

TIDE RUNNER

Race Guide

25th June 2027

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Introduction

The inaugural Tide Runner 2027 race will start from Cowes on Friday 25th June at 15:00 BST.

Tide Runner is designed to be a challenging adventure race that brings together the sports of sailing and running while exploring some of the most stunning scenery on the south coast of England. Teams can choose to approach the race as a competitive event that tests them against the other teams, or as a personal challenge and adventure.

The sailing legs will cover ~125nm between the Isle of Wight and Portland. The sailing legs will be governed by the Racing Rules of Sailing, and boats must comply with the World Sailing Offshore Special Regulations Category 3 requirements.

The running legs will cover ~53km of mostly off-road trails along the coastlines of Swanage, Portland and the Isle of Wight, including significant elevation on each of the routes.

Registration + Race Briefing + Prize Giving

Registration for the race will be held at the Island Sailing Club in Cowes and will be open from 17:00 - 22:00 on Thursday 24th June, and from 09:00 - 13:00 on Friday 25th June.

At least one team member from each team must attend registration and submit the race declaration for their team. These can be downloaded from the race website and pre-completed, or will be available to complete at the Island Sailing Club.

There will be a race briefing held at 19:00 on Thursday 24th June at the Island Sailing Club. It will also be possible to follow the race briefing online. At least one team member must follow the race briefing, but it is encouraged that as many team members as possible join.

There will be a prize giving at the Royal Solent Yacht Club in Yarmouth. The timing will be adapted depending on the finish times of the boats.

General Rules

1. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. Sailing and trail running are by their nature unpredictable sports and therefore inherently involve 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 omission;
 - 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 and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
 - f. they are responsible for ensuring that their boat is equipped and seaworthy so as to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed, in date and familiar to the crew
2. Each team must be made up of five team members, and two team members must complete each of the run legs. All five team members must sail on the boat between the running legs.
3. No outside support is allowed during the race, but team members are allowed to restock provisions on the boat while the running legs are being completed. Note that there is no way to get ashore at Swanage unless a team uses its own tender.
4. The race committee reserves the right to adjust the course to adapt to the weather conditions. Any change to the course will be communicated via the competitors Whatsapp group and by marshals stationed at the start/finish of the running legs. A race leg will not be modified after the first boat has started that leg.
5. The race committee reserves the right to refuse entry to any team or yacht that it feels is unsuitably prepared for the race.

6. If a team decides to retire it must communicate this decision to the Race Committee via Whatsapp or by telling a race marshal at one of the running leg start/finish points.
7. Littering is not allowed at any point during the race (on sailing or running legs) - if caught the team will be disqualified.
8. Protests can be made in line with the Racing Rules of Sailing, with the same procedure also applicable during the running legs and transition periods between the sailing and running legs.
9. Protests must be made in writing and within two hours of the protesting team finishing. A Protest Committee will be formed to hear any protest and their decision will be final.
10. Penalties up to and including disqualification from the race can be applied by the Race Committee if they feel a team has acted contrary to the letter or spirit of these rules.

Sailing Rules

10. Boats must comply with the World Sailing Offshore Special Regulations Category 3 plus Category 2 liferaft requirements.
11. Each boat must have an IRC certificate in order to calculate their corrected race time.
12. Each boat must hold adequate insurance against any third party claims, valid for yacht racing. The Race Committee may request proof of this boat insurance at any time.
13. The Racing Rules of Sailing apply during the sailing legs.
14. Engines may not be used during the sailing legs (except for in an emergency or to charge batteries in neutral gear), but can be used when navigating between the sailing leg start/finish lines and the running leg drop-off locations.
15. Boats may only be propelled by their sails - no other propulsion is allowed.
16. All boats are required to have their AIS transceivers switched on and transmitting throughout the race. A boat's AIS must transmit the boat's MMSI number and current name. Nothing shall be done to inhibit AIS transmissions.
17. It is recommended for each boat to carry a good anchor in case there are no mooring buoys available in Swanage Bay, and also in case you find yourself in adverse tide with little wind.
18. Yachts must obey the International Regulations for the Prevention of Collisions at Sea, and any local authority rules. Note in particular the Port of Southampton Precautionary Area (Thorn Channel), and the Yarmouth to Lymington ferry when entering Yarmouth Harbour.
19. If a team wishes to enter a harbour for the safety of the yacht or crew, they may switch on the motor at or inside the most seaward navigation mark for that harbour; and on leaving, the yacht must retrace its course to the same navigation mark and switch off the engine at or before that mark. A team taking such action must report the action taken and the reason for it to the Race Committee.

