



 **COWES  
WEEK 2024**

# ***NOTICE OF RACE***

**27 JULY - 2 AUGUST**

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Cover Image : *Enigma* (Redwing) White Group Overall & Cowes Week Overall Winner 2023

# WELCOME TO COWES WEEK!

*Cowes Week is much more than an annual Solent sailing regatta. With nearly two hundred years of yachting history and a permanent place on the British social calendar, it's an iconic world-famous sailing institution. Inclusive, aspirational, Corinthian and international, Cowes Week leads the way with cutting edge technology and high quality race management, plus a vibrant social programme ashore for all age groups, whether sailing or spectating.*

*For this year's Notice of Race, we've returned to a format we've used before to explain more about what you can expect from your time at Cowes Week 2024.*

## OUR AIM : TO DELIVER WORLD-CLASS REGATTA RACING

World-class regatta racing at Cowes Week means a variety of high-quality courses and engaging challenges designed to test the full range of a sailor's skill set. Back in the day, when every boat had a spinnaker pole, the pressure was on to avoid white sail reaching, but today, sails exist to make close reaching an exciting and challenging sailing angle.

Firing the vang and avoiding broaches on a tight reach is a real sailing skill. Similarly, beating up the Green against the tide is not easy but is an amazing test of all-round sailing ability - and we think not a challenge to be shied away from. We want everybody to have fun, both on the water and ashore.

Competing at Cowes Week is all about being on the water with many more boats than you may be used to at any other sailing event. It makes the racing different, and it's meant to be! It's all part of what makes the Regatta such a unique event and part of so many sailors' best memories.

## STARTS

Whilst most races start upwind, that's not necessarily a given. Although start lines on committee boats running short-course racing

(as we do for some of the One-Designs) generally deliver good square start lines, off the Royal Yacht Squadron line it's a little more varied. With strong tides and a wind shadow underneath the Castle, working out where to start and how to maximise that opportunity provides good tactical challenges.

Starting in light winds, either with, or against the tide, both require different skill sets and we think a regatta should test all of the sailor's repertoire. Starting on a reaching line with a marginal kite is also challenging. Even if it doesn't go exactly to plan, a typical Cowes Week course will provide enough time and opportunity, and overtaking lanes, to get back into it.

We aim to start races as soon as there is enough wind to get boats off the start line and to carry on racing in as much breeze as we safely can. For White Group boats that usually means a maximum of 25-26kn (less for some of the smaller boats) and for Black Group boats, about 30-32kn (again less for smaller boats). The PRO will make decisions based on safety and good racing. Tide in the Solent makes a big difference to conditions too!

## LINE CALLS

With 30+ starts and around 500 boats every day, it's also impossible for us to accommodate too many general recalls. To overcome that problem, we have a sophisticated "VAR" camera system on the main start lines which allows us to analyse every start frame-by-frame and quickly identify everybody who was over. By the time the fleets get back, the team will have worked their magic and the results on the board will reflect what the cameras show.

That does mean a few changes to the standard Racing Rules of Sailing. On those lines with VAR we don't drop the x-ray flag after all boats have restarted and cleared the line, for example, because it may be that the camera will catch other OCS starters once reviewed.

While this creates more jeopardy for the leading boats at the start, we believe it's the fairest system and a reasonable balance in order to get the Regatta run for the majority. The simple fact is that if you are over, our cameras will catch you - so, with a long and challenging race in front of you, you need to stay behind the line!





## SHORTENING

Broadly speaking we try not to shorten courses unless the time limit is approaching. That may lead to a long day on the water, but persistence and extended concentration have always been important in our sport, and with the Solent winds and tides, no race is really ever done until you cross the finish line.

## BAD WEATHER

If we are unlucky enough to lose races to poor weather, we will try, where possible, to make them up by running two races on some other days, as and where we can.

## COMMUNICATIONS

We aim to communicate as openly and as often as makes sense, using our world-class App as well as VHF, so that competitors know exactly what's going on. We try to make early calls where we can and explain our reasons for them.

## RACING SAFETY

Whilst sailing is not an inherently dangerous sport, there are always risks - and those risks increase as the wind speed goes up. Solent tidal streams also play a big part in conditions on the race track. As regatta organisers we have a comprehensive safety plan and a thorough risk assessment in place, but competitors, be they skippers or crew, are reminded that it is a fundamental principle of our sport that responsibility for deciding to race, or carry on racing, lies with the skipper and crew.

There is no shame in deciding that conditions are a little beyond your boat or your crew, and you're best staying safe to race another day. The fact that another boat with a different crew and maybe different equipment may carry on racing should have no bearing on what you should decide for yourselves. We don't insist that all boats have reefable mainsails. If you don't have a reef and it gets very windy, you may have to take the mainsail down altogether. It's your call!

