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 ~115nm between the Isle of Wight, Swanage and Portland. The sailing legs will be governed by the Racing Rules of Sailing, and yachts must comply with the World Sailing Offshore Special Regulations Category 3 plus Category 2 liferaft requirements.

The running legs will cover ~55km 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.

All team members 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 Island Sailing Club in Cowes. The timing will be adapted depending on the finish times of the teams, with a provisional time of 12:00 on Sunday 27th June.

General Rules

1. The responsibility for a team's decision to participate in a race or to continue racing is theirs 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 yacht to such inherent risk whilst taking part in the event;
    b. they are responsible for the safety of themselves, their crew, their yacht 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 yacht 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;

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 yacht between the running legs.

3. The minimum age requirement for all competitors is 18.

4. No outside support is allowed during the race, but the non-running team members are allowed to restock provisions on the yacht 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.

5. 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, by marshals stationed at the start/finish of the running legs and via VHF broadcast at each transition location. A race leg will not be modified after the first team has started that leg.

6. The race committee reserves the right to refuse entry to any team or yacht that it feels is unsuitably prepared for the race.

7. If a team decides to retire it must contact the Race Committee via VHF, Whatsapp or a phone call, or by telling a race marshal at one of the running leg start/finish points.
    a. A single team member can retire and the rest of the team may be allowed to continue and complete the remainder of the race depending on the weather conditions and how far through the race they have already progressed.

8. Littering is not allowed at any point during the race - if caught the team will be disqualified.

9. Teams are required to come to the aid of other competitors on any sailing or running leg if required. Time compensation will be applied afterwards.

10. 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.

11. Protests must be made in writing and within two hours of the protesting team finishing the race, using the protest form available on the race website. A Protest Committee will be formed to hear any protest and their decision will be final.

12. 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.

Race Timing

13. 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.

14. Each team will be provided with a GPS tracker which must be carried on the yacht during the sailing legs and by one of the runners during the running legs. Trackers will be issued at registration, and must be returned after the finish of the final running leg.
    a. If a GPS tracker is lost or damaged the team will be liable for the £650 cost of the unit
    b. If a GPS tracker is not returned at the end of the race the team will be liable for paying a late fee of £10 per day

15. Teams must send their start time and finish time of each sailing leg using the 'UP' key on the GPS tracker (except for the start of the first leg which uses the race start sequence)

16. The start and finish time of each running leg will be recorded for each team by race marshals.

17. The time taken to transfer between the end of the previous sailing/running leg and the start of the next running/sailing leg is classified as 'dead time' and **does not** count towards the overall race time. This is to allow the safe transfer of runners to/from the yachts without time pressure.
    a. There is a maximum 30 minutes transfer time allowed in Swanage and Cowes and 45 minutes transfer time allowed in Portland. More time is allowed for the Portland transition 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.

Sailing Rules

18. The Racing Rules of Sailing apply during the sailing legs.

19. Yachts must comply with the World Sailing Offshore Special Regulations Category 3 plus Category 2 liferaft requirements. The Race Committee reserves the right to scrutinise any yacht before the start of the race.

20. Each yacht must have an IRC certificate in order to calculate their corrected race time.

21. Each yacht must hold adequate insurance against any third party claims, valid for yacht racing. The Race Committee may request proof of this insurance.

22. Lifejackets and safety harnesses must be used at night and in bad weather

23. Yachts may only be propelled by their sails - no other propulsion is allowed.

24. 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.

25. All yachts are required to have their AIS transceivers switched on and transmitting throughout the race. A yacht's AIS must transmit the yacht's MMSI number and current name. Nothing shall be done to inhibit AIS transmissions.

26. Yachts must carry an anchor that will hold in Swanage Bay in case all mooring buoys are already being used by other teams.

27. 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 Red Jet / Red Funnel ferries when entering Cowes Harbour.

28. 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

29. Two runners must complete each of the run legs.
    a. 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).
    b. The other three team members will remain with the yacht (or can make use of the shore facilities) while the two runners are completing the run legs.