Running Rules

18. Two runners must complete each of the run legs. It does not have to be the same two runners that complete the different running legs (and to qualify for the All Rounders Trophy you must have all team members complete a running leg). The other three team members will remain with the boat (or can make use of the shore facilities) while the two runners are completing the run legs.
19. Runners must report to the race marshals before starting each run and again after completing each run.
20. A minimum kit list is provided and must be carried by the runners on the run legs. Marshals will perform a spot check of the kit list before the start of any of the run legs (this check will not be included in the race time).
21. GPS navigation is the primary means of navigation for the run legs - .gpx files will be provided to competitors. Teams must carry at least two separate means of GPS navigation on each of the run legs between the pair of runners, with the .gpx files downloaded for offline use.
22. There are road crossings on each of the running routes - runners should pay close attention and take care at these points.
23. The two runners must remain clearly visible and audible to each other at all times on the running leg - failure to abide by this rule could lead to disqualification. The only exception to this rule is in the event of an emergency, where competitors must exercise their best judgment as to the appropriate action to take, including but not limited to leaving their running partner to seek help from others or to seek a phone signal to contact the emergency services.
24. Running routes may be run at night and in some places pass close to houses - please limit noise as much as possible to keep good relations with the locations so that this race can be held again in the future.
25. In the event of an emergency the emergency services should be called on 999 - ask for Police who will coordinate with other emergency services as necessary. After communicating with the emergency services the emergency race number should also be contacted to share details of the incident.

Race Timing

24. The overall race time is the sum of the IRC corrected sailing leg times and the uncorrected running leg times. Each sailing leg and running leg has a defined start and finish point which is used for the timing of that leg.
25. Each team will be provided with a GPS tracker which must be carried on the boat during the sailing legs and by one of the runners during the running legs. Trackers will be issued at registration, and must be returned in Yarmouth after the finish of the final running leg.
26. Teams must send the race committee a message via Whatsapp with their team name and the start/finish time of each sailing leg (except the start time of the first leg which uses the race start sequence). An example declaration message for the start of the sailing leg departing Swanage:
"Team Kestrel, leg 3, start time 19:24:48"
27. The start and finish time of each running leg will be recorded for each team by race marshals.
28. The transfer time between the end of the previous leg and start of the next leg **does not** count towards the overall race time. This is to allow the safe transfer of runners to/from the boats without time pressure.
 - a. There is a maximum 30 minutes transfer time allowed between the Swanage and Yarmouth sailing / running legs and 45 minutes transfer time allowed between the Portland sailing / running legs. More time is allowed for the Portland leg due to longer distance between the sailing leg start/finish and the running leg start/finish.
 - b. The transfer time has a maximum limit to avoid teams waiting an excessive amount of time for more favourable wind or tide conditions to develop. However if there is a valid reason why the allowed transfer time was exceeded an appeal can be made to the race committee.

Trophies

Overall Winner

- The team with the fastest corrected race time

Line Honours

- The first team to finish the race

All Rounders Trophy

- The team with the fastest corrected race time who also have all five team members complete at least one of the running legs

Kings of the Trails

- The team with the fastest time on the three running legs

Youth Trophy

- The team with the fastest corrected race time and all < 30 years old

Old Dogs Trophy

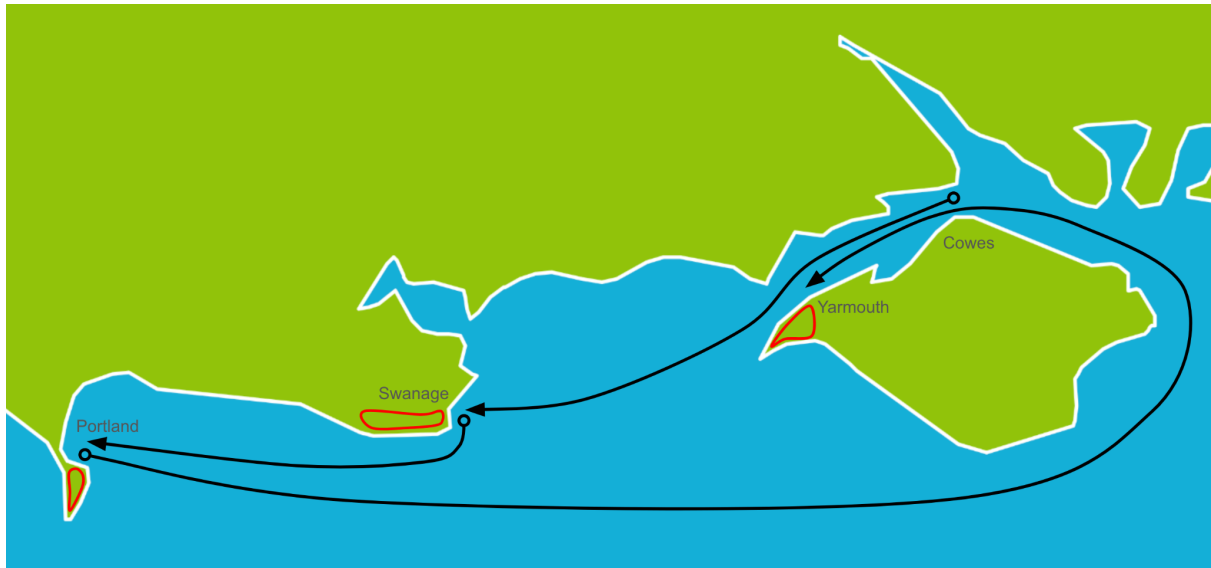
- The team with the oldest aggregate age who finish the race

