

HAVEN PORTS YACHT CLUB

2012 SAILING INSTRUCTIONS

1. **RULES** – see *Notice of Race section 3*

2. **SAFETY** – see *Notice of Race section 5*.

2.1 GENERAL

It is the sole and inescapable responsibility of the owner or person in charge of a racing boat to ensure that adequate and correctly functioning safety equipment is carried aboard and that due consideration has been given to emergency procedures such as, but not limited to, man overboard, dismasting, grounding, stranding or extremes of weather. The attention of owners or persons in charge is drawn to sections 5 (*Safety Equipment*) and 6 (*Conditions of Entry*) of the Notice of Race.

All safety equipment must be readily accessible, in good condition and in working order. It shall be of a type, size and capacity suitable for the intended use and the type of yacht. All crew members should be familiar with the location, operation and procedures associated with the use of the safety equipment carried aboard. All heavy items shall be adequately secured to prevent movement in the event of a knockdown or capsize.

The ISAF *Offshore Special Regulations* were adopted by HPYC in 2003, and apply to both IRC and Club Handicap racing, as set out below. Owners and skippers are strongly advised to re-check their safety equipment and arrangements each year against the requirements of the Special Regulations. Compliance is mandatory. Any advice or comments given here are for guidance only; the definitive authority is as cited above, and nothing shall vary or supersede it, or reduce or replace the owner's and skipper's sole responsibility for compliance.

The *Offshore Special Regulations (January 2012 – December 2013)* may be found on the ISAF website at www.sailing.org/documents/special-regs.php

2.2 RACING UNDER IRC

The category applicable to HPYC IRC racing (unless otherwise stipulated for a particular race) is *ISAF Special Regs. Category 4 Monohulls', Mo4* but with the following additional requirements.

- A marine VHF radio transceiver incorporating all International channels plus channel M (37A). A deck or cockpit speaker is strongly recommended.
- A functioning propulsion motor sufficiently powerful and with adequate fuel to reach safe shelter in bad weather from anywhere in the racing area.
- Life Jackets must be worn at all times when racing on day boats if given dispensation to race without full lifelines.
- A minimum of ½ litre of drinking water per person on board.

Reference to the ISAF document is essential

2.3 RACING UNDER CLUB HANDICAP

The category applicable to HPYC Club Handicap racing is *ISAF Special Regs. Category 5 - Minimum Requirements for Safety Equipment* together with the following additional requirements.

- Except for dinghies or day boats for which specific exemption has been approved, a functioning propulsion engine sufficiently powerful and with adequate fuel to reach safe shelter in bad weather from anywhere in the racing area
- A minimum of ½ litre of drinking water per person on board.
- In open boats, buckets must be secured by their lanyards when not in use.
- Life jackets must be **worn** in dinghies or day boats without lifelines at all times when racing.
- VHF Radio: a splash proof set with suitable stowage or a normal set permanently mounted in an area protected from rain and spray is acceptable. As a minimum, channels 16, 37(M, M1, P, P1), 68, 71, 72 and 77 are required).

Reference to the ISAF document is essential

3. **SCHEDULE of RACES**- see *Notice of Race section 11*

4. **HANDICAPS** - see *Notice of Race section 8*

5. ADDITIONAL SAFETY RESPONSIBILITIES

The Bylaws of the Harwich Haven Authority apply, as do the International Regulations for Preventing Collisions at Sea as between competitors and any vessel not racing. Any competitor found to have infringed these bylaws or regulations will be reported by the Race Committee and may be subject to Protest Committee action under the RRS.

Competitors should be aware that a boat sailing a converging course with a large or unwieldy commercial vessel may be held to have impeded its safe passage by approaching within its restricted visibility zone, even without having encroached within the deep water channel.

Competitors are required while racing, to avoid navigating within the limits of the Deep Water Channel or passing on the channel side to seaward of the Grisle buoy, as defined by straight lines joining consecutive channel marks including the Landguard Buoy, and out to sea as far as the Cross Buoy. For the purposes of the RRS such lines are to be regarded as a Continuing Obstruction. The only exception being when specifically stated by these Sailing Instructions or the applicable course definition.