30. Runners must report to the race marshals before starting each run and again after completing each run.

31. No running is allowed during the transition phases between the sailing legs and the running legs.

32. 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 each of the running legs (this is done during the 'dead time' so does not contribute to your overall race time).

33. GPS 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.

34. There are road crossings on each of the running routes - runners should pay close attention and take care at these points.

35. 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.
    a. 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.

36. Running routes may be run at night and in some places pass close to houses - please limit noise as much as possible.

37. Runners must follow the Countryside Code and Highway Code, and at all times respect other users of the public rights of way on the running legs.

Trophies

Overall Winner Trophy

- The team with the fastest corrected race time

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

Champions of the Trails Trophy

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

Youth Trophy

- The team with the fastest corrected race time and all team members are < 30 years old at the start of the race

Old Dogs Trophy

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

Services Team Trophy

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

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 Cowes - 65nm
Leg 6 - Run - Cowes - 23km, 225m elevation

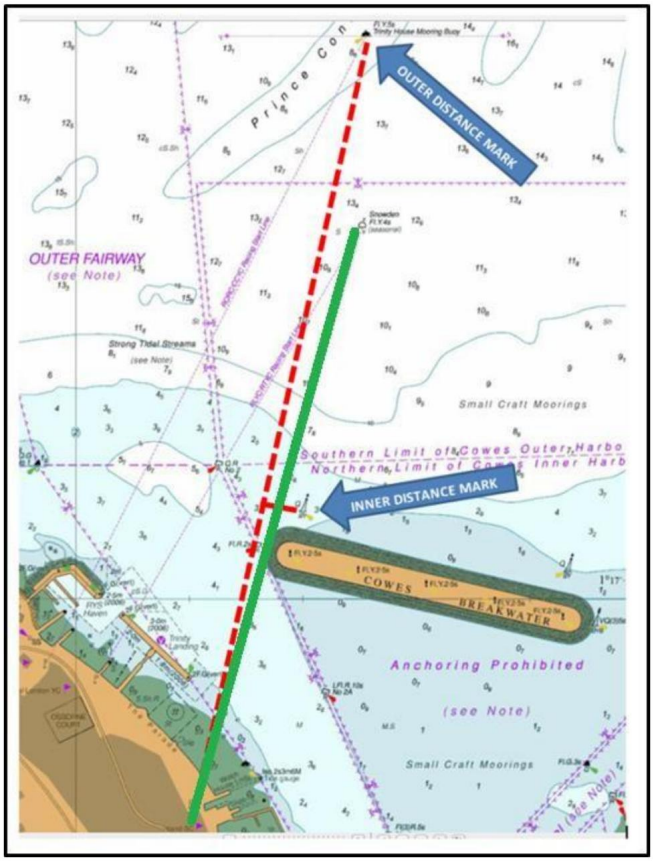
Total sailing distance - 112nm
Total running distance - 55km, 793m elevation

Leg 1 - Sail - Cowes to Swanage

The start of the race will use the Island Sailing Club start line off Cowes, with teams passing through the line from east to west.

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.