Services Team Trophy

- The team with the fastest corrected race time and all team members are Army, Navy, RAF or Emergency Services (including regular, reserve and cadet forces)

Race Legs

Race Legs - Overview



Leg 1 - Sail - Cowes to Swanage - 27nm

Leg 2 - Run - Swanage - 15km, 237m elevation

Leg 3 - Sail - Swanage to Portland - 20nm

Leg 4 - Run - Portland - 17km, 331m elevation

Leg 5 - Sail - Portland to Yarmouth - 75nm

Leg 6 - Run - Yarmouth - 21km, 280m elevation

Total sailing distance - 122nm

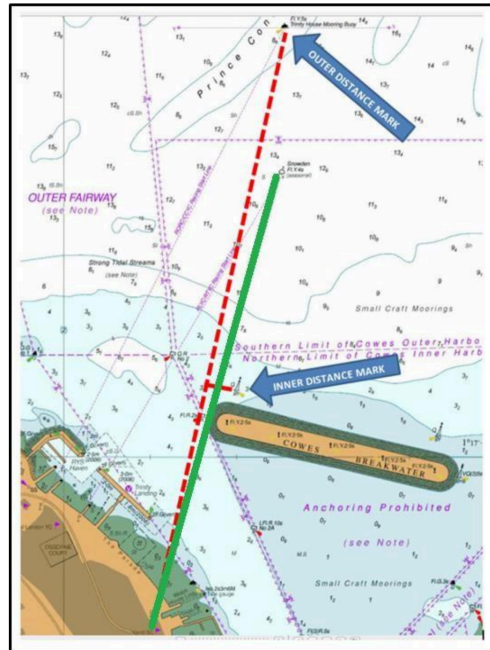
Total running distance - 65km, 848m elevation

Leg 1 - Sail - Cowes to Swanage

The start of the race will use the Island Sailing Club start line off Cowes.

The Island Sailing Club start line is the extension of a line through the two club flag staffs, each bearing an orange panel with a black cross.

- The Outer Distance Mark (ODM) is Trinity House Buoy
- The Inner Distance Mark (IDM) is the North Cardinal Buoy at the western end of the Cowes Outer Breakwater

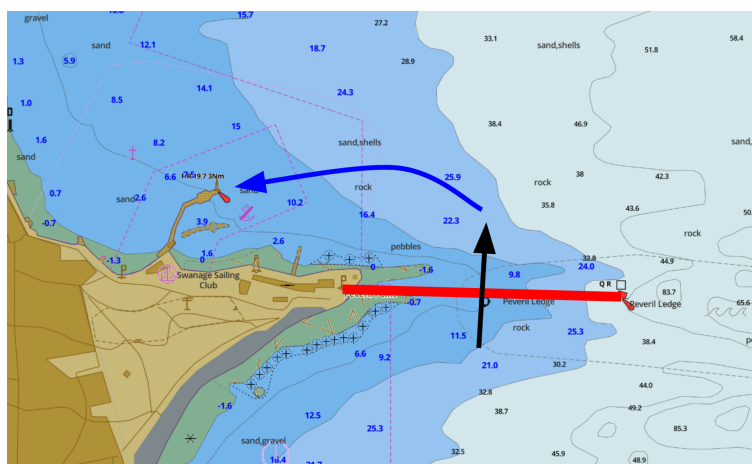


A 5, 4, 1 minute countdown will be used, with sound signals broadcast over the radio on VHF ChXX.

Any boats that are OCS can clear the penalty by returning to cross the line properly. Any boat that has not cleared an OCS penalty 30 minutes after the start will incur a time penalty of 2 hours.

Teams can proceed from Cowes to Swanage by any route they choose.

The finish line for this sailing leg is the transit between Peveril Ledge Buoy and the National Coastwatch Station on Peveril Point (see diagram), with boats required to pass through the line from south to north (leave Peveril Ledge Buoy to starboard).



After crossing the sailing leg finish line boats should proceed to Swanage Pier to drop-off their runners. Boats should contact the Race Committee on VHF Ch~~xx~~ after crossing the finish line to notify the committee ahead of their arrival.

Boats can come alongside on either the north or south side of the pier at the landing points close to the end of the pier (see diagram).

