passing between these coordinates will record a finish time to the race organiser.**

There is no time limit for the ISORA race.

## **WAYPOINT MARKS.**

**Waypoints** may be used as marks. If so, Rule 28 will be amended accordingly in accordance with the RYA / RORC Guidance – “Racing Around Waypoints” See website for details

Evidence of rounding the “virtual” mark must be taken and may be requested by the Race Officer. This evidence may include:

- Photographic (iPhone or similar) evidence of the yacht’s GPS showing its position at the mark.
- Yacht’s chart plotter track showing the yacht rounding the “virtual” mark. This must be transmittable to ISORA by email.

The onus of proof of having rounded the WAYPOINT mark will be with each yacht.

## **YB TRACKER**

All boats entered in the race will be fitted with a YB Tracker. The Skipper will be responsible for the replacement cost of the unit in a situation that the unit gets lost or damaged.

For boats taking part in both Race 7 and 8, the units can be collected from Mark Thompson at the LYC on Friday evening 8<sup>th</sup> June at 17.30. The trackers will be set up for both races that weekend. For those boats only taking part in the Race 8, the tracker can be collected from Chris Power Smith in Douglas Yacht Club on Saturday evening at the BBQ

**In order to set up the units all boats who are entered must declare that they are racing by 12.00 on Thursday 7<sup>th</sup> June. This declaration is a text to +353 87 2545037 stating that “Boat name” will be racing on Saturday. This is critical for the efficient running of the tracking system.**

The trackers must be returned to Peter Ryan in NYC immediately after the race on Sunday 10<sup>th</sup> June..

Any queries relating to the Avery Crest Trackers should be dealt with by contacting Peter Ryan +353 87 2545037.

## **RETIREMENTS**

Text ISORA +353 87 2545037 as soon as possible.

For safety it is recommended to also inform the coastguard by VHF.