Any boat which being disabled or out of control encroaches into the Deep Water Channel shall promptly advise Harwich VTS on VHF channel 71 of her situation.

Any boat which while racing suffers damage or gets into difficulties but does not require assistance shall advise Thames Coastguard of her situation by normal VHF procedure or by telephone (01255 675518), to avoid unnecessary emergency action should she be reported in difficulties by a third party. She shall then advise the Race Officer of her situation by the means provided below (Communications).

Any competing boat which touches a moored or anchored boat shall retire immediately unless she claims that she was wrongly compelled to touch it by another competitor in which case she shall protest.

6. USE OF ENGINE TO KEEP CLEAR

Competitors in danger of obstructing or being involved in a collision with a commercial vessel may start their engines in order to keep clear, provided that they inform the Race Officer immediately after finishing. In such case the race committee shall adjust the competitor's elapsed time as it considers in its absolute discretion to be fair and equitable. *This changes Rule 42.1.*

7. NOTICES TO COMPETITORS

Notices to Competitors including changes to the *Notice of Race* or *Sailing Instructions* will be posted on the Club Notice Board in LV87. When appropriate and if time permits they may in addition be mailed to all known competitors and/or posted on the Club's website, but inability or failure to do so shall not be grounds for redress.

Where a *Notice to Competitors* is issued late (i.e. within 8 days of the first race affected) IC flag *Lima* will be displayed prior to the start of that race, and competitors should come to the Race Office or pass within hail of the Committee Boat (as applicable) in order to be notified.

In the case of a change to *Sailing Instructions*, flag *Lima* will be displayed with a numeral pennant denoting the serial number of the new amendment, and competitors already aware of that and all previous amendments may ignore the signal.

Signals made ashore will be displayed at the HPYC Race Office, (the race office, signals mast and light apparatus adjacent to the Suffolk Yacht Harbour public slipway).

8. COMMUNICATIONS

Competitors are required to monitor VHF channel 37 (On some sets this is indicated as M, M1, P or P1) at all times when racing inshore of the *Landguard* buoy, and in any case at least from 30 minutes before to 10 minutes after their start and 5 minutes before and after their finish time. They are advised to monitor this channel as far as practicable at all times while racing. The race office/committee boat may display a mobile telephone, if one is available for that day. In emergency, or for purposes stipulated in these Sailing Instructions, competitors may communicate with the Race Officer using VHF channel 37 or the above mentioned telephone number. Except as above, no boat shall while racing, make radio transmissions, nor receive transmissions not available to all boats, except for purposes entirely unconnected with racing. This restriction also applies to mobile telephones.

9. RANKING AS A STARTER

Intending competitors must hail the Race Officer prior to their warning signal, declaring the number of crew on board, and obtain an acknowledgement. **Any boat failing in this will not rank as a starter, and will be scored DNS for the race in question.** VHF channel 37 may be used by non Suffolk Yacht Harbour berthed boats for this purpose, but not during a starting sequence, and an explicit acknowledgement must be obtained.

COMPETITORS IN A SECOND OR LATER START MUST KEEP WELL CLEAR OF THE STARTING AREA AFTER THE WARNING SIGNAL FOR THE PREVIOUS START.

10. IDENTIFICATION

Boats must display their class flag continuously while racing, in a visible position at the stern clear above any obscuring gear or rigging. An alternative to the stipulated class flag may be permitted provided that it is declared to and approved by the Race Officer prior to each race. A yacht using any sail bearing a sail number other than that stated in its entry must declare the fact and obtain dispensation from the Race Officer prior to each race or series. Yachts without sail numbers must carry some other form of identification approved by the Race Officer prior to each race.

A yacht wearing an ensign after her preparatory signal will be deemed not to be racing or to have retired.

11. STARTING TIMES – see *Notice of Race section 11 (Schedule of Races)*.

12. STARTING LINE

12.1 Club Start Line A1 - Shore-based Start

The HPYC line is defined by a line drawn through the Signals Mast at the Race Officer's building and a fore-mark, with two triangles as top mark, positioned on the up-river quay head of the Suffolk Yacht Harbour entrance.