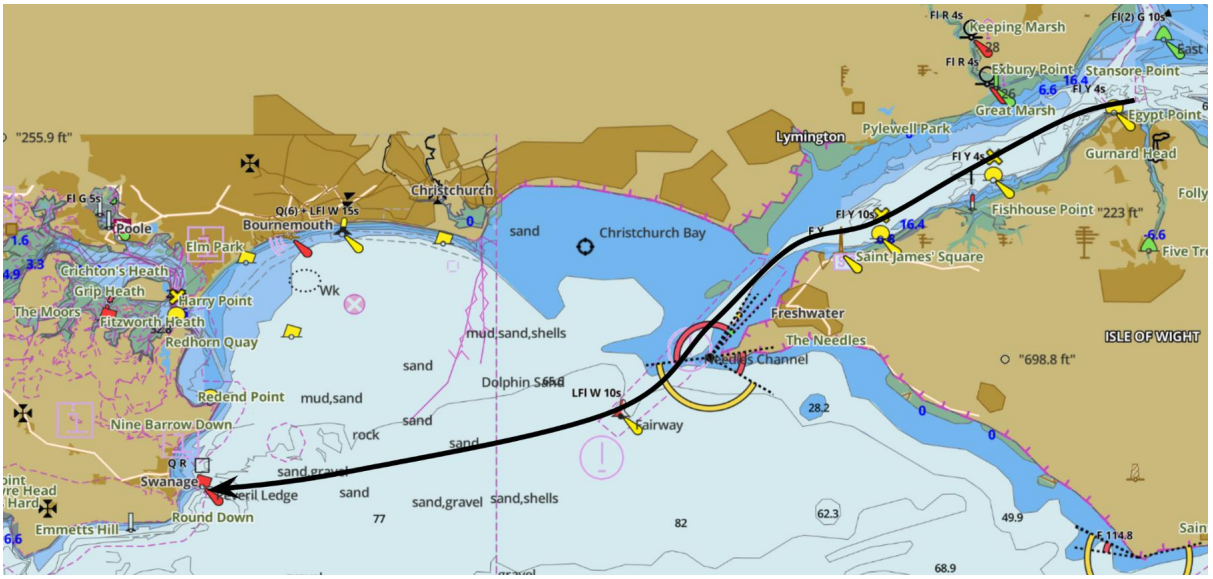
- The Outer Distance Mark (ODM) is Trinity House Buoy
- The Inner Distance Mark (IDM) is the North Cardinal Buoy at the western end of the Cowes Outer Breakwater



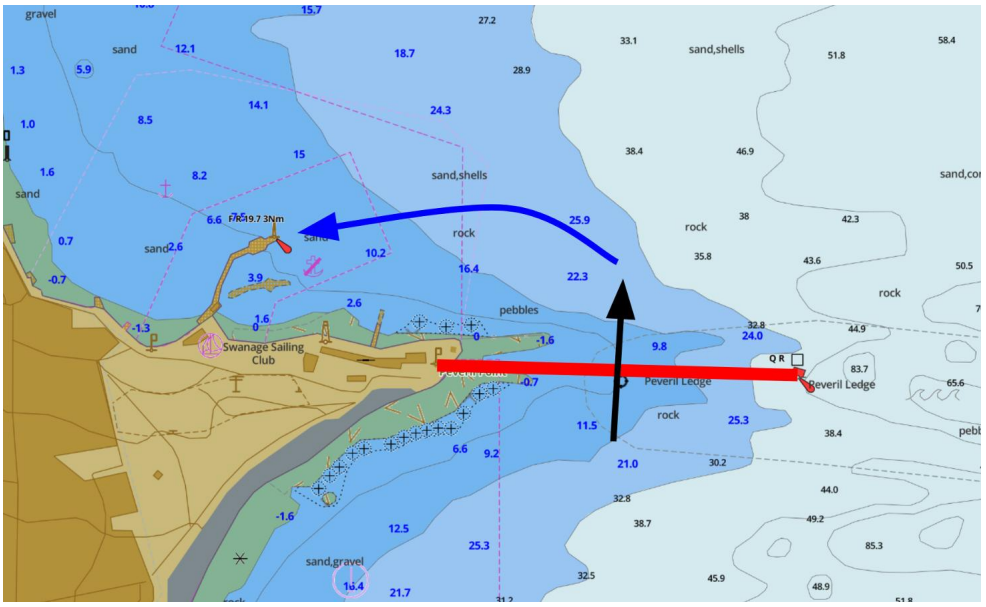
A 5, 4, 1 minute countdown will be used, with sound signals broadcast over the radio.

Any teams that are OCS can clear the penalty by returning to cross the line properly. Any team 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 teams required to pass through the line from south to north (leave Peveril Ledge Buoy to starboard).



