



HAMBLE CLASSICS REGATTA

Saturday-Sunday 11-12 September 2021

SAILING INSTRUCTIONS

1.0 RULES

- 1.1 The Regatta will be governed by the current Racing Rules of Sailing (RRS), the prescriptions of the RYA, the Notice of Race including Amendments (NoR) and these Sailing Instructions. In the case of conflict these Sailing Instructions will prevail; this changes Rule 63.7.
- 1.2 Boats shall comply with Southampton Harbour Byelaws and Notice to Mariners No. 09 of 2021 concerning the Thorn Channel Precautionary Area. Further guidance can be found in the ABP Yachtsman's Guide to Southampton Water and its Approaches. This and the Notice to Mariners can be downloaded from [here](#).
- 1.3 Shipping:
 - (a) 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.
 - (b) Such use shall be reported to the Race Committee (RC) at the finish and with full details to the race office before the protest time limit, in writing if requested. The RC may refer the matter to the Protest Committee which may impose a penalty without a hearing if an advantage has been gained. This affects RRS 42.3(i) and changes 63.1.
 - (c) 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 In addition to and changing RRS 32.1, the Race Committee (RC) may shorten the course or abandon a race due to major wind shifts or irregular winds.

2. NOTICES TO COMPETITORS

- 2.1 Official notices to competitors will be posted on the official notice board (ONB) which is online at Yacht Scoring which can be found [here](#).
- 2.2 Some information may additionally be provided via the WhatsApp group.

3. SAFETY

- 3.1 Conduct of Racing: competitors are reminded that this is a classic yacht regatta with a wide range of boats with varying speed and handling characteristics, and close quarters situations that risk accidental damage should be avoided. A constant watch for other boats should be always maintained including during and between races. During the starting sequences boats in later starts should keep well clear of and behind the start line and its extensions. Skippers and tacticians should familiarise themselves with the current Racing Rules of Sailing (RRS) and particular attention is drawn to Part 2 Section B "When Boats Meet." The RRS can be read online [here](#). Copies of the RRS including the RYA prescriptions are available from the RYA or chandleries.
- 3.2 No anchor shall be carried forward of the stem or with any part of it outboard, except when anchoring.
- 3.3 No outboard motor shall be stowed outboard while racing.
- 3.4 Any boat that cannot readily comply with SI 3.2 or 3.3 may apply to the RC for a dispensation which will be entirely at the RC's discretion.
- 3.5 Retirement. A boat that retires from a race shall notify the RC by VHF radio before leaving the race area, or by notifying the Race Office no later than immediately after arriving ashore.

3.6 Attention is drawn to NoR paragraph 11 “Safety and Communication”, including requirements for VHF radio, World Sailing Offshore Special Regulations, Royal Southern Yacht Club Dayboat Safety Regulations, and personal flotation devices.

3.7 Boats based at locations other than the River Hamble (e.g. Cowes) are requested to advise the RC on arrival in the race area by passing close astern of the committee boat and awaiting an acknowledgement; and to arrange a shore contact to whom they will report safe return ashore each day.

4. CHANGES TO SAILING INSTRUCTIONS and SIGNALS MADE ASHORE

4.1 Any change to the sailing instructions will be posted by 0830 on the day it will take effect, except that any change to the schedule of races will be posted by 1930 on the day before it takes effect.

4.2 Race information and changes to sailing instructions may be broadcast on VHF on the water before the warning signal in accordance with RRS 90.2(c).

4.3 Signals made ashore will be flown at the RSrNYC flagstaff. Should it be necessary to postpone or cancel a race, the appropriate signal may be flown at that flagstaff. When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 60 minutes’ in RRS Race Signals AP. This changes RRS Race Signals.

5. RADIO CHANNELS

5.1 There will be two start lines. The “Red Line” will operate on channel 72, callsign Hamble Classics Red Committee. The “Green Line” will operate on channel M1 (37), callsign Hamble Classics Green Committee.

5.3 Courses and other racing information will be advised by VHF radio. Boats are advised to monitor this traffic from 0900 and throughout the day.

5.4 If transmissions on these channels fail or are blocked, IC flag “R” will be displayed on the relevant committee boat. For the Red Line, channel 06 will be used instead. For the Green Line, channel 08 will be used instead.