Before racing, make sure you have the right safety equipment, it's in good condition, and you and your crew know where it is, and how to use it. Who else on the boat can use the VHF?

## PROTESTS

Two Protest Committee Panels, each chaired by an experienced World Sailing International Judge, will be in place every day after racing. Some protests are inevitable. They should be brought and are healthy for the sport but do remember that on the water alternative penalties are available and, if you feel you may have infringed a rule, a 1% scoring penalty is usually far preferable to missing an evening's socials while you wait for your hearing when you may even be disqualified.

We can all look back on races where we could have handled things differently, or where situations got unnecessarily heated, but without mutual respect our wonderful sport is diminished for all. We are also a self-policing sport, so please don't carry/leave ashore sails or equipment that alters your class or rating allowance and make sure you stick to any crew limits.

Remember the immortal words of Paul Elvstrom "You haven't won the race if, in winning the race, you have lost the respect of your competitors"

## ONSHORE

Cowes Week is an opportunity to meet old friends and to make new ones. Onshore we work hard to deliver a fabulous social programme with all of our partners. From the boatyards and marinas hosting pop-up beer tents and entertainment stages, to the balls and parties of the prestigious and iconic royal yacht clubs, Cowes Week après-sail offers an eclectic mix of experiences.

Every day there's plenty of entertainment and lively nightlife at one of our official venues, as well as socials at numerous establishments in the town. Typically, one of our local yacht clubs will also be hosting an open day for Cowes Week competitors.

Above all, it's a holiday week, so we want to make sure that friends and family, husbands, wives, children and significant others who may not be sailing also have a great time. To that end we try to make sure that there is plenty of family entertainment that attracts non-sailing spectators to the event. Those spectators are an integral part of Cowes Week as well.

*However you choose to spend your time, afloat or ashore, have a great time at Cowes Week 2024!*

# NOTICE OF RACE

The Organising Authority is Cowes Week Limited (CWL).

*Sentences in italics within this Notice of Race are guidance notes for information only*

## 1 RULES

**1.1** Racing will be governed by the 'rules' as defined in the Racing Rules of Sailing with Royal Yachting Association (RYA) prescriptions, the Notice of Race (NoR) and as appropriate:

- a. For boats racing under IRC, IRC Rules Parts A, B & C except that:
  - i. Rule 21.1.5(d) & (e) are deleted. *Different sails may be used on different days.*
  - ii. Class Rules for one-design entries, including crew limits (if any).
- b. Island Sailing Club Rating System for Performance and Club Cruiser classes.

*Copies of the relevant RYA prescriptions will be included with the Sailing Instructions.*

### 1.2 Changes to the Racing Rules of Sailing & Rating Rules

- 1.2.1** Changes to the RRS and Rating Rules are as detailed in the NoR or in the Sailing Instructions (SIs).
- 1.2.2** The NoR may be changed by amendment or by the SIs. In the event of a conflict, the SIs shall prevail. This changes RRS 63.7

### 1.3 Safety regulations

#### 1.3.1 Black Group (see Table 2)

Boats shall comply with the World Sailing Offshore Special Regulations for Race Category 4 Monohulls except that:

- a. Any boats that do not comply fully with the Regulations may apply to CWL for written dispensation against specific requirements. Dispensation will not normally be considered unless applied for by 17:00 on Friday 19 July 2024.
- b. Delete paragraph 5.01.1 and replace with: "Each crew member shall have a lifejacket in accordance with ISO 12402 – 3 (Level 150) or equivalent, including EN 396 or UL 1180, clearly marked with the boat's or wearers name, and if inflatable, shall have a gas inflation system and have crotch /thigh straps."
- c. Boats will not be required to carry a storm trysail nor need to be able to reef to 40% of their luff length but must be able to reduce sail in a seamanlike manner.
- d. For boats in the Sunsail 41 class, Sunsail UK will decide on the allowable sail plan for each day of racing. This sail plan will be displayed on the Sunsail Noticeboard at Cowes Yacht Haven by 09:00 each day.

#### 1.3.2 White Group Classes (see Table 3)

Boats shall comply with their class safety regulations (if any) and with the current CWL safety regulations for Dayboat Classes, which include the requirement to carry visual means of attracting attention when in distress and a suitable tow rope and secure means of attachment to enable a tow.

*Copies of the CWL safety regulations will be obtainable online at the Official Website at [www.cowesweek.co.uk](http://www.cowesweek.co.uk) and will be included in the 2024 Safety Booklet.*

#### 1.3.3 All Boats

Anchors shall not be carried forward of the stem or with any part outboard, except when anchoring.