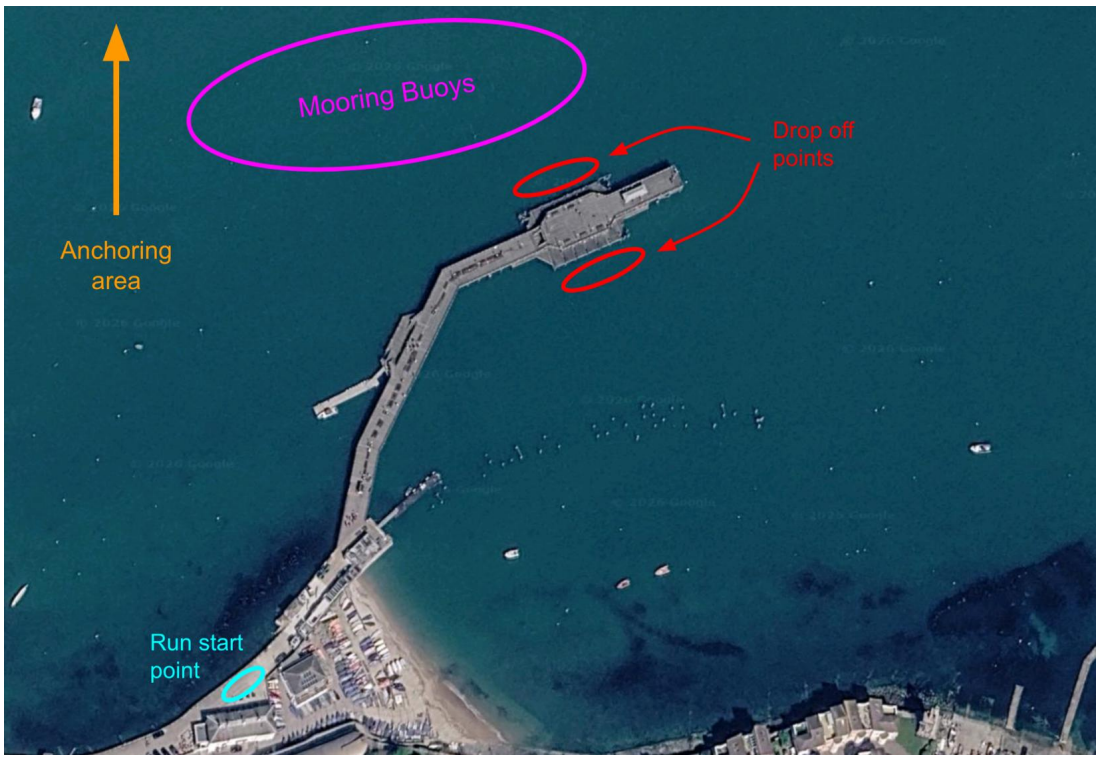
After crossing the sailing leg finish line teams should proceed to Swanage Pier to drop-off their runners. Teams should contact the Race Committee by radio after crossing the finish line to notify the committee ahead of their arrival.

Yachts 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 teams crossed the sailing leg finish line, unless there is a clear space available (for example if the yacht ahead is taking longer to drop their sails). If there are yachts already at both landing points please wait patiently until a space opens up - this time is part of the dead time so does not contribute to your race time.

After dropping off the runners, teams 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 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.

At least one team member must remain on the yacht while anchored or on the mooring buoy for safety reasons. Other team members may go ashore via a team's own tender, but no transfer service is provided by the Race Committee.