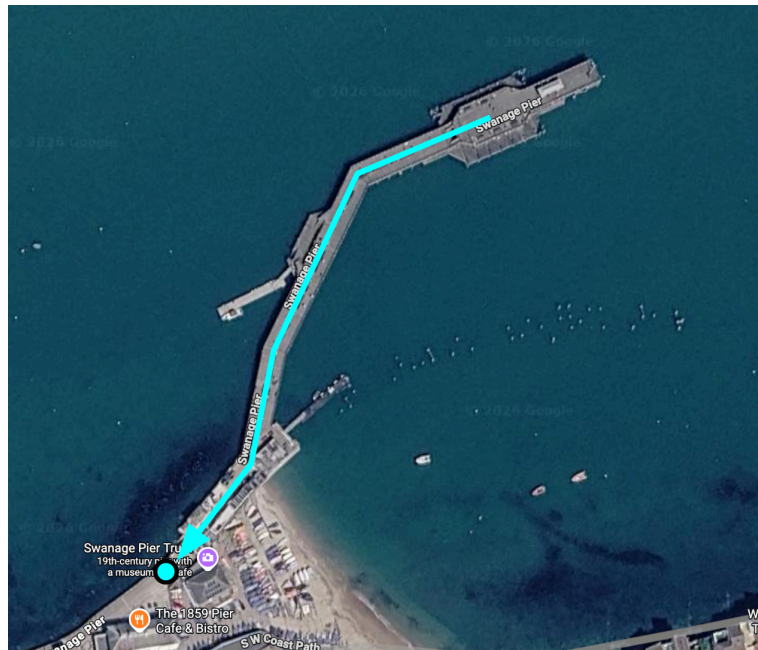
The priority order for dropping off runners is the same order that boats crossed the sailing leg finish line, unless there is a clear space available (for example if the boat ahead is taking longer to drop their sails). If there are boats already at both landing points please wait patiently until a space opens up - this time does not contribute to your race time.

After dropping off the runners, boats can either pick up a mooring buoy (if one is available), or lay anchor to the north of the mooring buoys while waiting for their runners to complete the run leg. There are ~~x~~ mooring buoys reserved for race competitors - they will be tall yellow buoys with Swanage Sailing Club written on them. It may be possible to double up on mooring buoys - this will be announced during the race briefing depending on the weather conditions.

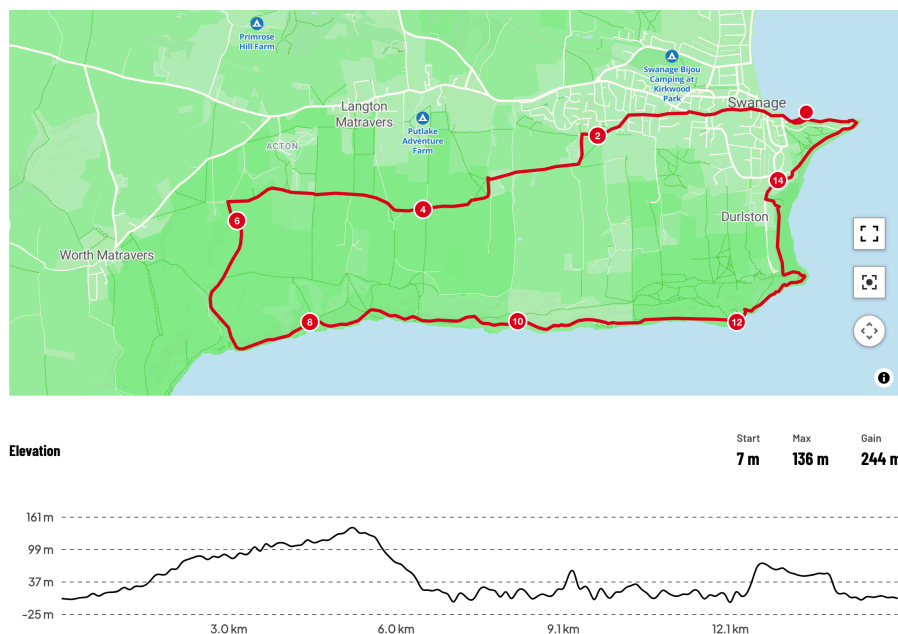


Leg 2 - Run - Swanage

After being dropped off runners should proceed to the marshal station located at the end of the pier.



After checking in with the marshals the runners can start this run leg, following the route from the gpx file.



The finish line for this run leg is the same as the start point.

The race committee will call boats to the pier on VHF Chxx to pick up their runners from the end of the pier in the order that they finish the run.

