

Haven Ports Yacht Club

Sailing Instructions 2019

1. **RULES** - see Notice of Race (NOR) section 3.
2. **SAFETY** - see NOR section 5.
3. **SCHEDULE of RACES** - see NOR section 12.
4. **HANDICAPS** - see NOR section 8.
5. **ADDITIONAL SAFETY RESPONSIBILITIES**

5.1 The by-laws of 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 by-laws or regulations will be reported by the Race Committee and may be subject to protest under the RRS.

5.2 Competitors should be aware that a boat sailing a converging course with a large 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.

5.3 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.

5.4 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.

5.5 Any boat which while racing suffers damage or gets into difficulties but does not require assistance shall advise Dover Coastguard of her situation by normal VHF procedure or by telephone (01304 210008), 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 (8. Communications).

5.6 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.

5.7 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.

5.8 World Sailing Offshore Special Regulations (Category 4) apply to all IRC-rated boats taking part in IRC class racing, as shown in the NOR Section 4 Eligibility. Owners and skippers are required to re-check their safety equipment and arrangements each year against the updated requirements of the Special Regulations. The Offshore Special Regulations (2019 -

2020 edition) may be found on the World Sailing website www.sailing.org. NB This includes updated requirements for emergency flares.

5.9 The following requirements are mandatory for all IRC, Club Handicap & Lightships racing. (See separate notes for Melges and Squibs).

a. A working marine fixed or handheld VHF radio transceiver incorporating all International channels plus channel 37 (In some sets marked as 37A, M, M1, P or P1). A deck or cockpit speaker is strongly recommended.

b. A functioning propulsion motor sufficiently powerful and with adequate fuel to reach safe shelter in bad weather from anywhere in the racing area.

c. A fully functioning and serviced life jacket rated to at least 150 Newtons, manufactured to EN. ISO 12402 EN396 for every person on board. Safety harnesses and safety lines for each crew member must also be carried. Buoyancy aids are not an acceptable alternative on cruising yachts. (Except in the case of classic yachts or sportsboats entered in Club Handicap racing and given dispensation for absence of lifelines – then personal buoyancy must be worn at all times).

At the discretion of the race office, life jackets may be required to be worn. This may be signalled by IC Code Flag Y (“Wear a personal flotation device,” RRS 40) or alternatively announced on VHF Radio Channel 37 when the course is given.

d. A minimum of ½ litre of drinking water per person on board.

5.10 Melges must comply with a, b and d above. All crew members must wear personal buoyancy at all times.

5.11 Squibs must comply with a and d above. All crew members must wear personal buoyancy at all times.

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, without gaining advantage, 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 to be fair and equitable. This changes Rule 42.1.

7. NOTICES TO COMPETITORS

Notices to Competitors including changes to the NOR or Sailing Instructions (SIs) will be posted on the Club Notice Board in LV87. When appropriate and if time permits they may in addition be e-mailed to all known competitors and posted on the Club’s website, but failure to do so shall not be grounds for redress.

Where a Notice to Competitors is issued late (i.e. within eight days of the first race affected) IC flag Lima may 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 SIs, I C flag Lima may 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 (In some sets marked as 37A, M, M1, P or P1) at all times when racing. The race office/committee boat may display a mobile number. In emergency, or for purposes stipulated in these Sailing Instructions, competitors may communicate with the Race Officer using VHF channel 37 or the mobile 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 phones.

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 for this purpose **BUT NOT DURING A STARTING SEQUENCE**, and an 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.

Melges will comply with a system of individual identification according to class rules

Squibs will comply with a system of individual identification to be agreed between the class captain and the sailing committee.

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

Boats are reminded of their obligations under the RRS Appendix G with specific reference to G 1.3 d and e - The display of sail letters and numbers.

11. STARTING TIMES – see NOR section 12 (Schedule of Races).

12. STARTING LINE

12.1 Club Start Line - (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.

12.2 Club Start Line - (Committee Boat Start)

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 Office, approximately on the line of the shore-based start line described in 12.1.

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

12.3 Harwich Harbour Start Line (Beacon Hill Line)

This is defined by a line drawn through the Harwich Town SC 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 in the NOR. Such alternative start line may be any of those listed above, or may be defined by a Committee Boat adjacent to any navigational mark (whether or not listed in the course definition), or to any other mark if explicitly so stated.

In such circumstances the change will if possible be individually notified to all competitors in advance, or may 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. 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, IC Code Flag F with one sound, will be made ten minutes before the start, and removed at that

warning signal. As all the multiple starts are 10 mins or five mins apart the code flag F will only be flown 10 mins prior to the first start of the day. 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 USE OF VHF RADIO

The Race Officer may, at his/her discretion, fly IC Flag E, in which case he/she 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 29.1 and 29.2 respectively.

If IC flag E is flying any individual or general recall shall be announced using the VHF radio only. This changes rules 29.1 and 29.2.

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 SIs.

16. COURSES

16.1 The section Courses and Abbreviations, and the Race Chart, both published in the Handbook and on the website, must be read in conjunction with these SIs.

16.2 The course to be sailed may be indicated by an indicator board displayed on the SYH Fuel Berth for Club Line starts, or by a board on a Committee Boat.

16.3 A VHF announcement (if used) of the course will be preceded by a warning of at least one minute, not more than 60 minutes before the start. 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.

18. TIMING IN

In exceptional circumstances the committee boat may be off station or the race office not manned at the finish, in which case competitors should record their own finishing times.

If the committee boat is not on station when the finishing line is reached; and when the finishing mark bears 90 degrees to the rhumbline from the preceding mark, and within 1 cable on the correct side, a boat should take its own time.

Or if the race office is not manned at the finish a boat should cross the club line and should take its own time.

In this event competitors shall take their own finishing times and report them to the Race Officer by VHF or by mobile phone, or to the Rear Commodore (Sailing) 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 known.

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 or to finish on the club line."

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 IC 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

There will be no time limits except for the Lightship Series and Friday Evening series which will be 21.00, and the Boxing Day and New Year's Day races, which will be 14.00.

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 obtain 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 DOVER COASTGUARD AS OVERDUE.

23. ABANDONMENT

Any race that is abandoned may be re-sailed. If practicable, 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

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 by email to sailing@hpyc.com and dated no later than the day after the race. Protest forms are 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.

(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, protests will normally be heard on the Friday following the race at 20.00 local time 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.