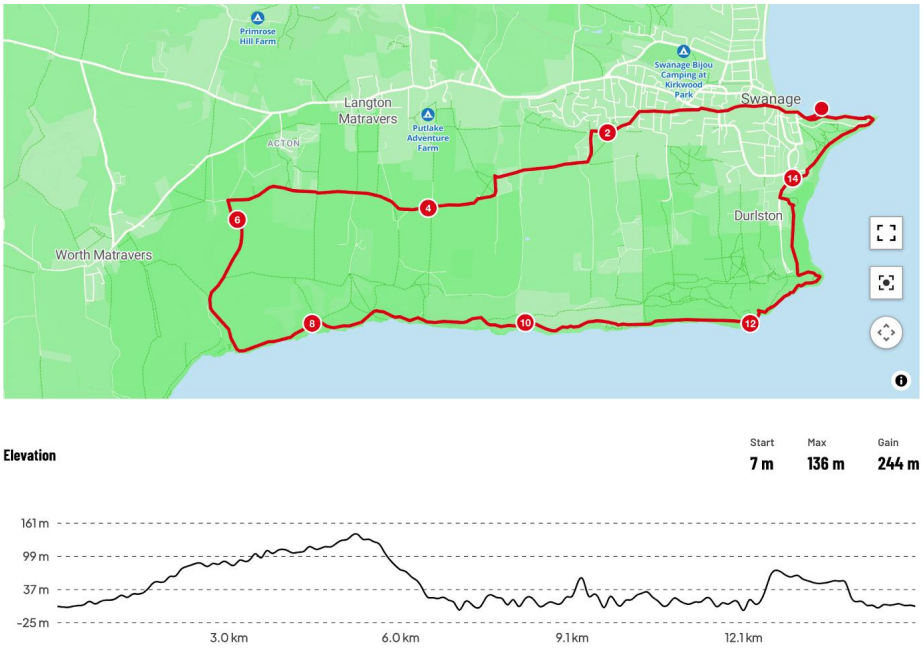


Leg 2 - Run - Swanage

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.

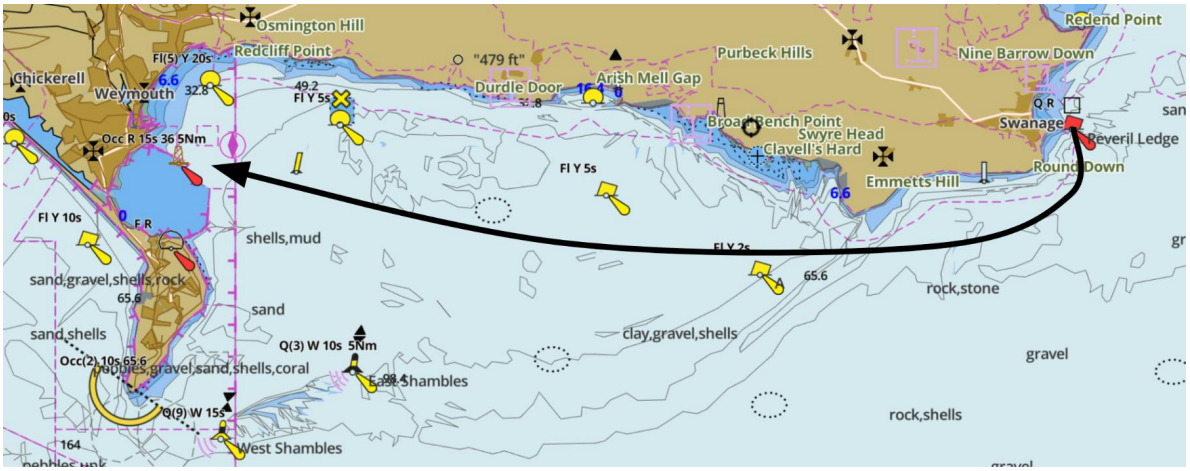
The race committee will call teams to the pier by VHF radio to pick up their runners from the end of the pier in the order that they finish the run.