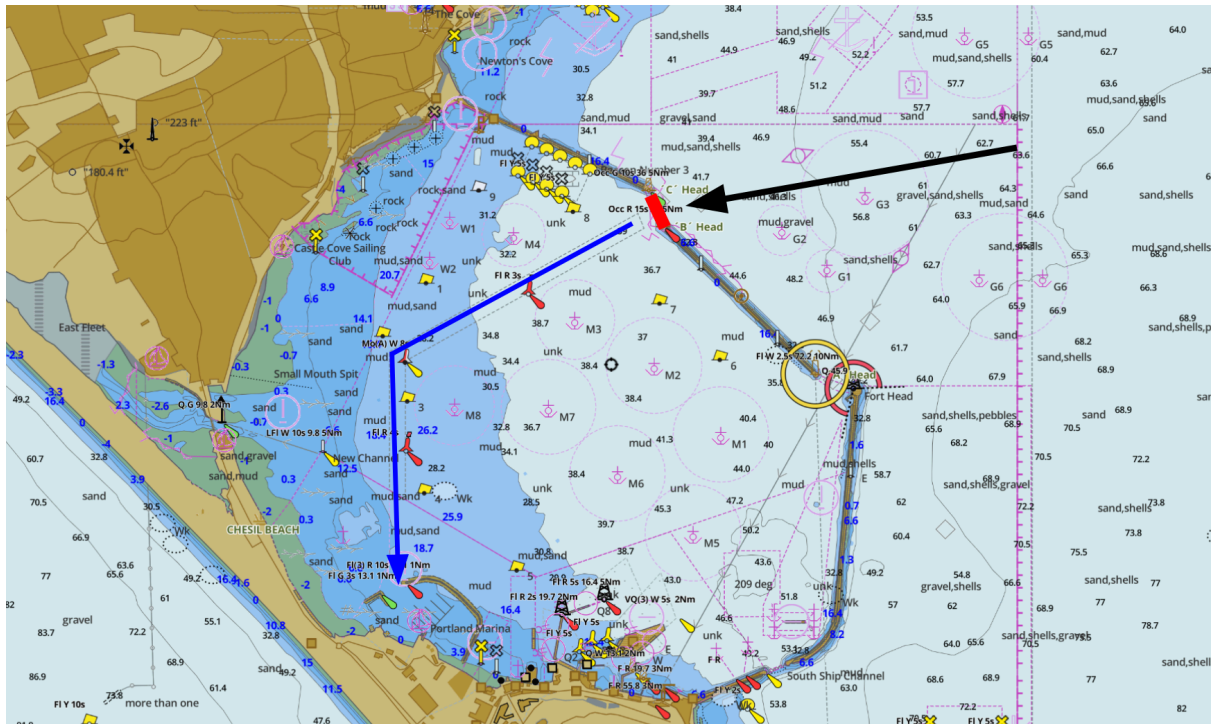
Leg 3 - Sail - Swanage to Portland

The start line of this sailing leg is the same as the finish line of the previous sailing leg - the transit between Peveril Ledge Buoy and the National Coastwatch Station on Peveril Point. Boats are required to pass through the line from north to south (leave Peveril Ledge Buoy to port).

If another boat is finishing the previous sailing leg at the same time you are starting this leg, they should be given priority access to the start/finish line. Race time only starts again when you pass through the start line.

Teams can proceed from Swanage to Portland by any route they choose.

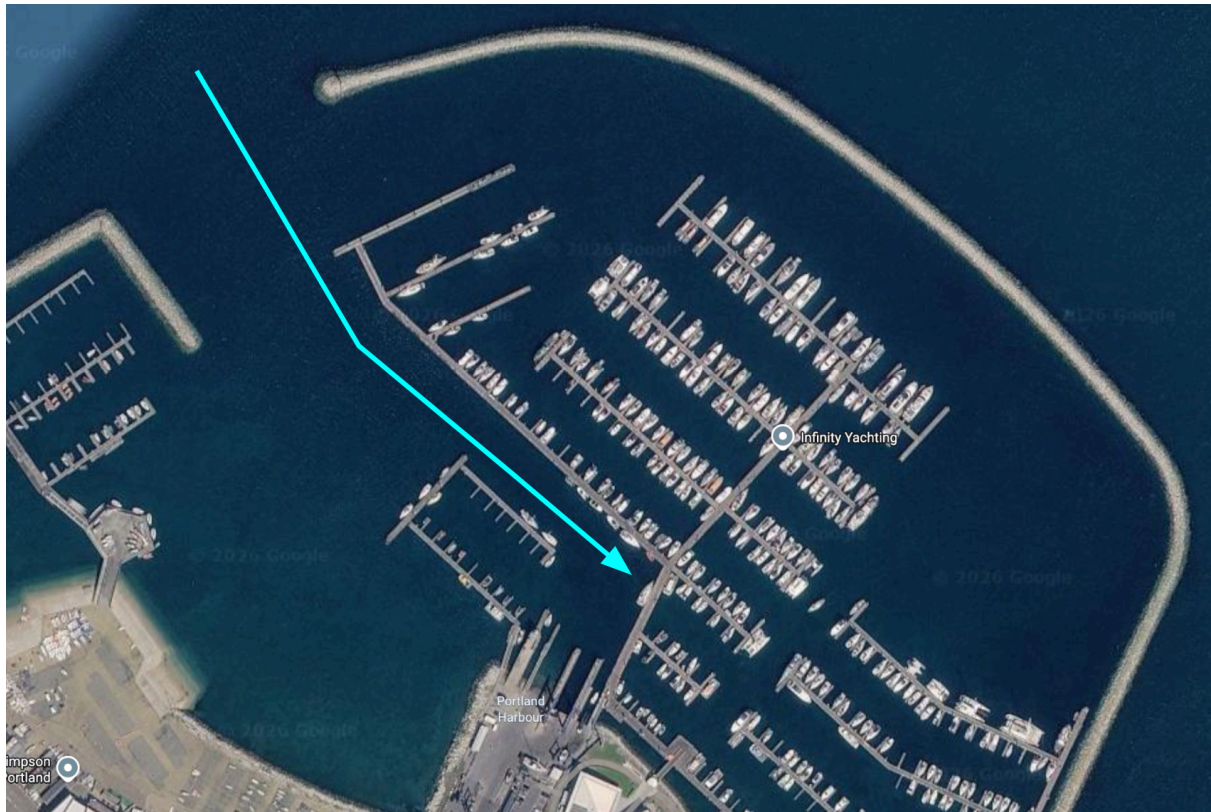
The finish line for this sailing leg is the Portland Harbour North Ship Channel entrance through the breakwater.



