

# Your Feedback

Each year we invite all of our competitors to complete a short questionnaire to give us their thoughts on the race. Nearly 500 of you responded after the 2010 race, and your views and suggestions have been an important part of our planning for 2011. We've highlighted some of the most frequent questions below, together with the improvements that we're making as a direct result of your comments.

We'd like to take this opportunity to thank all of you who sent us your thoughts and suggestions. Your views really do count, and we look forward to hearing from you again after the 2011 race.

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## **Last year you introduced an exclusion zone at Seaview which we found quite difficult to identify. Can you make it any clearer?**

The exclusion zone off Seaview was very successful last year in preventing damage to the Sea View Yacht Club Mermaid fleet, and QHM Portsmouth will once again be issuing a Notice to Mariners to establish the zone for the 2011 race.

To help those who had some problems locating the exact position of the exclusion zone, we will be adding better descriptions to the Sailing Instructions and Safety Booklet and also positioning a larger buoy at the north eastern corner of the area to make it more visible. Competitors will be encouraged to lodge protests against those entering the exclusion zone and a Race Officer will also be present to watch for transgressors.

## **We've noticed that some boats seem to have little understanding of the Racing Rules! We find ourselves giving such boats a wide berth to avoid awkward situations.**

With so many people taking part in the J.P. Morgan Asset Management Round the Island Race, it's inevitable that you will find yourself sailing alongside other boats for a good portion of the day. This is all part of what makes the race so much fun! However, in situations like this it's obviously vital that you, and those around you, understand the basic rules of the road, and are aware of what to do when meeting boats that may be going faster or slower, or are on a different tack.

Last year, we made available a short "Layman's Guide to the Racing Rules" to help those who don't race regularly. This was very popular and will be repeated for the 2011 race. We have also been in discussion with some of the larger charter companies about improving standards through briefings and rules seminars for their skippers. Regardless of age or experience though, we do expect everyone taking part in the race to be familiar with the Racing Rules of Sailing, to be thoughtful and courteous to those around them and to play their part in ensuring all competitors have a safe, enjoyable race.

## **Our ISCRS rating seems a bit unfair. Can you give us a better one?**

The ISCRS is a simple, free system administered by the Club that aims to provide a basic rating for those boats who don't have an IRC rating. The ratings are based on measurements given by you, the competitor, and calculated using a simple formula. Over 800 boats are given an ISCRS rating by the Club each year so that they can take part in the race.

A short article that explains more about ISCRS ratings and the importance of correct measurement data is available on our website. Please read it as it will help ensure your rating is as accurate as possible. Do remember, however, that the system doesn't pretend to be a replacement for a sophisticated rating rule like IRC. If you are serious about racing and concerned about your result, you should probably consider applying for an IRC rating. The cost for this is currently £9.50 per metre boat length and an application can be made online at [www.rorcrating.com/ocean-safety-irc.html](http://www.rorcrating.com/ocean-safety-irc.html)

**We loved the live tracking feature last year but were disappointed that we couldn't take part because our phone was incompatible.**

Over 500 boats signed-up for the live GPS tracking trial last year and many of you enjoyed sharing your race experience with friends and family watching at home. This year we're planning to introduce a range of enhancements designed to get more people taking part, including support for more models of mobile phone, the ability to register more than one mobile device per boat, an improved live race viewer and a simplified registration process. More information about these exciting features will be available on the official website in the coming months.

**In recent years, it seems that only a very slow or very fast boat has been able to win the Gold Roman Bowl. Can't you make the race fairer for all the boats in between?**

It's difficult. The race is very much governed by the tides and, in particular, the need to ensure the slowest boats starting last have a fair tide to carry them to the Needles. That means that the middle of the fleet usually has to endure a foul tide for much of the race, while those at the back generally enjoy better tides (and handicap advantages). Of course, the tide advantage can often be cancelled out by shifting wind patterns and relative boat speeds - so there's really no guarantee that any particular race will be either a "big boat" or "small boat" race.

**We like getting our tankard at the end of the race but think it's a shame that it's not engraved with the year of the race. Can you do something about this?**

We can! This year is the 80th Anniversary of the Round the Island Race, and to commemorate the occasion, we'll be making a Special Anniversary Tankard, engraved with the 80th Anniversary Logo, available to all boats taking part in the race.

The Anniversary Tankard will be posted to those who have asked us to do so on their entry form. Alternatively, you can pick up your tankard ashore in Cowes on both the Saturday and Sunday of the race weekend on presentation of your declaration form. As usual, if you would rather not receive a tankard, you can elect the ISC to donate £5 to the Race Charity instead.

**The standard of showers and toilets at some of the marinas leaves a little to be desired. Are there any plans to improve the facilities?**

After each race, we talk to the marinas and give them a summary of your feedback. The pressure of so many people wanting to use their facilities at the same time causes some understandable difficulties at peak times, but generally the

marinas know that they need to do a little better for you and are looking to improve the situation. In particular, Cowes Yacht Haven is undergoing a major refurbishment this winter and competitors should expect to find a range of improvements this summer.

**Last year we made good use of the excellent free launch service to get around Cowes, but were still confused about what services were operating on the different routes.**

We're delighted that our sponsor, J.P. Morgan Asset Management, will again be providing a free launch service covering East Cowes Marina, The Folly and West Cowes. Last year the service was very popular and alleviated some of the pressure on the normal transport infrastructure in the harbour. However, we're aware that some rumour and misinformation circulating over the race weekend made the choice of water transport confusing for a few competitors.

We'll be taking extra steps this year to publish route information and timings and to better identify the free boats. However, do remember that private taxi operators in the harbour may be able to offer you a more direct and quicker service to your destination. We have no wish to interfere with their operations and would encourage you to use their services if they're appropriate to your needs.

**Can you provide a better range of official clothing for the event?**

Yes! We're delighted to announce that one of the best known global brands in technical sailing clothing design and manufacture, Henri Lloyd, has signed up to be the Official Clothing Partner for the 2011 and 2012 races. Through their association with the race, Henri Lloyd will be providing a range of official Round the Island Race clothing for our competitors which will be available to order online through their website at [www.henrilloyd.co.uk](http://www.henrilloyd.co.uk)

**I'm crewing on one of the boats and would like to be kept up-to-date with news and information about the race.**

Most communication with competitors is now done by email, and our primary contact is with the person who made the entry - usually the owner or skipper. However, we know that a lot of crew members would also like to be kept up-to-date with entries, race instructions, tracking and general news and information. This year, therefore, we're asking entrants to provide an email address for each of their crew members so that we can include them on our regular electronic communications about the race. We hope this will build interest in the event and help ensure that everyone taking part is as well prepared as possible for race day.