Leg 3 - Sail - Swanage to Portland

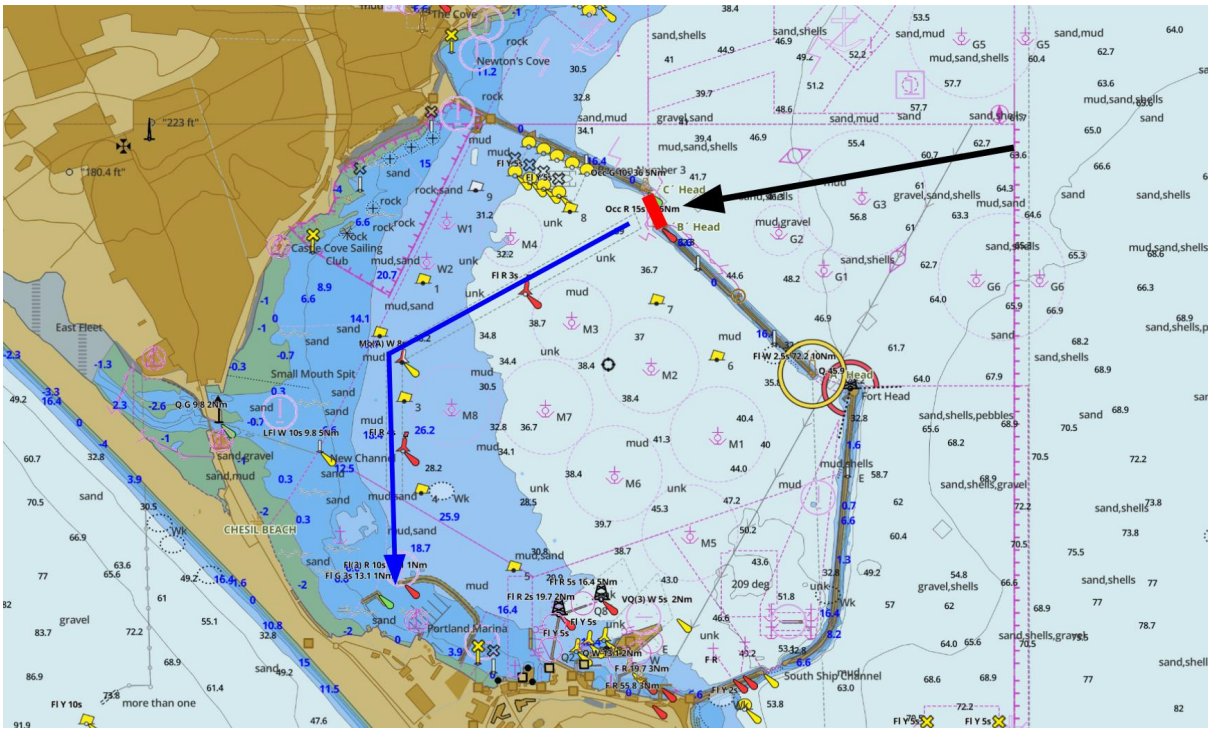
The start line of this sailing leg is the same as the finish line of the previous sailing leg - the transit between Peveril Ledge Buoy and the National Coastwatch Station on Peveril Point. Teams are required to pass through the line from north to south (leave Peveril Ledge Buoy to port).

If another team 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 teams should proceed to Portland Marina via the North Ship Channel to drop-off their runners. Teams should contact the Race Committee by radio after crossing the finish line to notify them ahead of their arrival.

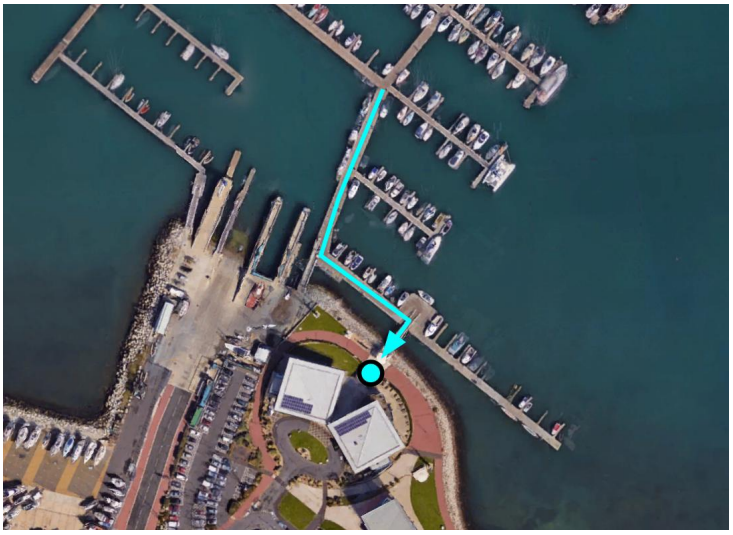
The speed limit inside Portland Harbour breakwater is 6kts.