After crossing the sailing leg finish line boats should proceed to Portland Marina via the North Ship Channel to drop-off their runners. Boats should contact the Race Committee on VHF Ch80 after crossing the finish line to notify them ahead of their arrival.

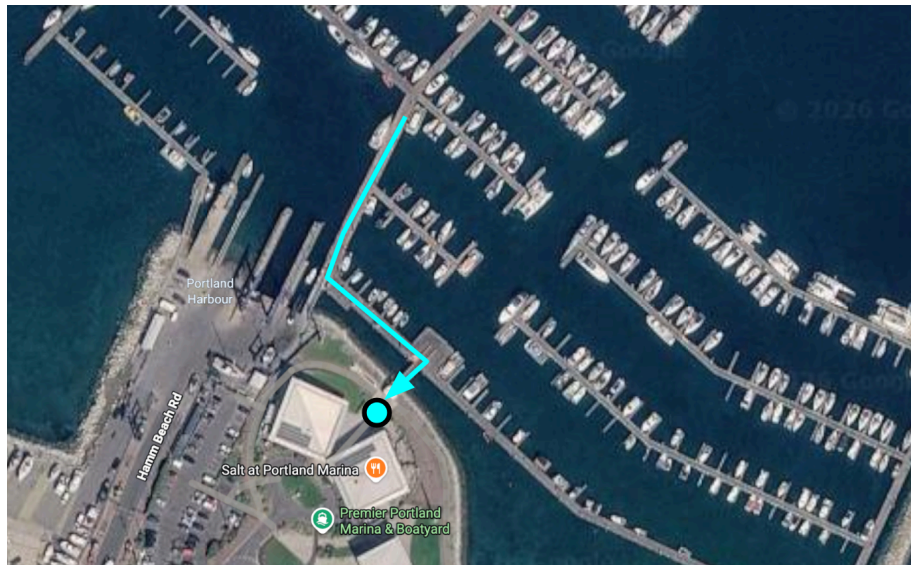
The speed limit inside Portland Harbour breakwater is 6kts.

After entering Portland Marina boats should follow the route shown in the following diagram to the runner drop-off pontoon. After dropping off their runners they will then be told which berth to transfer to and wait at while their runners complete the run leg.

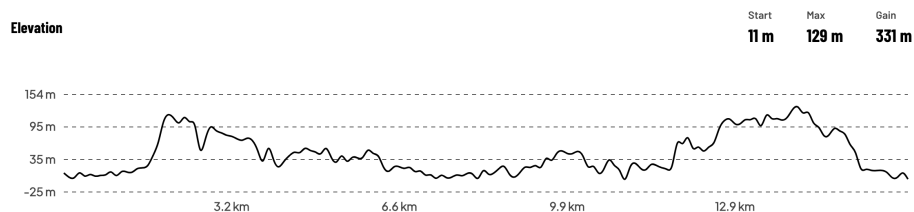
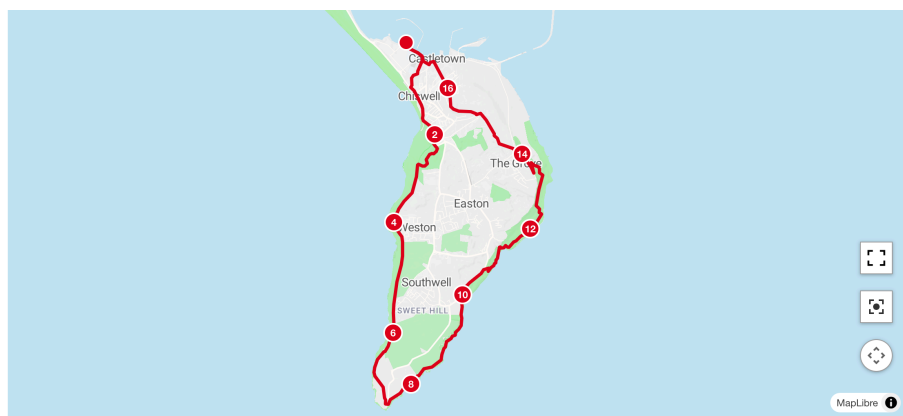