The line is to be crossed in the direction specified by the course set for the race in question. An arrow (if used) displayed on the Course Indicator board at the Harbour entrance is for guidance only; the applicable course designation is definitive of the start direction.

12.2 Club Start Line A2 - Committee Boat Start

In this case the line is defined by an orange flag displayed on the Committee Boat (or its forward mast if no orange flag is used) and the Signals Mast at the Race Officer's building, approximately on the extension of the shore-based start line described above.

Note that the line may be appreciably biased as compared to the shore-based line, and all fixed transits should be ignored.

12.3 Club Start Line B -Harwich Harbour. (The 'Beacon Hill' Line)

This is defined by a line drawn through the Harwich Town S.C. *Beacon Hill* racing mark (approximately two cables north of the seaward end of the Dovercourt breakwater) and an orange flag displayed on a Committee Boat (or its forward mast if no orange flag is used) anchored approximately two cables to eastward.

The Committee Boat when on station may wear an HPYC burgee or House Flag.

The start line is to be crossed in a southerly direction.

12.4 Alternative Start Lines

When circumstances so require, an alternative start line may be substituted for that prescribed above. Such alternative start lines will be defined by a Committee Boat adjacent to any navigational mark (whether or not listed in the course definition), or at any other mark if explicitly so stated.

The portion of the prescribed course between the nominal start and the alternative start line shall be ignored, and the alternative start line crossed in the direction of the remainder of the course.

In such circumstances the change will if possible be individually notified to all competitors in advance, or will be communicated by a signal or notice displayed under IC flag *Lima* in the vicinity of the original start line before and at least up to the original start time. If circumstances permit, the location and time of the intended start will be broadcast at intervals on VHF channel 37, but inability or failure to do so shall not be grounds for redress.

The start at the alternative line will be so timed as to allow competing boats reasonable time to reach it from the original starting area before their respective Warning Signals.

13. INNER LIMIT

A dinghy or dan buoy or other mark which may be wearing a flag may be anchored close to a committee boat as an inner limit mark. Competitors shall not pass between an inner limit mark and the committee boat at any time except when finishing. A ball or other mark extending on a staff from a Committee Boat, or a dinghy or other floating object secured alongside, shall be regarded as a part of the starting mark and not as a temporary or accidental attachment for the purposes of RRS 18 and 19. *This affects the definition "Mark" in RRS.*

The zone on the prohibited side of the inner limit mark is not an obstruction for the purposes of RRS 18 and 19 when approaching the line to start or when starting.

14. THE START

Races will be started using Rule 26 with the following addition: An attention signal, Flag F with one sound, will be made ten minutes before the first start, and removed at that warning signal. Time shall be taken from the visual signals; the timing or absence of a sound signal or VHF message shall be disregarded and is not grounds for redress.

14.1 THE USE OF VHF RADIO

The Race Officers may, at their discretion, fly flag E, in which case they will use only VHF radio signals to start the race; there **may** be no visual or sound signals. This changes Rule 26.

14.2 RECALLS

Individual or general recalls will be signalled according to Rules 29.2 and 29.3 respectively.

If flag E is flying, then any individual or general recall shall be announced using the VHF radio only. This changes rules 29.2 and 29.3.

15. AREAS THAT ARE OBSTRUCTIONS

The limits of the Harwich Haven Authority deep water channel, as described in Section 3, (Additional Safety Responsibilities), of these Sailing Instructions.

16. COURSES

Courses will be flexi-courses as described below. In the event that separate courses are set for different classes, each course display will be prefixed or accompanied by the applicable Class letter by flags or otherwise as appropriate.

The course to be sailed may be indicated by an indicator board displayed at the start line for Club line starts, or by flags and/or a board from a Committee Boat.

FLEXI-COURSES . A display board will show each mark of the course in turn (including the finishing mark) using the two-letter abbreviations set out in the abbreviations-section, and indicating the side to which each is to be left.

A VHF announcement (if used) will be preceded by a warning of at least one minute, not more than 30 minutes before the start, and will list the same information as set out above. At least one repeat broadcast will be given, and further repeats to all competitors may be made on request by any boat if and when convenient but not during any starting sequence.

17. FINISHING LINE

Unless otherwise indicated the finishing line is the same as the starting line. An alternative finish location may, however, be signalled by a notice displayed along with the course signal before the start.