### 1.4 RYA Charter

Cowes Week Limited implement the RYA Racing Charter and competitors are required to undertake to sail in compliance with the Charter, which can be found at the front of the RYA rule book (Racing Rules of Sailing 2021 - 2024) or at [www.rya.org.uk/racing/rules/racing-charter](http://www.rya.org.uk/racing/rules/racing-charter)

## 2 SAILING INSTRUCTIONS

The Sailing Instructions (SIs) will be available on the Official Notice Board from 12 July 2024.

## 3 COMMUNICATIONS

**3.1** The Official Notice Board (ONB) is located at [www.cowesweek.co.uk](http://www.cowesweek.co.uk)

**3.2** All boats shall carry a marine band VHF transceiver in working order and with all recognised international marine channels.

**3.3** The Race Committee will make broadcasts of important race information to competitors on VHF radio and via the Cowes Week App. The channels used will be stated in the SIs.

### 3.4 Tracking

For safety and race management purposes, boats shall carry and use CWL approved tracking devices, which shall be as follows:

- a. An AIS transponder. Competitors shall use their best endeavours to ensure that the AIS device is switched on and transmitting at least once every 5 seconds; or
- b. A compatible mobile device running the Cowes Week App. Competitors shall use their best endeavours to ensure that their boat has one or more such devices onboard and operating.

### 3.5 Declarations

Competitors are required to declare at the end of each day's racing via the Cowes Week App.

## 4 ELIGIBILITY AND ENTRY

**4.1** By entering for a race, the person in charge of each boat confirms that they agree to be bound by the Racing Rules of Sailing and the other rules that govern this race. In particular, they confirm they have read the Notice of Race and accept its provisions and agree that their boat will conform to the requirements set out in the Notice of Race throughout the event.

**4.2** If the person in charge will be under 18 years old on the first day of the regatta, then a special disclaimer, available from the Regatta Office, and downloadable from the website, shall also be countersigned by a parent or guardian. This should be returned to the Regatta Office no later than 17:00 on Friday 12 July 2024.

**4.3** It is intended that the regatta will be open to boats and classes listed in Tables 2 & 3, subject to the eligibility requirements listed below and in those tables.

**4.3.1** CWL reserves the right to:

- a. Combine the start of one class with another.
- b. Subdivide any class.

*Black Group IRC, Performance Cruiser and Club Cruiser fleets will be split during July into classes based on rating, boat characteristics or exceptionally for other reasons, depending on the number of entries received.*

- c. Cancel racing for any class or amalgamate classes if the number of entries is less than ten.

### 4.4 One-design boats

Boats in one-design classes listed in Table 2 or Table 3 will not normally be permitted to enter in a rated class. A request for dispensation from this rule must be received in writing by 24 July 2024 and will be considered by CWL whose decision shall be final.

### 4.5 Ratings and rating changes

**4.5.1** IRC and ISCRS. Boats racing under IRC or ISCRS shall have a valid rating. Ratings may be obtained as follows:

- a. For IRC ratings in the UK, contact the RORC Rating Office at [www.rorcrating.com](http://www.rorcrating.com)
- b. For ISCRS ratings, contact the Regatta Office in the first instance.

**4.5.2** New ratings or changes to a rating (except daily entries) will not be accepted after 17:00 on Wednesday 24 July 2024 unless the change is:

- a. Due to an error made by CWL, RORC, UNCL or ISC. In this case, the rating shall be corrected for all races.
- b. As the result of a rating protest, when the RRS rules dealing with decisions on measurement protests will apply, together with the rules applicable to the rating system.
- c. At the discretion of CWL with the agreement of RORC, UNCL or ISC as appropriate.

### 4.6 Crew List

**4.6.1** Prior to the start of the regatta, every boat shall provide CWL with an accurate completed Crew List using the online entry system on the Official Website.

**4.6.2** Changes to crew information made during the regatta shall be notified to the emergency contact described in NoR 4.6.3.

**4.6.3** Prior to racing, each entrant is required to supply CWL with details of a Shorewatch person who shall keep an accurate record of the crew members sailing on the boat on each day. This contact information will only be used in the event of an emergency and will not be held by CWL beyond one month after the conclusion of the regatta.

### 4.7 Entry Procedure

**4.7.1** All entrants (except as detailed in NoR 4.7.4) should enter online at the Official Website.

**4.7.2** Exceptionally, entries may be made in person or by telephone to the Regatta Office, where a member of staff will complete the entry on behalf of the entrant.

**4.7.3** Some basic information about the entry will be viewable on the Official Website and can be edited by the entrant.