5.5 Boats should ensure they know how to tune to those channels.

6. START LINES, COMMITTEE BOAT IDENTIFICATION, CLASSES, CLASS FLAGS, and SCHEDULE OF RACES

6.1 See Appendix 1 for:

(a) the Line to which each class is allocated and its likely start location

(b) the flag identifying the main committee boat for each Line

(c) the class flags that will be used

(d) the intended timings for the first race each day

(e) the number of races scheduled for each class

6.2 The Race Committee (RC) may start classes together if lack of time or entry numbers justify this. The RC will advise competitors of its intentions by radio.

6.3 For classes with more than one race in a day: subsequent races will start as soon as possible after the end of the previous race. The order and timing of starts may vary to reduce delays. The RC will advise competitors of its intentions by radio.

6.4 No warning signal will be made after 1345 hrs on Sunday except as the result of a general recall.

6.5 Boats are requested to display the designated class flag, if possible, at the stern at least 1.5 metres above deck level. If the boat does not have the relevant class flag, a burgee or OGA pennant may be substituted to demonstrate to other boats and to the RC that they are racing.

7. RACING AREA

7.1 Racing will be in the Solent and Southampton Water.

7.2 The start location for each Line will be announced regularly on VHF Radio from about 0900 each day. It may also be advised by WhatsApp.

7.3 Boats should allow enough time to get to the start. The Green Line start may be about 4 miles, and the Red Line start up to 6 miles, from the Royal Southern Yacht Club.

8. COURSES

8.1 Courses will be advised by VHF radio using the Hamble Classics Solent Mark Codes 2021 list (Appendix 2).

8.2 The course will normally be announced at about 9 minutes before the start for each class (and in any case before the warning signal) and repeated after the preparatory signal.

8.3 Any inflatable mark that is to be used will be described by the RC by radio.

8.4 If an inflatable windward laid mark is used, its approximate range and bearing from the main committee boat will be advised by the RC by radio.

9. THE START

- 9.1 As an “attention” signal to alert boats, the orange starting line flag will be displayed with one sound five minutes before the first warning signal of a race start sequence.
- 9.2 The Starting Line will be between a staff displaying an orange flag on the main committee boat and an outer distance mark (ODM).
- 9.3 Alternative ODMs of different colours or shapes may be in use for different classes. The mark being used for each class start will be advised by the RC by radio. A mark that is not in use may remain in place.
- 9.4 An inner distance mark (IDM) may be laid near the main committee boat. Boats shall not cross the line between the IDM and the main committee boat after the one-minute signal for each race and before starting and clearing the line. A boat infringing this rule will receive a 2-minute time penalty without a hearing. This changes RRS 63.1.
- 9.5 (a) Races will be started using the “5-4-1-go” sequence of RRS 26, with the warning signal 5 minutes before the starting signal. There will be a gap of five minutes between the start of one class and the warning signal for the next, so that classes start 10 minutes apart, unless 9.5 (b) below applies.
(b) If time is short, or for other reasons, the warning signal for a class may be at the same time as the start for the preceding class. Arrangements for each start will be advised by the RC by radio.
- 9.6 Boats whose warning signal has not been made shall avoid the starting line area during the starting sequence for other classes.

10. CHANGE OF THE NEXT LEG OF THE COURSE

- 10.1 If a windward-leeward course is set using laid inflatable marks, a change in the course may be made to shorten or lengthen a leg by no more than 0.25 mile, or to alter its direction by no more than 20°, without making any signals. The change may be advised by radio. This changes RRS 33.

11. THE FINISH

- 11.1 Except as provided in SI 11.2, the finishing line will be between the last mark of the course and a staff displaying a blue flag on the adjacent race committee vessel.
- 11.2 If for any reason a committee boat is not on station at the last mark of the course, each boat shall record its own finish time when abeam the mark and passing it within 100 metres. “Abeam” is 90 degrees from the direction of the previous mark of the course. The finish time is to be passed to the RC as soon as possible, via WhatsApp or in case of difficulty by VHF radio to the relevant Red or Green Line committee boat (and must await an acknowledgement) or by telephone to the RSrNYC Sailing Office.