In exceptional circumstances the committee boat may be off station at the finish, in which case the following procedure (Timing In) should be used.

18. TIMING IN

If the Race Committee are unable to man the Race Box for the finish or if the committee boat is not on station then the following procedure is to be adopted:

Club Line A1, (Shore Based) . Take the finishing time when the Signals Mast and Foremark with two triangles on the upstream quay are in line.

Club Line A2, (Committee Boat) - Take the finishing time when the Signals Mast and Foremark with two triangles on the upstream quay are in line.

Club Line B, (Harwich Harbour or as directed) When the finishing mark bears 90 degrees to the rhumb line from the preceding mark, and within 1 cable on the correct side.

In these events competitors shall take their own finishing times and report them to the Race Officer by VHF or by telephone if available, or to the Sailing Secretary via email (sailing@hpyc.com) as soon as possible and not later than mid-day on the following day, together with the names of the yachts finishing immediately ahead and astern of them, if visible. Times must be corrected to BST or GMT as applicable, using a radio or telephone time signal or the time indicated by the GPS system.

19. SHORTENING COURSE

The race committee may shorten the course for any reason at any mark of the course. Rule 32 is changed accordingly. The meaning of IC flag *Sierra* in RRS Race Signals is changed to *finish between the nearby mark and the orange flag if displayed or otherwise the fore mast of this vessel*

If circumstances permit, the intention to shorten course and location of the finish may be announced on VHF channel 37, but inability or failure to do so shall not be grounds for redress.

A course may be shortened for some but not all classes, in which case the class flags affected will be displayed along with flag S.

20. AFTER FINISHING

Boats having finished shall not wait or manoeuvre in the finish line area so as to impede or inconvenience boats still racing, or hamper the operations of the race committee.

21. TIME LIMIT – All races are limited to sunset plus one hour.

22. RETIREMENT OR DELAY (*Mandatory Safety Requirement*)

Any boat retiring, or withdrawing from a subsequent race the same day, must report accordingly to the Race Officer by hailing, or by VHF or telephone as above (*Communications*) at the earliest opportunity, and obtaining an acknowledgement.

Any boat significantly delayed while racing but not requiring assistance should report her situation and estimated finishing time to the Race Officer by the means indicated above (*Communications*).

NOTE THAT ANY BOAT NOT ACCOUNTED FOR AT THE END OF RACING MAY BE REPORTED TO THAMES COASTGUARD AS OVERDUE.

23. ABANDONMENT

Any race that is abandoned may be re-sailed. If practicable and if circumstances so permit, the Race Officer shall have power to re-sail an abandoned race on the same day. Otherwise re-sailing arrangements shall be determined by the Sailing Committee and shall be announced by way of a Notice to Competitors.

24. PROTESTS

Signalling and Notification

Intention to protest shall be properly signalled and notified in accordance with Rule 61.1, and shall be drawn to the attention of the race committee immediately after finishing or by mobile telephone or VHF radio within two hours after the time of the last boat's finish of the last race of the day.

A boat that is considering a protest will be asked to conform to the RYA Racing Charter

Protests shall be confirmed in writing to the Sailing Secretary, HPYC LV87, Suffolk Yacht Harbour, Levington, Ipswich, IP10 0LN or sailing@hpyc.com. Posted protests should be posted first class and postmarked no later than the first postal day following the race. E-mailed protests should be dated no later than the day after the race.

Protest forms are normally available from the RYA web site, but any written notification is acceptable provided all the information required by the Rules is included and is legible.

25. HEARINGS.

- (1) In the first instance, the boats involved will be invited to discuss the incident, with a view to reaching an amicable settlement.
- (2) If a settlement cannot be reached the boats involved will be asked to discuss the matter with an independent arbitrator who is to be agreed by all the parties concerned.

If a settlement is reached using either method the outcome must not be to the detriment of any other boat racing in that race or series.

(3) Should method 1 and 2, described above fail, then protests will be heard on the Friday following the race at 20.00 BST in LV87, or failing this at a time and place appointed by the Rear Commodore (Sailing). This is the notification required by RRS 63.2.