**4.7.4** All Sunsail 41 class entries will be completed by Sunsail UK.

### 4.8 Late Entries

Late entries will be accepted until 17:00 on the day prior to a race so long as they are accompanied by the full entry fee.

### 4.9 Entry Cancellation and Refunds

#### 4.9.1 Cancellation by the entrant

If written cancellation of entry is received at the Regatta Office by 17:00 on Wednesday 10 July 2024, the whole fee less a £75 administration charge will be refunded. Thereafter, refunds will be made only in exceptional circumstances.

#### 4.9.2 Cancellation by the Race Committee

In the event of one or more races being abandoned or cancelled, entry fees will not be refunded.

## 5 FEES

Entry fees are as set out in Table 1.

## 6 CREW LIMITATIONS

**6.1** For boats racing in IRC-rated classes, IRC Rule 22.4.2 is deleted and replaced by "The maximum number of crew that may sail aboard a boat shall be the crew number shown on her certificate plus 2. There is no weight limit."

**6.2** A boat racing in a one-design class shall comply with her class crew limitations, as modified by the class association for Cowes Week, if appropriate.

**6.3** Accredited journalists, photographers or cameramen who are not regular crew members may join and/or leave a boat at any time and by any means so long as their doing so does not directly affect another competitor and they play no part in the racing of the boat. This changes RRS 48.2. These persons are not counted as "crew" for the purpose of paragraph 6.1 above.

TABLE 1 : ENTRY FEES

CLASSES		'Super Early Bird' discounted entry fee for entries and fees PAID on or before Sunday 11 Feb 2024		'Early Bird' discounted entry fee for entries and fees PAID on or before Sunday 28 April 2024		Standard entry fee for entries and fees PAID on or before Sunday 14 July 2024		Late entry fee for entries and fees PAID from Monday 15 July 2024	
		Whole Regatta	Daily Entry	Whole Regatta	Daily Entry	Whole Regatta	Daily Entry	Whole Regatta	Daily Entry
		WHITE GROUP	Squib, Flying Fifteen	£315	£80	£330	£85	£365	£90
Redwing, Seaview Mermaid, Solent Sunbeam, Sonar, Victory, XOD	£385		£100	£400	£105	£440	£110	£505	£125
Dragon, SB20	£450		£110	£470	£115	£520	£130	£580	£145
Daring, Etchells, J/70	£470		£120	£499	£125	£545	£135	£620	£155
BLACK GROUP	Less than 7m LOA	£435	£105	£460	£110	£499	£125	£565	£140
	7m - under 8m LOA	£460	£115	£485	£125	£525	£130	£599	£150
	8m - under 9m LOA	£499	£125	£515	£128	£555	£140	£630	£160
	9m - under 10m LOA	£640	£160	£680	£175	£740	£185	£840	£215
	10m - under 11m LOA	£710	£175	£750	£185	£815	£210	£925	£235
	11m - under 12m LOA	£765	£195	£810	£205	£880	£220	£1,005	£260
	12m - under 13m LOA	£815	£205	£865	£215	£935	£235	£1,065	£270
	13m - under 14m LOA	£1,005	£250	£1,060	£265	£1,150	£290	£1,300	£330
	14m - under 15m LOA	£1,050	£265	£1,110	£280	£1,205	£310	£1,380	£345
	15m - under 16m LOA	£1,090	£275	£1,150	£290	£1,250	£315	£1,430	£360
	16m and above LOA	£1,135	£285	£1,200	£300	£1,300	£330	£1,485	£375
	Weekend Warrior Series under 10m LOA	£250	-	£250	-	£250	-	£250	-
	Weekend Warrior Series 10m and above LOA	£300	-	£300	-	£300	-	£300	-

Fees shown above are for all methods of payment.