Leg 4 - Run - Portland

After being dropped off runners should proceed to the marshal station located at the top of the pontoon ramp.



After checking in with the marshals the runners can start this run leg, following the route from the gpx file.



The finish line for this run leg is the same as the start point.

Runners should then return to their boats at their designated pontoon - **do not return to the pontoon where the runners were dropped off** (this is to give priority use of this pontoon to boats who may be finishing the previous leg and dropping off runners).

Leg 5 - Sail - Portland to Yarmouth

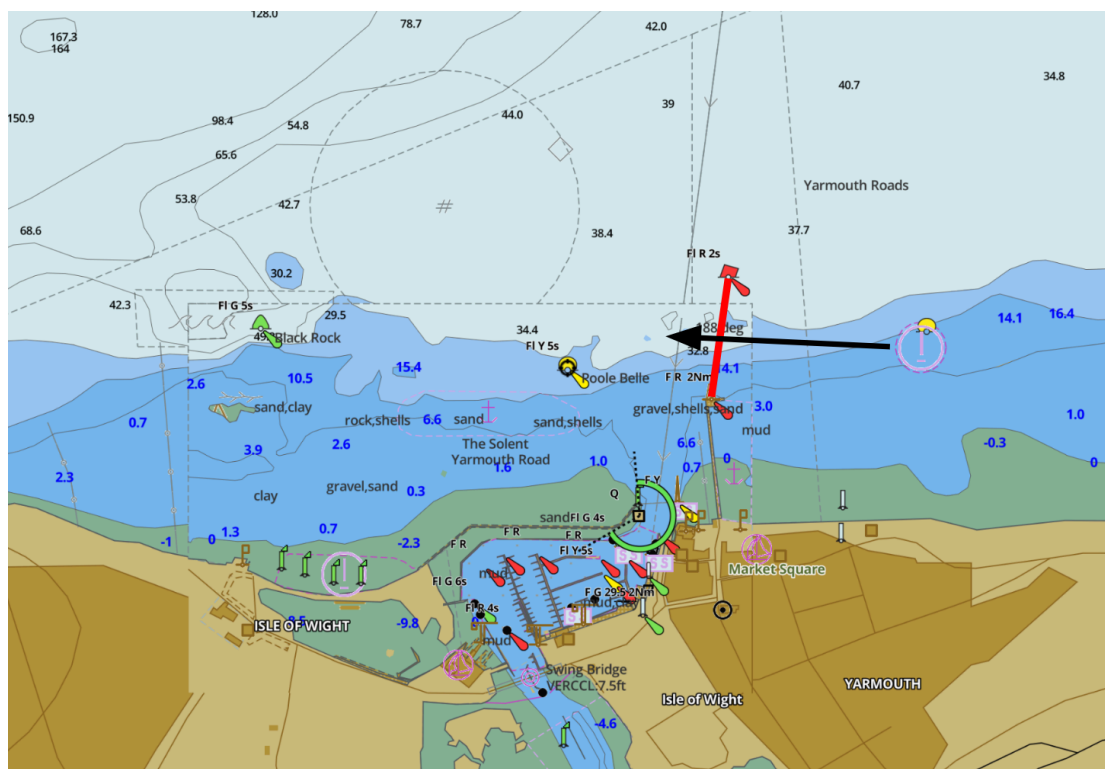
The start line of this leg is the same as the finish line of the previous sailing leg - the Portland Harbour North Ship Channel entrance through the breakwater.

If another boat is finishing the previous sailing leg at the same time you are starting this leg, they should be given priority access to the start/finish line. Race time only starts again when you pass through the start line.

Teams must proceed from Portland to Yarmouth via the southern side of the Isle of Wight (i.e. leave St Catherine's Lighthouse to port).

The finish line for this sailing leg is the transit between the end of Yarmouth Pier and the red channel marker (see diagram), with boats required to pass through the line from east to west (leave the red channel marker to starboard).