12. TIME LIMIT and FINISHING

- 12.1 For the last race for each class on Sunday, the time limit for the first boat to finish is 1445. For all other races, a time limit for the first boat to finish may be announced with the course; if no time limit is announced then there is none. This changes RRS 35.
- 12.2 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes.
- 12.3 The Finishing Window is:
For the IRC class(es): 40 minutes after the first boat to finish.
For the Regatta and Gaffer classes: 60 minutes after the first boat to finish.
For all other classes: 20 minutes after the first boat to finish.
- 12.4 The times mentioned in 12.1 and 12.3 above may be extended at the discretion of the RC at any time after the warning signal or during the race.
- 12.5 The RC may announce the time expiry or any extension of the time limit by radio.
- 12.6 Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised, or given redress, may be scored Time Limit Expired (TLE) without a hearing, at one point more than the last boat that finished within the Finishing Window. If more than one boat is to be scored TLE, they will each receive the same score. This changes RRS 35, A5.1, A5.2 and A10.

13. PENALTIES

- 13.1 The Two-Turns Penalty of RRS 44.1 is replaced by a One-Turn Penalty.
- 13.2 If a boat prefers, instead of a One-Turn Penalty she may accept a penalty of 1% of her elapsed time. In that case she must conspicuously display a yellow flag at the first reasonable opportunity (normally within a few seconds) and keep it displayed until the finish. She must then draw it to the attention of the RC, advising the RC by hail or radio of the incident to which it relates, and await an acknowledgement.
- 13.3 If a boat is required to take a Penalty in accordance with SI 13.1 or 13.2 and fails to do so but acknowledges an infringement before the protest time limit expires, she will be penalised 3% of her elapsed time. If she acknowledges an infringement later but before the start of a relevant protest hearing, she will be penalised

5% of her elapsed time.

13.4 Rule 44.1(b) continues to apply regardless of SIs 13.2 and 13.3.

13.5 A boat will not be scored as having finished out of time under SI 12 solely by application of a time penalty.

14. PROTESTS AND REQUEST FOR REDRESS

14.1 Boats intending to protest or acknowledging an infringement shall report this to the main committee boat as soon as possible after the end of the race in question. This adds to RRS 61.1(a).

14.2 Protests must be lodged within 40 minutes of the return of the relevant finishing committee boat to the RSrNYC Prince Philip Yacht Haven or to its berth nearby. The protest time limit will be posted on the ONB. Protests shall be lodged via Yacht Scoring [here](#). This changes RRS 61.2 and 61.3. The parties shall promptly send a representative to attend any hearing in person and if they fail to do so, the protest committee may decide the protest in their absence.

14.3 Notice of protests by the RC or the Protest Committee (PC) will be posted on the ONB. This changes RRS 61.1(b).

14.4 A list of protests will be displayed on the ONB within 15 minutes after the protest time limit along with the time and place of the protest hearing. This changes RRS 63.2.

14.5 Protests will be heard as soon as possible after racing on the day of the incident and may be “virtual.” The details will be communicated to relevant parties.

14.6 The provisions of RRS 66 apply to the last day of the Regatta.

14.7 A boat penalised by the RC under SI 9.4 or 9.6 is entitled to a hearing upon request.

14.8 Penalties arising from protests are at the discretion of the PC. If the PC considers that points for retiring from a race make an insufficient penalty in the circumstances, it may impose a higher penalty. This changes RRS 64.2.

15. SCORING

15.1 The Low Points System of RRS Appendix A will apply except that:

(a) All races will count.

(b) RRS A8.2 shall not apply. Instead:

For the one design classes, ties unbroken after A8.1 shall be resolved in favour of the boat with the lowest elapsed time for all races added together.

For the IRC, Regatta and Gaffer classes, ties unbroken after A8.1 shall be resolved in favour of the boat with the lowest corrected time for all races added together.

The standard computer results programs do not cater for this fairer method of separating boats that are still tied after RRS A8.1. Solely in order to rank boats in the correct order, the RC may if necessary adjust points by 0.1.

If a boat did not record a time in a race, her elapsed time shall for the purpose of the tie-break be taken as ten seconds longer than the boat that scored in last place in the race.

(c) All the following scores will rank behind boats with times in each race: TLE will rank above all other untimed scores such as DNC, DNS, RTD, DNF, DSQ which will rank equally with each other.

16. PRIZES

16.1 Various prizes and trophies will be awarded to each class. There will be a daily prizegiving.

16.2 The overall Regatta Prize giving will take place on Sunday, as soon as convenient after racing and any relevant protests. The target time is 1530.

17. RISK STATEMENT

Attention is drawn to the Risk Statement set out in the Notice of Race paragraph 14 and the undertaking by the competitors to accept the Notice of Race and comply with its provisions.