TABLE 2 : BLACK GROUP CLASSES

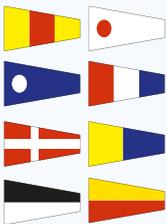
CLASS	FLAG	2A : RATED CLASSES : ELIGIBILITY REQUIREMENTS
IRC CLASSES 0 - 7	 NP0 - NP7	<p>A1. Boats shall have a valid IRC rating with a TCC of between 0.750 and 1.399, and a hull length (LH) between 6.0 and 24.0m. CWL may grant dispensation to boats outside these limits at its sole discretion.</p> <p>A2. IRC class splits will be made according to entries received and will be confirmed by 17:00 on Sunday 21 July 2024. Draft class splits may be posted on the Official Website general forum approximately one week earlier in order to allow comment from competitors.</p> <p>A3. Boats shall display class numerals 0 - 7 as appropriate (see NoR 17.5).</p>
PERFORMANCE CRUISERS A - B	<p>Pink (A) </p> <p>Green (B) </p>	<p>B1. Boats shall have a valid ISCRS rating issued by the Island Sailing Club (this is free).</p> <p>B2. Performance Cruisers with a hull length between 6m and 18m will be eligible. This class is for genuine cruiser/cruiser-racer boats. Boats considered to be performance racing boats are likely to be refused entry in this class and they should enter under IRC. The decision of CWL is final and not subject to appeal. CWL reserves the sole right to accept entries outside the size limits.</p> <p>B3. The class may be split into divisions depending on entry numbers. Performance Cruiser class splits will be made according to entries received and will be confirmed by 17:00 on Sunday 21 July 2024. Draft class splits may be posted on the Official Website general forum approximately one week earlier in order to allow comment from competitors.</p> <p>B4. Boats racing in the Performance Cruiser class will not be eligible for the overall Black Group Trophy.</p> <p>B5. Boats shall display class letters "A" or "B" as appropriate (see NoR 17.5).</p>
CLUB CRUISERS C - D (INCLUDING WEEKEND WARRIOR)	<p>Blue (C) </p> <p>White (D) </p> <p>Cruising Association Class Flag </p>	<p>C1. Boats shall have a valid ISCRS rating issued by the Island Sailing Club (this is free).</p> <p>C2. Cruisers with a hull length between 8m and 12m will be eligible. This class is for genuine cruising boats. Boats considered to be racing boats or performance cruisers should enter under the IRC class or Performance Cruiser class. The decision of CWL is final and not subject to appeal. CWL reserves the sole right to accept entries outside the size limits.</p> <p>C3. The class will be split into two divisions, Blue and White.</p> <p>C4. Boats racing in the Club Cruiser classes will not be eligible for the overall Black Group Trophy.</p> <p>C5. Boats shall display distinguishing letter "C" or "D" (see NoR 17.5).</p> <p>C6. Boats shall also display the Cruising Association Flag supplied by the Organising Authority.</p> <p>C7. Boats entering for the Weekend Warrior series will race as part of Club Cruiser C or D (as appropriate) from Saturday 27 July to Monday 29 July (see NoR 16.22).</p>
CLASS	FLAG	2B : ONE-DESIGN CLASSES : ELIGIBILITY REQUIREMENTS
CAPE 31	Cape 31 Flag 	D1. Boats shall comply with Cape 31 class rules.
CONTESSA 32	G 	E1. Boats shall comply with Contessa 32 class rules.
HP30	NN8 	F1. Boats shall comply with HP30 qualifying criteria and shall have a valid IRC rating. F2. Boats shall display distinguishing letter "H" (see NoR 17.5).
J/109	NN0 	G1. Boats shall comply with J/109 class rules. G2. The J/109 class association has modified the class crew limit for Cowes Week to 10 crew with no weight limit.
QUARTER TON	A 	H1. Boats shall comply with Quarter Ton class rules and shall have a valid IRC rating. H2. Boats shall display distinguishing letter "T" (see NoR 17.5).
SIGMA 33	NN7 	J1. Boats shall comply with Sigma 33 class rules.
SUNSAIL 41	Sunsail Flag 	K1. Boats shall be part of the fleet owned and managed by Sunsail UK. K2. Sunsail UK will manage all aspects of entry direct with CWL.

TABLE 3 : WHITE GROUP CLASSES	
CLASS	FLAG
DARING	O 
DRAGON	D 
ETCHELLS	E 
FLYING FIFTEEN	NN6 
J/70	J 
REDWING	R 
SB20	NN2 
SEAVIEW MERMAID	NP9 
SOLENT SUNBEAM	H 
SONAR	T 
SQUIB	NN9 
VICTORY	F 
XOD	W 

## 7 ADVERTISING

- 7.1 Boats may carry advertising as allowed by the World Sailing advertising code unless their class rules further restrict the advertising that may be carried.
- 7.2 Boats intending to carry advertising must indicate this on their entry form, together with the names of companies and/or products to be advertised.
- 7.3 As permitted by the World Sailing advertising code, boats may be required to display official event sponsor advertising.
- 7.4 Boats may not carry or display advertising on the forward 20% of their hulls.
- 7.5 No more than 5 boats in a class listed in Tables 2 & 3, may carry advertising for the same organisation, person, product, service, brand or idea without the written permission of CWL. CWL reserves the right to refuse entry to any class of boat that contravenes this rule.
- Any class considering accepting sponsorship that might be affected by this rule is advised to contact CWL as soon as possible.*

## 8 SCHEDULE

### 8.1 Registration

- 8.1.1 All entrants or their representatives shall register in person at the Regatta Centre before the end of their protest time limit on the day of their first race.
- 8.1.2 Registration packs will be available for collection from the Regatta Office from 09:00 on Friday 26 July 2024.