After entering Portland Marina teams 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.

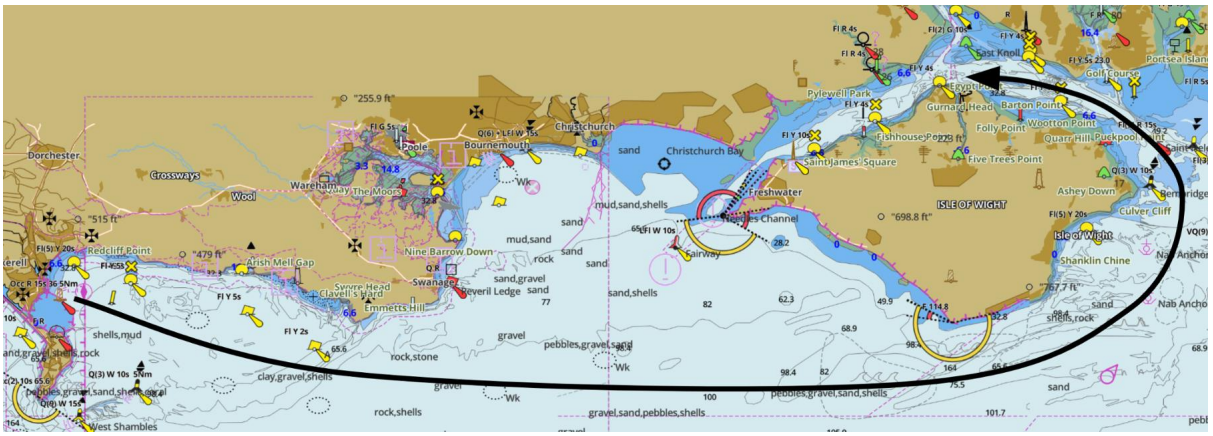
Runners should then return to their yachts at their designated pontoon - **do not return to the pontoon where the runners were dropped off** (this is to give priority use of this pontoon to teams that may be finishing the previous leg and dropping off runners).

Leg 5 - Sail - Portland to Cowes

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 team 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 Cowes via the southern side of the Isle of Wight (i.e. leave St Catherine's Lighthouse to port).



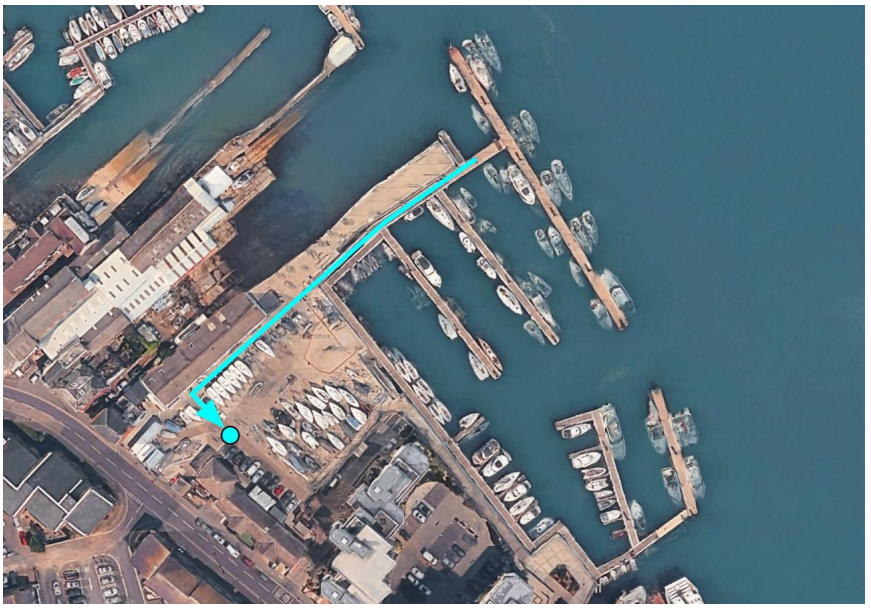
The finish line for this sailing leg is the Island Sailing Club start line off Cowes (see Leg 1 for details), which must be passed through from east to west.