18. FURTHER INFORMATION

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Website: www.royal-southern.co.uk

APPENDIX 1 START LINES, COMMITTEE BOAT I/D, CLASSES, CLASS FLAGS, and SCHEDULE OF RACES

A1.1 The following tables set out the allocation of classes to start lines; class flags; start times for the first race each day; number of races; committee boat identification, start locations.

| RED LINE | | Radio Callsign Hamble Classics Red Committee | VHF channel 72 (see SI 5) | |
|-----------------|-------------------|--|---------------------------|--|
| Class | Class Flag | Warning signal | Start | |
| Gaffer Class | IC 7 | 1030 | 1035 | |
| IRC Class | IC 1 | 1040 | 1045 | |
| Regatta Class | IC 3 | 1050 | 1055 | |

The orange flag will be displayed as an “attention” signal at 1025 (SI 9.1).

The IRC class is scheduled to have two races per day.
The Regatta Class is scheduled to have two races on Saturday and one race on Sunday.
If Saturday’s races for those classes are not completed then at the discretion of the RC, two races may be sailed on Sunday.
The Gaffer Class is scheduled to have one race per day.

The Red Line main committee boat is expected to be Quailo 3, a green Nicholson 55 yacht. Different Finishing boat(s) may be used.

The start location will be advised each morning, see SI 7.2. A possible location is within about 1 mile of East Bramble buoy (code 41).

For classes scheduled to have two races on a day, the second race will be started as soon as convenient after the end of the first race.

| GREEN LINE | | Radio Callsign Hamble Classics Green Committee | VHF channel M1 (37) (see SI 5) | |
|-------------------|-------------------|--|--------------------------------|--|
| Class | Class Flag | Warning signal | Start | |
| 6-Metre | IC 6 | 1030 | 1035 | |
| Dragon | IC D | 1040 | 1045 | |
| Nordic Folkboat | IC F | 1050 | 1055 | |
| XOD | IC W | 1100 | 1105 | |

The orange flag will be displayed as an “attention” signal at 1025 (SI 9.1).

All the Green Line classes are scheduled to have up to three races on Saturday and two on Sunday.
If Saturday’s races are not completed then at the discretion of the RC, an extra race may be sailed on Sunday.

The Green Line main committee boat is expected to be Wet Wheels Hamble, a white 10m catamaran motorboat.

The start location will be advised each morning, see SI 7.2. A possible location is near Royal Southern buoy (code 4S).

Subsequent races will be started as soon as convenient after the end of the previous race.

APPENDIX 2 - HAMBLE CLASSICS SOLENT MARKS LIST 2021

Consistent with the SCRA and Royal Southern Solent Marks lists but omitting some marks; and including extra marks in Zone 8.

| Zones 2/3 West Solent | | | | |
|------------------------------|--------------------------------|---------------|--------------|---------------|
| <i>ID</i> | <i>Name</i> | <i>Colour</i> | <i>Lat N</i> | <i>Long W</i> |
| 2T | Lymington Bank | R | 50 43.10 | 01 30.85 |
| 2X | Solent Bank | R | 50 44.23 | 01 27.37 |
| 20 | Sconce | BY | 50 42.53 | 01 31.43 |
| 21 | Black Rock | G | 50 42.57 | 01 30.59 |
| 26 | Hamstead Ledge | G | 50 43.87 | 01 26.18 |
| 3A | West Lepe | R | 50 45.24 | 01 24.09 |
| 3D | Salt Mead | G | 50 44.51 | 01 23.04 |
| 3G | Kilburn & Strode Patents & TMs | Y | 50 46.58 | 01 21.46 |
| 3H | East Lepe | R | 50 45.93 | 01 21.07 |
| 3L | Gurnard Ledge | G | 50 45.51 | 01 20.59 |
| 3N | Stansore | Y | 50 47.07 | 01 19.88 |
| 3R | North East Gurnard | R | 50 47.06 | 01 19.42 |
| 3S | TeamO Marine | Y | 50 47.81 | 01 19.25 |
| 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 |
| 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 |
| Zone 4 Mid Solent (E) | | | | |
| 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 | Cutter | 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 16.65 |
| 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 | QXI International | 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 48.86 | 01 15.43 |
| 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 | Fastnet Insurance | 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 | Yawl | 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 Heys | Y | 50 48.21 | 01 16.68 |