### 8.2 Skippers' Briefings

There will be a skippers' briefing for all classes which will take place on Friday 26 July at 18:30, details of which will be in the Sailing Instructions.

*It is strongly recommended that one or two people from each boat attend the briefing.*

### 8.3 Race Schedule

- 8.3.1 It is intended that all classes, as detailed in Tables 2 & 3, will have one race scheduled per day from Saturday 27 July to Friday 2 August, except as follows:

The J/70 class will have two series. The first is from Saturday 27 July to Tuesday 30 July with three races scheduled per day. The second series is from Saturday 27 July to Friday 2 August, comprising the racing from Saturday to Tuesday (scored in accordance with NoR 12.2.f.) plus one race per day Wednesday to Friday.

- 8.3.2 The first Start Time each day will not be before 10:00 (see SIs for details).

## 9 EQUIPMENT INSPECTION

- 9.1 Officials from the Race Committee may inspect boats at any time during the regatta.
- 9.2 A boat that is found to be in contravention of the safety regulations or class rules or fails to comply with any reasonable request of an official scrutineer may be protested by the Race Committee.
- 9.3 The fact that Race Officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this Notice of Race.

## 10 COURSES

- 10.1 White Group courses will be located in the central Solent.
- 10.2 Black Group courses will be located in the Solent and its approaches (approximately Anvil Point to Nab Tower).
- 10.3 Full lists of marks will be included in the Sailing Instructions and will be available for download from the Official Website.
- 10.4 It is intended that all boats will be issued with a chartlet of the racing area, together with the marks to be used. The chartlet will be diagrammatic only and should not be used for navigation.

## 11 PENALTY SYSTEM

- 11.1 Alternative penalties (in the form of a scoring penalty) will apply to infringements of RRS 31 and Part 2 for all classes except J/70s. Details will be in the SIs. A yellow flag will be required.
- 11.2 The penalty for a breach of a rule, other than a rule of Parts 1 & 2 of the RRS may, at the discretion of the Protest Committee, be less than disqualification.

## 12 SCORING

### 12.1 Individual Class Overall points series

- 12.1.1 Overall points series will be run for each class listed in Tables 2 & 3. One race is required to be completed to constitute a series.
- 12.1.2 Scoring and abbreviations will be in accordance with RRS Appendix A except as amended below.
- 12.1.3 For rated classes in the Black Group (Table 2A) when five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score. When four or fewer races have been completed, a boat's series score will be the total of her race scores.
- 12.1.4 For White Group (Table 3) and other Black Group classes (Table 2B) the races to count for a boat's series score will be determined by CWL in conjunction with the relevant class associations and will be detailed in the SIs. Class associations wishing to request specific scoring should apply in writing to the Race Committee.

*Trophies awarded by individual class associations may use a different system of races and discards as may be determined by the class.*

### 12.2 Black and White Group cross-class points series

For all trophies that require scoring across more than one class:

- a. Scoring will be in accordance with RRS Appendix A, except as amended below.
- b. Races that are abandoned will be scored in accordance with RRS A9(a) for the boat in question.
- c. Boats that have entered fewer than five races will not be eligible for the series.
- d. A boat's series score will be the total of her seven race scores excluding her worst score and multiplied by a Class Weighting Factor (to recognise the added difficulty of achieving a particular position in a larger fleet).
- e. 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 her class entered for at least five races (as at 18:00 on Friday 26 July).
- f. When more than one race is completed on a day, a boat's score for that day will be the average of the individual race scores.

### 12.3 Additional results listing

One-designs and/or specific types of boat racing within the rated classes may be given additional daily results listings and overall points series (but normally not CWL prizes) at the discretion of CWL. Class associations wishing to request this option should apply in writing to the Race Committee.

## 13 DATA PROTECTION

### 13.1 Use of Event-related still images and footage by CWL

CWL and, as authorised by CWL, its agents, sponsors, licensees and other partners may use event-related still images and footage taken at any time, which may include images of competitors, their boats, support vessels, crew and sponsors, provided that CWL shall not use such images to create a direct endorsement by or from a competitor or any person, sponsor, product or service associated with a competitor, without the prior consent of the competitor. CWL reserves the right to make alterations to images and footage to include the addition of "virtual" official sponsor branding.

### 13.2 Privacy Statement

- 13.2.1 The personal information you provide to the Organising Authority will be used to facilitate your participation in the event. If you have agreed to be bound by the RRS and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest.
- 13.2.2 Competitor personal information will be stored and used in accordance with the OA's privacy policy. When required by the rules, personal information may be shared with your National Authority and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.
- 13.2.3 Competitors' contact details may be given to other competitors with a valid need (eg. parties to a protest).