After crossing the sailing leg finish line teams should proceed to Shepards Marina to drop-off their runners. Be aware of the Red Jet and Red Funnel ferries which may be entering / leaving the harbour. On approach to Shepards Marina competitors should contact the race committee on VHF Ch80.

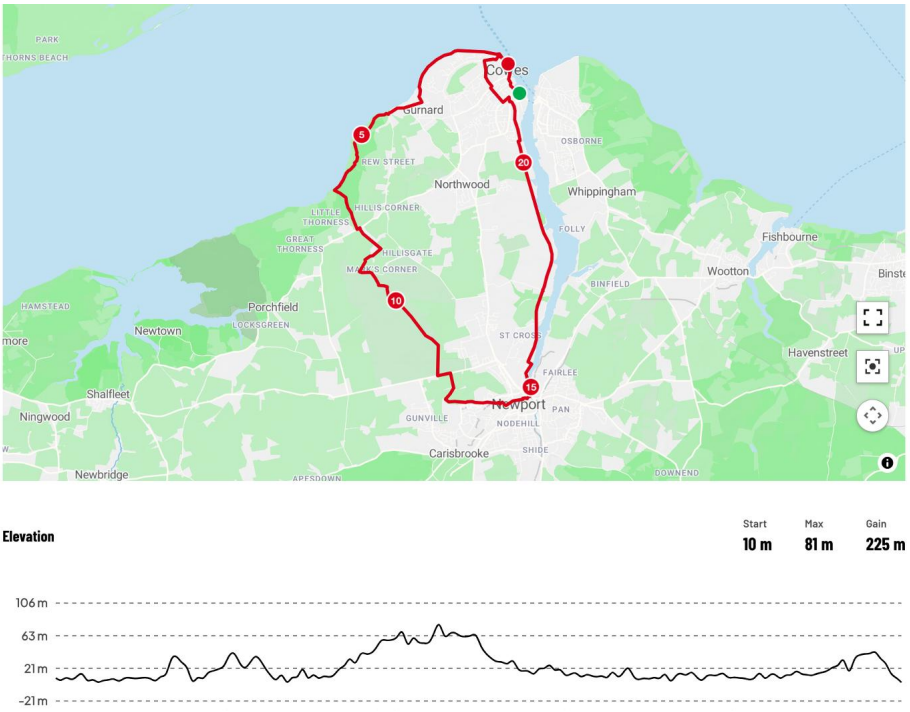


Leg 6 - Run - Cowes

After being dropped off runners should proceed to the marshal station located in Shepards Marina.



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 southern end of The Parade in Cowes, next to the Island Sailing Club.

Running Kit List

The running kit list is designed to keep you safe during the trail running legs, where you will be covering exposed coastal paths potentially at night and in a range of weather conditions.

Marshals will perform a spot check of the kit list before the start of each of the running legs (this is done during the 'dead time' so does not contribute to your overall race time).

The following kit must be carried by each runner, except for the GPS tracker which is one per pair.

- GPS tracker (one per pair, provided by race organisers)
- Headtorch with > 400 lumens and > 4 hours battery life, fully charged
- Mobile phone, fully charged (for use as an emergency light or to contact the Race Committee or the emergency services)
- GPS navigation device to follow the running route, fully charged (GPS watch, mobile phone, handheld GPS device)
- Appropriate shoes for trail running
- Water, minimum 500ml
- Emergency food
- Personal medication
- Emergency blanket
- Small first aid kit (at minimum 1 x compression bandage)
- Whistle
- Appropriate clothing as specified by the Race Committee during the race briefing (one day before the race), which will depend on the weather conditions and could potentially include:
    - Waterproof jacket (with taped seams)
    - Waterproof trousers (with taped seams)
    - Additional warm layer
    - Hat

No headphones are allowed on the running legs.