Keep well clear of the end of the pier in case of fishing lines, and keep a watch out for the Lymington to Yarmouth ferry - give way if it is moving.



After crossing the sailing leg finish line boats should proceed to Yarmouth Harbour to drop-off their runners. Boats should contact the Race Committee on VHF Ch68 after crossing the finish line to notify the committee ahead of their arrival.

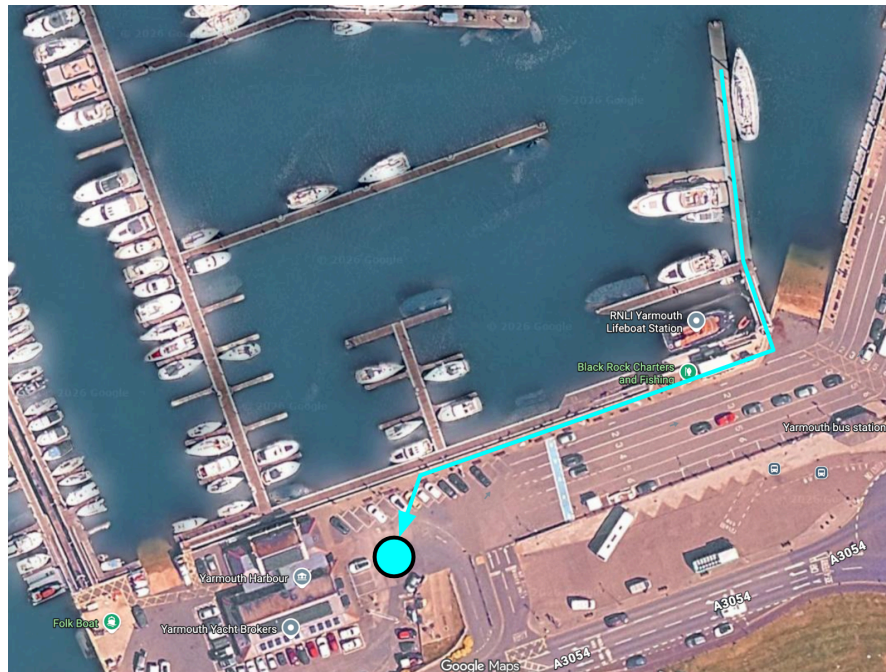
The speed limit in the outer Yarmouth Harbour area is 6kts, and in the inner Yarmouth Harbour area it is 4kts.

After entering Yarmouth Harbour boats should follow the route shown in the following diagram to the runner drop-off pontoon. After dropping off their runners they will then be told which berth to transfer to for the finish of the race.

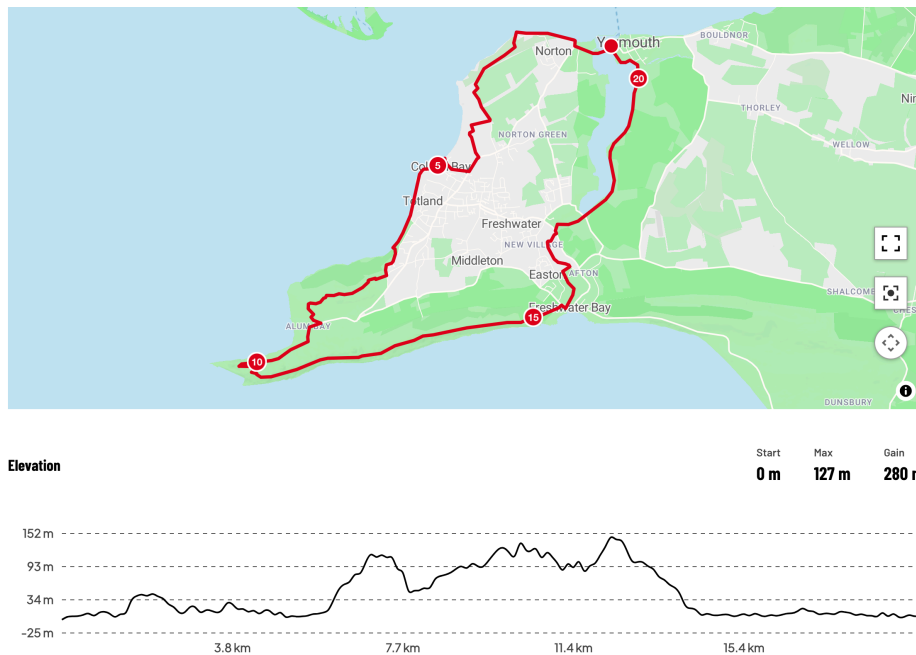


Leg 6 - Run - Yarmouth

After being dropped off runners should proceed to the marshal station located in the Yarmouth Harbour car park (see diagram).



After checking in with the marshals the runners can start this run leg, following the route from the gpx file.



The finish line for the race is at the Royal Solent Yacht Club.