## 14 RISK STATEMENT

Rule 3 of the RRS 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;
- 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. It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefings held for the event.
- h. They are responsible for ensuring that their boat is equipped and seaworthy so as to face all weather conditions that might be experienced during the event, 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.

## 15 INSURANCE

The boat is required to hold adequate insurance and in particular to hold insurance against third party claims including cover for racing in the sum of at least £3,000,000 sterling (or near equivalent in foreign currency). By entering, entrants declare that such cover will be maintained in full force throughout the regatta and agree to allow CWL, at its discretion, to pass on their contact details to other competitors with a valid need or to third party insurers in the event of a possible insurance claim.

## 16 PRIZES

- 16.1 **Daily prizes** will be awarded to the first three boats in all classes listed in Tables 2 & 3. Where a class has more than one race in a day, a prize will be awarded to the three boats with the lowest aggregate score in the overall day's racing, with ties resolved in accordance with RRS Appendix A. Any daily prizes not collected by 17:00 on Friday 6 September 2024 may be disposed of by CWL as it sees fit.
- 16.2 **Daily perpetual trophies** will be awarded by the member clubs of Cowes Combined Clubs and by class associations, in accordance with the trophy list for each day as detailed in the Official Programme.
- 16.3 **Overall class trophies** will be awarded to the first three boats in each of the Individual Overall Class points series described in NoR 12.1.

### 16.4 Overall Black Group Trophy

To be eligible for the Overall Black Group Trophy and the King George V International Cup boats must have won a class that is included in Table 2 (excluding the Performance Cruiser and Club Cruiser classes, which are not eligible for the Overall Black Group trophy), for which at least five valid races were completed and in which there were a minimum of ten boats entered for five or more races as at 18:00 on Friday 26 July. Scoring will be as described in NoR 12.2.

### 16.5 Overall White Group Trophy

To be eligible for the Overall White Group Trophy and the Queen Victoria Jubilee Cup, boats must have won a class that is included in Table 3, for which at least five valid races were completed and in which there were a minimum of ten boats entered for five or more races as at 18:00 on Friday 26 July. Scoring will be as described in NoR 12.2.

16.6 **The Cowes Week Overall Winner Trophy** will be awarded to the Overall Black or White Group Trophy winner with the lowest points score in accordance with NoR 12.2.

16.7 **The Musto Young Skipper's Trophy** will be awarded to the top skipper in any Black or White Group class who is under 25 years on Saturday 27 July 2024. The skipper must have registered prior to the first race sailed. Scoring will be as described in NoR 12.2.

16.8 **The Under 25 Trophy**, presented by Montgomery Estate Planning, will be awarded to the best performing boat in any Black or White Group class whose crew are all under 25 years on Saturday 27 July 2024. Boats must have registered prior to the first race sailed. Scoring will be as described in NoR 12.2.

16.9 **The Youth Trophy** will be awarded at the discretion of CWL to a young sailor (under 25yrs) in recognition of outstanding commitment and achievement in sailing in the past year.

16.10 **The Nautor's Swan Trophy** will be awarded to the top Nautor Swan sailing in IRC classes 0-7, using average corrected speed calculated using IRC ratings in each day's racing from Saturday 27 July to Friday 2 August, and using the same points system as for individual classes.

16.11 **The Edmund Whelan Celebration Trophy** will be awarded to the top performing bona fide skippered sailing school or charter company boat (not bare boat) racing under IRC, using average corrected speed calculated using IRC ratings in each day's racing from Saturday 27 July to Friday 2 August, and using the same points system as for individual classes.

16.12 **The Ariel Trophy for Best Female Helm** will be awarded to the Black or White Group boat with the best result on Women's Day, Tuesday 30 July, with a female helm. Entrants should ensure that their intention to compete for this trophy is included in the entry details, either on initial entry or by registering at the Regatta Office before 18:00 on Monday 29 July. In the event of a tie, the boat racing in the class with the largest number of finishers will win. If there is still a tie, the trophy will be shared.

16.13 **The Mermaid Trophy for Best Female Crew** will be awarded to the Black or White Group boat with the best result on Women's Day, Tuesday 30 July, with an all-female crew. Entrants should ensure that their intention to compete for this trophy is included in the entry details, either on initial entry or by registering at the Regatta Office before 18:00 on Monday 29 July. In the event of a tie, the boat racing in the class with the largest number of finishers will win. If there is still a tie, the trophy will be shared.

16.14 **The Sailing Today Cruiser Trophy** will be awarded to the overall winner of the Performance Cruiser classes. Scoring will be as described in NoR 12.2.