Only used for passing and keeping boats out of channel, not for ordinary rounding

@ Sundays: SBSC only

Mark codes are in order by longitude from west to east, except Zone 2 is split into Mainland, Middle, and Island Side; and marks added since 2010 may be at the end of their Zones

| Zone 5 East 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 |
| 5E | Stokes Bay East | Y | 50 46.26 | 01 08.76 |
| 5F | North Sturbridge | BY | 50 45.33 | 01 08.23 |
| 50 | Fairhall West @ | Y | 50 46.81 | 01 10.40 |
| 51 | SBSC Central @ | Y | 50 46.60 | 01 09.85 |
| Zone 7 Southampton Water | | | | |
| 7A | Gymp | R | 50 53.07 | 01 24.16 |
| 7B | Hythe Knock | R | 50 52.83 | 01 23.81 |
| 7C | No 1 Swinging | G | 50 53.00 | 01 23.44 |
| 7D | Weston Shelf | G | 50 52.71 | 01 23.26 |
| 7H | Moorhead | G | 50 52.55 | 01 22.90 |
| 7J | Deans Elbow | R | 50 52.20 | 01 22.85 |
| 7K | NW Netley | G | 50 52.31 | 01 22.73 |
| 7Q | Netley | G | 50 52.03 | 01 21.81 |
| 7R | Lains Lake | R | 50 51.59 | 01 21.65 |
| 7S | Deans Lake | R | 50 51.40 | 01 21.59 |
| 7U | Hound | G | 50 51.68 | 01 21.52 |
| 7W | After Barn | G | 50 51.53 | 01 20.82 |
| 7Y | Cadland | R | 50 51.02 | 01 20.54 |
| 7Z | Greenland | G | 50 51.11 | 01 20.38 |
| 70 | Cathead | Y | 50 50.61 | 01 19.24 |
| 71 | Mark | Y | 50 49.56 | 01 18.94 |
| 72 | Hamble Point | YB | 50 50.15 | 01 18.66 |
| 73 | Bald Head | G | 50 49.80 | 01 18.07 |
| 77 | Fawley Deep | G | 50 50.42 | 01 19.19 |
| Zone 8 Local Marks & Positions | | | | |
| 8L to 8Y are standard positions for movable marks. The buoy will be described, e.g. "black inflatable." | | | | |
| <i>ID</i> | <i>Location</i> | <i>Lat N</i> | <i>Long W</i> | |
| 8L | 0.2M SSE of 4D Calshot N card. | 50 48.28 | 01 16.90 | |
| 8M | 0.4M W of 4N QXI International | 50 47.22 | 01 16.46 | |
| 8P | 0.4M W of 4W Goodall Roofing | 50 47.30 | 01 15.25 | |
| 8Q | 0.4M SE of 4Q John Fisher | 50 48.28 | 01 15.21 | |
| 8R | 0.5M SE of 4S Royal Southern | 50 48.64 | 01 15.00 | |
| 8S | 0.4M SE of 4T Norris | 50 45.72 | 01 14.95 | |
| 8T | 0.3M SSW of 4Y N.Ryde Middle | 50 46.33 | 01 14.50 | |
| 8U | 0.4M SE of 4V Hamble Yacht Servs | 50 47.90 | 01 14.20 | |
| 8V | 0.5M ENE of 4V Hamble Yacht Servs | 50 48.28 | 01 13.98 | |
| 8W | 0.5M SE of 4Y N. Ryde Middle | 50 46.40 | 01 13.58 | |
| 8X | 0.6M SE of 40 Fastnet Insurance | 50 47.47 | 01 12.90 | |
| 8Y | 0.6M SE of 44 Royal Yacht Sq | 50 47.00 | 01 11.30 | |
| Zone 9 Laid Marks | | | | |
| Location and description will be advised. | | | | |
| 9A | Windward Laid Mark | | | |
| 9B | Windward Spreader Mark | | | |
| 9C | Leeward Laid Mark | | | |
| 9D | Leeward Spreader Mark | | | |
| 9E | Leeward Gate | | | |
| 9F | Middle Gate | | | |
| 9G | Wing Mark | | | |
| 9H | Outer Distance Mark | | | |
| 9J | Finish Mark | | | |
| 9K | Far Windward Mark | | | |
| 9L | Far Windward Spreader | | | |
| 9M | Near Windward Mark | | | |
| 9N | Near Windward Spreader | | | |