**16.15 The Bridgestone Tyres Trophy** will be awarded to the overall winner of the J/109 class.

**16.16 The Britannia Salver** will be awarded at the discretion of CWL to a person, boat or organisation that has, in the opinion of CWL, performed an act of outstanding seamanship, sportsmanship or benefit to the regatta.

**16.17 The Westmacott Trophy** will be awarded to the boat with the best overall performance in one of the four classes designed by Alfred Westmacott (Seaview Mermaid, Solent Sunbeam, Victory and XOD).

**16.18 The Commodores' Challenge Trophy** is open to challenges from any boat in an IRC class owned or sailed by a present or past commodore of a yacht club in Britain or the USA. Full details can be obtained from CWL.

**16.19 The Newcomers Trophy** will be awarded to the most successful entrant in either Black or White Group who has not sailed at Cowes Week before, as decided by CWL.

**16.20 The Club Cruiser Trophy**, presented by The Cruising Association, will be awarded to the highest overall placed cruising boat within the Club Cruiser Classes.

### 16.21 Solent Team Trophy

The Solent Team Trophy will be awarded to the best performing team of three boats nominated by any National Authority or Club recognised by a World Sailing National Authority or a National Authority, as follows:

- a. Each Club or National Authority may nominate one team.
- b. Boats may race for only one team.
- c. Boats may be from any Black or White Group class and must not contain more than one boat from a class but must include at least one boat from each of Black and White groups.
- d. Each boat's score will be calculated in accordance with NoR 12.2.
- e. The winner will be the team with the lowest aggregate score.

### 16.22 Weekend Warrior Trophy

The Weekend Warrior Trophy will be awarded to the best performing Weekend Warrior Club Cruiser in the three races from Saturday 27 July to Monday 29 July, using the following scoring system:

- a. Scoring will be in accordance with RRS Appendix A, except as amended below.
- b. Races that are abandoned will be scored in accordance with RRS A10(a) for the boat in question.
- c. Only boats that entered as a Weekend Warrior Club Cruiser for the three races from Saturday 27 July to Monday 29 July will be eligible for the series.
- d. A boat's series score will be the total of her three race scores multiplied by a Class Weighting Factor. 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 her class entered for the three races from Saturday 27 July to Monday 29 July (as at 1800 on Friday 26 July).

## 17 BOAT IDENTIFICATION

**17.1** It is the responsibility of each boat to provide its own class flags, number dodgers and class-distinguishing numerals or letters as described below.

*Advice on where it is possible to purchase these items can be given by CWL on request.*

### 17.2 Class flags

**17.2.1** Class flags as shown in Tables 2 and 3 shall be displayed by all Black and White Group boats unless specific dispensation has been given in writing by CWL.

**17.2.2** Class flags shall be of the following minimum sizes:

- a. For White Group boats 200mm x 150mm.
- b. For Black Group boats: 300mm x 230mm for rectangular flags; 610mm x 150mm for numeral pennants.

**17.2.3** Class flags shall be flown from the backstay, or if no backstay is fitted, from the leech of the mainsail, between 1.5 - 2.5m of the deck or clew as appropriate.

### 17.3 Sail numbers

All boats must comply with RRS Appendix G1.2 so that the letters and numbers identifying the boat shall be clearly legible when the sail is set.

### 17.4 Sail number dodgers

**17.4.1** As well as sail numbers described in NoR 17.3 all Black Group boats are required to display a sail number dodger on their approach to the finish and for at least two minutes after finishing.

**17.4.2** The numerals and suffix letters shall be at least 375mm high for boats of 8.5m or greater hull length (LH), and at least 300mm high for boats less than 8.5m LH. The dodger does not need to include national letters.

**17.4.3** Alternatively, equivalent sized sail numbers with suffix letters may be displayed on both sides of the hull, with the top edge of the numbers not more than 200mm below local deck level, in such a way and in suitable colour(s) as to be visible to the Race Committee.

### 17.5 Class numerals / letters

**17.5.1** IRC 0-7 and some other classes are additionally required to display class-distinguishing numerals or letters. See Table 2.

**17.5.2** The numerals/letters shall be displayed in both the port and starboard lifelines forward of the mast, so as to be clearly visible by the race committee at all times. Each letter or numeral shall be black or dark blue on a white background and shall be at least 300mm high (available from CWL).

**17.5.3** Alternatively, equivalent sized class-distinguishing numerals or letters may be displayed on both sides of the hull, forward of the shrouds, with the top edge of the numbers not more than 200mm below local deck level, in such a way and in suitable colour(s) as to be visible to the Race Committee at all times while racing.